



CITY OF CLOVIS  
**MEMORANDUM**

TO: Mayor and Members of the Clovis City Council

FROM: Department of Planning and Development Services

DATE: June 21, 1999

SUBJECT: GPA99-5, A request to amend the Clovis General Plan and Herndon-Shepherd Specific Plan to re-designate an approximately 168 acre project site designated from Low Density Residential, High Density Residential, and Park/Open Space to Mixed-Use, add Mixed Use Area 36 to the list of mixed use areas in the Clovis General Plan, and provide for a primary use of Research and Technology Business Park, a Secondary Use of 15% Commercial/Retail, and Special Uses of Hotels, Convention Center, and Open Space in Mixed Use Area 36. The project site is generally bounded by SR 168 on the south, Armstrong Avenue on the west, Nees Avenue on the north, and the Enterprise Canal on the east. City of Clovis, applicant.

*Summary*

At the direction of the City Council, staff is moving forward with the planning, marketing, and development of a Research and Technology Business Park. Approval of GPA99-5 is necessary to proceed with this economic development program. Approval of land use entitlements is also necessary to complete grant applications for funding infrastructure improvements.

The Final Environmental Impact Report (FEIR) for this project identified potential significant unavoidable effects on the environment (air quality and land use), accordingly prior to approving this project the City Council must make written Findings and a Statement of Overriding Considerations pursuant to the California Environmental Quality Act.

## *Recommendation*

The Planning Commission and Staff recommend approval of General Plan Amendment GPA99-5.

## *Background*

The City Council, at its regular meeting of October 6, 1997, directed staff to prepare a special study to evaluate the potential of designating approximately 168 acres of land located generally north of the State Route 168 alignment, east and west of Temperance Avenue, to a Research and Technology Business Park. In order to explore this proposal, a planning and marketing consultant (Thomas Cooke Associates) was contracted to prepare a feasibility study. The intended purpose of the study was to obtain a detailed analysis and recommendations from an independent expert experienced in development of high technology business park plans, and to examine the proposed business park and assess the probability of attracting high technology businesses to Clovis.

The study was also a necessary component in the marketing program that would be implemented to attract businesses and developers to the proposed park, and to give property owners assurance that a change in land use designation would increase the opportunity to sell their property. Staff and the consultants conducted public workshops with property owners and neighbors. In addition a survey was conducted to determine support for the project. The survey indicated that there is relatively strong support for the Research and Technology Business Park project.

At their regular meeting of August 3, 1998, the City Council directed staff to proceed with a four-track implementation effort recommended in the Clovis Research and Technology Business Park Feasibility Study (*the four tracks include: Securing Appropriate Development Entitlements, Developing a Marketing Program, Organizing an Ownership Participation Program, Developing a Financing Program*).

The first track in this implementation plan requires the preparation of an Environmental Impact Report (EIR) and processing of a General Plan Amendment (GPA) to consider changing the land use designation of approximately 168 acres of land from Low and High Density Residential to Mixed Use. At the Council's direction, Staff contracted with Land Use Associates, an environmental and planning firm, to assist the City with the preparation of the EIR. Staff also prepared a City initiated General Plan Amendment (GPA99-5) for consideration of the necessary land use change.

## **The Proposed Research and Technology Business Park Project**

To promote economic development and fiscal vitality and to create a stronger employment base, the City is moving forward with the planning and development of a Research and Technology Business Park in the southeast quadrant of the Herndon Shepherd Specific Plan. The project site is approximately 168 acres in size and is generally bounded by State Route 168 on the south, Armstrong Avenue on the west, Nees Avenue on the north, and the Enterprise Canal on the east. The basic objectives of the project are:

1. Provide accommodations for research and technology oriented uses, and actively promote such uses to broaden employment opportunities and strengthen the City's economic and fiscal base.
2. Work with property owners in the designated R&T Park area to facilitate consolidation of parcels and creation of development sites of sufficient size to accommodate the space needs of major research and technology-based firms.
3. Employ public investment in infrastructure as a catalyst to attract research and technology-based industries that will enhance the City's fiscal base.

The R&T Park would be developed in two phases with the first phase requiring 10 years for completion. At full development, the project site would contain approximately 2,442,420 square feet of research and technology uses on 148 acres, and approximately 348,500 square feet of hotel and retail use on approximately 20.0 acres. The retail uses would be secondary uses oriented predominantly along the freeway right-of-way and not as a rule in the interior of the Business Park. There would be an estimated 4,520 employees.

### **General Plan Amendment GPA99-5**

An amendment to the City's General Plan and Herndon-Shepherd Specific Plan is required to re-designate land inside the project site currently designated Low Density Residential, High Density Residential, and park/open space to Mixed Use. Approval of this action would create a new Mixed Use Area "36" to be added to the list of mixed use areas designated in Table 2-3 in the Clovis General Plan. The **Primary Use** of the area would be Research and Technology Business Park with a **Secondary Use** of Commercial/Retail (see Table One and the discussion below for a complete description of recommended amendment). The Herndon-Shepherd Specific Plan would also be amended to add this mixed-use area. Table One below illustrates the recommended Mixed Use Area 36 with descriptive information.

**TABLE ONE  
MIXED USE AREA 36**

Area No.	Primary Use	Secondary Uses	Special Uses	Max. Height/Stories	FAR	Design Features and Comments
36	Research and Technology Business Park <sup>1</sup>	15% Commercial/Retail <sup>2</sup>	Hotels, Convention Center, Open Space <sup>3</sup>	5 <sup>4</sup>	.35-.50	<ul style="list-style-type: none"> <li>• Transit Orientation</li> <li>• Enterprise Canal Parkway</li> <li>• Buffer Adjacent Residential</li> <li>• Entry Treatment Opportunity</li> <li>• Special Development and Design Regulations</li> </ul>

1. Administrative and research activities occupying office type space and the balance to testing, fabrication, assemblage and other production types of activities.
2. All commercial uses are ancillary to the research and technology uses. The retail uses are strictly secondary uses to be oriented along the freeway 168 right-of-way only and not in the interior of the Business Park.
3. The location of hotel, conference, and personal services will be concentrated generally at the freeway 168 and Temperance Avenue interchange.
4. Five (5) Stories applies to motel or hotel uses only. Maximum height in the Business Park is 35 feet.

**Brief Explanation of Proposed Use Schedule**

**Primary Use - Research and Technology Business Park:** This means that all 168 acres of the project area could be development with research and technology uses (refer to Exhibit “A” for a listing of proposed permitted uses).

**Secondary Use – 15% Commercial/Retail:** All commercial uses are ancillary to the research and technology uses. Retail, personal services, business services, and food services are permissible in the Business Park only if these uses serve park employees. As a rule, retail uses will be concentrated at the State Route 168 and Temperance Avenue interchange to serve the needs of both the primary park uses and motorists on State Route 168. Financial institutions and some food service operations (to serve the needs of employees only) may be located inside the Business Park.

**Special Uses – Hotels, Convention Center, Open Space:** Lodging and conference facilities will be ancillary to research and technology uses. The location of hotel, conference, and personal services will be concentrated generally at the freeway 168 and



Temperance Avenue interchange. Open space/landscaping will be provided as a linear greenbelt around the Business Park as an open space amenity, recreational facility and to buffer adjacent residential uses from the park structures and activities.

**Maximum Height and Stories – 5 Story Max.:** Uses in the Business Park will occupy either one-story spaces with interior heights of 18 feet or more, or one or two story offices with interior heights of 10 to 12 feet floor (see Draft and Final EIRs Visual Resources Sections). Permissible building heights will be limited to approximately 35 feet. Heights up to 65 feet could be permitted for hotels to provide view rooms and identity from the freeway.

**Floor Area Ratio -** The average floor area ratio (FAR) for any single parcel should not normally exceed .35 to ensure development does not exceed the planned capacity of roads and other infrastructure serving the R&T Park. Exceptions, however, may be made if it can be demonstrated that additional floor areas will not adversely impact roadways and other infrastructure. In no event should the accumulative FAR of the R&T Park exceed .50.

#### *Citizen Concerns*

The predominate concerns voiced by citizens through correspondence and at public meetings have been related to potential visual impacts and potential noise impacts. Responding to these concerns staff has provided a discussion of Noise impacts and prepared and included substantial mitigation measures in the final EIR as well as expanded the mitigation measures recommended for Visual Resources and incorporated these in the Final EIR. With the incorporation of these additional mitigation measures into the project, potential impacts have been reduced to less-than-significant levels. The Council is referred to this document (FEIR) to review all comments submitted and staff's responses.

#### *Approval of General Plan Amendment, GPA99-5*

The Final EIR concluded that General Plan Amendment GPA99-5 - Research and Technology Business Park Project would have a significant impact on air quality and land use. Although the EIR identified these significant, unavoidable impacts to the environment, CEQA allows projects to go forward if written Findings for each significant effect are made. Pursuant to Section 15091 of the California Environmental Quality Act (CEQA) Guidelines a Statement of Facts and Findings has been incorporated into the resolution for project approval. Approval of GPA99-5 requires the City Council to approve and delare these findings through adoption of the attached resolution.

Section 15092(b)(2)(B) of CEQA Guidelines states that a public agency shall not decide to approve or carry out a project for which an EIR is prepared unless the agency has eliminated or substantially lessened all significant effects on the environment where feasible (Section 15091), and determine that any remaining significant effects on the environment found to be unavoidable are acceptable due to overriding concerns (Sections 15091 and 15093).

If the FEIR identifies significant unavoidable impacts, the California Environmental Quality Act requires decision makers to balance, as applicable, the economic, social, technological, or other benefits of the proposed project against its unavoidable environmental risks when determining whether to approve a project. If the specific economic, social, technological, or other benefits of the proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable” (Section 15093[a]) as adopted through declaration of a Statement of Overriding Considerations by the City Council. Staff has provided a Statement of Overriding Considerations for the City Council’s consideration in the attached resolution prepared for project approval.

Should the City Council determine to approve GAP99-5 the following steps are required:

1. Certification of the Final Environmental Impact Report.
2. Adoption of a Mitigation Reporting and Monitoring Program.
3. Approval and declaration of a Statement of Facts and Findings.
4. Approval of declaration of a Statement of Overriding Considerations.

#### *Reasons for Recommendation*

Approval of GPA99-5 is necessary to proceed with planning, marketing, and development of a Research and Technology Business Park. Approval of land use entitlements is necessary to complete grant applications for funding infrastructure improvements for the R/T Park.

#### *General Information*

Existing Land Uses:	Vacant, Rural Residential, and Agricultural
General Plan Designation:	Low Density, High Density, and Open Space

*Notice of Hearing*

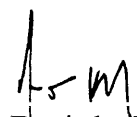
Property owners within 600 feet notified:	291
Interested individuals notified:	9

*CEQA*

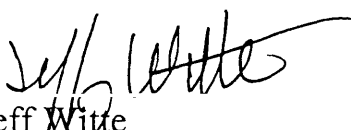
An Environmental Impact Report has been prepared for this project, per the *California Environmental Quality Act*.

Prepared by: Michael Waiczis, AICP, Associate Planner

Submitted by:

  
Dwight Kroll  
City Planner, AICP

Recommended by :

  
Jeff Witte  
Assistant City Manager

**EXHIBIT “A”**  
**Research and Technology Business Park**  
**Tentative Listing of Permitted Uses**

**1. Permitted Uses (tentative listing)**

The following uses are typical of the kinds of permitted uses that will be allowed in the Research and Technology Business Park. This listing is not all-inclusive. Other uses may be considered as the Planning Commission may deem to be similar and not obnoxious or detrimental to the public health, safety, and welfare.

- A. Laboratories, offices, and related facilities to accomplish research, development, testing and evaluation functions. These uses include the production and assembly of prototype products, pilot plants and maintenance facilities. The following uses may also be included: manufacturing, assembling, repair and service of electronic and fiber optic equipment, telecommunications, data processing equipment, medical, pharmaceutical, and aeronautic equipment;
- B. Administrative and professional offices including, but not limited to, engineering, planning and surveying facilities, corporate headquarters offices, regional sales and administrative offices, educational and technical training facilities, and professional offices;
- C. Incidental and ancillary uses which support the principal permitted uses.
- D. Professional services and retail uses in support of primary permitted uses including, but not limited to, eating establishments, banks and savings and loans, venture capital corporations, retail uses, hotels, motels, and day care centers;
- E. Open space and recreational uses;
- F. Utility and infrastructure support uses including roads, public facilities and institutional uses;
- G. Assembly of small electrical and electronic equipment, communications equipment buildings, electric distribution and transmission substations, electrical supply houses, microwave relay structures;

H. Uses permitted in the M-P Industrial Park District Zone District as follows: chemical and physical science office and laboratories, engineering and cartographic offices and laboratories, manufacturing, assembling, and packaging of electronic equipment, instruments, and devices, manufacturing, assembling, and packaging of pharmaceuticals, professional, financial, and administrative offices, research offices and laboratories, testing offices and laboratories.

A) P.C. Res. 99-18, Third General Plan Amendment Cycle for 1999:

GPA99-5, A request to amend the Clovis General Plan and Herndon-Shepherd Specific Plan to re-designate portions of a 180 acre project site designated from Low Density Residential, High Density Residential, and Park/Open Space to Mixed-Use, add Mixed Use Area 36 to the list of mixed use areas in the Clovis General Plan, and provide for a primary use of Research and Technology Business Park, a Secondary Use of 15% Commercial/Retail, and Special Uses of Hotels, Convention Center, and Open Space in Mixed Use Area 36. The project site is generally bounded by SR 168 on the south, Armstrong Avenue on the west, Nees Avenue on the north, and the Enterprise Canal on the east. City of Clovis, applicant.

City Planner Kroll gave a brief outline of the General Plan Amendment process.

Associate Planner Waiczis presented the staff report on this item and indicated that staff recommended approval of GPA99-5.

Commission Ashbeck indicated that the impact on the Housing Element should be examined.

At this point the meeting was opened to anyone wishing to speak in favor of this item.

Mike Dozier, Community Development Director, spoke in favor of GPA99-5.

At this point the meeting was opened to those persons wishing to speak in opposition.

Mark Der Matoian, 1063 N. Filbert, indicated he is not necessarily speaking in opposition. Mr. Der Matoian indicated his concerns focus on the fact that as each piece of the R & T Park is approved, that the ability of the residents to coexist with this park should be considered. Mr. Der Matoian indicated that he would like his written comments to be included in the EIR.

Kathryn Papenhausen, 7585 E. Nees, expressed concerns with negative traffic impacts from this proposed project. Ms. Papenhausen requested that her neighborhood be notified of upcoming development in this area. Ms. Papenhausen expressed a concern with the accuracy of the map being used in relation to the EIR.

Stuart Gregory Farley, 2316 El Paso, stated that he would be opposed to this change to the General Plan. Mr. Farley indicated that noise control should be implemented.

Marsha Pope, 2350 Houston, indicated that she and about 90 percent of the residents in her area were in favor of this general plan amendment and this is a positive project for the City of Clovis.

Gregg Boe, 2272 Cromwell, spoke in opposition and expressed concerns with businesses being built directly behind his home and creating a negative impact on his residence.

At this point the public portion of the hearing was closed.

Commissioner Wallace indicated that a letter had been received from Mr. Roberti outlining concerns with this proposal. Mr. Wallace indicated that the benefits will outweigh the negative impacts and he would be in favor of GPA99-5.

Commissioner Ashbeck indicated she would also support this general plan amendment. Commissioner Ashbeck made the following comments: The impact on the City's Housing Element should be addressed, using housing as a buffer is not a good idea, and the mitigation measures should protect the existing residences.

Chairperson Eide commented in regard to the affect on the City's Housing Element and the mitigation measures and indicated she would be in favor of this general plan amendment.

Commissioner Willoughby stated he would also support this general plan amendment.

At this point the Commission by a consensus of 4-0-1(Walden absent) voted for approval of GPA99-5.

GPA99-6, A request to amend the Clovis General Plan and Herndon-Shepherd Specific Plan to provide for an additional access point from Herndon Avenue onto property located in Mixed Use Area No. 14. Mixed Use Area 14 is located generally north of Herndon Avenue between Clovis and Sunnyside Avenues. City of Clovis, applicant. *(This item has been withdrawn)*

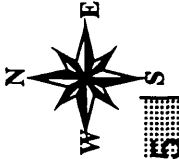
City Planner Kroll indicated that GPA99-6 had been withdrawn.

At this point a motion was made by Commissioner Ashbeck, seconded by Chairperson Eide, to adopt P.C. Res. 99-18, recommending the following action on the Third General Plan Amendment for 1999:

GPA99-5      4-0-1 (Walden absent) consensus for approval and recommending certification of the Draft EIR.

This motion was passed by a vote of 4-0-1:

AYES:            Commissioners Ashbeck, Wallace, Willoughby, Chairperson Eide  
NOES:            None  
ABSENT:        Commissioner Walden



GPA89-5

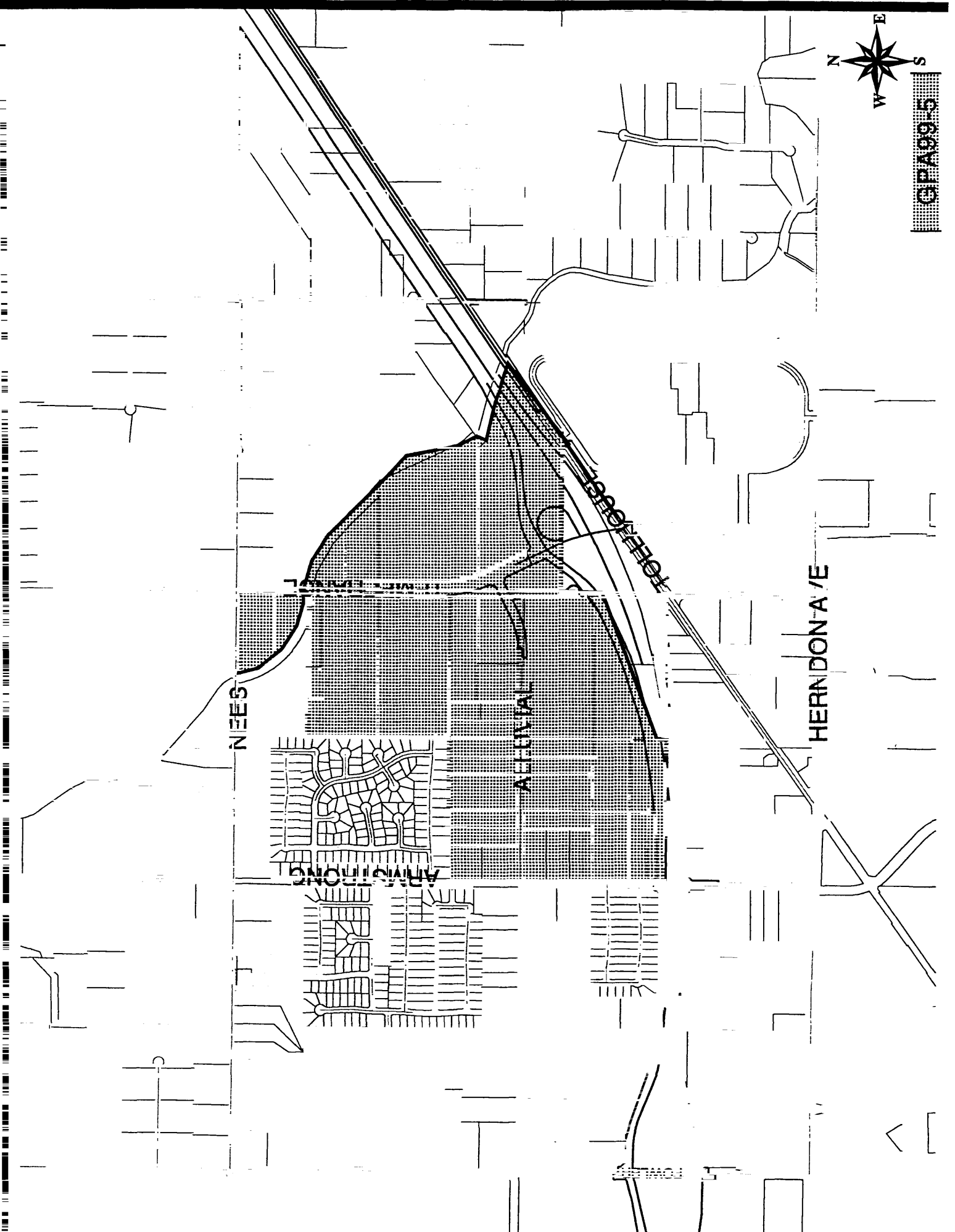
NEES

ARMSTRONG

AERIAL

HERNDON AVE

FOREST HILLS





**RESOLUTION NO. 99-**

**A RESOLUTION OF THE CLOVIS CITY ISSUING A STATEMENT OF FACTS AND FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATIONS, AND APPROVING GENERAL PLAN AMENDMENT GPA99-5 - THE RESEARCH AND TECHNOLOGY BUSINESS PARK PROJECT AND APPROVING THE SIXTY-SEVENTH AMENDMENT TO THE MAP OF THE CLOVIS GENERAL PLAN AS SET FORTH HEREAFTER (AMENDMENT 1999 NO. 3)**

**A. ISSUANCE OF FACTS AND FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATIONS**

WHEREAS, a Final Environmental Impact Report (EIR) was prepared for General Plan Amendment GPA99-5 - Research and Technology Business Park Project, and this City Council found and declared that the Final Environmental Impact Report (EIR) was completed in compliance with the California Environmental Quality Act of 1970 (CEQA), as amended, and state and local environmental guidelines and regulations. Said Final EIR was presented to this City Council and this City Council reviewed and considered the information contained in the Final EIR prior to project approval. Based on this Council's review of the Final EIR, and after a review of the entire public record, this City Council Certified that the Final EIR adequately assessed the potential significant environmental effects of the General Plan Amendment GPA99-5 - Research and Technology Business Park Project and represents the independent judgment of the City and sets forth an adequate range of alternatives to the project; and

WHEREAS, this City Council reviewed the mitigation measures listed in the Mitigation Reporting and Monitoring Program, and determined to incorporate these mitigation measures into the project; and

WHEREAS, a full and fair public hearing has been held on the Final Environmental Impact Report for General Plan Amendment GPA99-5 - Research and Technology Business Park Project, and this City Council considered all comments received thereon, which comments and responses thereto are contained in the Final Environmental Impact Report; and

WHEREAS, this City Council Certified the Final Environmental Impact Report for the General Plan Amendment GPA99-5 - Research and Technology Business Park Project, adopted the Mitigation Reporting and Monitoring Program for General Plan Amendment GPA99-5 - Research and Technology Business Park Project, and incorporated the mitigation measures contained therein into this project; and

WHEREAS, Section 15091 of the California Environmental Quality Act (CEQA) Guidelines requires that no public agency approve or carry out a project for which an Final Environmental Impact Report has been completed which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings (supported by substantial evidence in the record) for each of these significant effects; and

WHEREAS, this City Council has made written findings for all significant environmental effects of the proposed project pursuant to the requirements of the California Environmental Quality Act (CEQA) Guidelines, Section 15091, and said findings are incorporated into this resolution as "Exhibit A"; and

WHEREAS, Section 15092(b)(2)(B) of the California Environmental Quality Act, as amended) states that a public agency shall not decide to approve or carry out a project for which an EIR is prepared unless the agency has eliminated or substantially lessened all significant effects on the environment where feasible and determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to overriding concerns; and

WHEREAS, the California Environmental Quality Act, as amended, (Section 15093[a]) requires decision makers to balance, as applicable, the economic, social, technological, or other benefits of the proposed project against its unavoidable environmental risks when determining whether to approve a project, and allows the approval of a project if the specific economic, social, technological, or other benefits of the proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects are considered acceptable; and

WHEREAS, this City Council finds that the benefits of General Plan Amendment GPA99-5 - Research and Technology Business Park Project outweigh the unavoidable adverse environmental effects identified in the project Final Environmental Impact Report, and that the adverse environmental effects are considered acceptable, and a Statement of Overriding Considerations was prepared by this City Council presenting the community benefits that justify project approval as stipulated in CEQA Guidelines Section 15093 ("Exhibit A").

**B. APPROVAL OF GENERAL PLAN AMENDMENT GPA99-5 - THE RESEARCH AND TECHNOLOGY BUSINESS PARK PROJECT AND GENERAL PLAN AMENDMENT, 1999, THIRD CYCLE**

WHEREAS, after holding a public hearing duly noticed and held according to law, the Planning Commission of the City of Clovis has recommended to the City Council certain amendments to the General Plan Land Use Element of the Clovis General Plan, which General Plan was adopted by Resolution of this Council and amended by Resolutions 75-20, 75-87, 75-106, 76-34, 76-77, 76-129, 77-48, 77-108, 77-150, 78-30, 78-84, 79-56, 79-128, 80-64, 80-105, 80-141, 81-52, 81-88, 81-117, 82-19, 82-69, 83-17, 83-77, 83-106, 84-30, 84-78, 84-131, 85-36, 85-63, 85-85, 85-129, 86-44, 86-83, 86-127, 87-22, 87-60, 87-100, 88-72, 88-93, 88-104, 88-146, 89-13, 89-56, 89-74, 89-114, 90-26, 90-77, 90-125, 91-40, 91-86, 91-115, 91-166, 92-73, 92-145, 92-190, 93-101, 93-128, 93-134, 94-117, 94-132, 94-144, 95-106, 96-61 96-100, 96-109, 97-107, 98-15, 98-27, 98-91, 99-20, and 99-37 of this Council; and

WHEREAS, the City of Clovis prepared and Certified a Final Environmental Impact Report for General Plan Amendment GPA99-5 - Research and Technology Business Park Project, herein incorporated by reference; and

WHEREAS, this City Council reviewed and considered the Final Environmental Impact Report with respect to approval of General Plan Amendment GPA99-5 - Research and Technology Business Park Project; and

WHEREAS, pursuant to notice duly given, this City Council held a full and fair public hearing to consider the proposed project, to take public testimony and make comments, and to consider the potential environmental effects of General Plan Amendment GPA99-5 - Research and Technology Business Park Project, and said public hearing occurred on June 21, 1999; and

WHEREAS, the City Council considered all comments received regarding the proposed project and the potential environmental effects contained in the Final Environmental Impact Report, which comments and responses thereto are contained in the Final Environmental Impact Report; and

WHEREAS, prior to said hearing by this Council, the Planning Commission held a duly noticed public hearing to consider the proposed project, General Plan Amendment GPA99-5, Research and Technology Business Park Project, and to specifically consider, comment on, hear public testimony, and make a recommendation to the Clovis City Council on the following proposed amendment of the Clovis General Plan and Herndon Shepherd Specific Plan:

General Plan Amendment GPA99-5, a request to amend the Clovis General Plan and Herndon-Shepherd Specific Plan to re-designate an approximately 168 acre project site designated from Low Density Residential, High Density Residential, and Park/Open Space to Mixed-Use, add Mixed Use Area 36 to the list of mixed use areas in the Clovis General Plan, and provide for a primary use of Research and Technology Business Park, a Secondary Use of 15% Commercial/Retail, and Special Uses of Hotels, Convention Center, and Open Space in Mixed Use Area 36. The project site is generally bounded by SR 168 on the south, Armstrong Avenue on the west, Nees Avenue on the north, and the Enterprise Canal on the east.

WHEREAS, the Planning Commission considered information in the Draft Environmental Impact Report prepared and presented to the Planning Commission, pursuant to the California Environmental Quality Act (CEQA), as amended, for General Plan Amendment GPA99-5 - Research and Technology Business Park Project, comments received, public testimony and recommendations made by the City Planner for General Plan Amendment GPA99-5 - Research and Technology Business Park Project; and

WHEREAS, the Planning Commission recommended approval of the General Plan Amendment GPA99-5 - Research and Technology Business Park Project.

WHEREAS, the City Council considered recommendations made by the City Planner and the Planning Commission for the General Plan Amendment GPA99-5 - Research and Technology Business Park Project prior to making a decision on this matter.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CLOVIS AS FOLLOWS:

- a. The City Council of the City of Clovis has made written findings for all significant environmental effects of the proposed project, General Plan Amendment GPA99-5 - Research and Technology Business Park Project, pursuant to the requirements of the California Environmental Quality Act (CEQA) Guidelines, Section 15091, and said findings are hereby approved and set forth in the public record and incorporated into this resolution as "Exhibit A"; and
- b. The City Council of the City of Clovis finds that the benefits of the General Plan Amendment GPA99-5 - Research and Technology Business Park Project outweigh the unavoidable adverse environmental effects identified in the project Final Environmental Impact Report, and that the adverse environmental effects are considered acceptable, and a Statement of Overriding Considerations presenting the community benefits that justify project approval as stipulated in CEQA Guidelines Section 15093 is hereby approved and set forth into the public record by the City Council and incorporated into this resolution as "Exhibit A"; and

- c. After reviewing and Certifying the Final Environmental Impact Report for this project; making Findings and issuing a Statement of Overriding Considerations; after reviewing the entire the public record; and using independent judgement, the City Council of the City of Clovis hereby orders approval of General Plan Amendment GPA99-5 (Research and Technology Business Park Project) and the Sixty-Seventh Amendment to the Map of the Clovis General Plan.

\* \* \* \* \*

The foregoing resolution, which includes approval of a Statement Facts and Findings, a Statement of Overriding Considerations, the Approval of General Plan Amendment GPA99-5, and approval of the General Plan Amendment, 1999, Third Cycle, was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on June 21, 1999, by the following vote, to wit:

AYES:

NOES:

ABSENT:

DATED: June 21, 1999

Mayor

City Clerk

**Res. \_\_\_\_ EXHIBIT "A"**

**General Plan Amendment GPA99-5  
City of Clovis Research and Technology Business Park Project**

**STATEMENT OF FACTS AND FINDINGS  
STATEMENT OF OVERRIDING CONSIDERATIONS**

***1.0 REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT***

**Statement of Facts and Findings**

Section 15091 of the California Environmental Quality Act (CEQA) Guidelines requires that no public agency approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings (supported by substantial evidence in the record) for each of these significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

- Changes or alterations have been required in, or incorporated into the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- Changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

**Project Approval and Statement of Overriding Considerations**

Section 15092(b)(2)(B) of CEQA Guidelines states that a public agency shall not decide to approve or carry out a project for which an EIR is prepared unless the agency has:

- Eliminated or substantially lessened all significant effects on the environment where feasible (Section 15091), and
- Determine that any remaining significant effects on the environment found to be unavoidable are acceptable due to overriding concerns (Section 15091 and 15093).

The California Environmental Quality Act requires decision makers to balance, as applicable, the economic, social, technological, or other benefits of the proposed project against its unavoidable environmental risks when determining whether to approve a project. If the specific economic, social, technological, or other benefits of the proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable" (Section 15093[a])

## 2.0 STATEMENT OF FACTS AND FINDINGS

This section presents Statements of Facts And Findings and identifies the potentially significant impacts of the project by topic and lists the mitigation measures as adopted. Following the mitigation measures is a brief analysis of the level of significant after the incorporation of mitigation and City Council findings.

### 2.1 Land Use

#### Statement of Facts and Discussion of Potentially Significant Impacts

The proposed General Plan Amendment GPA99-5 would change approximately 168 acres of land to Mixed Use Area 36. Approval of GPA99-5 will amend the Clovis General Plan and Herndon-Shepherd Specific Plan to re-designate an approximately 168 acre project site designated from Low Density Residential, High Density Residential, and Park/Open Space to Mixed-Use; add Mixed Use Area 36 to the list of mixed use areas in the Clovis General Plan; and provide for a primary use of Research and Technology Business Park, a Secondary Use of 15% Commercial/Retail, and Special Uses of Hotels, Convention Center, and Open Space in Mixed Use Area 36. The proposed changes will allow the development in phases of a Research and Technology Business Park. Mixed Use Area "36" is illustrated in Table One incorporated in this document below.

**TABLE ONE - MIXED USE AREA 36**

Area No.	Primary Use	Secondary Uses	Special Uses	Max. Height/Stories	FAR	Design Features and Comments
36	Research and Technology Business Park <sup>1</sup>	15% Commercial/Retail <sup>2</sup>	Hotels, Convention Center, Open Space <sup>3</sup>	5 <sup>4</sup>	.35-.50	<ul style="list-style-type: none"> <li>• Transit Orientation</li> <li>• Enterprise Canal Parkway</li> <li>• Buffer Adjacent Residential</li> <li>• Entry Treatment Opportunity</li> <li>• Special Development and Design Regulations</li> </ul>

1. Administrative and research activities occupying office type space and the balance to testing, fabrication, assemblage and other production types of activities.
2. All commercial uses are ancillary to the research and technology uses. The retail uses are strictly secondary uses to be oriented along the freeway 168 right-of-way only and not as a rule in the interior of the Business Park.
3. The location of hotel, conference, and personal services will be concentrated generally at the freeway 168 and Temperance Avenue interchange.
4. Five (5) Stories applies to motel or hotel uses only. Maximum height in the Business Park is 35 feet.

The proposed changes would make the existing zoning on the subject land inconsistent with the new "Mixed Use" land use designation. The proposed changes will not conflict with adopted environmental plans and goals of the City of Clovis. As shown in the Draft Environmental Impact Report prepared for this project, the proposed land use changes generally result in fewer potential impacts to the environment and public services than existing planned land uses. Sensitive land uses such as existing and proposed residential will be separated from the proposed Research and Technology Business Park on the south by the new freeway 168, on the east by the Enterprise Canal, and on the north and southwest by major streets. The existing subdivision on the northwest

boundary of the site will be separated and buffered by landscaping, setbacks, and other design features of the Business Park reducing potential land use impacts to an insignificant level.

The City does not have a mixed-use implementation ordinance for the mixed-use designation proposed by the general plan amendment. Such an ordinance could guide future development within the project area, and could establish development standards, design guidelines, and appropriate implementing zone districts. Other regulatory tools available to guide development in the Business Park include utilization of standard zone districts, planned commercial development (PCC) zone districts, use permits, and site plan review procedures.

Lands encumbered by Williamson Act Agricultural Preserve Contracts within the project area must remain in agricultural use unless a notice of non-renewal is filed and the contract is allowed to terminate after 10 years, or the contracts are canceled by the City Council. Tentative Cancellation has been approved by the Council for three of the four parcels subject to contract, but no notices of non-renewal have been filed for any of the parcels.

Implementation of the project would bring about the conversion of prime agricultural soils to urban use. This is a significant un-mitigatable impact.

### **Mitigation Measures**

1. As soon as possible, the zoning on land within the Research and Technology Business Park shall be made consistent with the Mixed Use land use designation.
2. To insure compatibility with existing and planned residential uses and to regulate the physical development of individual projects in the Business Park, the City of Clovis shall develop design and development guidelines for Mixed-Use Area No. 36. Design and development guidelines shall be incorporated into the conditions of approval of development entitlements, included in master plans for development of multiple projects, and implemented with the development of individual projects.
3. Prior to development of a parcel encumbered by a Williamson Act Agricultural Preserve Contract, a notice of non-renewal shall be filed and the contract terminated at the end of the non-renewal period or tentatively canceled if the City Council makes findings in accordance with state law requirements. Final cancellation shall be granted by the State of California Department of Land Conservation before development takes place.

### **Level of Significance Following Mitigation**

Even with implementation of the recommended mitigation measures, impacts to Land Use will be significant due to the potential loss of prime agricultural land.

### **Findings**

The City Council finds that even after application of mitigation measures to reduce impacts on land use, development of the Research and Technology Business Park would bring about the conversion of prime agricultural soils to urban use. This is a significant unmitigatable impact. The City Council previously adopted Findings of Fact and Overriding Considerations in this regard with approval of the Clovis General Plan and Herndon-Shepherd Specific Plan.

The City Council further finds that specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible mitigation measures that would reduce impacts on land use to less-than-significant levels.

## **2.2 Traffic and Circulation**

### **Statement of Facts and Discussion of Potentially Significant Impacts**

Implementation of the proposed project would have the following environmental effects on traffic and circulation before incorporation of mitigation into the project:

The Temperance Avenue/Alluvial Avenue intersection would experience unacceptable LOS F operation as an all-way stop during both the AM and PM commute peak traffic hours. Volumes would be increased above peak hour signal warrant criteria levels at this location during both commute time periods. In addition to specific intersection operation, there will potentially be a storage problem on the northbound approach to the Temperance Avenue/Alluvial Avenue intersection.

There will be inadequate storage distance along Temperance Avenue between the SR 168 Westbound Off Ramp and Alluvial Avenue intersections for northbound vehicles turning left to Alluvial Avenue during the AM commute period. Storage will be inadequate with or without a signal at the Alluvial intersection with the proposed single northbound left turn lane. There will tentatively be, at most, about 350 feet of storage distance between the two intersections, while the northbound left turn storage demand will range from 450 up to 900 feet.

It is possible that one or more project intersections along Alluvial Avenue and at least one project intersection along Temperance Avenue will require signalization at some point of area development. Placement of project access intersections and driveways (in conjunction with signalization of the major access intersections) will eventually create operational and storage problems.

There will be inadequate storage distance along Temperance Avenue between the SR 168 Westbound Off-Ramp and Alluvial Avenue intersections for northbound vehicles turning left to Alluvial Avenue during both the AM and PM commute periods. Storage will be inadequate with the proposed single northbound left turn lane. Although storage deficiency for this left turn movement has been identified as a problem for "without project" conditions, project traffic would add an additional 245 (PM peak hour) and 540 (AM peak hour) vehicles to this movement.

### **Mitigation Measures**

#### **A. Year 2003**

(Potentially Significant Environmental Effect: Unacceptable Operation of the Temperance Avenue/Alluvial Avenue Intersection)

1. Signalize the Temperance/Alluvial intersection.



2. Add a second left turn lane on the northbound Temperance Avenue intersection approach.
3. Restripe the eastbound Alluvial Avenue intersection approach to provide a separate left turn, a combined through/right turn and an exclusive right turn lane.
4. Provide loop detection in each left turn lane that will activate the northbound left turn green arrow when vehicle queues are approaching available storage limits.

Resultant operation with signalization and geometric improvements:

AM Peak Hour LOS B Average Vehicle Delay = 12.6 seconds

PM Peak Hour LOS D Average Vehicle Delay = 33.3 seconds

(Potentially Significant Environmental Effect: Project access along Temperance Avenue, Alluvial Avenue, Armstrong Avenue and Nees Avenue)

5. The City Engineer shall provide input to the project planners at the time of specific site development in order to incorporate acceptable spacing between access intersections and to indicate likely intersections that will require signalization. Driveway connections to Temperance Avenue, Alluvial Avenue and Armstrong Avenue should be minimized.

(Although not needed from a capacity standpoint, it is recommended that right turn deceleration lanes be provided on the approaches to all major intersections within the project area to minimize disruption to through traffic flow by turning vehicles. Provisions for bicycle lanes and requests by local transit agencies [location of bus pullouts, etc.] should also be incorporated into the final design plan).

## **B. Year 2020**

(Potentially Significant Environmental Effect: Storage Deficiencies on Northbound Approach to the Temperance Avenue/Alluvial Avenue Intersection)

6. Add a second left turn lane on the northbound Temperance Avenue intersection approach.
7. Provide loop detection in each left turn lane that will activate the northbound left turn green arrow when vehicle queues are approaching available storage limits.

Resultant operation:

AM Peak Hour LOS C Average Vehicle Delay = 16.1 seconds

PM Peak Hour LOS D Average Vehicle Delay = 27.0 seconds

## **Level of Significance Following Mitigation**

With implementation of the proposed mitigation measures, impacts to traffic and circulation will be reduced to less than significant levels.

## **Findings**

The City Council finds that changes or alterations have been required in, or incorporated into, the project by adoption of mitigation measures that avoid or substantially lessen potentially significant environmental effects identified in the Final EIR.

### **2.3 Air Quality**

#### **Statement of Facts and Discussion of Potentially Significant Impacts**

Short-term construction emissions for the project are significant for oxides of nitrogen (NO<sub>x</sub>) and close to significance levels for reactive organic gases (ROG). Daily emissions of NO<sub>x</sub> are 556 pounds per day and daily emissions of ROG are 54 pounds per day. No mitigation is available which would reduce this impact to a less than significant level.

The San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) regulates construction dust emissions through its Regulation VIII and considers compliance with this regulation as adequate mitigation for construction impacts.

Project-related traffic increases would generate new regional emissions exceeding the SJVUAPCD's thresholds of significance for ozone precursors. This would represent a potentially significant impact. Anticipated vehicle trips generated by the project would likely result in air pollutant emissions that would have the potential to affect the entire San Joaquin Valley air basin. While these emission increases are significant the emissions associated with the development currently listed in the Clovis General Plan (a combination of high and low-density residential development) would also have impacts exceeding significance levels, although not by as much as the proposed development.

#### **Mitigation Measures**

1. Individual projects shall comply with the policies adopted in the Clovis General Plan Air Quality Element.
2. As appropriate, individual projects shall provide the following:
  - bus stops and shelters along major bus routes as required by Clovis Transit and Fresno Area Express to encourage transit use;
  - direct pedestrian access to individual projects from existing or future public transit stops, sidewalks, or pedestrian trails. Such access shall consist of paved walkways or ramps and should be physically separated from parking areas and vehicle access routes.
  - bicycle parking facilities in accordance with state standards for patrons and employees. Enclosed bicycle parking, shower facilities, and bike and personal lockers shall be provided, as deemed appropriate, by the individual developers for employee use.
  - bike lanes on roadways in the Business Park as deemed necessary by the City Engineer. Linkages to bike lanes and the Enterprise Canal trail;

- priority parking for rideshare employees;
  - on-site automatic teller machines at convenient locations; and
  - promotion of the use of alternative hours/work weeks for employees.
3. Provide a mixture of uses, as feasible in the proposed commercial development that include service-oriented facilities. Such uses as restaurants, banks, a post office, and a child care facility should be included to reduce vehicle trips.

### **Level of Significance Mitigation**

With implementation of the recommended mitigation measures, long-term mobile emissions will continue to contribute to adverse air quality in a non-attainment area. This is an unavoidable significant impact.

### **Finding**

The City Council finds that even after application of mitigation measures to reduce impacts on air quality, development of the Research and Technology Business Park would likely contribute to significant regional air quality impacts. Pursuant to Section 15091(a)(2) of the CEQA Guidelines, the City Council finds that the ability to identify and require additional mitigation measures to reduce impacts on regional air quality is outside the jurisdiction of the City of Clovis and is the ultimate responsibility of another public agency or agencies, principally the San Joaquin Valley Unified Air Pollution Control District.

In addition, and pursuant to Section 15091(a)(3) of the CEQA Guidelines, the City Council finds that specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible mitigation measures that would reduce impacts on **Air Quality** to less-than-significant levels.

## **2.4 Visual Resources**

### **Statement of Facts and Discussion of Potentially Significant Impacts**

Compared to existing and currently planned single family and multiple housing the proposed Research and Technology Business Park would bring about an extensive urban change to the area, replacing the rural landscape with a business park and the potential for localized multistory construction. Larger office and light industrial type buildings anticipated in the Business Park will result in highly visible urban development that will create an urban environment. Most directly impacted are residents of the existing single family subdivision located at the northwest corner of the Business Park. The potential for two story buildings adjacent to single family back yards will alter views for some residences and may decrease back yard privacy.

### **Mitigation Measures**

1. All development associated with this project shall be required to be consistent with all pertinent policies, development standards, and mitigation measures addressing site design,

visual resources, and aesthetics approved with the Herndon Shepherd Specific Plan, the Clovis General Plan, and the Clovis Zoning Ordinance.

2. Building heights inside the Research and Technology Business Park shall be limited to approximately 35 feet. Greater heights may be conditionally permitted only with findings that the increased heights will not adversely affect nearby residences or other business park tenants. Heights of up to 65 feet will only be permitted for hotels located at or near the Temperance Avenue and State Route 168 interchange.
3. Where a business park development abuts a residential use in-house design review shall be required to ensure provision of adequate buffers. Substantial landscape setbacks, sound walls, screening, public roads, and height limitations, shall be required. Residential development buffers or mitigation measures must at minimum be consistent with the requirements of the Clovis General Plan, the Herndon Shepherd Specific Plan, and Clovis Zoning Ordinance regulating the abutment of residential uses and non-residential business park uses. Improvements to reduce negative impacts between uses shall be provided by the new use, rather than existing use.
4. Outdoor areas for shipping and receiving operations shall be located to avoid adverse noise, visual, and illumination impacts on nearby residences. These areas shall be concealed from view of the public and adjoining land uses. Concealment and screening may be accomplished by use of any of the following:
  - Design buildings to envelop outdoor service areas thereby providing for concealment;
  - Construction of perimeter 6 feet high walls architecturally coordinated with the primary buildings and site landscaping; or
  - Screening with dense vegetative hedges, combined with walls or fences.
5. Loading facilities shall be screened with landscaping and/or berming and shall not be located at the front of structures. When it is not possible or desirable to locate loading facilities at the rear of the building, loading docks and loading doors shall be located on the side of the building and shall be screened from the street by landscaping offset from driveway openings.
6. No permanent outside storage of materials or products is allowed.
7. Parking areas shall be well landscaped with trees provided along the perimeter and interior of multi-aisle parking areas such that the trees form an overhead canopy providing sun and rain protection for the majority of the parking spaces.
8. Parking areas adjoining public rights-of-way shall be set back a minimum of 15 feet from the right-of-way and the setback areas landscaped to partially screen the parked vehicles. The landscaping should be coordinated with street landscaping to achieve an attractive, unified landscape appearance.
9. On site parking for trucks and vehicles other than passenger cars shall not be permitted within 25 feet of any property line on any street excluding freeways. Parking shall not be permitted within 10 feet of the street side of any office portion of any building.

10. Buildings, structures and loading facilities shall be designed and placed upon the site so that vehicles, whether rear loading or side loading may be loaded or unloaded at any loading dock or door, or loading area, without extending beyond the property line.
11. No loading area shall be located within twenty-five (25) feet of residential property
12. The architectural style of new buildings shall have a contemporary appearance while utilizing elements that complement the existing character of Clovis. This may mean relating to the relatively small scale of adjacent structures and incorporating such elements as variation in textures and materials in the design of elements facing the public street.
13. Building construction and design shall be used to create a structure with substantially equally attractive sides of high quality, rather than placing all emphasis on the front elevation of the structure and neglecting or downgrading the aesthetic appeal of the side elevations of the structure. Any accessory buildings and enclosures, whether attached to or detached from the main building, shall be of similar compatible design and materials.
14. Large, continuous surface treatments of a single material shall be minimized. In the event this is done, textural changes or relief techniques should be introduced to produce a play of shadows on the surface. Large buildings shall have facades that include variations in form and texture.
15. Perimeter landscaping is required adjacent to street frontages. These perimeter areas shall be a minimum of 10 feet wide and include trees, shrubs, and ground cover. Landscaped berms are encouraged to soften the transition between street and parking lot.
16. Both perimeter and interior landscaping shall include canopy-type trees. The location and spacing of trees is dependent on the type of tree used, but the effect should be a consistent tree cover that will provide shade. Generally, a tree should be installed for every five to eight parking spaces.
17. Live plant materials shall be used in all landscaped areas. The use of gravel, colored rock, bark and other similar materials is not acceptable as a sole ground cover material.
18. All exterior trash and storage structures and service areas shall be screened from view with a City approved wall or fence.
19. Utility company equipment and roof-mounted equipment shall be screened from street view.
20. The design of masonry walls, fencing, trash enclosures and similar accessory site elements shall be compatible with the architecture of the building.
21. Lighting shall be placed where it can best aid in illuminating activity areas. The site should not be overly lit. Fixtures should be scaled in size to match the size of areas to be lit.
22. Area lighting shall be directed predominantly downward and placed to prevent glare or excessive spray of light on neighboring sites.

23. Pad-mounted transformers, utility connections, and meter boxes shall be screened and integrated into the site plan.
24. All commercial uses shall be ancillary to the research and technology uses. The retail uses shall be strictly secondary uses to be oriented along the freeway right-of-way only and shall be limited in the interior of the Business Park to businesses that serve the employees of the Business Park.
25. The location of hotel, conference, and personal services shall be concentrated generally at the freeway 168 and Temperance Avenue interchange.
26. The provision for five (5) stories in Mixed Use Area 36 applies to motel or hotel uses only. Maximum height in the Business Park is 35 feet.

### **Level of Significance Following Mitigation**

With implementation of the proposed mitigation measures, potential impacts to **Visual Resources** will be reduced to less than significant levels.

### **Finding**

The City Council finds that changes or alterations have been required in, or incorporated into, the project by adoption of mitigation measures that avoid or substantially lessen potentially significant environmental effects identified in the Final EIR.

## **2.5 Noise**

### **Statement of Facts and Discussion of Potentially Significant Impacts**

Changing the project site from vacant and rural residential land to an urbanized use will bring about the introduction of noise into the project area. Those affected by this introduction of noise will most likely be the existing residents of the single-family subdivision to the northwest and other nearby residents. Because most operational activities will be required to take place inside the buildings, the only notable source of noise will be that generated from employee vehicles and shipping and receiving (truck) activities.

The proposed Research and Technology Business Park is not intended to be a traditional industrial park. During the preliminary development of the scope of the business park project, the City of Clovis concluded that the proposed Business Park would not generate significant levels of noise. This conclusion was based on: 1) first hand observations secured from field surveys of existing research and technology parks; 2) interviews of staff from jurisdictions where similar parks have been constructed; and 3) an examination of the literature in which research and technology parks are described.

The policies of the Clovis General Plan require that exterior living areas of single family uses have a maximum noise level of 65dB CNEL and an interior living areas noise level of 45dB CNEL (Community Noise Equivalent Level – 24 hours average noise level). It is the intention of the City of Clovis to require a combination of site planning techniques, landscape setbacks

and berms and/or noise walls, and architecture treatments be incorporated into the design of all developments in the Research and Technology Business Park project to ensure that the required 65dB CNEL (outside) and 45dB CNEL (inside) standard is achieved.

During construction there will be short-term noise impacts caused by construction equipment such as earthmovers, trucks, and power equipment. These noise impacts will occur primarily during daylight hours and could cause some short term nuisance effects to residents near the construction site.

Potential noise impacts on residential areas located adjacent to the proposed Research and Technology Business Park have been addressed through mitigation measures that have been incorporated into the project.

### **Mitigation Measures**

1. All development associated with this project shall be required to be consistent with all pertinent policies, development standards, and mitigation measures addressing noise impacts approved with the Herndon Shepherd Specific Plan, the Clovis General Plan, and Clovis Zoning Ordinance.
2. The City of Clovis shall evaluate potential noise conflicts for each proposed individual development in the business park and require mitigation of all potentially significant noise impacts as a condition of project approval.
3. All development projects occurring in the business park locating near existing or planned residential areas shall demonstrate that the project, when constructed, will comply with the City noise requirements.
4. The City's noise standards for land use compatibility as adopted in Table 8-3 of the Clovis General Plan shall be adhered to and implemented during the review of all proposed development projects. Conditions of approval shall be incorporated into all development projects to attenuate exterior/interior noise levels to acceptable levels.
5. Noise mitigation shall include a combination of site planning techniques, landscape setbacks and berms and/or noise walls, and architecture treatments. Required mitigation shall be incorporated into the design of all proposed developments in the Research and Technology Business Park Project to ensure that the adopted 65dB CNEL (outside) and 45dB CNEL (inside) City noise standard is achieved.
6. The use of sound walls shall be discouraged. Berms, greenbelts, and public park areas shall be utilized when feasible to reduce potential noise impacts.
7. All business activities, other than shipping and receiving, shall take place inside the buildings.
8. A minimum distance of approximately 200 feet shall be maintained between all structures and existing residences. A portion of this setback area shall be improved as a greenbelt or park. This distance can be decreased only with the submission of an acceptable noise study indicating that there will not be any significant acoustical impacts on adjacent land uses.

9. The hours of operation of outside business activities shall be restricted to the hours between 7 a.m. to 6 p.m. No nighttime (after 9 p.m.) shipping and receiving activities will be allowed in the Business Park.
10. All buildings near residential areas shall be oriented to shield outdoor living areas from noise sources. Noise tolerant land use elements such as parking lots, maintenance facilities, and utility areas shall be placed between noise sources and sensitive receptors.
11. Special orientation or design treatment of loading docks located in proximity to residential areas shall be required to reduce noise impacts to less-than-significant levels.
12. During construction, the operation of heavy equipment shall be limited to the daytime hours (Monday through Saturday, 7 a.m. to 6 p.m.). Stationary equipment (e.g., generators) shall not be located adjacent to any existing residences unless enclosed in a noise attenuating structure. The hours of construction activity near residential areas shall be limited to Monday through Saturday, 7 a.m. to 6 p.m. with no activity allowed on Sundays and holidays.
13. The City of Clovis shall provide quick response to noise complaints and rapid abatement of noise nuisances within the scope of the City Police enforcement powers.

#### **Level of Significance Following Mitigation**

With implementation of the proposed mitigation measures, potential impacts to Noise will be reduced to less than significant levels.

#### **Finding**

The City Council finds that changes or alterations have been required in, or incorporated into, the project by adoption of mitigation measures that avoid or substantially lessen potentially significant environmental effects identified in the Final EIR.

### **2.6 Public Services**

#### **A. Fire Protection**

Implementation of the business park project has the potential to impact the Clovis Fire Department's ability to provide adequate fire service. The Business Park would result in an increased demand for services including additional personnel, equipment (including equipment for fire suppression in multi-story buildings), and facilities. A fire station in the vicinity of Armstrong Avenue and Nees Avenue is now planned for construction in 4-5 years, which will reduce impacts on fire protection. Implementation of General Plan policies and actions will also help alleviate adverse impacts associated with both increased demand on existing fire service providers and increased populations at risk for fire hazards.



## **Mitigation Measures**

1. The City of Clovis Fire Department shall be consulted prior to development of any structures in the Business Park to assure that adequate fire protection services are available to serve the proposed development.
2. The City of Clovis will consult with the City of Clovis Fire and Building departments to ensure future projects in the Business Park meet necessary fire safety, Uniform Building Code, and structural standards. The Fire and Building departments shall provide conditions of approval to assure adequate fire safety during the processing of development entitlements.

## **Level of Significance Following Mitigation**

With implementation of the recommended mitigation measure, potential impacts to fire protection services will be reduced to a less than significant level.

## **Finding**

The City Council finds that changes or alterations have been required in, or incorporated into, the project by adoption of mitigation measures that avoid or substantially lessen potentially significant environmental effects identified in the Final EIR.

## **B. Police Service**

Continued development as anticipated in the project area could impact the Clovis Police Department's ability to provide police service to the project area. However, when compared to residential development, business parks result in fewer calls per acre. The nature of calls also change from primarily domestic disturbances to crimes against property such as burglary. The Clovis General Plan contains policies and actions that encourages the development of adequate police facilities as areas develop.

## **Mitigation Measures**

1. The City of Clovis Police Department shall be consulted prior to development of any structures in the Business Park to assure that adequate police protection services are available to serve the proposed development.
2. The City of Clovis shall encourage the design of public and private spaces to minimize opportunities for criminal activity in all future projects in the Business Park. The Police Department shall provide conditions of approval during the processing of development entitlements that address design and operational aspects of proposed projects to minimize the potential for criminal activity in the Business Park.

## **Level of Significance Following Mitigation**

With implementation of the recommended mitigation measures, potential impacts to police protection services will be reduced to less than significant levels.

## **Finding**

The City Council finds that changes or alterations have been required in, or incorporated into, the project by adoption of mitigation measures that avoid or substantially lessen potentially significant environmental effects identified in the Final EIR.

### **C. Water**

Previous studies conducted by the City of Clovis have determined that the conversion of agricultural land to residential use can result in a decrease in land area water consumption requirements. As urbanization occurs on the project site, total water use is expected to increase compared to current uses. At full buildout of current planned land uses, the project area would be expected to use approximately 490 acre-feet of water annually for domestic purposes. Commercial and business park uses generally use less water than comparable acres of residential land uses due to reduced requirements for domestic and landscaping uses.

#### **Mitigation Measures**

After studying the final EIR and after review of the entire public record, the City Council finds that no potentially significant environmental effects on water are anticipated as a result of implementation of the project. No mitigation measures are required.

### **D. Sewer**

At full buildout of current planned land use, the project area would generate approximately 0.23 million gallons of wastewater per day. Commercial and business park uses usually generate less wastewater than comparable acres of residential land uses due to reduced domestic requirements. Based on use rates estimated by the City's Wastewater Master Plan Update, the Business Park would generate approximately 0.22 million gallons of wastewater daily, a rate slightly less than planned land uses.

#### **Mitigation Measures**

After studying the final EIR and after review of the entire public record, the City Council finds that no potentially significant environmental effects on sewage are anticipated as a result of implementation of the project. No mitigation measures are required.

### **E. Solid Waste**

According to the Solid Waste Generation Study for Fresno Counties and Cities, residential uses generate 2.26 tons of solid waste per acre per year. Existing planned residential uses would generate approximately 393 tons of solid waste per year. The business park would generate an estimated 294 tons per year (using the commercial generation rate of 1.63 tons/acre/year from the Solid Waste Generation Study for Fresno Counties and Cities). The proposed project would therefore generate less solid waste than planned land uses. Business parks have the potential to generate hazardous and/or toxic solid waste. All uses would be required to file a business plan with the Fresno County Environmental Health Division for disposal of such waste, if any.

#### **Mitigation Measure**

After studying the EIR and after review of the entire public record, the City Council finds that no potentially significant environmental effects on solid waste are anticipated as a result of implementation of the project. No mitigation measures are required.

#### **F. Schools**

The proposed Business Park would have fewer impacts on the Clovis Unified School District than planned residential land uses in terms of student generation. However, new commercial and industrial development does affect the District by generating employees. The children of employees living in the District will need to be housed in District schools. The Clovis Unified School District currently levies a development fee for commercial and industrial development. Any new development in the Business Park area will be subject to the development fee in place at the time fee certificates are obtained.

#### **Mitigation Measures**

After studying the EIR and after review of the entire public record, the City Council finds that no potentially significant environmental effects on schools are anticipated as a result of implementation of the project. No mitigation measures are required.

#### **G. Drainage**

The drainage facilities for the portion of the proposed business park lying within Drainage Area "7H" (east of Temperance Avenue and south of the Enterprise Canal) were designed to serve High Density Residential and Open Space park uses, consistent with the 1993 Clovis General Plan. The storm drain has been installed downstream of this site and will need to be studied to determine whether or not capacity is available to accommodate the increased runoff from the proposed land use.

The portion of the business park which lies west of Temperance Avenue and north and south of Alluvial Avenue is located within Drainage Area "7D". The drainage system planned to serve this area is designed for low-density residential land uses, consistent with the 1993 Clovis General Plan. A portion of the storm drain system to serve this area has been constructed downstream and does not have capacity to serve this proposed land use.

The portion of the Business Park that lies north of the Enterprise Canal and west of Temperance Avenue is within Drainage Area "BX". The District's system in Drainage Area "BX" has not been constructed and can be modified to accommodate the proposed use.

If the proposed land use is adopted, it would be necessary to mitigate the impact of the land use changes on the Drainage Area "7D" system and possibly the Drainage Area "7H" system. These mitigation measures could be implemented either on an area wide basis for the entire business park or on each individual development as it is developed.

#### **Mitigation Measures**

1. On-site detention ponds shall be constructed to reduce the peak flows from the development to that anticipated in the design of the existing Master Plan storm drainage facilities.

2. Landscaping and open space areas in the business park shall be of sufficient size to make the runoff characteristics of the site equivalent to those anticipated by the design of the existing Master Plan storm drainage facilities.
3. Project developers shall construct non-Master Plan facilities to increase the system capacity of the District's system.
4. The Fresno Metropolitan Flood Control District shall review and approve any improvement plans and method of providing the proposed mitigation.

### **Level of Significance Following Mitigation**

With implementation of the recommended mitigation measures, potential drainage impacts will be reduced to a less than significant level.

### **Finding**

The City Council finds that changes or alterations have been required in, or incorporated into, the project by adoption of mitigation measures that avoid or substantially lessen potentially significant environmental effects identified in the Final EIR.

## **2.7 Alternatives to the Project**

The following section identifies the various alternatives considered in the Final EIR and explains the reasons that alternatives are infeasible or were not selected. In accordance with Section 15126 of the CEQA Guidelines, reasonable alternatives to the proposed project that could feasibly attain the objectives of the project were analyzed.

The proposed Business Park project described in the Final EIR is considered the "project" and has been analyzed in detail in the EIR document. Two alternatives to the project were examined to provide a basis for further understanding the potential environmental effects of the project. The two alternatives to the proposed project include No Project (required by CEQA), and a Research and Technology Business Park Reduced Development alternative.

### **A. No Project**

Under the No Project alternative, the project site would remain in its existing condition with designations for high density and low density residential uses. Currently planned land uses have the potential to provide for up to 945 residential uses that could be constructed with associated park and open space uses in the project area. It is likely that development would occur at somewhat faster rate with the No Project alternative assuming that the demand for residential development continues strong within the Clovis community while the market for research and technology uses is less certain.

**Land Use.** With the No Project alternative, policies of the Clovis General Plan and Herndon-Shepherd Specific Plan as currently adopted would guide site development. Land use conflicts would not be appreciably greater as the buffering effects of State Route 168, the Enterprise Canal and major streets would remain in effect. Prime agricultural soils would be impacted as with the proposed project. As with the proposed project, lands subject to Williamson Act contracts could not

develop unless the contract is allowed to terminate under non-renewal provisions or final cancellation is received from the State of California.

**Traffic and Circulation.** Impacts to traffic and circulation would be less with the No Project alternative. AM peak hour traffic for the proposed project is estimated at 1,675 trips while the No Project alternative would generate an estimated 945 AM peak trips. PM peak hour trips would be slightly higher for the No Project alternative.

**Air Quality.** Both the proposed project and No Project alternative will generate dust during construction, requiring regulation by the SJVUAPCD. Both projects would exceed threshold limits established by the air district for ROG, NO<sub>x</sub>, and CO leading to unavoidable long-term air quality impacts.

**Urban Services.** The No Project alternative (residential) is likely to use more water for domestic purposes and generate more wastewater and solid waste than the proposed project. Drainage impacts are greater with the proposed project due to the fact that systems in place were designed and constructed for residential purposes. While fire protection impacts will be greater with the proposed project due to the need for specialized equipment for multistory buildings, impacts to police services and schools would be greater with the No Project alternative.

**Visual Resources.** Compared to the No Project alternative, the proposed project will not result in more adverse visual impacts given that the project site is still planned for urban uses and considering the mitigation measures incorporated into the project to protect adjacent residents from adverse effects.

#### **Increased Impacts as a Result of the Alternative**

Compared to the proposed project, the No Project alternative would result in more substantial impacts in the following areas.

- More substantial demand on water and wastewater systems
- More substantial demand on police services
- More substantial demand for school services

Due to these factors, it has been determined that the No Project Alternative is not environmentally superior to the proposed project.

#### **B. Research and Technology Business Park with Reduced Development**

A down-scaled alternative, Research and Technology Business Park with Reduced Development alternative, was developed that assumed that the western most 50+ acres of the expanded business park project area would be developed with low density residential consisting of approximately 187 units and 565 persons. The analysis was executed using a worse case scenario 180 acre project site. The results of the analysis are presented below.

**Land Use.** With the Reduced Development alternative, land use conflicts would not be appreciably greater as the buffering effects of State Route 168, the Enterprise Canal and major streets would remain in effect. Prime agricultural soils would be impacted as with the proposed project. As with the proposed project, lands subject to Williamson Act contracts could not develop unless the

contract is allowed to terminate under non-renewal provisions or final cancellation is received from the State of California.

**Traffic and Circulation.** Impacts to traffic and circulation for the Reduced Development alternative were analyzed. The Reduced Development alternative would substitute 187 single-family residential units for research and technology park uses on either side of Alluvial Avenue in the vicinity of Armstrong Avenue. Commercial center and hotel uses would stay the same as in the proposed project. The project alternative would be expected to generate approximately 26,100 daily two-way gross trips (6% less than the project), with 1,240 inbound and 485 outbound trips during the AM peak traffic hour (19% less than the project on a two-way flow basis) and 935 inbound and 1,805 outbound trips during the PM peak traffic hour (11% less than the project on a two-way flow basis).

Reductions in gross trip generation by the commercial developments due to internal trips and passby trip capture would be expected to be about the same as for the proposed project. Year 2020 traffic model runs for the proposed project alternative development indicated that the project alternative would not significantly impact year 2020 AM or PM peak hour level of service at any analyzed intersection compared to the “without project” condition.

At the Temperance Avenue/SR 168 Eastbound Ramps intersection where PM peak hour operation would be LOS F with the project alternative, total traffic passing through the intersection would be about 3% lower than with the “without project” development plan. Therefore, this would not be considered a significant impact. A significant impact would occur, however, along Temperance Avenue between the SR 168 Westbound Ramps and Alluvial Avenue intersections due to the lack of storage for northbound left turns on the approach to Alluvial Avenue. This would also be a significant impact for the proposed project.

It was concluded in the Final EIR that the project alternative would not produce significant impacts on any segment of the SR 168 freeway or expressway in the vicinity of the Temperance Avenue interchange. On the one segment of freeway projected to be operating unacceptably at LOS E for “without project” conditions (eastbound directions PM peak hour west of Temperance Avenue), operation would remain LOS E with the project alternatives. However, the volume level would be slightly lower with the project alternative and the speed of prevailing traffic would be slightly higher.

Concerns regarding access to project development along Alluvial Avenue, Temperance Avenue, Nees Avenue and Armstrong Avenue would be the same as for the proposed project (i.e. major access locations and potential signal/sign control would need to be approved by the City Engineer during the planning process).

The same mitigation measures would be required for the Reduced Development alternative as for the proposed project.

**Air Quality.** Air quality impacts would be similar for both projects, as both would exceed threshold limits established by the SJVUAPCD and result in significant unavoidable air quality impacts.

**Urban Services.** The Reduced Development alternative is likely to use more water for domestic purposes and generate more wastewater and solid waste than the proposed project due to the residential component. Drainage impacts are greater with the proposed project due to the fact that

systems in place were designed and constructed for residential purposes. While fire protection impacts will be similar for both alternatives due to the need for specialized equipment for multistory buildings, impacts to police services and schools will be greater with the Reduced Development alternative given the residential component.

**Visual Resources.** Compared to the Reduced Development alternative, the proposed project will not result in more adverse visual impacts considering the mitigation measures incorporated into the project to protect adjacent residents from adverse effects.

### **Increased Impacts as a Result of the Alternative**

Compared to the proposed project, the Reduced Development alternative would result in more substantial in the following areas.

- More substantial demand on water and wastewater systems
- More substantial demand on police services
- More substantial demand for school services

Due to these factors, it is determined that the Reduced Development Alternative is not environmentally superior to the proposed project.

### **Findings**

#### **No Project Alternative**

The City Council finds that the No Project alternative is not environmentally superior to the proposed project and that feasible mitigation measures available would not substantially lessen potential environmental effects identified for the No Project alternative. The project area would likely development at somewhat faster rate with the No Project alternative assuming that the demand for residential development continues strong within the Clovis community while the market for research and technology uses is less certain. However, the need for a strong community economic development program and better fiscal health for the City of Clovis, and increased employment opportunities, especially for highly trained individuals, makes the No Project alternative project a less desirable project when considering community-wide benefit. It is the finding of the City Council that:

1. Mitigation measures incorporated into the proposed project have substantially reduced potential negative environmental effects. The No Project alternative would not result in fewer significant impacts than the proposed project with mitigation.
2. Positive fiscal impacts - economic development benefits, employment opportunities, particularly for highly trained persons, and increased fiscal health and tax increments - associated with the proposed project would not occur with the No Project alternative.

#### **Research and Technology Business Park with Reduced Development**

The City Council finds that the Reduced Development alternative is not environmentally superior to the proposed project and that feasible mitigation measures available would not substantially lessen potential environmental effects identified for the Reduced Development alternative. The Reduced Development alternative does not presume that the additional single family residences assumed in

the analysis would be used as a buffer between the existing residential uses in the area and the Business Park. Further, the Reduced Development does not assume that this alternative would prevent direct contact between the existing residential uses and the Business Park. The Reduced Development alternative would likely conform to Phase One of the Research and Technology Business Park that indicates development adjacent to the existing subdivision to the northwest. The need for a stronger economic development strategy and better fiscal health for the City of Clovis, and increased employment opportunities, especially for highly trained individuals, makes the Reduced Development alternative project a less desirable project when considering community-wide benefit. It is the finding of the City Council that:

1. Mitigation measures incorporated into the proposed project have substantially reduced potential negative environmental effects. The Reduced Development alternative would not result in fewer significant impacts than the proposed project with mitigation.
2. Positive fiscal impacts - economic development benefits, employment opportunities, particularly for highly trained persons, and increased fiscal health and tax increments - associated with the proposed project would not result in the same community-wide benefits with the Reduced Development alternative as with the proposed project.

#### **Section 15083.5. City or County Consultation with Water Agencies**

Pursuant to Section 15083.3.5 of the California Environmental Quality Act, the City Council of the City of Clovis makes the following findings:

1. The City of Clovis administers and maintains its own domestic water supply system.
2. The City of Clovis hereby declares that the proposed project can be adequately served by current and planned water systems, and that the project will not generate any cumulative impacts on domestic water systems.
3. The City of Clovis hereby declares that that projected water supplies will be sufficient to satisfy the demands of the proposed project, in addition to existing and planned future uses
4. No significant impacts on water resources will result from project implementation.



## STATEMENT OF OVERRIDING CONSIDERATIONS

The Final Environmental Impact Report for General Plan Amendment GPA99-5 - Research and Technology Business Park Project identified the following unavoidable significant adverse effects on the environment with project implementation:

- Project related regional air emissions exceed the San Joaquin Valley Unified Air Pollution Control District' thresholds of significance.
- Conversion of prime agricultural soils to urban use.

### **3.0 STATEMENT OF OVERRIDING CONSIDERATIONS**

The City Council finds that the benefits of General Plan Amendment GPA99-5 - Research and Technology Business Park Project outweigh the unavoidable adverse environmental effects identified in the project final EIR, and that the adverse environmental effects are considered acceptable. This Statement of Overriding Considerations is adopted by the City Council for the community benefits listed below that justify project approval as stipulated in CEQA Guidelines Section 15093.

#### **Employment Benefit**

- The proposed project will provide needed employment for City residents.
- The proposed project has the potential to generate a substantial number of new employment opportunities for the Clovis community.
- A majority of the jobs that will be generated will be for highly trained individuals with the potential for higher individual salaries.
- The project will also serve as an employment multiplier that will generate additional, related employment opportunities outside the project area.

#### **Fiscal Benefit**

- The proposed project will be a catalyst for community wide economic growth.
- The project will bring about the introduction of new research and technological businesses into the community. This will promote a healthy economy that will bring about positive fiscal benefits.
- Community fiscal benefits will include the development of new businesses both inside and outside the project area, increased employment opportunities, particularly for highly trained persons, and increased tax increments.

- Additional employment opportunities for Clovis residents will provide tax revenues for the City, will provide a higher standard of living for citizens, will contribute to the economic growth and fiscal health of the community, and will promote social harmony.

### **Other Benefits**

- The proposed project includes the development of substantial open space and parkland. Open space and parkland is a community amenity that increases the quality of life for all citizens.
- Implementation of the project would bring about the installation of substantial infrastructure in the project area. The construction of roads, water and sewer lines, communications facilities, including fiber optics, and segments of the planned Clovis trail system associated with this project will benefit the Clovis community as a whole. The installation of infrastructure will also promote the implementation of planned land uses near the project area.
- To promote a higher quality of life in the Clovis community, all reasonable mitigation measures have been incorporated into this project.

# **Draft Environmental Impact Report**

## **Clovis Research and Technology Business Park**

**prepared for**

**The City of Clovis**

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**April 1999**

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## Summary

### 1. PROJECT DESCRIPTION

The proposed project is the amendment of the City of Clovis General Plan and the Herndon-Shepherd Specific Plan to permit development of the Clovis Research and Technology Business Park (R&T Park). The project site is located at the northeast and northwest quadrants of the Temperance Avenue and SR 168 alignment in northeast Clovis. The project site is 180.2 acres in size and generally bounded by SR 168 on the south, Armstrong Avenue on the west, Nees Avenue on the north, and the Enterprise Canal on the east.

An amendment to the City's General Plan and Herndon-Shepherd Specific Plan will be required to re-designate those portions of the site which are currently designated for low and high density residential development to a General Plan land use classification (Mixed Use) designed to accommodate research and technology-oriented businesses. The proposed site would be designated as a mixed-use area and a new "Area 36" would be added to the list of mixed use areas designated in Table 2-3 of the General Plan.

The following table shows the proposed amendment to the General Plan Mixed Use Design Guidelines (Table 2-3 of the Clovis General Plan).

**Proposed General Plan Amendment  
 GPA99-5**

Area No.	Primary Use	Secondary Uses	Special Uses	Max. Height/ Stories	FAR	Design Features and Comments
36	Research and Technology Park  administrative, research and related assemblage, fabrication and distribution activities	15% Commercial/Retail	Hotels Convention Center Open Space	5	.35-.50	<ul style="list-style-type: none"> <li>◦Transit Orientation</li> <li>◦Enterprise Canal Parkway</li> <li>◦Buffer Adjacent Residential</li> <li>◦Entry Treatment Opportunity</li> <li>◦Special Design Regulations</li> </ul>

All commercial uses would be ancillary to the research and technology uses. The Herndon-Shepherd Specific Plan would also be amended to add a mixed use area to the project site.

## **1. LAND USE**

Proposed GPA99-5 will result in the following land use changes:

- 1. Change 138 acres from low density residential to mixed-use research and technology park.**
- 2. Change 35.9 acres from high density residential to mixed-use research and technology park. This property has been the subject of several land use changes in the past, most recently in 1996 when the designation of two separate parcels was changed to provide for the potential construction of up to 462 apartment units.**
- 3. Remove a 6.3-acre park designation located east of Temperance Avenue and south of Nees Avenue and replace it with up to 12 acres of open space to be used as buffers to adjacent residential neighborhood and landscaped areas adjacent to major roadways and the Enterprise Canal.**

The proposed changes will not conflict with adopted environmental plans and goals of the City of Clovis. As discussed elsewhere within this EIR, the proposed land use changes generally result in fewer potential impacts to the environment and public services than existing planned land uses. The R&T Park will be buffered from adjacent land uses on the south by the new SR 168, on the east by the Enterprise Canal, and on the north and west by major streets. The existing subdivision on the northwest boundary of the site will be buffered by landscaping, setbacks, and other design features of the R&T Park (see mitigation measures in Visual Resources), reducing potential land use impacts to an insignificant level.

The City does not have a mixed-use implementation ordinance for the mixed-use designation proposed by the general plan amendment. Such an ordinance could guide future development within the project area, including development standards, design guidelines, and appropriate implementing zone districts. Other tools are available to guide such development, however, including existing planned commercial development zone districts, use permits, and site plan review procedures.

Lands subject to the Williamson Act within the project area must remain in agricultural use unless a notice of non-renewal is filed and the contract is allowed to terminate after 10 years, or the contracts are canceled by the City Council. Tentative Cancellation has been approved by the Council for three of the four parcels subject to contract, but no notices of non-renewal have been filed for any of the parcels. In order for tentative cancellation to occur, the City Council must make findings consistent with Government Code Section 51182.

## **Mitigation**

1. The City shall develop design and development guidelines for Mixed-Use Area No. 36 which could include adaption of existing planned commercial zone districts or development of a mixed-use implementation ordinance.
2. Prior to development on any parcel subject to a Williamson Act contract, a notice of non-renewal shall be filed and the contract terminated at the end of the non-renewal period or tentatively canceled if the City Council makes findings in accordance with state law requirements.

## **Level of Significance Following Mitigation**

With implementation of the recommended mitigation measures, impacts to land use will be mitigated to a less than significant level.

## **2. TRAFFIC AND CIRCULATION**

The Temperance Avenue/Alluvial Avenue intersection would experience unacceptable LOS F operation as an all-way stop during both the AM and PM commute peak traffic hours. Volumes would be increased above peak hour signal warrant criteria levels at this location during both commute time periods. In addition to specific intersection operation, there will potentially be a storage problem on the northbound approach to the Temperance Avenue/Alluvial Avenue intersection.

There will be inadequate storage distance along Temperance Avenue between the SR 168 Westbound Off Ramp and Alluvial Avenue intersections for northbound vehicles turning left to Alluvial Avenue during the AM commute period. Storage will be inadequate with or without a signal at the Alluvial intersection with the proposed single northbound left turn lane. There will tentatively be, at most, about 350 feet of storage distance between the two intersections, while the northbound left turn storage demand will range from 450 up to 900 feet.

It is possible that one or more project intersections along Alluvial Avenue and at least one project intersection along Temperance Avenue will require signalization at some point of area development. Placement of project access intersections and driveways (in conjunction with signalization of the major access intersections) eventually create operational and storage problems.

There will be inadequate storage distance along Temperance Avenue between the SR 168 Westbound Off-Ramp and Alluvial Avenue intersections for northbound vehicles turning left to Alluvial Avenue during both the AM and PM commute periods. Storage will be inadequate with the proposed single northbound left turn lane. Although storage deficiency for this left turn movement has been identified as a problem for "without project" conditions, project traffic would add an additional 245 (PM peak hour) and 540 (AM peak hour) vehicles to this movement.

**Mitigation**

**A. Year 2003**

(Unacceptable Operation of the Temperance Avenue/Alluvial Avenue Intersection)

1. Signalize the Temperance/Alluvial intersection.
2. Add a second left turn lane on the northbound Temperance Avenue intersection approach.
3. Restripe the eastbound Alluvial Avenue intersection approach to provide a separate left turn, a combined through/right turn and an exclusive right turn lane.
4. Provide loop detection in each left turn lane that will activate the northbound left turn green arrow when vehicle queues are approaching available storage limits.

Resultant operation with signalization and geometric improvements:

AM Peak Hour	LOS B	Average Vehicle Delay = 12.6 seconds
PM Peak Hour	LOS D	Average Vehicle Delay = 33.3 seconds

(Project Access Along Temperance Avenue, Alluvial Avenue, Armstrong Avenue and Nees Avenue)

5. The City Engineer shall provide input to the project planners at the time of specific site development in order to incorporate acceptable spacing between access intersections and to indicate likely intersections that will require signalization. Driveway connections to Temperance Avenue, Alluvial Avenue and Armstrong Avenue should be minimized.



Although not needed from a capacity standpoint, it is suggested that right turn deceleration lanes be provided on the approaches to all major intersections within the project area to minimize disruption to through traffic flow by turning vehicles. Provisions for bicycle lanes and requests by local transit agencies (location of bus pullouts, etc.) should also be incorporated into the final design plan.

**B. Year 2020**

(Storage Problems on Northbound Approach to the Temperance Avenue/Alluvial Avenue Intersection)

- 6. Add a second left turn lane on the northbound Temperance Avenue intersection approach.
- 7. Provide loop detection in each left turn lane that will activate the northbound left turn green arrow when vehicle queues are approaching available storage limits.

Resultant operation:

AM Peak Hour	LOS C	Average Vehicle Delay = 16.1 seconds
PM Peak Hour	LOS D	Average Vehicle Delay = 27.0 seconds

**Level of Significance Following Mitigation**

With implementation of the proposed mitigation measures, impacts to traffic and circulation will be reduced to a less than significant level.

**3. AIR QUALITY**

Short-term construction emissions for the project are significant for oxides of nitrogen (NOx) and close to significance levels for reactive organic gases (ROG). Daily emissions of NOx are 556 pounds per day and daily emissions of ROG are 54 pounds per day. No mitigation is available which would reduce this impact to a less than significant level.

The San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) regulates construction dust emissions through its Regulation VIII and considers compliance with these regulations as adequate mitigation for construction impacts.

Project-related traffic increases would generate new regional emissions exceeding the SJVUAPCD's thresholds of significance for ozone precursors. This would represent a potentially significant impact. Anticipated vehicle trips generated by the project would likely result in air pollutant emissions that would have the potential to affect the entire San Joaquin Valley air basin. While these emission increases are significant it should be noted that the emissions associated with the development currently listed in the General Plan (a combination of high and low-density residential development) would also have impacts exceeding significance levels, although not by as much as the proposed development.

### **Mitigation**

1. Individual projects shall comply with policies of the Clovis General Plan Air Quality Element.
2. As appropriate, individual projects shall provide the following:
  - an area for public transit bus turnouts, including direct pedestrian access from public transit to the sidewalk;
  - bicycle racks and bicycle storage;
  - linkages to bike lanes and the Enterprise Canal trail;
  - priority parking for rideshare employees;
  - on-site automatic teller machines at convenient locations; and
  - promote the use of alternative hours/work weeks for employees.
3. Provide a mixture of uses, as feasible in commercial development that includes service oriented facilities. Ideally, such uses as restaurants, banks, a post office, and a child care facility should be considered to reduce vehicle trips.
4. Provide energy efficient outdoor lighting and implement energy conservation measures.

### **Level of Significance Mitigation**

With implementation of the recommended mitigation measures, long-term mobile emissions will continue to contribute to adverse air quality in a non-attainment area. This is an unavoidable significant impact.

#### 4. VISUAL RESOURCES

Compared to single family housing, the R&T Park would bring about an extensive urban change to the area, replacing the rural landscape with a business park and the potential for multistory construction. Larger, taller buildings anticipated in the R&T Park will result in highly visible urban development that will form an urban skyline for nearby residents and travellers. Most directly impacted are residents of the existing single family subdivision located at the northwest corner of the R&T Park, especially those along the common property boundary. The potential for taller buildings adjacent to single family back yards could alter views for those residences and decrease back yard privacy. The proposal to develop a linear park along this common boundary will reduce most of these visual concerns to an insignificant level.

##### Mitigation

The following general guidelines are recommended for the R&T Park to be refined within subsequent development guidelines and the conditions of approval of future entitlements. Precise requirements will be imposed during zoning and/or site plan review stages with approval of a specific development plan.

1. ***Building Setbacks.*** A minimum distance of approximately 200 feet should be maintained between R&T structures and existing residences. This distance can be decreased if it can be demonstrated there will be no adverse visual or acoustic impacts on neighborhood residences.
2. ***Building Heights.*** It is anticipated that most R&T uses will occupy either one-story spaces with interior heights of 18 feet or more, or one or two-story offices with interior heights of 10 to 12 feet per floor. Permissible building heights should therefore be limited to approximately 35 feet. Greater heights could be conditionally permitted with findings that the increased heights will not adversely affect nearby residences or other R&T Park tenants. For example, greater latitude can be provided sites east of Temperance Avenue that are more distant from existing residences. In such areas, tenants with more extensive office space needs could be allowed to consolidate such operations in 3-5 story buildings. Heights of up to 65 feet could be permitted for hotels to provide view rooms and identity from SR 168.

3. ***Service and Outdoor Storage Areas.*** Exterior areas will be required for truck service operations, outdoor storage, and mechanical equipment. These outdoor operations should be well concealed from view of the public and adjoining land uses. Outdoor areas for truck operations should be located to avoid adverse noise, visual, and illumination impacts on nearby residences. Concealment and screening should be accomplished by use of any of the following:
  - buildings enveloping the outdoor service areas thereby providing for concealment of such areas;
  - perimeter 6-10 feet high walls architecturally coordinated with the primary buildings and site landscaping; or
  - screening by use of dense vegetative hedges, usually combined with walls or fences.
4. As needed, additional measures limiting the time of operations will be required as conditions of approval for individual projects incorporated in covenants and restrictions. (For example, trucking operations could be limited to the hours of 7 am to 9 pm in those portions of the site where neighboring residences would potentially subjected to undesirable noise levels during the more sensitive evening and early morning hours.)
5. ***Parking.*** Parking areas shall be well landscaped with trees provided along the perimeter and interior of multi-aisle parking areas such that the trees form an overhead canopy providing sun and rain protection for the majority of the parking spaces. Parking areas adjoining public rights-of-way should be set back a minimum of 15 feet from the right-of-way and the setback areas landscaped to partially screen the parked vehicles. The landscaping should be coordinated with street landscaping to achieve an attractive, unified landscape appearance.
6. ***Signage.*** Consistent with the City's existing sign regulations, an integrated signage program shall be prepared for each development parcel. The signage program shall be provide for the following signage easily identifying: (1) the facilities and major public entrances from major roadways; (2) identification of individual building names or numbers upon arrival within the site; (3) directory signs identifying the location of major tenants or facilities, and (4) directional signage for parking and vehicular and pedestrian circulation. Signs shall be designed to be easily legible and well-coordinated with the landscape and building design of R&T facilities.

### **Level of Significance Following Mitigation**

With implementation of the setback, buffering, building height, screening, parking and signage proposals of the R&T Park plan, potential visual impacts will be reduced to a less than significant level.

## **5. PUBLIC SERVICES**

### **A. Fire Protection**

Implementation of the R&T Park could adversely impact the Clovis Fire Department's ability to provide adequate fire service. The business park would result in an increased demand for services including additional personnel, equipment (including equipment for fire suppression in multi-story buildings), and facilities. A fire station in the vicinity of Armstrong Avenue and Nees Avenue is now planned for construction in 4-5 years which will reduce impacts on fire protection. Implementation of General Plan policies and actions will also help alleviate adverse impacts associated with both increased demand on existing fire service providers and increased population at risk for fire hazards. Specifically, Goal 3, Policy 3.1 and 1.5 and related actions from the Public Safety Element help reduce impacts.

### **Mitigation**

1. The City of Clovis will work with the Clovis Fire Department to ensure future projects meet necessary fire safety and structure standards.

### **Level of Significance Following Mitigation**

With implementation of the recommended mitigation measure, potential impacts to fire protection services will be reduced to a less than significant level.

### **B. Police Service**

Continued development as anticipated in the project area could adversely impact the Clovis Police Department to provide police service as noted, although when compared to residential development, business parks result in fewer calls per acre. The nature of calls also changes from primarily domestic disturbances to crimes against property such as burglary. The General Plan contains several policies and actions which encourage the development of adequate police facilities as areas develop. Specifically, Goal 3, Policy 3.3 and related Actions help mitigate impacts police services.

### **Mitigation**

1. The City will require new developments to ensure that adequate police service facilities and personnel are maintained to provide service at sufficient levels.
2. The City will encourage the design of public and private spaces to minimize opportunities for criminal activity in all future projects.

### **Level of Significance Following Mitigation**

With implementation of the recommended mitigation measures, potential impacts to police protection services will be reduced to a less than significant level.

### **C. Water**

Previous studies conducted by the City of Clovis have determined that the conversion of agricultural land to residential use can result in a decrease in land area water consumption requirements. As urbanization occurs on the project site, total water use is expected to increase compared to current uses.

At full buildout of current planned land uses, the project area would be expected to use approximately 490 acre feet of water annually for domestic purposes. Commercial and business park uses generally use less water than comparable acres of single family residential due to reduced requirements for domestic and landscaping uses. At use rates estimated by the City's Water Master Plan Update, the 180.2 acre R&T Park would require approximately 335 acre feet of water annually, a rate less than planned land uses.

### **Mitigation**

No additional mitigation measures are required.

### **D. Sewer**

At full buildout of current planned land use, the project area would generate approximately 0.23 million gallons of wastewater per day. Commercial and business park uses usually generate less wastewater than comparable acres of single family residential due to reduced domestic requirements. Based on use rates estimated by the City's Wastewater Master Plan Update, the 180.2 acre R&T Park would generate approximately 0.22 million gallons of wastewater daily, a rate slightly less than planned land uses.

**Mitigation**

No additional mitigation measures are required.

**E. Solid Waste**

According to the Solid Waste Generation Study for Fresno Counties and Cities, residential uses generate 2.26 tons of solid waste per acre per year. Existing planned land uses include 173.9 acres of residential use. These uses would therefore generate approximately 393 tons of solid waste per year. The 180.2 acre R&T Park would generate an estimated 294 tons per year (using the commercial generation rate of 1.63 tons/acre/year from the Solid Waste Generation Study for Fresno Counties and Cities). The proposed project would therefore generate less solid waste than planned land uses.

R&T Parks can generate hazardous and/or toxic solid waste. All uses would be required to file a business plan with the Fresno County Environmental Health Division for disposal of such waste.

**Mitigation**

No additional mitigation measures are required.

**F. Schools**

The proposed business park will have less of an impact on the District than the existing residential designation in terms of student generation. However, new commercial and industrial development does affect the District by generating employees. The children of employees living in the District will need to be housed in District schools.

The Clovis Unified School District currently levies a development fee of \$0.31 per square foot for commercial and industrial development. Any new development on the subject property will be subject to the development fee in place at the time fee certificates are obtained.

**Mitigation**

No additional mitigation measures are required.

## **G. Drainage**

The drainage facilities for the portion of the proposed business park lying within Drainage Area "7H" (east of Temperance Avenue and south of the Enterprise Canal) were designed to serve High Density Residential and Open Space park uses, consistent with the 1993 Clovis General Plan. The storm drain has been installed downstream of this site and will need to be studied to determine whether or not capacity is available to accommodate the increased runoff from the proposed land use.

The portion of the business park which lies west of Temperance Avenue and north and south of Alluvial Avenue is located within Drainage Area "7D". The drainage system planned to serve this areas is designed for low density residential land uses, consistent with the 1993 Clovis General Plan. A portion of the storm drain system to serve this area has been constructed downstream and does not have capacity to serve this proposed land use.

The portion of the R&T Park which lies north of the Enterprise Canal and west of Temperance Avenue is within Drainage Area "BX". The District's system in Drainage Area "BX" has not been constructed and can be modified to accommodate the proposed use.

If the proposed land uses are adopted, it would be necessary to mitigate the impact of the land use changes on the Drainage Area "7D" system and possibly the Drainage Area "7H" system. These mitigation measures could be implemented either on an area wide basis for the entire business park or on each individual development as it is developed. The cost of mitigation of the drainage impacts would not be considered Master Plan costs and therefore would not be eligible for drainage fee credit or reimbursement by the District.

### **Mitigation**

1. Construction of on-site detention ponds to reduce the peak flows from the development to that anticipated in the design of the existing Master Plan storm drainage facilities.
2. Implementation of landscaping and open space areas of sufficient size to make the runoff characteristics of the site equivalent to those anticipated by the design of the existing Master Plan storm drainage facilities.
3. Construction of non-Master Plan facilities to increase the system capacity of the District's system.



4. The District shall review and approve any improvement plans and method of providing the proposed mitigation.

#### **Level of Significance Following Mitigation**

With implementation of the recommended mitigation measures, potential drainage impacts will be reduced to a less than significant level.

### **ALTERNATIVES TO THE PROPOSED PROJECT**

#### **A. No Project**

Under the No Project alternative, the project site would remain in its existing condition with designations for high density and low density residential uses. As discussed in the Land Use section, up to 945 residential uses could be constructed with associated park and open space uses.

It is likely that development would occur at somewhat faster rate with the No Project as the demand for residential development continues strong within the Clovis community while the market for research and technology uses is less certain.

#### **Increased Impacts as a Result of the Alternative**

Compared to the proposed project, the No Project alternative would increase impacts in the following areas.

- o increased demand on water and wastewater systems
- o increased demand on police services
- o increased demand for school services

Due to these factors, it is determined that the No Project Alternative is not environmentally superior to the proposed project.

#### **B. R&T Park with Reduced Development**

A down-scaled alternative was developed wherein the western most 53.5 acres would remain low density residential with 187 units and 565 persons. The 180.2 acre project area would then be developed as shown on the following table.

**R&T Park - Alternative Land Use**

Land Use	Acres	Density/Acre or FAR <sup>1</sup>	Units/Square Feet	Residents/ Employees
<b>Phase I</b>				
Hotel and Retail Center	20.0	.40 FAR	348,500 sq. ft.	730 employees <sup>2</sup>
Research & Technology	76.9	.35 FAR	1,172,420 sq. ft.	1,820 employees <sup>3</sup>
<b>Sub-total</b>	<b>96.9 acres</b>		<b>1,520,920 sq. ft.</b>	<b>2,550 employees</b>
<b>Phase II</b>				
Single Family Residential	53.5 acres	3.5 du/ac	187 units	
Research & Technology	29.8 acres	.35 FAR	454,330 sq. ft.	705 employees
<b>Total</b>	<b>180.2 acres</b>		<b>1,975,250 sq. ft. 187 units</b>	<b>3,255 employees</b>

<sup>1</sup> FARs from "Research and Technology Business Park Feasibility Study," Thomas Cooke Associates

<sup>2</sup> Council of Fresno County Governments factor of 36.38 employees per acre for community commercial

<sup>3</sup> Council of Fresno County Governments factor of 23.66 employees per acre for business park

**Increased Impacts as a Result of the Alternative**

Compared to the proposed project, the Reduced Development alternative would increase impacts in the following areas.

- o increased demand on water and wastewater systems
- o increased demand on police services
- o increased demand for school services

Due to these factors, it is determined that the Reduced Development Alternative is not environmentally superior to the proposed project.

## **1. INTRODUCTION**

This environmental impact report (EIR) evaluates the environmental impacts of a proposed amendment to the Clovis General Plan and Herndon Shepherd Specific Plan for the Clovis Research and Technology Park. The project applicant is the City of Clovis.

The EIR has been prepared by the City of Clovis as lead agency pursuant to Health and Safety Code Sec. 33333.3 and all relevant sections of the California Environmental Quality Act (CEQA). The report will serve as a public disclosure document that informs City decision makers, responsible agencies, other agencies, and the general public of the proposed project and the potential environmental consequences of its approval. As stipulated by CEQA, the report identifies those environmental impacts associated with the project that are expected to be significant, identifies possible mitigation measures that could minimize or eliminate identified significant impacts, and identifies and evaluates a range of reasonable alternatives to the proposed project. The report will serve as the CEQA required environmental documentation for City and responsible agency use in consideration of the project. Under the CEQA Guidelines, "responsible agencies" include all public agencies, other than the lead agency, that have discretionary approval power over aspects of the project for which the lead agency has prepared the EIR.

The EIR has been prepared as a program EIR pursuant to CEQA Guidelines Sec. 15168. A program EIR is prepared on a series of actions that can be characterized as one large project and are related either geographically; as logical parts in the chain of contemplated events; or as individual activities carried out under the same regulatory authority and having generally similar environmental effects which can be mitigated in similar ways. The program EIR allows the lead agency to consider broad policy alternatives and program wide mitigation measures at an early time when there is opportunity to deal with basic problems or cumulative impacts.

Subsequent activities to implement the project (infrastructure improvements, zoning, site plan review, conditional use permits, and so forth) must be examined in light of the program EIR to determine if additional environmental analysis is needed.

### **A. EIR Scope - Significant Issues and Concerns**

The scope of this EIR includes all environmental issues to be resolved and all areas of controversy known to the City including those issues and concerns identified as possibly significant by the City in its Initial Study and by other interested agencies and individuals in response to the City's Notice of Preparation of a Draft EIR.

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The Initial Study, NOP, and NOP responses are included in Appendix B. Possible areas of controversy and issues of concern to be resolved are:

1. Land use issues, including cancellation of Williamson Act contracts
3. Traffic and circulation
4. Air quality
4. Visual resources
5. Public services

**B. "Significant Impacts"**

The EIR identifies potentially significant impacts and recommends mitigation measures. Where it is determined that certain impacts would remain significant because no reasonably feasible mitigation measures have been identified, or because the mitigation measures that are identified may not reduce the impact to a level of insignificance, the EIR describes such impacts as unavoidable. Impacts identified as potentially significant, but which are not considered unavoidable, have been determined to be capable of mitigation to insignificant levels by implementation of the recommended mitigation measures.

**C. Report Organization**

Information in this EIR is generally organized for each environmental issue as follows:

1. The setting
2. Impacts of the proposed project
3. Mitigation measures recommended to reduce or eliminate anticipated significant impacts
4. Unavoidable adverse impacts

In addition, the report includes a section evaluating various alternatives to the proposed project, growth inducing effects, unavoidable adverse effects, cumulative impacts, and effects found not to be significant.

## **2. PROJECT DESCRIPTION**

The proposed project is the amendment of the City of Clovis General Plan and the Herndon/Shepherd Specific Plan to permit development of the Clovis Research and Technology Business Park (R&T Park). The project description includes (a) the location, boundaries, and local setting of the project site; (b) an historical overview of the project; (c) a statement of the basic project objectives sought by the applicant; (d) the project's physical and technical characteristics as currently known; and (e) various permits and approvals required to allow implementation of the project.

### **A. Regional and Local Setting**

The project site is located in the City of Clovis in Fresno County (Figure 2-1). The City of Clovis is located generally northeast of the City of Fresno in the central San Joaquin Valley. Regional access to Clovis is provided by State Routes (SR) 99 and 41. As shown in Figure 2-1, the future alignment of SR 168 will extend in a northeast-southwest direction through the City of Clovis past the project site. Figure 2-2 shows that the project site is located at the northeast and northwest quadrants of the Temperance Avenue and SR 168 alignment in northeast Clovis. The project site is approximately 180.2 acres in size and generally bounded by SR 168 on the south, Armstrong Avenue on the west, Nees Avenue on the north, and the Enterprise Canal on the east.

### **B. Project Background**

The Clovis Community Development Agency retained the firm of Thomas Cooke Associates to prepare The Clovis Research and Technology Business Park and Feasibility Study completed in July of 1998. The Executive Summary of that study is included as Appendix A of the EIR. The study focused on a 140-acre study area near the SR 168/Temperance Avenue intersection. The study analyzed physical characteristics of the site, market demand for research and technology-based development, interest of private land owners in the project area, and potential impacts of the development on surrounding neighborhoods.

The study determined that:

1. The overall development feasibility of an R&T Park should be considered opportunistic and a mid-to long-term goal.

Figure 2-1: Regional Location

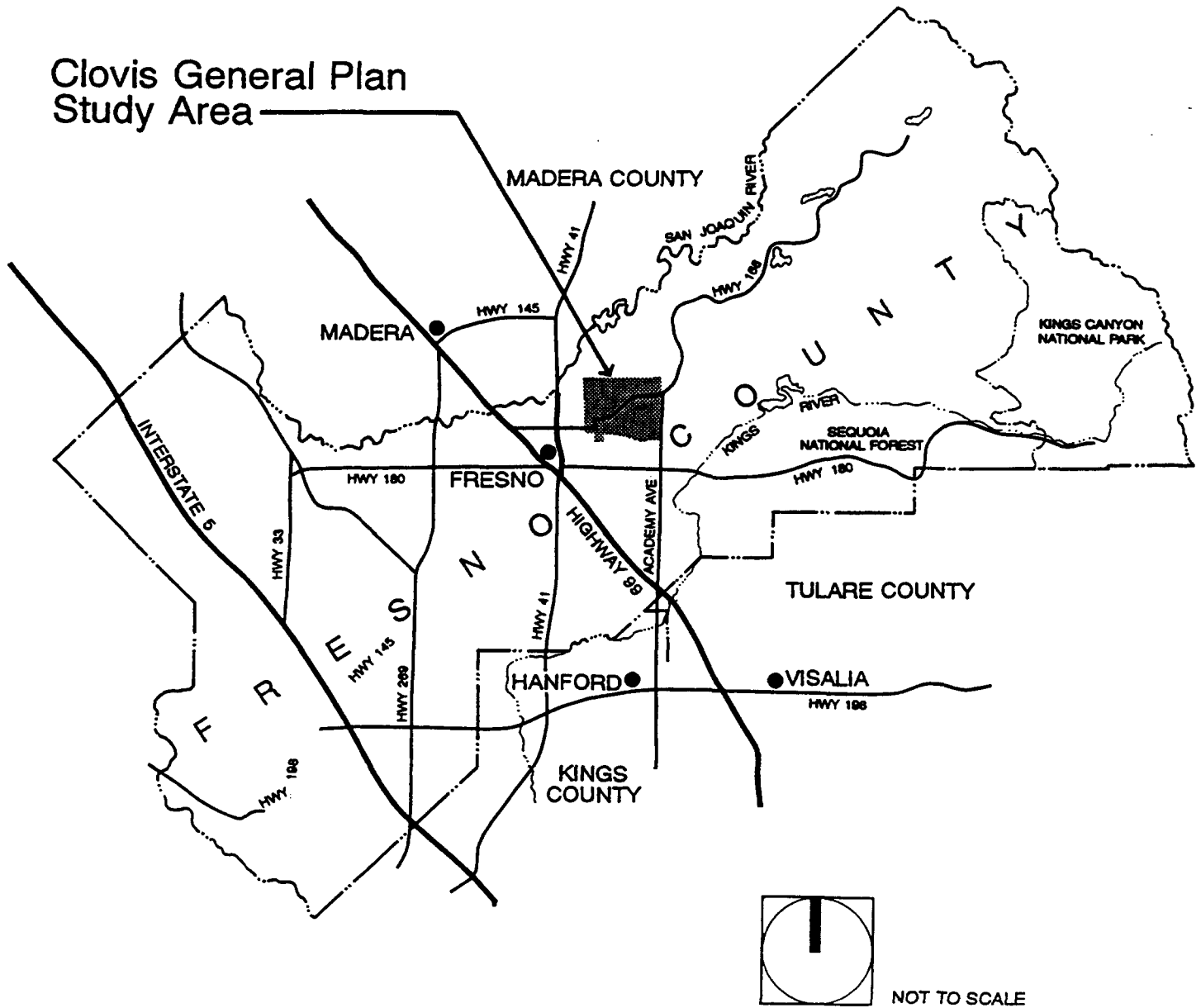


Figure 2-2: Specific Site Location



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2. A number of steps need to be taken before the project site is available for R&T development. These include: amend the general plan and certify a Final EIR for the project; cancel Williamson Act contracts or allow termination through non-renewal; prepare development guidelines for site development; and develop a specific marketing and financing plan.
  3. Given the steps listed above, initial development of high-technology uses at the project site could occur within 5 to 10 years of approval with total project buildout not expected for at least 15 years. This timeframe for development is likely slower than would be the time required for buildout under current residential planning designations.

In subsequent discussions with property owners in the area, a decision was made by the City of Clovis to expand the boundaries of the R&T Park by an additional 36.2 acres, adding vacant lands between Temperance Avenue and Armstrong Avenue both north and south of the planned Alluvial Avenue alignment. The total project area of 180.2 acres contains 38 parcels.

#### **B. Basic Project Objectives**

The Clovis Research and Technology Business Park and Feasibility Study contains the following general policies:

1. *Provide accommodations for research and technology oriented uses, and actively promote such uses, to broaden employment opportunities and strengthen the City's economic and fiscal base.*
2. *Work with property owners in the designated R&T Park area to facilitate consolidation of parcels and creation of development sites of sufficient size to accommodate the space needs of major research and technology-based firms.*
3. *Employ public investment in infrastructure as a catalyst to attract research and technology-based industries that will enhance the City's fiscal base.*

#### **C. Proposed Project Physical Characteristics**

The preliminary land use table for the project is shown in Table 2-1 and the land use map is shown in Figure 2-3. The program is based on the land use provisions set forth below.



**Table 2-1  
Clovis R&T Park  
Proposed Land Use**

Land Use	Acres	FAR <sup>1</sup>	Square Feet	Employees
<b>Phase I</b>				
Hotel and Retail Center	20.0	.40	348,500	730 <sup>2</sup>
Research & Technology	76.9	.35 - .50	1,172,420	1,820 <sup>3</sup>
<b>Sub-total</b>	<b>96.9</b>		<b>1,520,920</b>	<b>2,550</b>
<b>Phase II</b>				
Research & Technology	83.3	.35 - .50	1,270,000	1,970
<b>Total</b>	<b>180.2<sup>4</sup></b>		<b>2,790,920</b>	<b>4,520</b>

<sup>1</sup> FARs from "Research and Technology Business Park Feasibility Study," Thomas Cooke Associates

<sup>2</sup> Council of Fresno County Governments factor of 36.38 employees per acre for community commercial

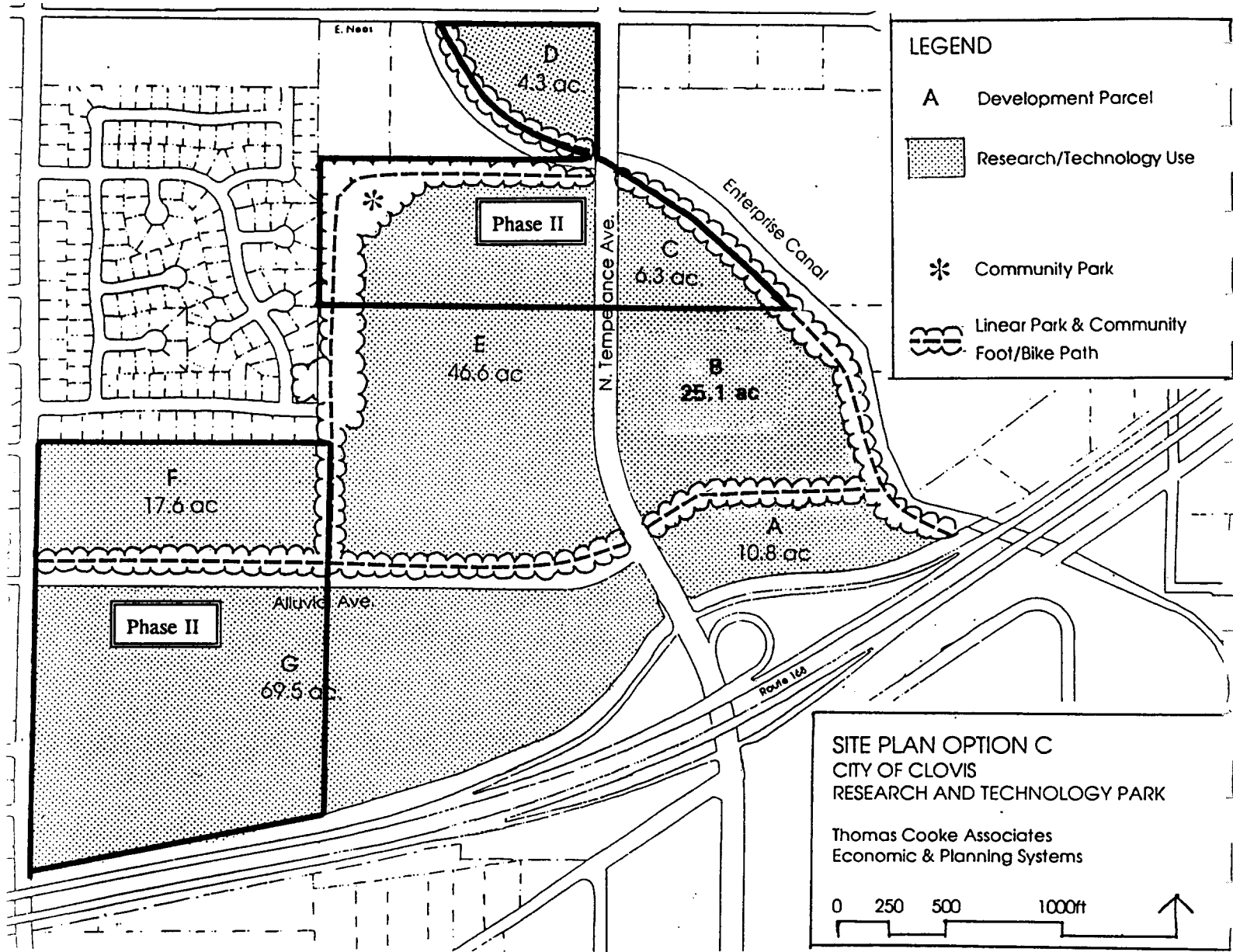
<sup>3</sup> Council of Fresno County Governments factor of 23.66 employees per acre for business park

<sup>4</sup> The R&T Park would also include up to 12 acres of linear open and park space. The location of this open space would be determined at the time of specific development entitlements.

The R&T Park would be developed in at least two phases with the first phase requiring 10 years for completion. At full development, the project site would contain an estimated 348,500 square feet of hotel and retail uses on approximately twenty acres and 2,442,420 square feet of research and technology uses on 160.2 acres. There would be an estimated 4,520 employees as follows: retail - 740 employees; services - 1,500 employees; government - 310 employees; and other - 1,970 employees.

The above estimates of retail and business park development are conceptual only and are developed to provide for analysis within the EIR. Any commercial development is considered secondary and ancillary to research and technology uses.

Figure 2-3: Conceptual Site Plan



*Permitted Uses*

1. Approximately 30% or more of the total floor space would be devoted to administrative and research activities occupying office type space and the balance to testing, fabrication, assemblage and other production types of activities.
2. Warehousing, storage and distribution activities would be limited solely to those required by the primary use. Uses engaged primarily in the warehousing and distribution of goods and materials would be prohibited.
3. The following ancillary uses would be permitted: (1) lodging facilities; (2) conference facilities; (3) retail, personal service, and business services to serve the needs of the primary uses and motorists on SR 168. The location of hotel, conference, retail and personal services should be concentrated at the northwest and northeast quadrants of the SR 168 and Temperance Avenue interchange.
4. Food services would also be permissible elsewhere in the R&T Park if they serve primarily employees.

*Land Use Intensity*

Floor Area Ratio (FAR) measures the percentage of any individual site covered by structures. The average FAR for any single parcel should not normally exceed .35 to ensure development does not exceed the planned capacity of roads and other infrastructure serving the R&T Park. Exceptions, however, may be made if it can be demonstrated that additional floor areas will not adversely impacts roadways and other infrastructure. In no event should the accumulative FAR of the R&T Park exceed .50.

*Site Coverage*

In order to maintain consistency with the capacity of existing and planned storm drainage facilities and to maintain an attractive well-landscaped appearance, the total impervious surface of any parcel (buildings and paving) shall not exceed 70% of the entire area of the parcel.

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### *Circulation*

The circulation system is designed to accommodate travel by automobile, bicycle, foot, and transit.

Temperance Avenue and Nees Avenue are to be constructed as arterials while Alluvial Avenue would be a collector. All roads would be constructed consistent with the right-of-way standards set forth in the Herndon-Shepherd Specific Plan or per standards determined by the City Engineer. The rights-of-way, roadway, and pathway requirements for Temperance Avenue and Alluvial Avenue will be as shown in the Herndon-Shepherd Specific Plan.

The plan proposes an integrated network of footpath and bikeways consisting of the following:

1. A parkway along the Enterprise Canal with separated footpath and bikeway (Figure 2-4).
2. Combined footpath and bikeway located in a linear park along the north side of Alluvial Avenue. The path would extend across Temperance Avenue and link up with the Enterprise Canal Parkway.
3. Bike lanes within the roadway along Temperance Avenue accompanied by 5-foot sidewalks separated from the roadway by an 8-foot landscaped strip; and
4. A combined footpath and bikeway incorporated into the community park along the west side of the R&T Park. The pathway would have a combined minimum width of 12 feet.

Pedestrian circulation within individual sites should be designed to provide an integrated system of footpaths with direct connections to the public pedestrian routes along Alluvial Avenue, Temperance Avenue, the Enterprise Parkway, and in the linear park shown on the northwest corner of the R&T Park.

Bus turnouts will be provided near each of the major entrances along with shelters. Additionally, buildings should be located and designed such that the major employee entrances are located convenient to the bus turnouts.

Figure 2-4: Enterprise Canal Parkway

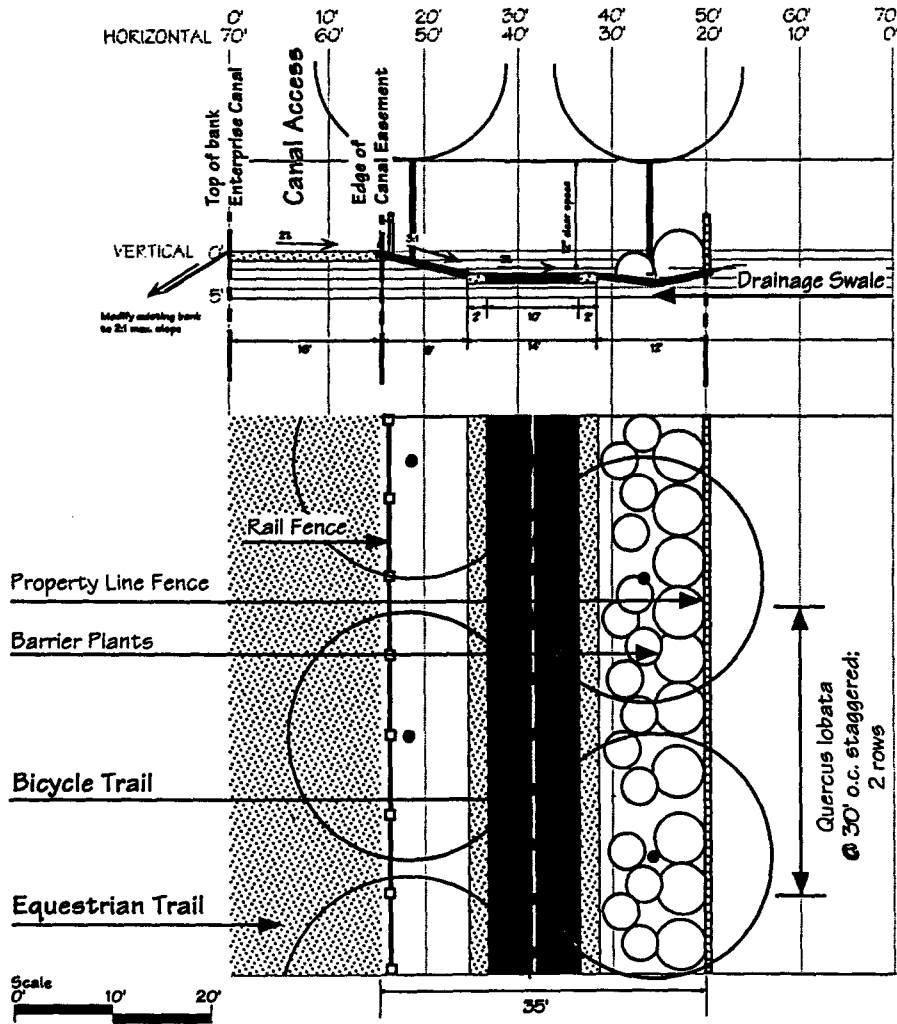


Figure 3-6  
Section ENT-B

Segment #E-2; #E-3 From: Nees Avenue  
#E-4 To: Herndon Avenue

NOTE: Property line fence not required if trail easement is bordered by a neighborhood or collector street

Source: City of Clovis Planning Department

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Approximately 12 acres are designated as linear park use. The park configuration shown on the land use plan is conceptual. The exact location and configuration will be determined in conjunction with site planning for the adjoining R&T Park parcel and as individual parcels are developed. The purposes of the park space are to provide an amenity to attract high quality research and technology-based users; serve the recreation needs of R&T Park employees; separate and buffer R&T Park uses from nearby residences; and provide additional recreational open space for Clovis residents.

#### **E. General Plan Amendment GPA99-5**

An amendment to the City's General Plan and Herndon-Shepherd Specific Plan will be required to re-designate those portions of the site which are currently designated for low and high density residential development and park to a General Plan land use classification (Mixed Use) designed to accommodate research and technology-oriented businesses. The proposed site would be designated as a mixed-use area and a new "Area 36" would be added to the list of mixed use areas designated in Table 2-3 of the General Plan.

The mixed use design guidelines in Table 2-3 of the General Plan establish the primary uses, secondary uses, maximum building height, floor area ratios, design features and specific comments. "Not to Exceed" targets for the percentage of the total site area which should be devoted to the secondary land use are reflected in the Secondary Use column. Secondary uses are considered those uses which are compatible with the primary use, but never exclusively make up more than the primary use. Special uses are called out for areas with unique conditions such as a proposed transit center or hotel. Floor area ratios (FARs) are "targets" and do not represent fixed ratios, although developments would attempt to be within a reasonable range of the recommended FAR.

Table 2-1 shows the proposed amendment to the General Plan Mixed Use Design Guidelines (Table 2-3 of the Clovis General Plan).

**Table 2-1  
Proposed General Plan Amendment GPA99-5**

Area No.	Primary Use	Secondary Uses	Special Uses	Max. Height/ Stories	FAR	Design Features and Comments
36	<p><b>Research and Technology Park</b></p> <p>administrative, research and related assemblage, fabrication and distribution activities</p>	<p>15% Commercial/Retail</p>	<p>Hotels Convention Center Open Space</p>	5	.35-.50	<ul style="list-style-type: none"> <li>◦Transit Orientation</li> <li>◦Enterprise Canal Parkway</li> <li>◦Buffer Adjacent Residential</li> <li>◦Entry Treatment Opportunity</li> <li>◦Special Design Regulations</li> </ul>

The Herndon-Shepherd Specific Plan would also be amended to add a mixed use area to the project site.

### 3.1 LAND USE (INCLUDING AGRICULTURAL RESOURCES)

The project area consists of 180.2 acres. All but the northerly 4.3 acres located north of the Enterprise Canal is located within the City of Clovis. That unincorporated parcel is part of a proposed annexation and is expected to become part of the City by July of 1999.

For the most part, the proposed site is vacant or accommodates only residual agricultural uses. Several single family residences and a horse-training facility and associated residence remain along Temperance Avenue. Several radio transmission towers are located within the site east of Temperance Avenue.

The project site is bounded by the alignment of future SR 168 on the south, and rural residential and agricultural uses to the east, north, and southwest. A recently constructed single family subdivision has been constructed on the northwest boundary of the project site.

The project site is designated for high density residential, low density residential and open space uses on the Clovis General Plan. The site is also located within the Herndon-Shepherd Specific Plan, a refinement of the General Plan (Figure 3.1-1). Existing planned land uses for the project area are shown in the following table.

**Table 3.1-1  
Herndon-Shepherd Specific Plan - Planned Land Use**

Land Use	Acres	Density/Acre or FAR	Units/Square Feet	Residents/ Employees
High Density Residential	35.9	Per GPAs <sup>1</sup>	462 units	1,180 residents <sup>2</sup>
Low density Residential	138.0	3.5 units/ac <sup>3</sup>	483 units	1,460 residents <sup>4</sup>
Park	6.3	-----	-----	-----
<b>Total</b>	180.2 acres		945 units	2,640 residents

<sup>1</sup> See GPA96-3 (312 units) and GPA96-4 (150 units)




















<sup>2</sup> Council of Fresno County Governments factor of 2.56 persons per unit

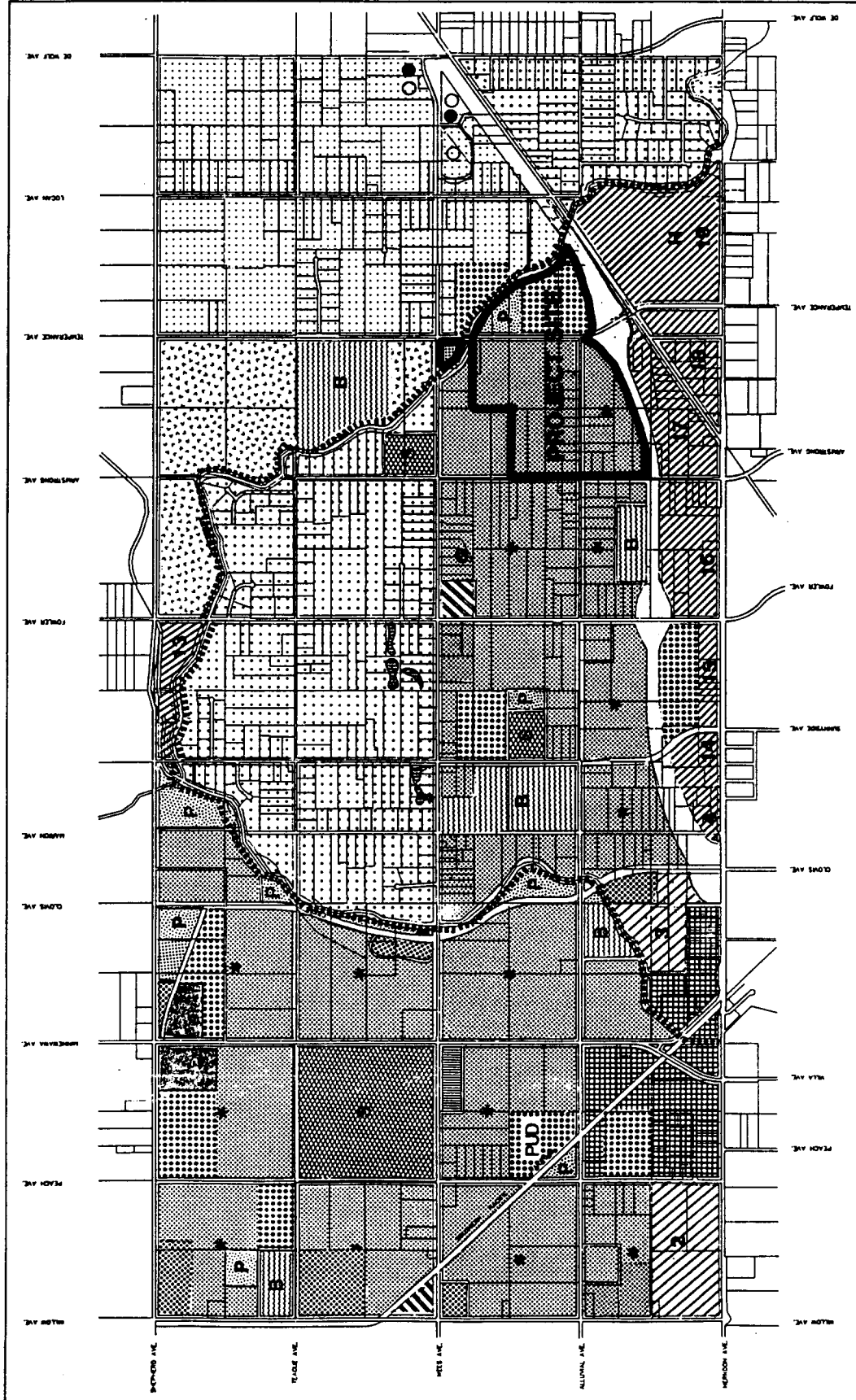
<sup>3</sup> Herndon-Shepherd Specific Plan factor for Low Density Residential

<sup>4</sup> Council of Fresno County Governments factor of 3.02 persons per unit



**DEVELOPMENT  
PLAN**

-  Rural Residential
-  Large Lot Residential
-  Low Density Single Family Residential
-  Medium Dens. Family Residential
-  Low density Multiple Family Residential
-  Planned Community
-  Multiple Family Floating
-  Neighborhood Comm. Floating
-  Office
-  High Density
-  Mixed Use
-  Light Industrial
-  Hospital
-  School
-  Ponding Basin
-  Open Space
-  Trail
-  Mini Park
-  Commercial



**HEARDON-SHEPHERD SPECIFIC PLAN**



The site area is zoned R-A, R-1-7500, R-1, and R-3.

### **Multifamily Entitlements**

In 1996, the Clovis City Council approved two general plan amendments in the project area east of Temperance Avenue for multifamily use. These amendment areas are shown on Figure 3.1-2.

**GPA96-3.** This amendment changed the land use designation of 21.29 acres from medium density to high density for development of a 312 unit multifamily project. Part of the approval process required dedication of a portion of a park north of the project area.

**GPA96-4.** This amendment changed the land use designation of an 11.29 acre site from medium density to high density for development of a 150 unit multifamily project.

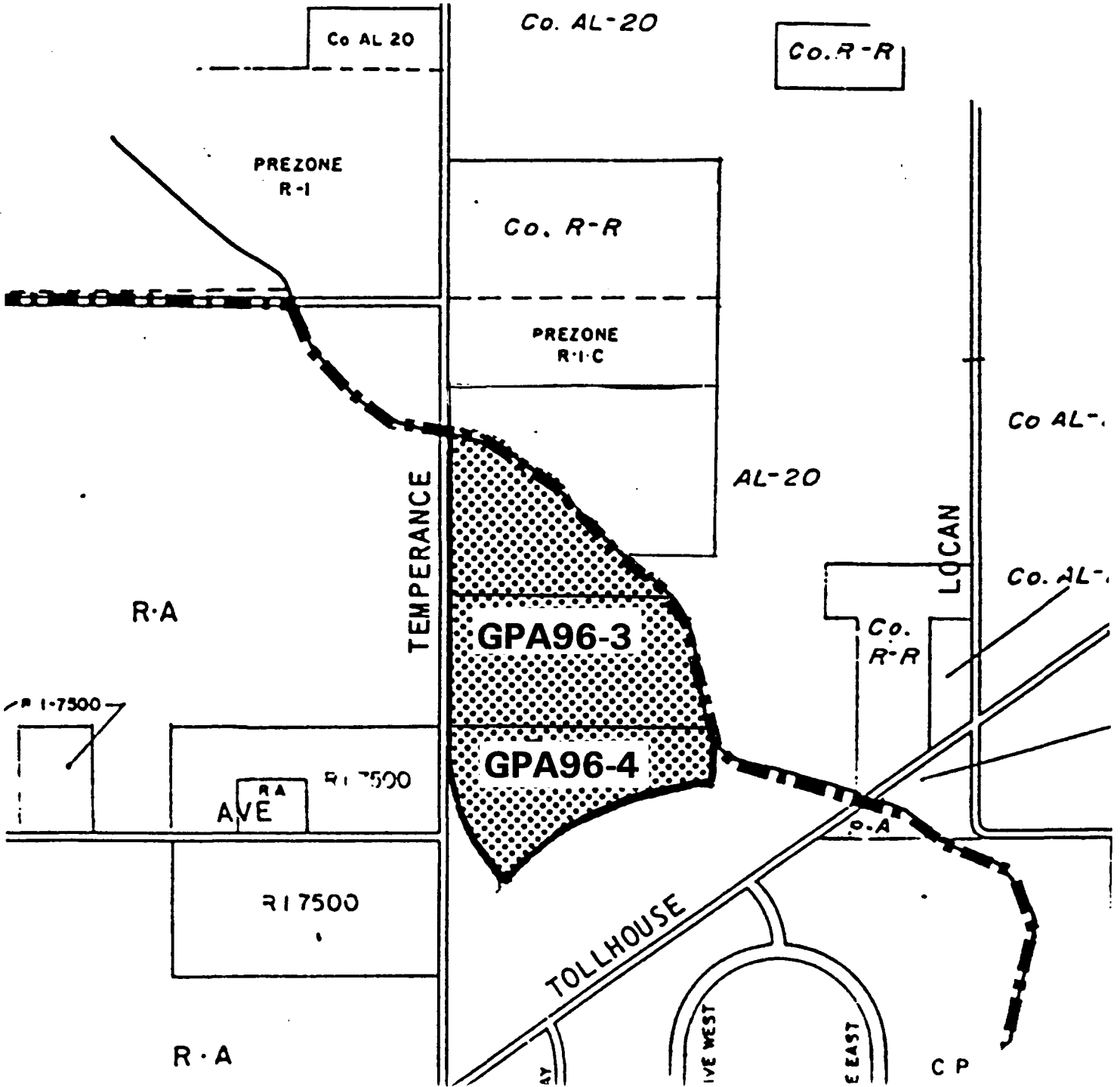
Taken together, these projects constitute nearly 40 acres and would provide for the construction of up to 462 apartment units and a neighborhood park in the eastern portion of the project area. The subject sites were designated for low density with adoption of the Herndon-Shepherd Specific Plan in 1988. In 1993, the sites were redesignated to high density with adoption of the Clovis General Plan. Then, in 1994, the two adjacent parcels were redesignated medium density (GPA94-5) with the requirement to participate in development of a park site in this area of the community.

### **Agricultural Resources**

An estimated 60 acres within the project area contains prime agricultural soils. An additional five acres contain soils of statewide importance. These soils are currently devoted to irrigated pasture land and orchards. These lands have been planned for urbanization since 1988 in accordance with the Herndon-Shepherd Specific Plan and Clovis General Plan.

**Williamson Act Lands.** The California Land Conservation Act (Williamson Act) allows cities and counties to establish agricultural reserves to protect agricultural lands. Under the act, contracts between the property owner and city require that the property remain in agriculture for at least ten years, with an annual renewal of the contract. In return, the property is assessed at its agricultural value.

Figure 3.1-2: GPA96-3 and GPA96-4



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There are four properties in the R&T Park area subject to a Williamson Act contract (Figure 3.1-3). These are:

- |                   |                    |
|-------------------|--------------------|
| 1. APN 564-041-13 | 20.00 acres        |
| 2. APN 564-032-01 | 26.15 acres        |
| 3. APN 564-042-10 | 11.29 acres        |
| 4. APN 564-031-08 | <u>20.00 acres</u> |

77.44 acres

Total land subject to contract is 77.44 acres, or 43% of the project area. The City Council approved Tentative Cancellation of the contracts on parcels 1, 2, and 3 in 1991, 1993 and 1995, respectively. In order to cancel a contract, however, a notice of non-renewal must be filed and cancellation fees paid. No notices of non-renewal have been filed on these properties, nor have cancellation fees been paid. No Tentative Cancellation action or notice of non-renewal has been filed for parcel 4.

### **Enterprise Canal**

The Enterprise Canal is operated by the Fresno Irrigation District and forms the boundary of the northeast portion of the project area. The canal carries water for most of the year delivery irrigation water within the District. The general canal alignment is proposed for a recreational trail within the project and extending south to Herndon Avenue.

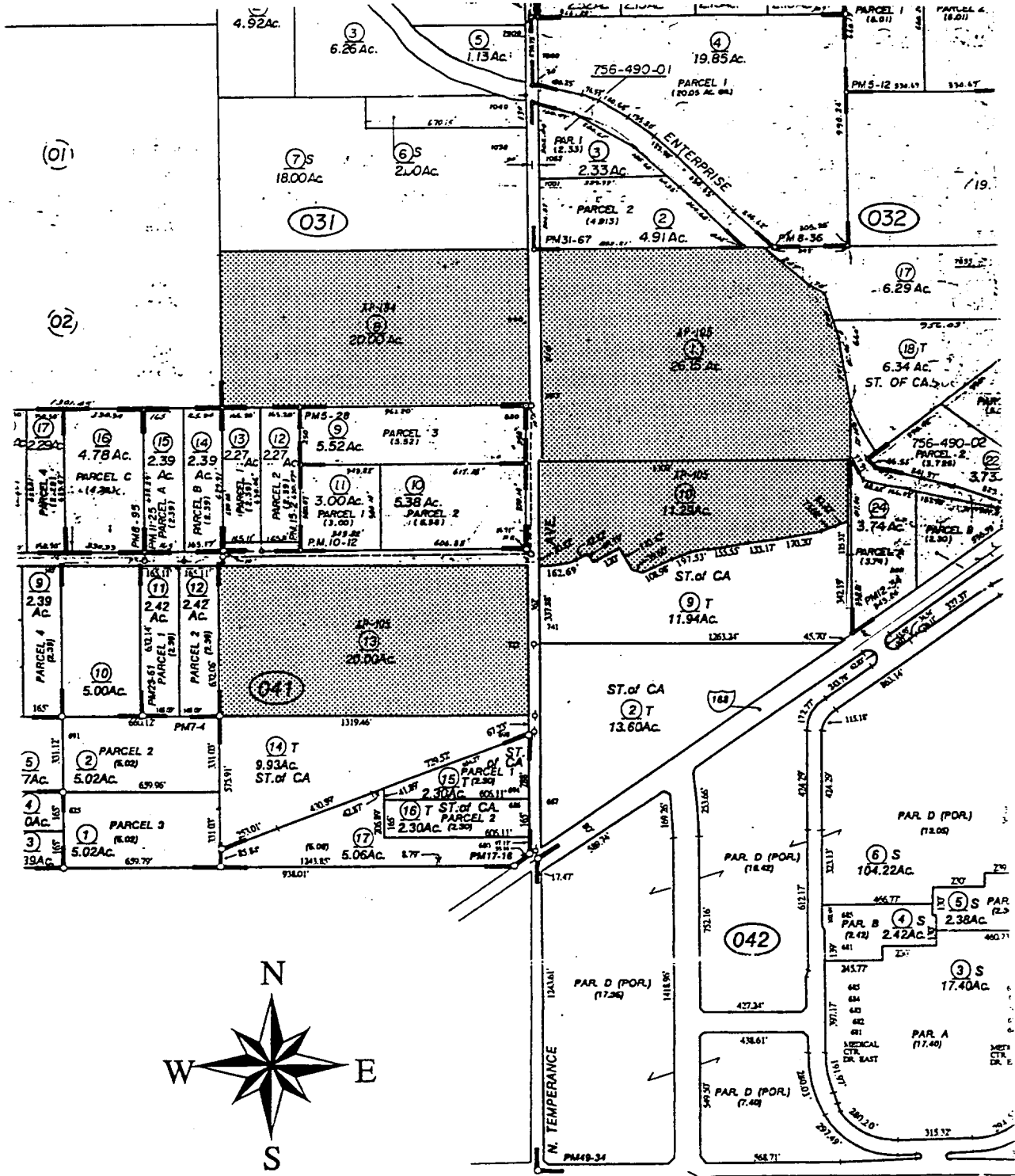
## **IMPACTS**

### **Criteria for Determining Significance**

The State CEQA Guidelines, Appendix G, provide criteria for determining significant effects on the environment. The project will normally have a significant effect if it will:

- Conflict with adopted environmental plans and goals of the community where it is located.

Figure 3.1-3 Williamson Act Properties



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## **Impact Analysis**

Proposed GPA99-5 will result in the following land use changes:

1. Change 138 acres from low density residential to mixed-use research and technology park.
2. Change 35.9 acres from high density residential to mixed-use research and technology park. This property has been the subject of several land use changes in the past, most recently in 1996 when the designation was changed to allow the construction of 462 apartment units.
3. Remove a 6.3-acre park designation and replace it with up to 12 acres of open space to be used as buffers to adjacent residential neighborhood and landscaped areas adjacent to major roadways and the Enterprise Canal.

The proposed changes will not conflict with adopted environmental plans and goals of the City of Clovis. As discussed elsewhere within this EIR, the proposed land use changes generally result in fewer impacts to the environment and public services than existing planned land uses. The R&T Park will be buffered from adjacent land uses on the south by the new SR 168, on the east by the Enterprise Canal, and on the north and west by major streets. The existing subdivision on the northwest boundary of the site will be buffered by landscaping, setbacks, and other design features of the R&T Park (see mitigation measures in Visual Resources), reducing potential land use impacts to an insignificant level.

The City does not have a mixed-use implementation ordinance for the mixed-use designation proposed by the general plan amendment. Such an ordinance could guide future development within the project area, including development standards, design guidelines, and appropriate implementing zone districts. Other tools are available to guide such development, however, including existing planned commercial development zone districts, use permits, and site plan review procedures.

The current land use designation includes a 6.3 acre park located east of Temperance Avenue and south of Nees Avenue. This park space will be eliminated and replaced by up to 12 acres of linear park space located primarily in the northwest portion of the project site adjacent to an existing neighborhood. The relocated park space will better serve the R&T Park as well as adjacent residents and the elimination of park space in its current designated location will not have an adverse effect on open space and recreational resources.

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***Agricultural Land Issues.*** Conversion of prime agricultural land and soils of statewide importance is unavoidable with development of the project. This finding was made with adoption of both the Herndon-Shepherd Specific Plan in 1988 and the Clovis General Plan in 1993. EIRs for both projects determined that significant unavoidable impacts to agricultural soils would occur and the City Council adopted Findings of Fact and Overriding Considerations in each case, finding that the overall benefits of implementing the land use plans outweigh the possible adverse effects of agricultural soil loss.

Lands subject to the Williamson Act within the project area must remain in agricultural use unless a notice of non-renewal is filed and the contract is allowed to terminate after 10 years, or the contracts are canceled by the City Council. Tentative Cancellation has been approved by the Council for three of the four parcels subject to contract, but no notices of non-renewal have been filed for any of the parcels.

In order for tentative cancellation to occur, the City Council must make findings consistent with Government Code Section 51182 and forward their action to the State Department of Conservation. The Council may grant tentative cancellation only if it makes one of the following findings:

1. That the cancellation is consistent with the purposes of this chapter;
  - o that the cancellation is for land on which a notice of non-renewal has been served;
  - o that cancellation is not likely to result in the removal of adjacent lands from agricultural use;
  - o that cancellation is for an alternative use which is consistent with the provisions of the General Plan;
  - o that cancellation will not result in discontiguous patterns of urban development;
  - o that there is no proximate noncontracted land which is both available and suitable for the use to which it is proposed the contacted land be put, or that development of the contracted land would provide more contiguous patterns of urban development than development of proximate noncontracted land.

- 
2. That cancellation is in the public interest;
    - that other concerns substantially outweigh the objectives of the Williamson Act; and
    - that there is no proximate noncontracted land which is both available and suitable for the use to which it is proposed the contacted land be put, or that development of the contracted land would provide more contiguous patterns of urban development than development of proximate noncontracted land.

*Enterprise Canal.* The proposed development project may affect FID's ability to access, operate and maintain this canal. Impacts include potential access restrictions, unauthorized use of the canal banks, and sedimentation of the canal by adjacent activities. FID does not consent to any use of its canal easement or banks for the purposes of the City's trail master plan. Figure 2-6 shows that development of the parallel trail is outside of but adjacent to FID's canal and easement and should not affect FID operations. In addition, all development will be required by the City to prepare a grading plan showing that drainage will be away from the canal to facilities of the Fresno Metropolitan Flood Control District. These measures will reduce potential impacts to the canal to a less than significant level.

### **Mitigation**

1. The City shall develop design and development guidelines for Mixed-Use Area No. 36 which could include adaption of existing planned commercial zone districts or development of a mixed-use implementation ordinance.
2. Prior to development on any parcel subject to a Williamson Act contract, a notice of non-renewal shall be filed and the contract terminated at the end of the non-renewal period or tentatively canceled if the City Council makes findings in accordance with state law requirements.

### **Level of Significance Following Mitigation**

With implementation of the recommended mitigation measures, impacts to land use will be mitigated to a less than significant level.



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## 3.2 TRAFFIC AND CIRCULATION

This analysis has been prepared by Crane Transportation Group at the request of the City of Clovis and Caltrans to detail circulation impacts and needed mitigation resulting from development of a research and technology park with associated commercial uses along Temperance Avenue and Alluvial Avenue in the northeast section of Clovis. Proposed development would replace primarily residential uses that have been designated for this area in the City's General Plan. Project impact evaluation has been conducted for two future horizons; year 2003, one year after scheduled completion of the State Route 168 freeway from Fresno to northeast Clovis, and year 2020, to match the long-term analysis horizon currently used by Caltrans.

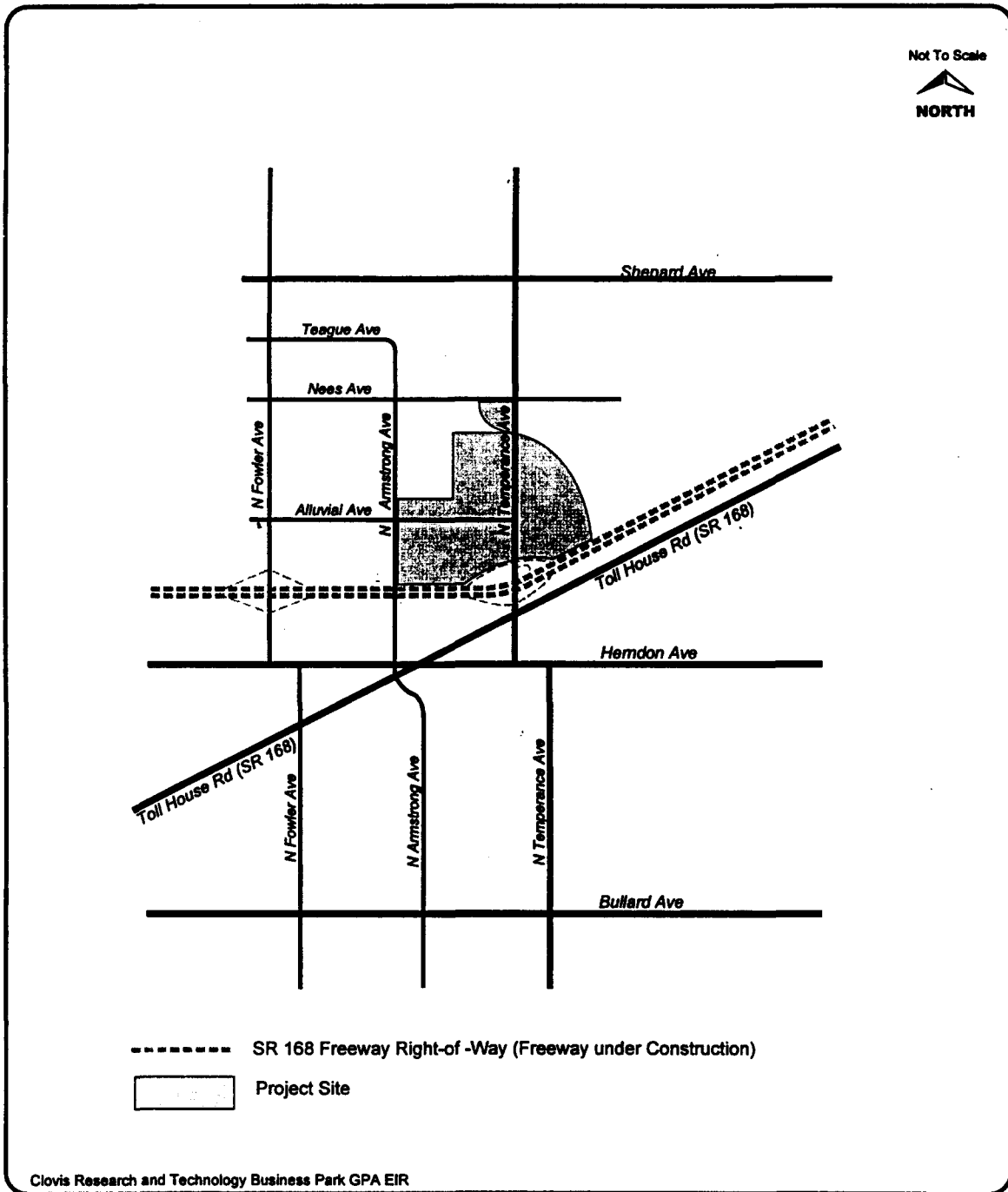
### A. Roadway Network

Regional access to the project site is provided by the State Route 168 highway (SR 168, Tollhouse Road), Herndon Avenue and Temperance Avenue. Local area access is also provided by the above three roadways as well as Armstrong Avenue, Nees Avenue and Alluvial Avenue (see Figure 3.2-1).

***Tollhouse Road (State Route 168)*** is a two-lane collector roadway in the project area. It extends westerly into central Clovis and the City of Fresno, and easterly into the Sierra foothills. Tollhouse Road has all-way-stop control at Herndon Avenue, but no control at Temperance Avenue. Tollhouse will ultimately terminate at the new SR 168 alignment.

***Herndon Avenue*** is a major east-west limited access arterial roadway in the project vicinity. It has four travel lanes plus left turn lanes at intersections to the west of Tollhouse Road and two travel lanes with intermittent left turn pockets at intersections to the east of Tollhouse Road.

***Temperance Avenue*** is an arterial roadway to the south of the project vicinity to SR 168 and an expressway south SR 168. It extends south of Herndon Avenue along the east sides of both the City of Clovis and the City of Fresno. It has two travel lanes in most locations, although it has intermittently been widened to as many as six lanes adjacent to new development. Temperance Avenue also extends to the north of Herndon Avenue as a two-lane rural road. Ultimately it will be built to arterial standards. The north extension intersection with Herndon Avenue is offset by about 600 feet to the west from the southerly extension intersection. Temperance Avenue is stop-sign-controlled on its approaches to Herndon Avenue and Tollhouse Road.



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Figure 3.2-1  
Area Map

**Armstrong Avenue** is a north-south collector roadway in the project vicinity. It has 2 travel lanes to the north of Herndon Avenue and 4 travel lanes to the south. It has been intermittently widened adjacent to new subdivisions near Alluvial Avenue. Armstrong Avenue is stop-sign-controlled at Herndon Avenue.

**Alluvial Avenue** is a two-lane collector roadway in the project vicinity. It extends westerly from Temperance Avenue across the north sides of both the City of Clovis and the City of Fresno. Alluvial Avenue is stop-sign-controlled on its approaches to Temperance Avenue and Armstrong Avenue.

**Nees Avenue** is a two-lane east-west designated arterial in the project vicinity. It ends just east of Temperance Avenue and extends westerly across northern Clovis and Fresno. It is stop-sign-controlled at Temperance Avenue and Armstrong Avenue.

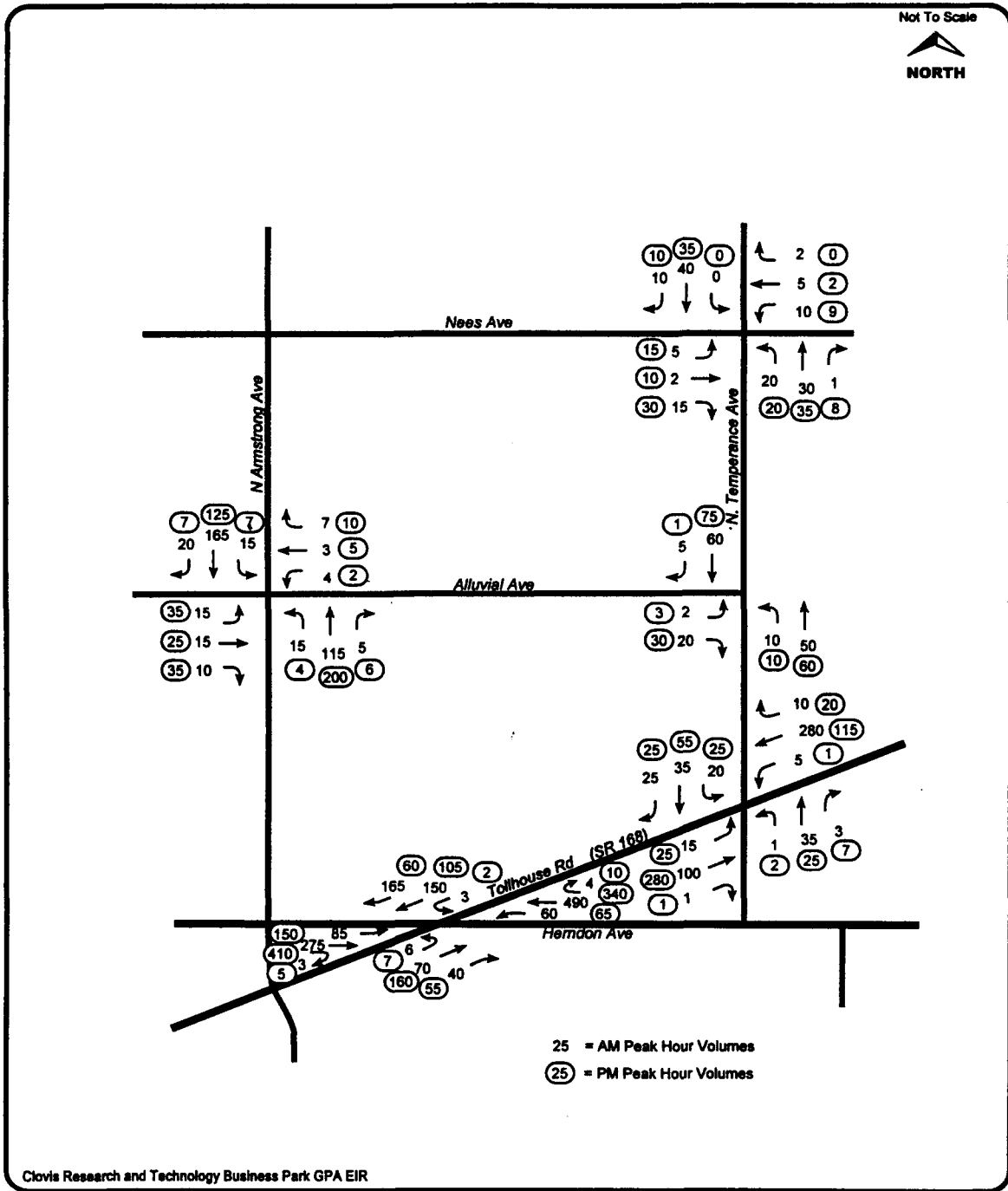
## **B. Existing Traffic Volumes**

Weekday AM and PM commute period traffic counts were conducted by Crane Transportation Group in late October, 1998, at the following intersections: Tollhouse Road/Herndon Avenue, Tollhouse Road/Temperance Avenue, Temperance Avenue/Alluvial Avenue, Temperance Avenue/Nees Avenue and Alluvial Avenue/Armstrong Avenue. The peak traffic hours were determined to be 7:15-8:15 AM and 4:45-5:45 PM. Count results are presented in Figure 3.2-2 for AM and PM peak hour conditions.

## **C. Intersection Operation Analysis Methodology**

**Signalized Intersections.** Intersections, rather than roadway segments between intersections, are almost always the capacity controlling locations for any circulation system. Signalized intersection operation is graded based upon two different scales. The first scale employs a grading system called Level of Service (LOS) which ranges from Level A, indicating uncongested flow and minimum delay to drivers, down to Level F, indicating significant congestion and delay on most or all intersection approaches.

The LOS scale is also associated with an average vehicle delay tabulation (1994 *Highway Capacity Manual* [HCM] operations method) at each intersection. The vehicle delay designation allows a more detailed examination of the impacts of a particular project. Greater detail regarding the LOS/delay relationship is provided in Appendix C.



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**Figure 3.2-2**  
Existing AM and PM Peak Hour Volumes  
(7:15 - 8:15 A.M. and 4:45 - 5:45 P.M.)

**Unsignalized Intersections.** Unsignalized intersection operation is also typically graded using the LOS A through F scale. LOS ratings for all-way stop intersections are determined using a methodology outlined in the 1994 updated of the *Highway Capacity Manual* (TRB Circular 209). Under this methodology, all-way stop intersections receive one LOS designation reflecting operation of the entire intersection. Average vehicle delay values are also calculated.

Intersections with side streets only stop sign controlled are also evaluated using the LOS and delay scales using a methodology outlined in the 1994 *Highway Capacity Manual*. However, unlike signalized or all-way stop analysis where the LOS and delay designations pertain to the entire intersection, in side street stop sign control analysis LOS and delay designations are computed for stop sign controlled approaches or individual turn and through movements rather than for the entire intersection. The Appendix C provides greater detail about unsignalized analysis methodologies.

**Level of Service Standards.** The City of Clovis uses LOS D as the poorest acceptable operation at signalized intersections while Caltrans uses LOS C as the poorest acceptable operation at signalized intersections. Neither the City nor Caltrans has a minimum acceptable level of operation at unsignalized intersections. For evaluation purposes in this study, signalized intersection standards have been used for all-way stop evaluation, while LOS D has been used as the minimum acceptable operation for turn movements at side street stop sign controlled intersections.

**Evaluation of Intersection Signalization Needs.** Traffic signals are used to provide an orderly flow of traffic through an intersection. Many times they are needed to offer side street traffic an opportunity to access a major road where high volumes and/or high vehicle speeds block crossing or turn movements. They do not, however, increase the capacity of an intersection (i.e., increase the overall intersection's ability to accommodate additional vehicles) and, in fact, often slightly reduce the number of total vehicles that can pass through an intersection in a given period of time. Signals can also cause an increase in traffic accidents if installed at inappropriate locations.

There are 11 possible tests for determining if a traffic signal is warranted. These tests, called "warrants," consider criteria such as actual traffic volume, pedestrian volume, presence of school children and accident history. Usually, two or more warrants must be met before a signal is installed. In this report, the test for Peak Hour Volumes (Warrant #11) has been applied. When Warrant 11 is met there is a strong indication that a detailed signal warrant analysis covering all possible warrants is appropriate. These rigorous analyses are described in Appendix D of the Caltrans Traffic Manual while Warrant 11 is presented in Appendix C of this report.

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**D. Existing Intersection Operation**

**1. Level of Service**

Table 3.2-1 shows that stop-sign-controlled movements at all analyzed intersections in the project area are currently operating at good to acceptable levels of service (LOS A or B) during both the morning and evening commute peak traffic hours.

**2. Signalization Needs**

No analyzed intersection has existing volumes close to meeting peak hour signal warrant criteria levels.

**3. Sight Lines**

All roadways in the project area are level and straight. Sight lines are excellent (greater than 800 feet) for turn movements at all intersections.

**4. Left Turn Lanes**

All intersections within the study area (north of Herndon Avenue) along Temperance Avenue and Armstrong Avenue lack left turn lanes on intersection approaches. However, volume levels currently are not high enough to meet warrant criteria<sup>1</sup> for provision of these lanes.

**E. Existing Transit Service**

Clovis Transit Route 10 runs along Herndon Avenue in the vicinity of Armstrong Avenue, Tollhouse Road and Temperance Avenue. Route 10 extends from the Clovis Community Hospital (just east of Temperance Avenue) westerly to the California State University, Fresno campus along Shaw Avenue (via central Clovis). Service is on weekdays only from approximately 6:00 AM to 6:00 PM. Buses run on a half hour headway.

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<sup>1</sup> *Intersection Channelization Guide*, TRB Report #279, November 1985—please see Appendix for Warrant charts.

**Table 3.2-1**

**INTERSECTION LEVEL OF SERVICE  
EXISTING CONDITIONS**

<b>INTERSECTION</b>	<b>AM PEAK HOUR</b>	<b>PM PEAK HOUR</b>
N. Temperance Ave./Nees Ave.	A-3.2/A-3.9 <sup>(1)</sup>	A-3.5/A-4.3
N. Temperance Ave./Alluvial Ave.	A-3.0 <sup>(2)</sup>	A-3.1
N. Temperance Ave./Toll House Rd.	B-6.2/B-6.4 <sup>(3)</sup>	B-6.1/B-7.0
N. Armstrong Ave./Alluvial Ave.	B-5.3/A-4.3 <sup>(4)</sup>	B-5.5/A-4.4

- (1) Level of service—average vehicle delay in seconds: Nees Ave. EB stop sign controlled approach/Nees Ave. WB stop sign controlled approach.
- (2) Level of service—average vehicle delay in seconds: Alluvial Ave. EB stop sign controlled intersection approach.
- (3) Level of service—average vehicle delay in seconds: N. Temperance NB stop sign controlled intersection approach/N. Temperance SB stop sign controlled intersection approach.
- (4) Level of service—average vehicle delay in seconds: Alluvial Ave. EB stop sign controlled approach/Alluvial Ave. WB stop sign controlled approach.

Source: Crane Transportation Group

## **F. Existing Pedestrian and Bicycle Facilities**

There are no signed or striped bicycle routes along any roadway in the project area. A bike route is proposed, however, along Herndon Avenue.

Sidewalks are provided along project area streets adjacent to new developments along Armstrong Avenue near Alluvial Avenue and adjacent to commercial areas at the Herndon Avenue/Tollhouse Road intersection. Most area roadways north of Herndon Avenue only have intermittent dirt shoulder areas for pedestrian use. Paved shoulders are provided along Tollhouse Road north of Herndon Avenue.

## **G. Planned Roadway Improvements**

### **1. Caltrans**

Caltrans is constructing the SR 168 freeway from central Fresno to the City of Clovis. In the project area the freeway will have four travel lanes and will cross Herndon Avenue just west of Clovis Avenue, turn easterly and run parallel to and north of Herndon Avenue to Temperance Avenue, and then turn to the northeast and run parallel and adjacent to the north side of Tollhouse Road. In northern Clovis, interchanges will be provided at Herndon Avenue, Fowler Avenue and Temperance Avenue. To the east of the Temperance interchange, the new facility will become a four lane expressway which will transition back into the existing two lane state highway at the Tollhouse Road/Shepherd Avenue intersection. The freeway/expressway is programmed for completion by 2002.

At the Temperance Avenue interchange the eastbound off- and on-ramps will be a tight diamond design with their common intersection controlled by a signal. Separate ramps will be provided on the north side of the interchange to access the freeway in the westbound direction. A 270-degree loop on-ramp will be provided for northbound Temperance to westbound freeway movements, while southbound Temperance traffic will have an exclusive right-turn lane accessing a standard slip on-ramp to the westbound freeway. The westbound off-ramp will have a signalized intersection at the same location as the south to westbound on-ramp.

Both off-ramps will have two lanes on their approaches to Temperance Avenue. The eastbound on-ramp and the south to westbound on-ramp will both have two departure lanes from Temperance Avenue. The north to westbound loop on-ramp will have a single departure lane from Temperance Avenue, will widen to two lanes through the loop and then will merge to the freeway as a single lane. All on-ramps will ultimately be controlled by ramp metering.



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Temperance Avenue will have two through travel lanes each direction through the interchange area, although curb-to-curb width will be provided for ultimate widening to three lanes in each direction. A preliminary interchange plan is presented in Appendix C, Figure A-1.

Once the new freeway/expressway is open, the SR 168 designation will be removed from Tollhouse Road and other streets within the City of Clovis now designated as the state highway.

## **2. City of Clovis**

Temperance Avenue will be realigned from Herndon Avenue to just north of Alluvial Avenue in conjunction with SR 168 construction. Temperance Avenue will begin an easterly realignment just north of Alluvial Avenue, continue through the new interchange with the SR 168, and then continue directly south to Herndon Avenue to form the fourth (northerly) leg of the existing easterly Herndon/Temperance intersection. In conjunction with this new segment of Temperance Avenue, the existing section of Temperance Avenue between Herndon Avenue and Tollhouse Road will be maintained as a collector street, but not extended farther north than Tollhouse Road. The segment of Tollhouse Road just northeast of Herndon Avenue will also terminate at this same location once the freeway is in operation.

Armstrong Avenue (north of Herndon Avenue), Nees Avenue, Alluvial Avenue and Temperance Avenue (north of the freeway and south of Herndon Avenue) will be widened adjacent to new development as it occurs.

### **H. Near Term Horizon (Year 2003) Traffic Conditions After Completion of the SR 168 FREEWAY**

At the request of Caltrans, analysis has been conducted to determine Base Case (without project) traffic volumes and operating conditions that could be expected on the local roadway system after the opening of the SR 168 freeway and completion of all approved but unbuilt local area developments. Projected year 2003 Base Case intersection lane geometrics and intersection control used for analysis purposes are presented in Appendix C, Figure A-2. In the project area, the Temperance Avenue/SR 168 interchange ramp intersections and the Temperance Avenue/Herndon Avenue intersection are planned to be signalized by 2003.

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## 1. Year 2003 Traffic Projections

### a) Approved Development Trip Generation & Distribution

City of Clovis Planning staff developed a list of all approved but unbuilt developments within the project area. The locations of these developments, all single family residential subdivisions, are shown on Figure 3.2-3, while their expected AM and PM commute peak hour trip generation is presented in Table 3.2-2. Trip generation rates used for analysis purposes have been obtained from the traffic engineering profession's standard source of trip rate data, *Trip Generation*, 6th Edition by the Institute of Transportation Engineers (1997).

Traffic from new local area subdivisions was distributed to the planned year 2003 roadway system in a pattern reflecting existing traffic flow adjusted to reflect the presence of the new freeway. The vast majority of traffic from approved residential development is expected to travel to/from the west and south. Detailed trip distribution projections for approved development are presented in Appendix C, Table A-1.

### b) Existing Traffic Redistribution & Adjustments

Existing October 1998 traffic volumes counted for this study were adjusted and redistributed to the planned year 2003 roadway network in the following manner.

October counts on Tollhouse Road (SR 168) were found to be lower than peak counts taken by Caltrans in 1997 for the state highway<sup>2</sup> in the project area. October counts were factored upwards to match the most recent peak season counts.

Existing state highway counts were factored to year 2003 conditions using a 3% per year growth rate. Although historical Caltrans counts from 1992 to 1997 indicate little if any growth in peak hour volumes along SR 168 in the project area, Caltrans staff indicated that a 3% per year growth rate into the future should be used for analysis purposes<sup>3</sup>.

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<sup>2</sup> 1997 Traffic Volumes by Caltrans.

<sup>3</sup> Marc Birnbaum, District 6.

Table 3.2-2

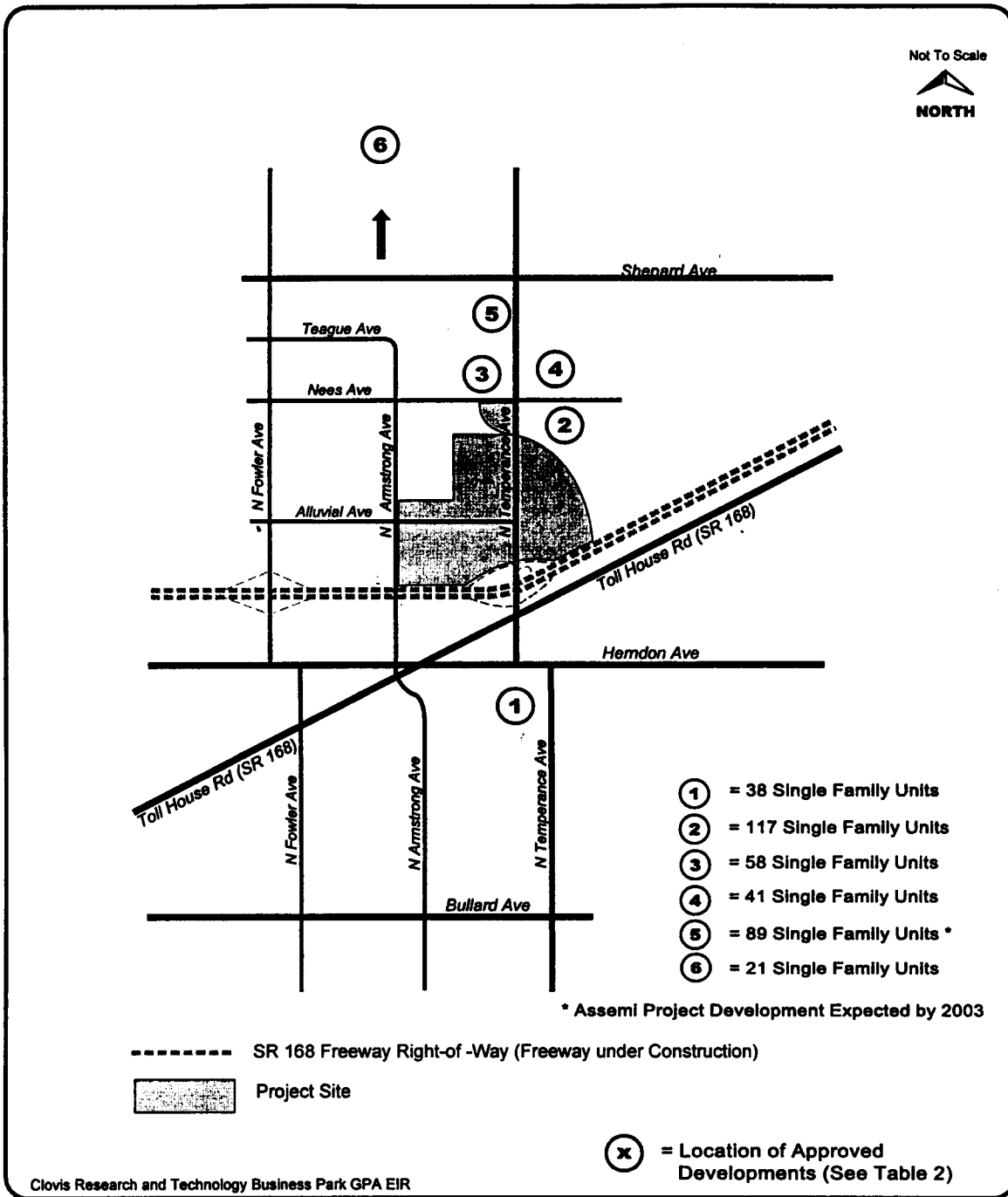
**TRIP GENERATION  
APPROVED LOCAL AREA DEVELOPMENT  
EXPECTED TO OCCUR BY 2003**

REFERENCE LOCATION- FIGURE 3	PROJECT	LOCATION	SIZE (# UNITS)	DAILY TWO-WAY TRIPS		AM PEAK HOUR TRIPS				PM PEAK HOUR TRIPS			
						INBOUND		OUTBOUND		INBOUND		OUTBOUND	
				Rate	Vol	Rate	Vol	Rate	Vol	Rate	Vol	Rate	Vol
1	Single Family Residential (Yakou)	S/O Herndon W/O Temperance	38	9.6	366	.19	7	.56	22	.65	25	.36	14
2	Single Family Residential	S/O Nees E/O Temperance	117	9.6	1124	.19	22	.56	66	.65	76	.36	42
3	Single Family Residential (Nova)	N/O Nees W/O Temperance	58	9.6	558	.19	11	.56	33	.65	38	.36	21
4	Single Family Residential (Nova)	N/O Nees E/O Temperance	41	9.6	394	.19	8	.56	23	.65	27	.36	15
5	Single Family Residential (Assemi)	N/O Teague W/O Temperance	89	9.6	856	.19	17	.56	50	.65	58	.36	32
6	Single Family Residential (Appalusa Acres)	N/O Copper E/O Armstrong	21	9.6	202	.19	4	.56	12	.65	14	.36	8

Trip Rate Source: Trip Generation, 6th Edition by the Institute of Transportation Engineers, 1997

Project List Source: City of Clovis Planning Department

Compiled by: Crane Transportation Group



CRANE TRANSPORTATION GROUP

**Figure 3.2-3**  
**Location of Approved Projects**

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All traffic now on Tollhouse Road east of Temperance Avenue was assumed to use the new freeway/expressway.

Half of the through traffic traveling on Herndon Avenue to/from east of Tollhouse Road was projected to divert to the new freeway via the Temperance Avenue interchange.

All redistributed surface street volumes (after inclusion of traffic from approved developments) were increased an additional 10% to provide a safety factor to account for any unforeseen sub-regional redistribution of traffic to the Temperance Avenue interchange.

## **2. Projected 2003 Base Case (Without Project) Volumes**

Resultant year 2003 Base Case traffic volumes are presented in Figures 3.2-4 and 3.2-5 for AM and PM commute peak hour conditions, respectively.

## **3. Year 2003 Base Case (Without Project) Intersection Operation**

Table 3.2-3 shows that all analyzed intersections within the project area are projected to be operating at good to acceptable levels of service (LOS A or B) in the year 2003 during both AM and PM commute peak hour conditions. The Temperance Avenue signalized intersection with the westbound SR 168 freeway ramps is projected to be operating at LOS A during both commute periods while the signalized eastbound ramps intersection is projected to be operating at LOS B during both commute periods.

None of the unsignalized intersections along Temperance Avenue or Armstrong Avenue north of the freeway would have Base Case traffic levels approaching peak hour signal warrant criteria levels in the year 2003.

## **4. Year 2003 Base Case Route 168 Freeway and Expressway Operation**

Operation of the planned SR 168 (west of Temperance Avenue) and expressway (east of Temperance Avenue) has been evaluated using methodology contained in the 1994 *Highway Capacity Manual*. Based on discussion with Caltrans,<sup>4</sup> LOS D will be acceptable operation on the new SR 168 freeway and expressway mainline.

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<sup>4</sup> Shari Ehlert, District 6.

**Table 3.2-3**

**INTERSECTION LEVEL OF SERVICE  
YEAR 2003 (AFTER OPENING OF ROUTE 168 FREEWAY)**

INTERSECTION	WITHOUT PROJECT		WITH PROJECT	
	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
N. Temperance Ave./Nees Ave. (all-way stop)	A-4.0/B-5.3 <sup>(1)</sup>	A-5.0/B-6.3	A-3.9/B-6.3	B-6.0/B-8.7
N. Temperance Ave./Alluvial Ave. (control varies with vs. w/o project)	A-4.5 <sup>(2)</sup> (Alluvial stop control)	B-5.8 <sup>(2)</sup> (Alluvial stop control)	F <sup>(4)</sup> (all-way stop)	F <sup>(4)</sup> (all-way stop)
N. Temperance Ave./S.R. 168 EB Ramps (signal)	B-7.4 <sup>(3)</sup>	B-8.8	C-24.1	B-12.0
N. Temperance Ave./S.R. 168 WB Ramps (signal)	A-3.1 <sup>(3)</sup>	A-3.5	A-2.6	A-4.1
N. Armstrong Ave./Alluvial Ave. (all-way stop)	A-2.9 <sup>(4)</sup>	A-3.2	B-5.7	B-9.1

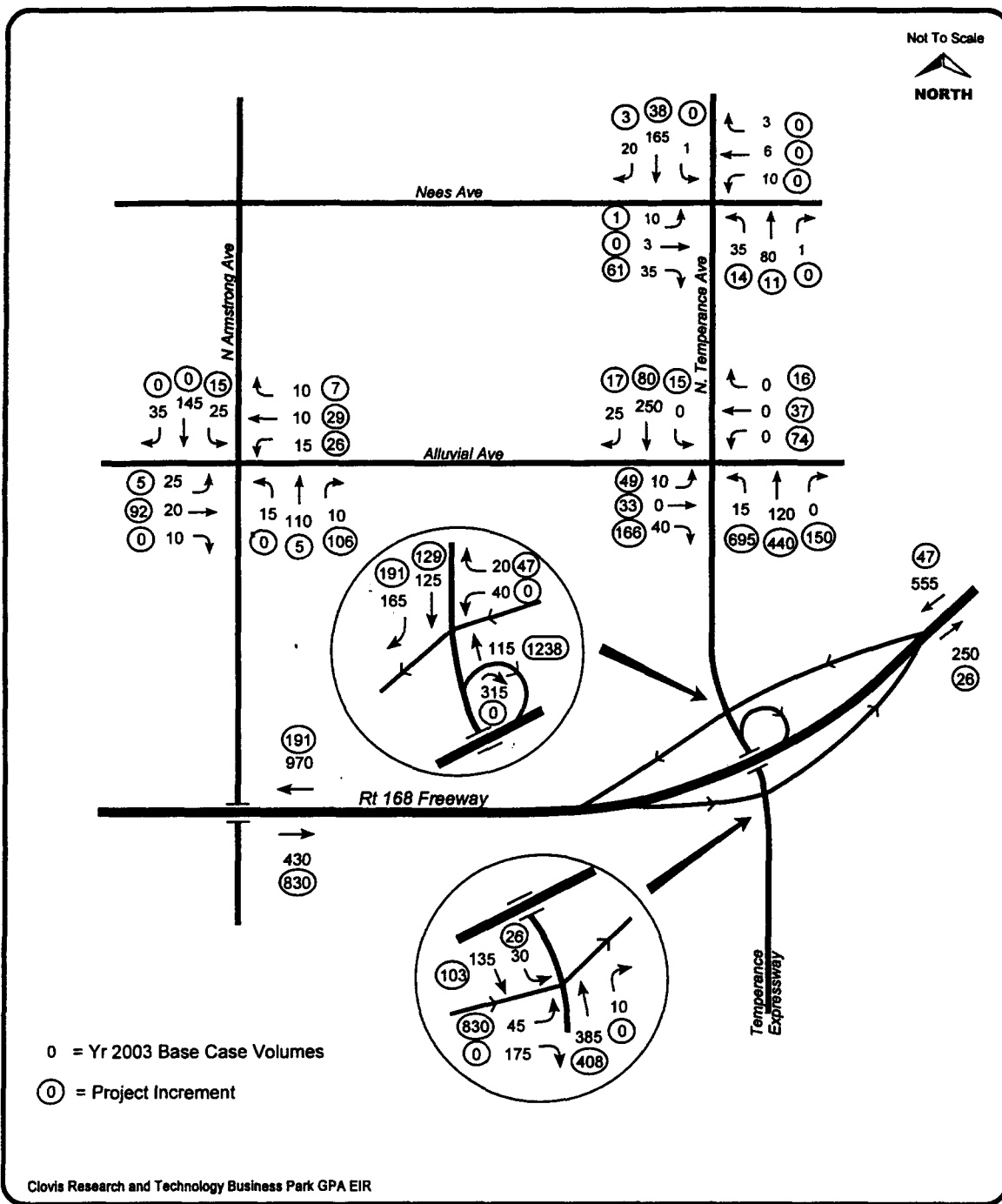
<sup>(1)</sup> Level of service—average vehicle delay in seconds: Nees Ave. EB stop sign controlled approach/Nees Ave. WB stop sign controlled approach.

<sup>(2)</sup> Level of service—average vehicle delay in seconds: Alluvial Ave. EB stop sign controlled approach.

<sup>(3)</sup> Signalized level of service—average vehicle delay in seconds.

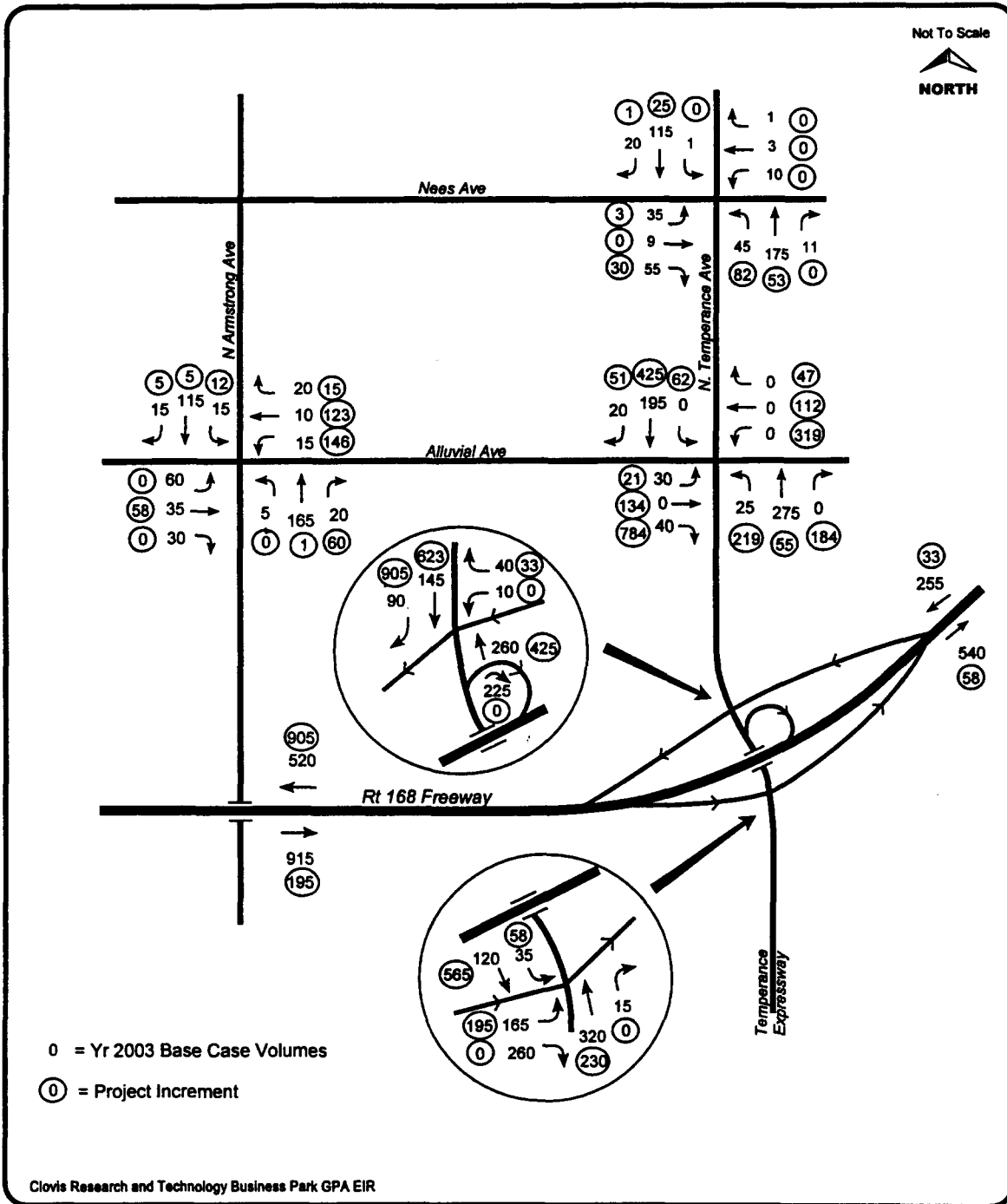
<sup>(4)</sup> All-way stop level of service—average vehicle delay in seconds.

Source: Crane Transportation Group



CRANE TRANSPORTATION GROUP

**Figure 3.2-4**  
Year 2003 AM Peak Hour  
Base Case + Project Volumes



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**Figure 3.2-5**  
 Year 2003 PM Peak Hour  
 Base Case + Project Volumes



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Table 3.2-4 shows that the SR 168 freeway and expressway should be operating at LOS A conditions in 2003 for both directions of travel during both the AM and PM commute peak traffic hours.

**I. Long-term Horizon (Year 2020) Base Case (Without Project) Traffic Conditions**

Year 2020 AM and PM peak hour Base Case (without project) traffic volumes and operating conditions have been developed at the request of both the City of Clovis and Caltrans. Traffic projections for 2020 have been developed by the Council of Fresno County Governments (COFCG) using their regional traffic model. Residential development was assumed for modeling purposes on the vast majority of the project site being considered for the R&T Park. Traffic model projections have been based on Department of Finance population estimates. Modeling results have been approved by the COFCG model steering committee. While a set of regional 2020 traffic modeling projections have been developed for Caltrans based on recent interim population and demographic data, these projections have not been reviewed or approved by the model steering committee.

Based on input from the Clovis City Engineer,<sup>5</sup> all major intersections within the study area are projected to be signalized by 2020. In addition, Alluvial Avenue, Nees Avenue, and Armstrong Avenue would all have four through travel lanes, while Temperance Avenue and Herndon Avenue would both have six through travel lanes. Projected 2020 Base Case intersection lane geometrics and intersection control used for analysis purposes are presented in Appendix C, Figure A-3.

**1. Projected 2020 Base Case (Without Project) Volumes**

Resultant year 2020 Base Case traffic volumes are presented in Figures 3.2-6 and 3.2-7 for AM and PM commute peak hour conditions, respectively.

**2. Year 2020 Base Case (Without Project) Intersection Operation**

Table 3.2-5 shows that during the AM peak hour, all intersections should be operating at good to acceptable levels (LOS A to C). During the PM peak traffic hour all intersections would be operating at acceptable levels of service except Temperance Avenue at the SR 168 Eastbound Ramps, which would be operating at LOS F. Lengthy backups would be expected on the eastbound off-ram, with more than 1,500 vehicles projected to be using the single off-ramp right turn lane during this hour.

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<sup>5</sup> Alan Weaver

**Table 3.2-4**

**S.R. 168 FREEWAY AND EXPRESSWAY LEVEL OF SERVICE  
YEAR 2003**

LOCATION	WITHOUT PROJECT		WITH PROJECT	
	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
West of N. Temperance Ave. (freeway)	A/A <sup>(1)</sup>	A/A	B/B	B/B
East of N. Temperance Ave. (expressway)	A/A <sup>(2)</sup>	A/A	A/A	A/A

<sup>(1)</sup> Freeway Level of Service–Westbound/Eastbound

<sup>(2)</sup> Expressway Level of Service–Westbound/Eastbound

*Analysis Methodology: 1994 Highway Capacity Manual*

*Source: Crane Transportation Group*

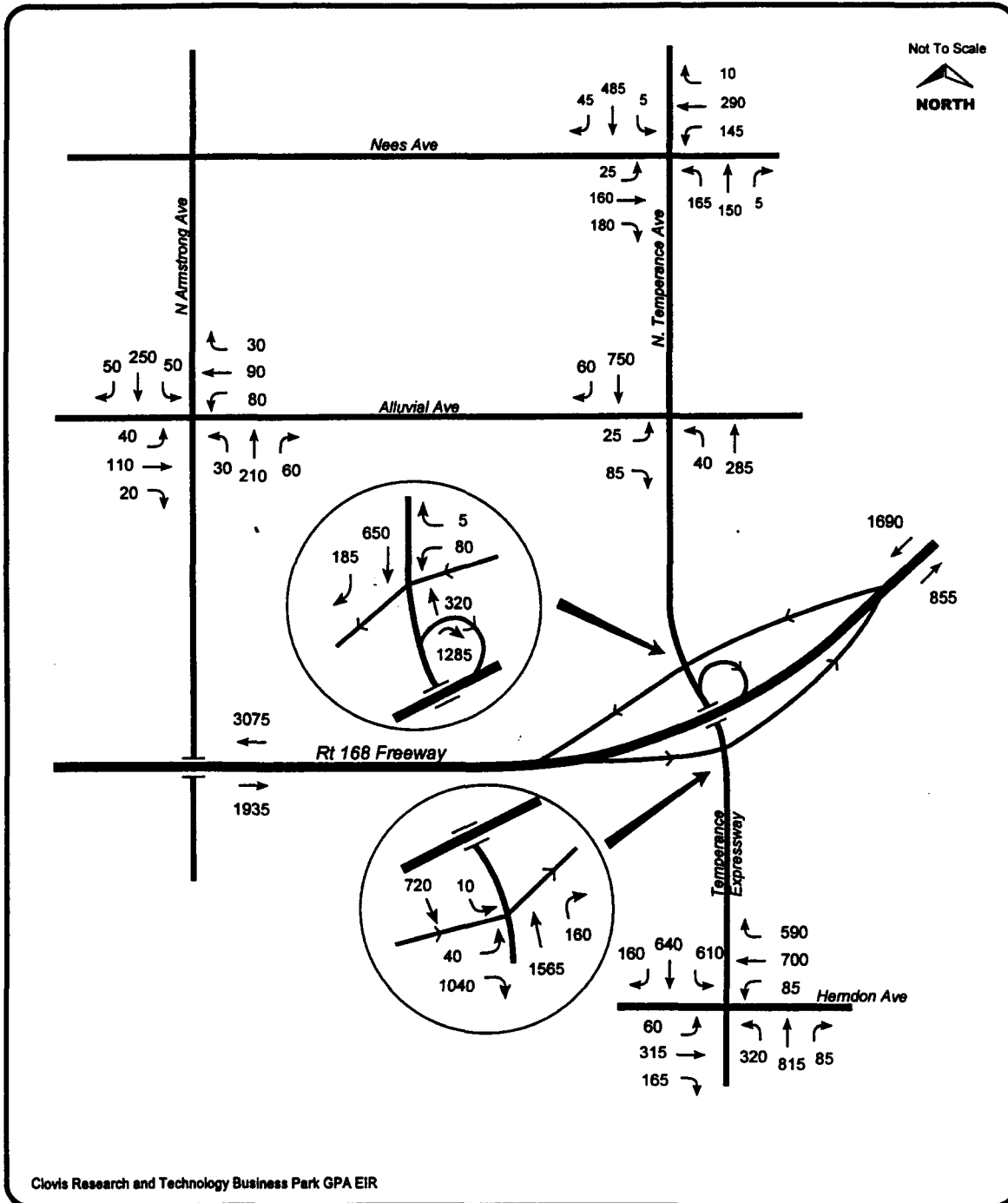
**Table 3.2-5**

**INTERSECTION LEVEL OF SERVICE  
YEAR 2020**

INTERSECTION	WITHOUT PROJECT		WITH PROJECT	
	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
N. Temperance Ave/ Nees Ave (signal)	B-11.5 <sup>(1)</sup>	B-12.9	B-10.3	C-20.3
N. Temperance Ave/ Alluvial Ave (signal)	A-5.0 <sup>(1)</sup>	B-13.6	C-18.4	D-38.7
N. Temperance Ave/ S.R.168 WB Ramps (signal)	A-3.4 <sup>(1)</sup>	B-7.0	A-4.7	B-9.5
N. Temperance Ave/ S.R.168 EB Ramps (signal)	C-24.8 <sup>(1)</sup>	F	C-21.7	F
N. Temperance Ave/ Herndon Ave (signal)	C-19.3 <sup>(1)</sup>	D-36.4	C-19.3	D-32.6
N. Armstrong Ave/ Alluvial Ave (signal)	B-9.3 <sup>(1)</sup>	B-11.9	B-9.8	B-14.0

<sup>(1)</sup> Signalized Level of Service–Average Vehicle Delay in Seconds.

Source: Crane Transportation Group



CRANE TRANSPORTATION GROUP

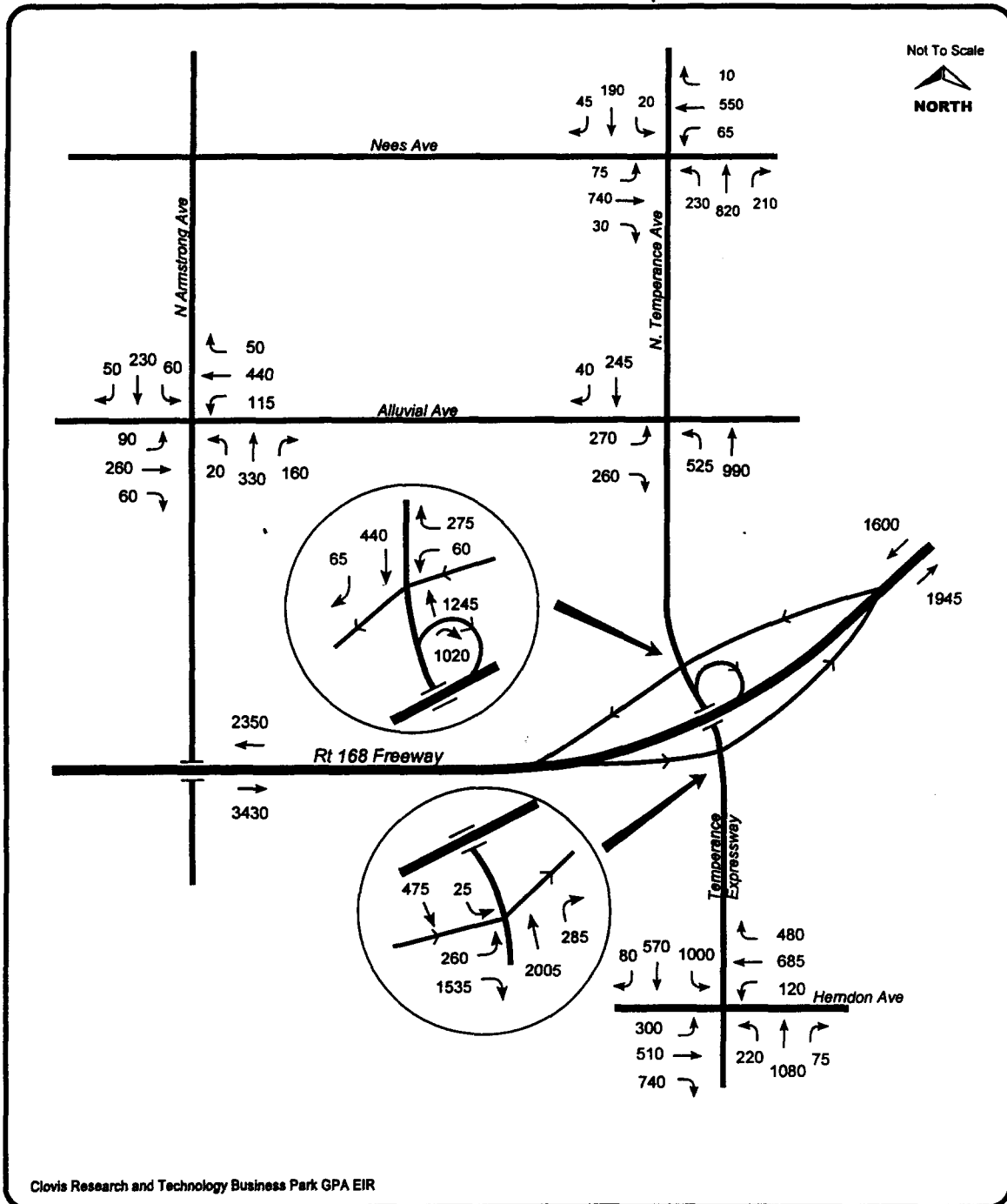


Figure 3.2-7  
Year 2020 PM Peak Hour  
Base Case Volumes

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A significant impact would also be expected during the PM peak hour due to the lack of adequate storage along Temperance Avenue between the SR 168 West Ramps and Alluvial Avenue intersections. The estimated storage distance of 350 feet would not be adequate to accommodate the projected demand of northbound vehicles turning left to Alluvial Avenue, which would be served by a single left turn lane. The Clovis City Engineer has indicated that the proposed alignment of Alluvial Avenue and the location of the Alluvial/Temperance intersection are fixed<sup>6</sup>.

### **3. Year 2020 Base Case (Without Project) Freeway/Expressway Operation**

Table 3.2-6 shows that during the AM peak traffic hour the SR 168 freeway and expressway should be operating at acceptable levels in the year 2020. Poorest operation would be in the westbound direction on the freeway west of Temperance Avenue, which would be operating at a minimum acceptable LOS D during this time period. During the 2020 PM peak traffic hour, both directions of the SR 168 expressway east of Temperance Avenue and the westbound freeway (west of the interchange) would be operating acceptably. However, expected heavy eastbound flow on the freeway (west of the Temperance interchange) would produce unacceptable LOS E operation during the evening commute.

### **J. Needed Improvements-Year 2020 Base Case (Without Project) Operation**

#### **1. Intersections—see Table 3.2-7**

##### **a) Temperance Avenue/SR 168 Eastbound Ramps**

Provide a second off-ramp right turn lane.

Resultant Operation

PM Peak Hour      LOS C

Average Vehicle Delay = 23.7 seconds

##### **b) Temperance Avenue/Alluvial Avenue**

Provide a second northbound left turn lane. Also, provide loop detection in each left-turn lane that will activate the northbound left-turn green arrow when vehicles queues are approaching available storage limits.

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<sup>6</sup> Alan Weaver

**Table 3.2-6**

**S.R. 168 FREEWAY AND EXPRESSWAY LEVEL OF SERVICE  
YEAR 2020**

LOCATION	WITHOUT PROJECT		WITH PROJECT	
	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
West of N. Temperance Ave. (freeway)	DC <sup>(1)</sup>	C/E (53.4) <sup>(3)</sup>	D/C	D/E (53.1) <sup>(3)</sup>
East of N. Temperance Ave. (expressway)	B/A <sup>(2)</sup>	B/C	B/A	B/C

- (1) Freeway Level of Service–Westbound/Eastbound
- (2) Expressway Level of Service–Westbound/Eastbound
- (3) (53.4) = Speed of Prevailing Traffic with LOS E Operation.

*Analysis Methodology: 1994 Highway Capacity Manual*

*Source: Crane Transportation Group*

**Table 3.2-7**

**MITIGATED INTERSECTION LEVEL OF SERVICE  
YEAR 2020**

INTERSECTION	WITHOUT PROJECT		WITH FULL PROJECT	
	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
N. Temperance Ave/ S.R.168 EB Ramps		C-23.7 <sup>(1)</sup>		C-22.8
N. Temperance Ave/ Alluvial Ave.	A-5.0 <sup>(2)</sup>	B-11.2	C-16.1	D-27.0

<sup>(1)</sup> Improved with Second Eastbound Off-Ramp Right Turn Lane

<sup>(2)</sup> Improved with Second Northbound Left Turn Lane (to Mitigate Storage Deficiency)

*Source: Crane Transportation Group*



### Resultant Operation

AM Peak Hour      LOS A  
Average Vehicle Delay = 5.0 seconds

PM Peak Hour      LOS B  
Average Vehicle Delay = 11.2 seconds

## **2. SR 168 Freeway**

### **a) Eastbound Freeway–West of Temperance Avenue Interchange**

Caltrans' proposed ramp metering at each interchange along the SR 168 freeway could potentially limit eastbound flow during the evening commute to levels below those predicted by the regional traffic model. Without metering, unacceptable operation could only be mitigated by the provision of a third eastbound lane on the freeway extending easterly to the Temperance Avenue interchange. The current freeway plan has a third eastbound travel lane ending at the Herndon Avenue interchange.

## IMPACTS

### A. Significance Criteria

Based on Appendix G of the *CEQA Guidelines*, the project would be considered to have a *significant impact* on traffic conditions if:

- (a) project-related transportation system changes will conflict with an adopted plan or goal or the City pertaining to transportation, including violation of an applicable City-adopted Level of Service standard, or
- (b) the project would result in a traffic increase that is *substantial* in relation to the existing traffic load and capacity of the street system.

#### City of Clovis and Caltrans Criteria

While all roadways analyzed in this EIR study are located within the City of Clovis, Tollhouse Road (now SR 168) and the planned freeway/expressway (the future SR 168) are subject to Caltrans' jurisdiction. For years 2003 near-term (existing plus currently approved development) and year 2020 (long-term) analysis, Caltrans criteria will apply to the SR 168 freeway and expressway as well as to the freeway ramp intersections with Temperance Avenue.

Based on discussions with both Clovis and Caltrans staff, the project would be considered to have a *significant impact* if any of the following conditions occur:

- (a) At a *signalized intersection* under Caltrans jurisdiction, project traffic would reduce acceptable (LOS A to C) operation to LOS D or poorer operation.
- (b) At a *signalized or all-way stop controlled intersection* under City of Clovis jurisdiction, project traffic would reduce acceptable (LOS A to D) operation to LOS E or poorer operation.
- (c) At a *side street stop-sign-controlled intersection*, project traffic would reduce acceptable (LOS A to D) operation to LOS E or F operation. All such locations would be under City of Clovis jurisdiction.

- 
- (d) At a *signalized intersection* already operating at unacceptable levels, average vehicle delay would increase by 0.1 second or more, or volumes would be increased by .5% or more at intersections with LOS F operation and no reportable delay values. A 0.1-second increment, while conservative, is used for EIR analysis purposes in other California jurisdictions. It is also the criterion used by the local Caltrans district (District 6) to determine impact significance.
  - (e) At a *side street stop-sign-controlled intersection* already operating at baseline unacceptable, LOS E or poorer, average vehicle delay would increase by 0.1 second or more. A 0.1-second increment, while conservative, is used for EIR analysis purposes in other California jurisdictions. It is also the criterion used by the local Caltrans district (District 6) to determine impact significance.
  - (f) At an *unsignalized intersection*, volumes would increase above peak hour signal warrant criteria levels. (Where baseline conditions already exceed warrant criteria levels, the impact would be considered significant if volumes would increase by 1% or greater.) A 1% increase significance criterion for signal warrant needs is typically used in EIRs.
  - (g) Operation of the SR 168 freeway or expressway mainline (under Caltrans' jurisdiction) would reduce acceptable (LOS A to D) operation to LOS E or F operation.
  - (h) For segments of the SR 168 freeway or expressway already operating at an unacceptable LOS E or F, travel speeds would be reduced by 1 mile per hour or more.
  - (i) In the opinion of the registered traffic engineer conducting the study, a significant *safety* concern would be produced.
  - (j) Preliminary project *site design* is inadequate such that it may cause significant deterioration in internal or local street circulation, sight distance, or emergency vehicle access.

#### **B. Project Trip Generation and Distribution**

For purposes of the EIR analysis, the proposed project would be comprised of a research and technology park and commercial centers adjacent to and just north of the SR 168 freeway. One center would be to the east and one to the west side of Temperance Avenue. The larger center would be 135,900 square feet in size, the other would be 108,000 square feet in size. A hotel with 100 rooms would be located in each center (two hotels total).

Project trip generation was determined using trip rates from the traffic engineering profession's standard source of trip rate data, the Trip Generation, 6th Edition Manual.<sup>7</sup> As can be seen in Table 3.2-8, daily generation would be 27,800 two-way trips, with 1,675 inbound and 455 outbound trips during the AM commute peak traffic hour and 865 inbound and 2,205 outbound trips during the PM commute peak traffic hour. On a daily basis, 38% of total gross weekday trip generation would be associated with research and technology (R&T) activities, 56% with the commercial centers and 6% with the two motels. During the PM peak traffic hour, 51% of gross traffic would be R&T related, 45% commercial center related and 4% hotel related.

Some of the gross commercial center trip generation listed in Table 3.2-8 would be associated with back and forth traffic between the two centers and would not be newly added to the street system outside the project boundary. An additional component of commercial center gross trip generation listed in Table 3.2-8 would be attracted from traffic already traveling on Alluvial Avenue and Temperance Avenue through the project site (R&T employees or local area residential commute traffic). Table 3.2-9 shows estimated reductions in gross commercial center trip generation due to both factors. A 15% reduction has been utilized for internal trips (which would still be traveling through the Alluvia Avenue/ Temperance Avenue intersection between the two commercial centers), and a 20% reduction has been utilized for passby traffic capture. Data from the Institute of Transportation Engineers<sup>8</sup> indicates that a 20% passby capture rate is conservatively low based upon historical data linking commercial center size and adjacent street traffic volumes to expected commercial center passby trip capture.

After allowance for both adjustments, total project AM peak hour trip generation traveling beyond the project boundary would be reduced by about 100 two-way trips (5% of total gross traffic generation) while PM peak hour total project trip generation traveling beyond the project boundary would be reduced by about 460 two-way trips (or 15% of total gross traffic generation).

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<sup>7</sup> Institute of Transportation Engineers, 1997.

<sup>8</sup> Trip Generation Handbook, October 1998.

**Table 3.2-8  
PROJECT GROSS TRIP GENERATION**

PHASE	USE	SIZE	DAILY TWO-WAY TRIPS		AM PEAK HOUR TRIPS				PM PEAK HOUR TRIPS			
			Rate	Vol	INBOUND		OUTBOUND		INBOUND		OUTBOUND	
					Rate	Vol	Rate	Vol	Rate	Vol	Rate	Vol
I	Research & Technology	1820 emp	2.77	5040	.37	675	.06	110	.04	75	.37	675
	Motels (2)	200 rooms	9.11	1820	.23	45	.41	85	.31	65	.27	55
	Community Commercial (2 centers)	135,900 SQ FT 108,000 SQ FT	*	8310	**	120	**	75	***	330	***	400
			*	7170	**	105	**	65	***	315	***	345
	SUBTOTAL PHASE I			22,340		945		335		785		1475
II	Research & Technology	1970 emp	2.77	5460	.37	730	.06	120	.04	80	.37	730
I & II	TOTAL PROJECT			27,800		1,675		455		865		2,205

\*  $\ln(T) = 0.643 \ln(X) + 5.866$

\*\*  $\ln(T) = 0.596 \ln(X) + 2.329$  (61% in/39% out)

\*\*\*  $\ln(T) = 0.660 \ln(X) + 3.403$  (48% in/52% out)

$\ln$ =Natural Log

T=Trips

X=Size in 1,000 square feet

Trip Rate Source: Trip Generation, 6th Edition by the Institute of Transportation Engineers, 1997

Compiled by: Crane Transportation Group

Table 3.2-9

**PROJECT COMMERCIAL CENTERS NET NEW TRIPS  
ON AREA WIDE CIRCULATION SYSTEM**

	AM PEAK HOUR TRIPS		PM PEAK HOUR TRIPS	
	INBOUND	OUTBOUND	INBOUND	OUTBOUND
East Center Gross Trips	120	75	330	400
West Center Gross Trips	105	65	315	345
Total Commercial Gross Trips	225	140	645	745
Back & Forth Trips Between Centers (15% of Gross Trips)	-20	-20	-95	-95
Pass-by Capture of Ambient Local Traffic and Research & Technology Park Commuters (20% of Gross Trips)	-45	-25	-125	-145
Net New Commercial Centers Traffic Traveling Beyond Project Boundary	160	95	425	505

*Source: Crane Transportation Group. Based on data contained in Trip Generation Handbook by the Institute of Transportation Engineers, October 1998 (Pass By Trip Capture) and Trip Generation, 6th Edition Manual by the Institute of Transportation Engineers, 1997 (Center to Center Trips).*

Project trip generation projections were used directly for the year 2003 analysis of project impacts as no regional modeling had been conducted for this time horizon. For 2020 analysis of project impacts using volume projections from the COFCG regional traffic model, adjustments were made in concert with COFCG modeling staff in order to ensure that the traffic zone representing R&T Park development had a representative level of project trip generation based upon the Institute of Transportation Engineers trip rate projections.

Project traffic was distributed to the local roadway network for near term (year 2003) analysis as presented in Table 3.2-10. Separate distribution patterns were developed for the R&T, commercial center and motel land uses; R&T and hotel uses were estimated to have a majority of trips traveling to and from the west on the new SR 168 freeway while the commercial centers were projected to have a majority of trips traveling on local surface streets to the residential areas in northeast Clovis. Project traffic distribution patterns for the year 2020 were determined by the regional traffic model and reflected significant regional growth in the area as well as the addition of many arterial roadways to the north and east of the project site. It should be noted that 55 to 60 percent of all research and technology related development would gain direct access to Alluvial Avenue, about 35 percent to Temperance Avenue, 1 to 2 percent directly to Nees Avenue, and 4 to 8 percent directly to Armstrong Avenue.

Year 2003 project traffic volumes are presented in Figures 3.2-4 and 3.2-5 for AM and PM peak hour conditions, respectively. Year 2020 total traffic volumes, which include development of the proposed R&T park, are presented in Figures 3.2-8 and 3.2-9 for AM and PM peak hour conditions, respectively.

### **C. Year 2003 Project Circulation Impacts**

#### **1. Intersections**

Appendix C, Figure A-4 presents roadway and intersection geometrics utilized for 2003 project analysis. Widening improvements (as verified by the City Engineer) were projected to occur to all roadways within or adjacent to the proposed project. Table 3.2-3 shows that all analyzed intersections would maintain acceptable operation after the addition of project traffic with one exception.

The Temperance Avenue/Alluvial Avenue intersection would experience unacceptable LOS F operation as an all-way stop during both the AM and PM commute peak traffic hours. Volumes would be increased above peak hour signal warrant criteria levels at this location during both commute time periods. This would be a significant impact.

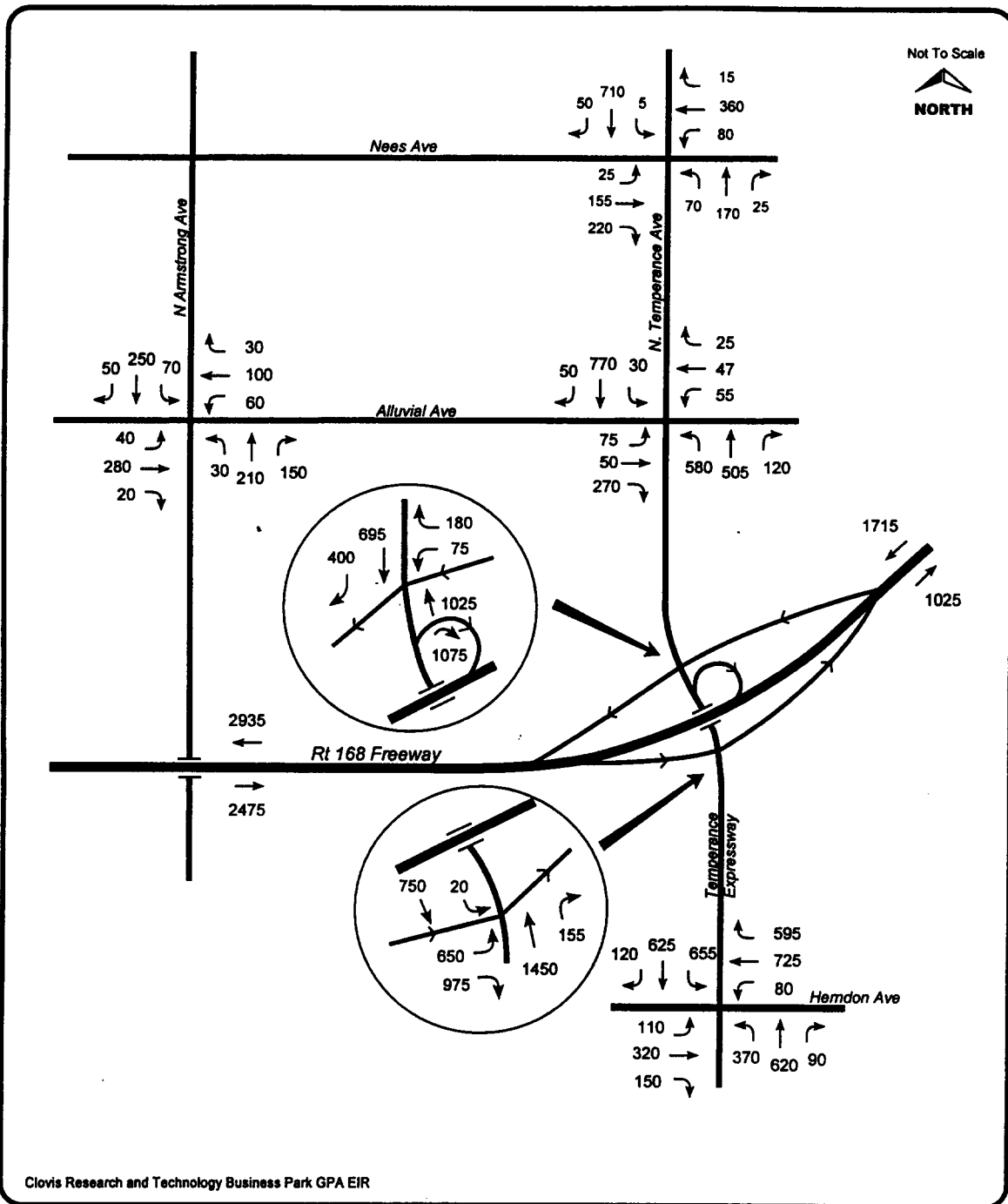
Table 3.2-10

**PROJECT TRIP DISTRIBUTION  
NEAR TERM HORIZON (2003)**

<b>DIRECTION</b>	<b>RESEARCH &amp; TECHNOLOGY PARK</b>	<b>COMMERCIAL CENTERS</b>	<b>MOTELS</b>
S.R. 168 Freeway to/from the South/West	55%	17%	60%
S.R. 168 to/from the East	3%	3%	10%
N. Temperance Ave. to/from the North	2%	5%	2%
Alluvial Ave./Nees Ave. to/from the West	10%	18%	8%
N. Temperance Ave. to/from the South	15%	25%	10%
Herndon Ave. to/from the East	2%	7%	2%
Herndon Ave./Toll House Rd./ N. Armstrong Ave. to/from the South/West	13%	25%	8%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

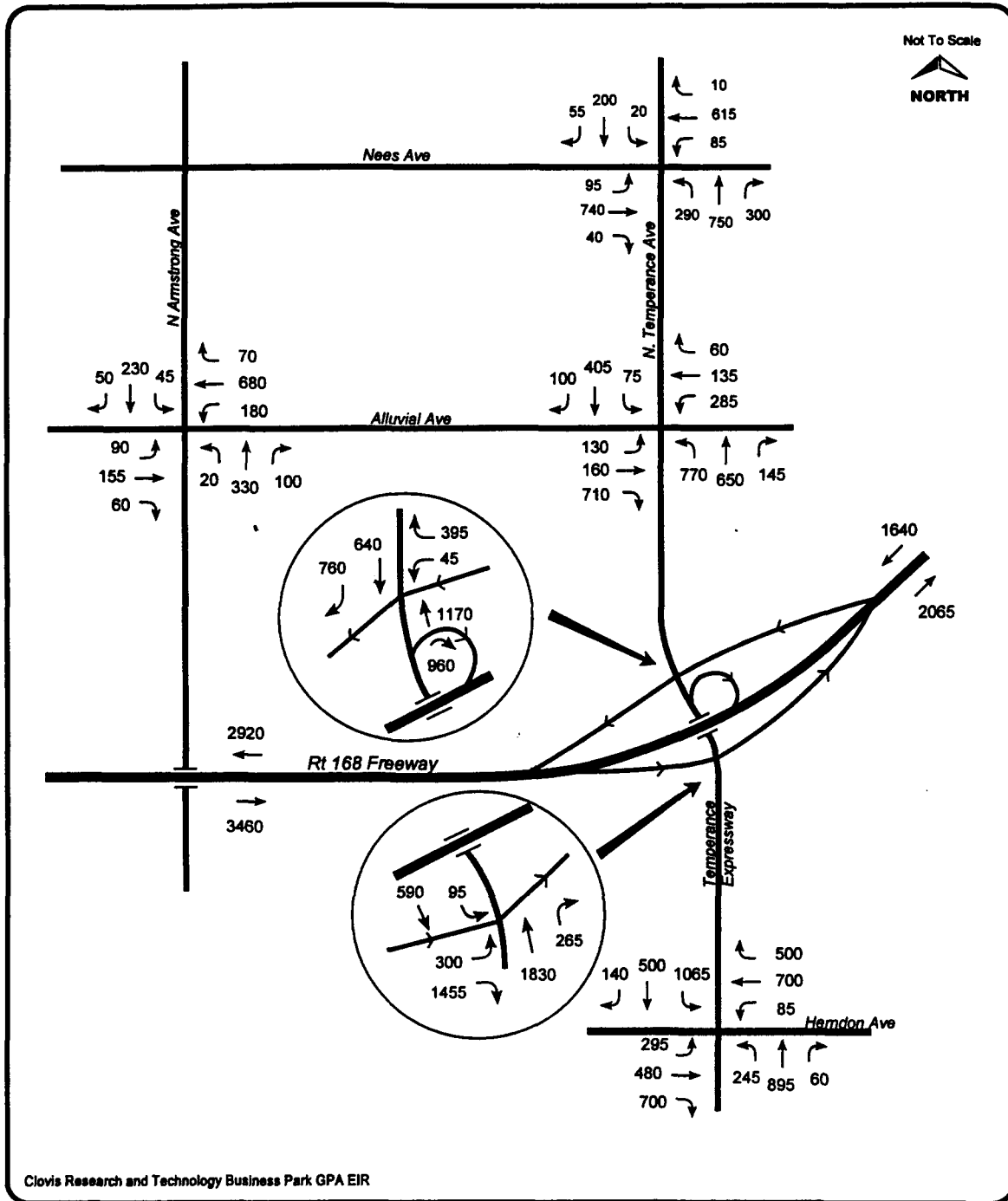
Source: Crane Transportation Group





CRANE TRANSPORTATION GROUP

**Figure 3.2-8**  
**Year 2020 AM Peak Hour**  
**Base Case + Project Volumes**



CRANE TRANSPORTATION GROUP

**Figure 3.2-9**  
Year 2020 PM Peak Hour  
Base Case + Project Volumes

In addition to specific intersection operation, there will potentially be a storage problem on the northbound approach to the Temperance Avenue/Alluvial Avenue intersection.

There will be inadequate storage distance along Temperance Avenue between the SR 168 Westbound Off Ramp and Alluvial Avenue intersections for northbound vehicles turning left to Alluvial Avenue during the AM commute period. Storage will be inadequate with or without a signal at the Alluvial intersection with the proposed single northbound left turn lane. There will tentatively be, at most, approximately 350 feet of storage distance between the two intersections, while the northbound left turn storage demand will range from 450 up to 900 feet. This would be a significant impact.

## **2. SR 168 Freeway/Expressway**

Table 3.2-4 shows that the SR 168 freeway and expressway in the vicinity of the Temperance Avenue interchange will maintain acceptable (LOS A or B) operation during both commute periods with the addition of project traffic.

## **3. Project Access Impacts Along Alluvial Avenue, Temperance Avenue, Armstrong Avenue and Nees Avenue (Year 2003 or 2020)**

Specific development plans have not been developed for either the research and technology or commercial components of the proposed project. Therefore, specific internal roadway or driveway locations are unknown. However, it is probable that one or more project intersections along Alluvial Avenue and at least one project intersection along Temperance Avenue will require signalization at some point of area development. Placement of project access intersections and driveways (in conjunction with signalization of the major access intersections) without input from the City Engineer and employing good traffic engineering practice could eventually create operational and storage problems. This is a potentially significant impact.

## **D. Year 2020 Project Circulation Impacts**

### **1. Intersections**

Appendix C, Figure A-5 presents roadway and intersection geometrics utilized for 2020 project analysis. Geometrics were verified by the City Engineer. Table 3.2-5 shows that all analyzed intersections would maintain acceptable operation after the addition of project traffic with one exception.

The Temperance Avenue/SR 168 Eastbound Ramps signalized intersection would maintain LOS F PM peak hour operation, the same as "without project" conditions. This operating level is unacceptable to both Caltrans and the City of Clovis. However, overall volumes passing through the intersection during this time period would be slightly lower (about 1% lower) with the project than without the project. Therefore, the project would produce no significant impact during the PM commute peak traffic hour at this location.

There would be a storage deficiency for northbound left turning vehicles at the Temperance Avenue/Alluvial Avenue intersection.

There will be inadequate storage distance along Temperance Avenue between the SR 168 Westbound Off-Ramp and Alluvial Avenue intersections for northbound vehicles turning left to Alluvial Avenue during both the AM and PM commute periods. Storage will be inadequate with the proposed single northbound left turn lane. Although storage deficiency for this left turn movement has been identified as a problem for "without project" conditions, project traffic would add an additional 245 (PM peak hour) and 540 (AM peak hour) vehicles to this movement. This will be a significant impact.

## **2. SR 168 Freeway/Expressway**

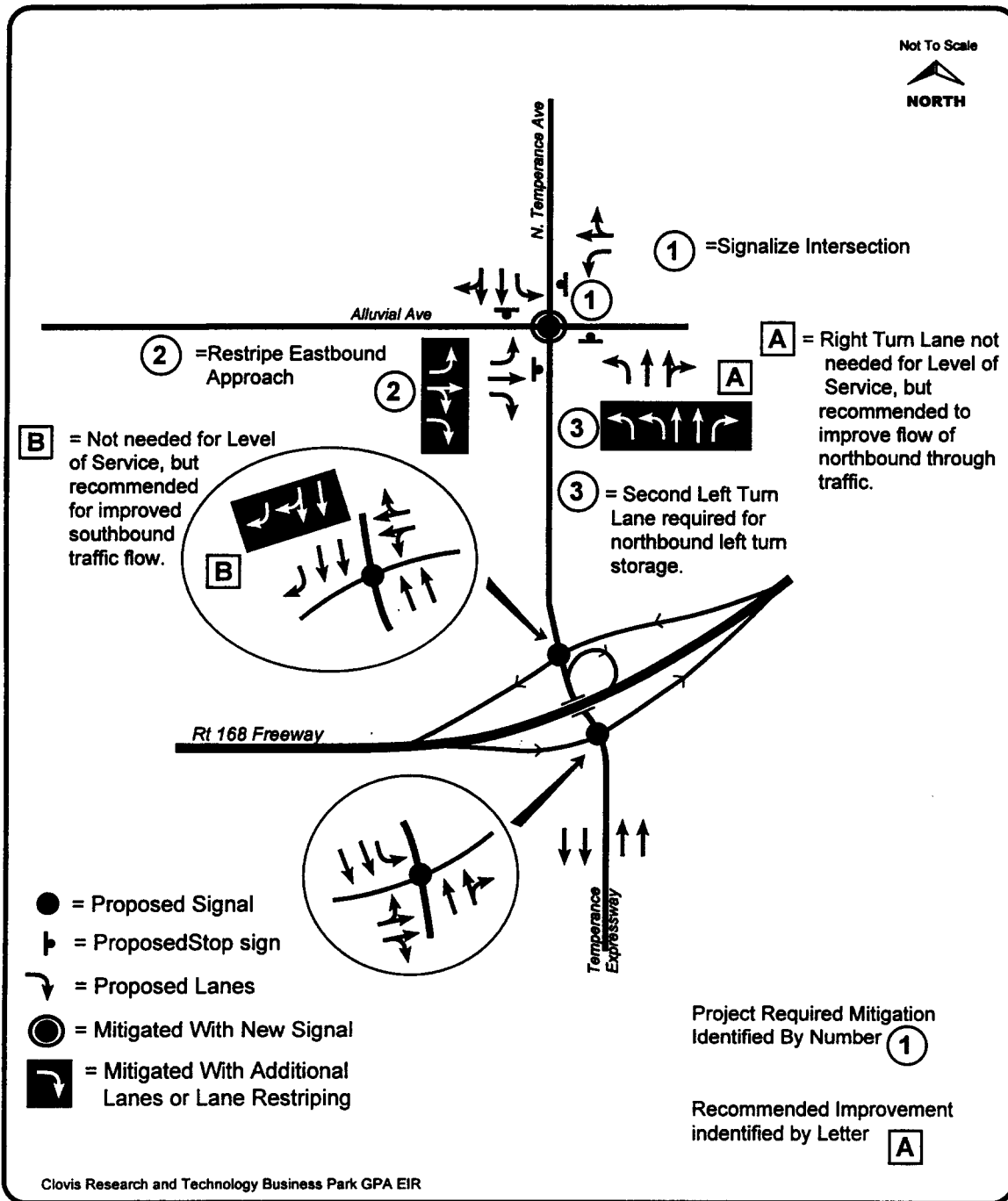
Table 3.2-6 shows that all freeway and expressway segments in the vicinity of the Temperance Avenue interchange operating at acceptable levels of service without the project will maintain acceptable operation with the project in operation. The one segment of freeway experiencing unacceptable LOS E operation without the project (the eastbound direction just west of Temperance Avenue during the PM peak hour) will maintain LOS E operation with the project in operation. Since prevailing traffic speeds on this segment would only be projected to decrease 0.30 mile per hour, the impact would not be considered significant.

### **Mitigation**

#### **A. Year 2003**

(Unacceptable Operation of the Temperance Avenue/Alluvial Avenue Intersection)–see Figure 3.2-10

1. Signalize the Temperance/Alluvial intersection.
2. Add a second left turn lane on the northbound Temperance Avenue intersection approach.



CRANE TRANSPORTATION GROUP

**Figure 3.2-10**  
Near Term Horizon (Year 2003)  
Intersection Mitigations  
With Research & Technology Park

3. Restripe the eastbound Alluvial Avenue intersection approach to provide a separate left turn, a combined through/right turn and an exclusive right turn lane.
4. Provide loop detection in each left turn lane that will activate the northbound left turn green arrow when vehicle queues are approaching available storage limits.

Resultant operation with signalization and geometric improvements:

AM Peak Hour	LOS B	Average Vehicle Delay = 12.6 seconds
PM Peak Hour	LOS D	Average Vehicle Delay = 33.3 seconds

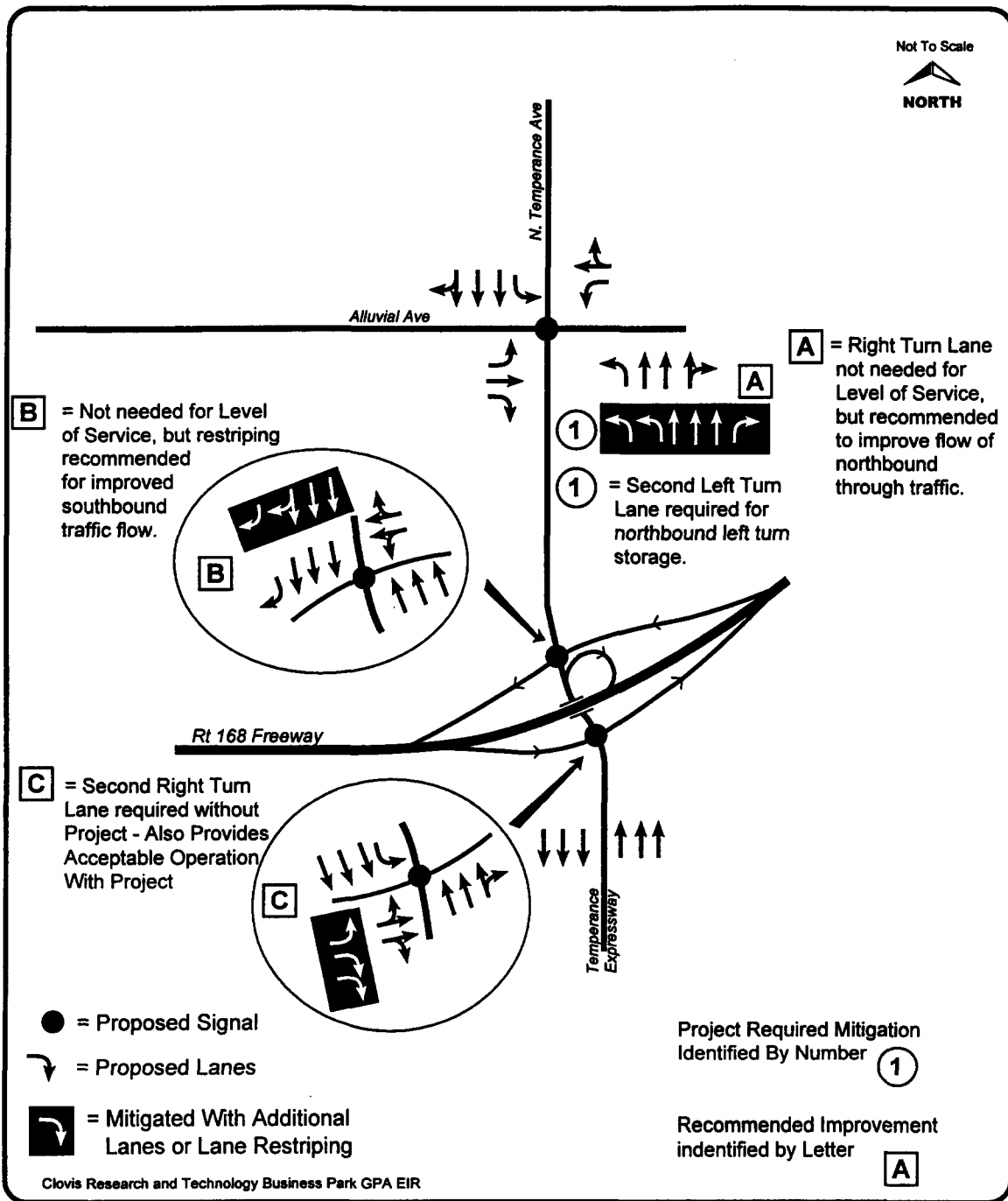
(Project Access Along Temperance Avenue, Alluvial Avenue, Armstrong Avenue and Nees Avenue)

5. The City Engineer shall provide input to the project planners at the time of specific site development in order to incorporate acceptable spacing between access intersections and to indicate likely intersections that will require signalization. Driveway connections to Temperance Avenue, Alluvial Avenue and Armstrong Avenue should be minimized. Although not needed from a capacity standpoint, it is suggested that right turn deceleration lanes be provided on the approaches to all major intersections within the project area to minimize disruption to through traffic flow by turning vehicles. Provisions for bicycle lanes and requests by local transit agencies (location of bus pullouts, etc.) should also be incorporated into the final design plan.

**B. Year 2020**

(Storage Problems on Northbound Approach to the Temperance Avenue/Alluvial Avenue Intersection)—see Table 3.2-7 and Figure 3.2-11

6. Add a second left turn lane on the northbound Temperance Avenue intersection approach.
7. Provide loop detection in each left turn lane that will activate the northbound left turn green arrow when vehicle queues are approaching available storage limits.



CRANE TRANSPORTATION GROUP

**Figure 3.2-11**  
**Long Term Horizon (Year 2020)**  
**Intersection Mitigations**  
**With Research & Technology Park**

Resultant operation:

AM Peak Hour	LOS C	Average Vehicle Delay = 16.1 seconds
PM Peak Hour	LOS D	Average Vehicle Delay = 27.0 seconds

**Level of Significance Following Mitigation**

With implementation of the proposed mitigation measures, impacts to traffic and circulation will be reduced to a less than significant level.

**C. Additional Recommendations**

The City of Clovis should require that a travel demand management (TDM) program be established at the research and technology park to promote car and van pooling as well as telecommuting and flex time work hours for employees. In addition, it is recommended that land uses (such as a health club) be incorporated into the overall project in order to provide attractions for project employees that will divert their commute travel to times other than the normal commute periods.

Consideration should be given to restriping the southbound Temperance Avenue approach to the SR 168 westbound on-ramp to provide a shared through/right turn lane in addition to an exclusive right turn lane. Since PM peak volumes turning to the on-ramp are as high or higher than southbound through traffic, this restriping would provide a more balanced flow of traffic on the southbound intersection approach.

**D. Post Project 2020 Intersection Operation After Incorporation of Improvements to Mitigate "Without Project" Unacceptable Operation**

Temperance Avenue/SR 168 Eastbound Ramps (see Table 3.2-7 and Figure 3.2-11).

This intersection is projected to experience unacceptable LOS F PM peak hour operation in the year 2020 with or without the project. Proposed improvement to provide acceptable operation for "without project" conditions (construction of a third off-ramp lane that would be striped as a right turn lane) would also provide acceptable mitigation for "with project" conditions.

Resultant "with project" operation:

PM Peak Hour	LOS C	Average Vehicle Delay = 22.8 seconds
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### **3.3 AIR QUALITY**

This report documents analysis of air quality impacts of the proposed Clovis Research and Technology Park project. The analysis has been performed by the air quality consulting firm of Earth Matters at the Full Analysis Level as described in the San Joaquin Valley Unified Air Pollution Control District's (SJVUAPCD) *Guide for Assessing Air Quality Impacts*. Emission and air quality impacts were assessed using the California Air Resources Board (ARB) URBEMIS7G model. The section describes existing air quality, construction-related impacts, direct and indirect emissions associated with the project, the impacts of these emissions on both the local and regional scale, and mitigation measures to reduce or eliminate any identified significant impacts

The City of Clovis is located in Fresno County which makes up a portion of the San Joaquin Valley Air Basin. The Air Basin is a federally recognized air quality planning region. The borders of the basin are defined by mountain and foothill ranges to the east and west. The northern border is consistent with the county line between San Joaquin and Sacramento Counties. The southern border is less defined, but is roughly bounded by the Tehachapi mountains and, to some extent, the Sierra Nevada range.

#### **Air Basin Characteristics**

The climate of the project area is typical of inland valleys in California, with hot dry summers and cool, mild winters. Daytime temperatures in the summer often exceed 100 degrees, with lows in the 60s. In winter, daytime temperatures are usually in the 50s, with lows around 35 degrees. Fog is common in the winter, and may persist for days. Winds are predominately from the north in all seasons, but more so in the summer and spring months. Winds in the fall and winter are generally lighter and more variable in direction.

The pollution potential of the San Joaquin Valley is very high. Surrounding elevated terrain in conjunction with temperature inversions frequently restrict lateral and vertical dilution of pollutants. Abundant sunshine and warm temperatures in the summer are ideal conditions for the formation of photochemical oxidants and the Valley frequently suffers from photochemical pollution.

## **Air Quality Standards and Pollutant Characteristics**

Both the U.S. Environmental Protection Agency (EPA) and the ARB have established ambient air quality standards for common pollutants. These standards establish the maximum contaminant levels that can be considered safe (i.e. avoid specific adverse health effects associated with each pollutant).

Table 3.3-1 summarizes federal and state ambient air quality standards for important pollutants. The federal and state ambient standards were developed independently with differing purposes and methods, although both attempt to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, California standards are more stringent than the federal standards. This is particularly true for ozone and PM-10.

### **Health Effects of Pollutants**

The primary air quality problems in Fresno County are due to ozone and suspended particulates (PM-10 & PM-2.5). Carbon monoxide has also been a problem in the past within the Fresno-Clovis Metropolitan Area. Following is a discussion on the health effects of these pollutants.

**Ozone.** Ozone is produced by a series of chemical reactions involving the precursor pollutants nitrogen oxides (NOx) and reactive organic gases (ROG) in the presence of sunlight. NOx are created during the combustion of fuels, while ROGs are emitted during the combustion and evaporation of organic solvents. Since ozone is a result of photochemical reactions, and not directly emitted into the atmosphere, it is considered a secondary pollutant. In the San Joaquin Valley Air Basin, ozone is a seasonal problem, generally occurring from April through October.

Ozone is considered a respiratory irritant. Exposure to ozone damages lung tissue, and aggravates the incidence of asthma, bronchitis, and other respiratory and cardiovascular diseases. A healthy person exposed to high concentrations of ozone may experience nausea, dizziness, headaches, coughs, or a burning sensation in the chest. Ozone also damages vegetation and infrastructure.

**Table 3.3-1. Federal and State Ambient Air Quality Standards**

<u>Pollutant</u>	<u>Averaging Time</u>	<u>Federal Primary Standard</u>	<u>State Standard</u>
Ozone	1-hour	0.12 ppm	0.09 ppm
	8-hour	0.08 ppm	---
Carbon Monoxide	8-hour	9.00 ppm	9.00 ppm
	1-hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	---
	1-hour	---	0.25 ppm
Sulfur Dioxide	Annual	0.03 ppm	---
	24-hour	0.14 ppm	0.04 ppm
	1-hour	---	0.25 ppm
Particulate Matter-10	Annual	50 ug/m3 (arithmetic mean)	30 ug/m3 (geometric mean)
	24-hour	150 ug/m3	50 ug/m3
Particulate Matter-2.5	Annual	15 ug/m3	---
	24-hour	65 ug/m3	---
Lead	30-day average	---	1.5 ug/m3
	3-month average	1.5 ug/m3	---

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Source: *Ambient Air Quality Standards, California ARB, <http://www.arb.ca.gov>, page updated 1/25/99*

ppm: parts per million  
ug/m3: micrograms per cubic meter

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***Suspended Particulate Matter (PM).*** Suspended particulate matter consists of solid and liquid particles small enough to remain suspended in the atmosphere indefinitely. The major components of PM are dust particles, nitrates, and sulfates. PM is directly emitted into the atmosphere as a by-product of combustion, wind erosion of soil and vehicle travel along unpaved roads. Small particles can also be created in the atmosphere through chemical reactions.

Particles greater than 10 microns in diameter (PM-10) may cause irritation to the nose, throat, and bronchial tubes. Natural mechanisms remove many of these particles. Smaller particles (PM-2.5) are able to pass through the body's natural defenses and the mucous membrane of the upper respiratory tract and enter into the lungs. These particles can damage the lungs and may also carry carcinogens or other toxic compounds.

***Carbon Monoxide (CO).*** Carbon monoxide is a colorless, odorless, poisonous gas. It is considered a local pollutant since it disperses rapidly into the atmosphere. High concentrations are generally found very near the source. A major source of carbon monoxide emissions is road or highway congestion. Elevated concentrations of CO are therefore usually measured near areas of high traffic volumes.

Carbon monoxide's health effects are related to its high affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood. Health effects may include reduced lung capacity and impaired mental abilities.

CO concentrations are seasonal, with the highest concentrations occurring in the winter. This is partly due to the fact that automobiles create more CO in colder weather, and partly due to the stable atmospheric conditions which exist on cold winter evenings when winds are calm. Concentrations typically are highest during stagnant air periods between November and January.

### **Regional Air Quality planning**

Both the federal and state governments have enacted laws mandating (a) the identification of areas not meeting the ambient air quality standards, and (b) development of regional air quality plans to eventually attain the standards. Based on the federal standards, Fresno County is a serious non-attainment area for Ozone and PM-10. The Fresno-Clovis Metropolitan Area is now considered a maintenance area for carbon monoxide. Previously, Fresno was in non-attainment for CO. In July of 1996, the ARB submitted a request for redesignation to the EPA, which was approved March 5, 1998.

Under the California Clean Air Act, Fresno County is considered “non-attainment” for ozone and PM-10. The California Legislature, when it passed the California Clean Air Act in 1988, recognized the relative intractability of the PM-10 problem and excluded it from the basic planning requirements of the Act. The Act did require the California Air Resources Board to prepare a report to the Legislature regarding the prospect of achieving the state ambient air quality standard for PM-10. This report recommended a menu of actions, but did not recommend imposing a planning process similar to that for ozone or other pollutants for achievement of the standards within a certain time period.

### **Existing Air Quality**

The SJVUAPCD and ARB maintain several air quality monitoring sites in Fresno County. Table 3.3-2 provides data from Fresno County monitoring sites which indicates the relationship of measured pollutant levels to the appropriate state and federal standards. As indicated in the table, the major air quality problems in the project vicinity are ozone and PM-10, with many violations recorded each year. Carbon monoxide, which is a more local pollutant, has in past years been a problem in downtown Fresno, but is no longer a significant issue. Other pollutants generally meet state and federal ambient standards.

**Table 3.2-2 Air Quality Data for Fresno County Monitoring Sites, 1995-1997**

Pollutant	Standard	Site	Days above standard during:		
			<u>1995</u>	<u>1996</u>	<u>1997</u>
Ozone	State 1-hour	Clovis	57	70	79
		Sierra Sky Park	40	45	19
		Fresno-E. Drummond	20	45	19
		Fresno-First St.	65	59	30
		Parlier	42	82	68
Ozone	Federal 1-hour	Clovis	7	16	9
		Sierra Sky Park	3	5	1
		Fresno-E. Drummond	0	8	1
		Fresno-First St.	14	15	1
		Parlier			
Carbon Monoxide	Federal/State 8-hour	Clovis	0	0	0
		Sierra Sky Park	0	0	0
		Fresno-E. Drummond	0	0	0
		Fresno-First St.	0	0	0
		Parlier	-	-	-
PM-10	State 24-hour	Clovis	19	12	10
		Fresno E. Drummond	23	15	18
		Fresno - First St.	26	11	12
PM-10	Federal 24-hour	Clovis	0	0	0
		Fresno E. Drummond	0	0	0
		Fresno - First St.	0	0	0

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Source: CARB, *Air Quality Data and Summaries*, <http://www.arb.ca.gov/adam>, March 30, 1999.

**IMPACTS**

Air quality impacts associated with the proposed project would result primarily from temporary construction impacts and from changes in auto emissions. Carbon monoxide is the pollutant of greatest concern on the local scale, while ozone precursors are the greatest concern on the regional scale.

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## **Significance Criteria**

The CEQA Guidelines, Appendix G, state that a project will normally have significant adverse impacts on air quality if it will:

- (a) Violate an ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations.
- (b) Result in substantial emissions or deterioration of ambient air quality. This criterion is further defined by the San Joaquin Valley Unified Air Pollution Control District as an emission of ROG or NOx in excess of 10 tons per year, or 55 pounds per day.<sup>1</sup>
- (c) Create objectionable odors.
- (d) Alter air movement, moisture, or temperature, or result in any change in climate, either locally or regionally.

The following impacts were modeled to evaluate the potential for the project to exceed any of the air quality significance levels:

Area source impacts (such as fuel combustion for heating or landscape maintenance, or use of consumer products)

Emissions from mobile sources (due to increased vehicular traffic at and around the completed facility)

Air quality impacts from mobile sources

These are discussed below.

### **Short-term Construction Impacts**

Construction activities associated with project-facilitated development could generate exhaust emissions and fugitive particulate matter emissions that would affect local and regional air quality. The URBEMIS7G model was applied to evaluate construction impacts. Relevant assumptions included:

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<sup>1</sup> Joan Merchen, Environmental Planner, SJVUAPCD, Feb. 17, 1999. Reference from the Sierra Vista Regional Shopping Center Expansion Project EIR, April, 1998.

1. no demolition was included (land is vacant)
2. maximum daily acreage graded is two acres
3. annual days of earth moving is 50
4. 60 acres are to be paved
5. paving would occur on 30 days out of a 10 year construction phase
6. estimates of construction equipment types were available; therefore URBEMIS default use factors for the land use type and size were utilized.
7. emissions from architectural coating are calculated

Using these assumptions, short-term construction emissions for the project are significant for NO<sub>x</sub> and close to significance levels for ROG. Daily emissions of NO<sub>x</sub> are 556 pounds per day and daily emissions of ROG are 54 pounds per day.

No mitigation is available which would reduce this impact to a less than significant level.

The SJVUAPCD regulates construction dust emissions through its Regulation VIII. The provisions of Regulation VII pertaining to construction activities require:

Effective dust suppression for land clearing, grubbing, scraping, excavation, land leveling, grading, cut-and-fill and demolition activities.

Effective stabilization of all disturbed areas of a construction site, including storage piles, not used for seven days or more.

Control of fugitive dust from on-site unpaved roads and off-site unpaved access roads.

Removal of accumulations of mud or dirt at the end of the work day or once every 24 hours from public paved roads, shoulders and access ways adjacent to the site.

### **Area Source Impacts**

Area sources contribute emissions of 1.25 pounds per day of ROG and 16.3 pounds per day of NO<sub>x</sub>. By themselves, area sources do not cause the project to exceed significance levels.



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### Mobile Source Impacts

The project-related traffic increases would generate new regional emissions exceeding the SJVUAPCD's thresholds of significance for ozone precursors. This would represent a potentially significant impact (see item (b) under "Significance Criteria").

Anticipated vehicle trips generated by the project would likely result in air pollutant emissions that would have the potential to affect the entire San Joaquin Valley air basin. Regional emissions associated with project vehicle use have been calculated using the URBEMIS7G computer program.

Table 3.3-3 identifies the incremental daily emission increases in reactive organic gases and oxides nitrogen (two precursors of ozone) and PM-10 associated with project vehicle trips.

**Table 3.3-3 Daily Emission Increases Associated with the Proposed Project in 2020**

<b>Pollutant</b>	<b>Emissions (lbs. per day)</b>
ROG	69
NOx	107
PM	204
CO	898

While these emission increases are significant it should be noted that the emissions associated with the development currently listed in the General Plan (a combination of high and low-density residential development) would also have impacts exceeding significance levels, although not by as much as the proposed development.

### Mitigation

1. Individual projects shall comply with policies of the Clovis General Plan Air Quality Element.
2. As appropriate, individual projects shall provide the following:
  - o an area for public transit bus turnouts, including direct pedestrian access from public transit to the sidewalk;
  - o bicycle racks and bicycle storage;
  - o linkages to bike lanes and the Enterprise Canal trail;

- priority parking for rideshare employees;
  - on-site automatic teller machines at convenient locations; and
  - promote the use of alternative hours/work weeks for employees.
3. Provide a mixture of uses, as feasible in commercial development that includes service oriented facilities. Ideally, such uses as restaurants, banks, a post office, and a child care facility should be considered to reduce vehicle trips.
  4. Provide energy efficient outdoor lighting and implement energy conservation measures.

#### **Level of Significance Following Mitigation**

With implementation of the recommended mitigation measures, long-term mobile emissions will continue to contribute to adverse air quality in a non-attainment area. This is an unavoidable significant impact.

### **3.4 VISUAL RESOURCES**

The grassy flat terrain of the project area has a grid street system of two lane roads with no sidewalks. Most of the area is in irrigated pasture but orchards are also present. Farm animals are in evidence throughout the area, including stables for horse training. The few scattered single family homes are one-story ranch design and are set back from the road 50 to 100 feet, with landscaping in front. The Enterprise Canal meanders along the eastern boundary of the project area. The canal is a permanently flowing concrete lined canal providing water from the Kings River to lands throughout the Fresno Irrigation District.

The flatness of the land permits frequent views of the Sierra Nevada Foothills to the east and of open sky. The straight rural roads focus land range vistas as well. Approaching this area from the south, the traveller's view extends into the foothills beyond.

Scenic quality can best be described as the overall impression that an individual retains after driving through, walking through, or flying over an area. Viewer response is a combination of viewer exposure and viewer sensitivity. Judgments of visual quality must be based on a regional frame of reference. The same landform or visual resource appearing in different geographic areas could have a different visual resource quality and sensitivity in each setting. For example, a small hill may be a significant visual element on a flat landscape but have very little significance in mountainous terrain.

### **IMPACTS**

#### **Significance Criteria**

The State CEQA Guidelines (Appendix G) state that a project normally has a significant impact on the environment if it will:

- (a) Have a substantial, demonstrable negative aesthetic effect.

#### **Impact Analysis**

The predominantly rural residential and agricultural visual character of the project area over time will be radically changed if the proposed project is implemented. Existing roadways will be widened and improved with sidewalks and landscaping. Irrigated pasture and orchards will be replaced with modern office buildings, commercial development, and urban open space.

The landscape would be altered even with development of the area in conformance with existing plans. In addition to single family neighborhoods which could be constructed under the current general plan, the alignment and profile of SR 168 will cause significant changes in the appearance as well as the pace of activity in the highway corridor, including the project site. Where it is above grade, it will be highly visible and will appear as a gateway to the project area.

Compared to single family housing, the R&T Park would bring about an extensive urban change to the area, replacing the rural landscape with a business park and the potential for multistory construction. Larger, taller buildings anticipated in the R&T Park will result in highly visible urban development that will form an urban skyline for nearby residents and travellers. Most directly impacted are residents of the existing single family subdivision located at the northwest corner of the R&T Park, especially those along the common property boundary. The potential for taller buildings adjacent to single family back yards could alter views for those residences and decrease back yard privacy. The proposal to develop a linear park along this common boundary will reduce most of these visual concerns to an insignificant level.

Proposed improvements to the Enterprise Canal will result in localized landscape improvements on the edge of the waterway which will improve adjacent property values and neighborhood quality. It is also anticipated to create a quality community-wide open space system which is associated with the project area but eventually is regarded as a feature of Clovis at large.

Most directly impacted are residents of the existing single family subdivision located at the northwest corner of the R&T Park, especially those along the common property boundary. The potential for taller buildings adjacent to single family back yards could alter views for those residences and decrease back yard privacy. The proposal to develop a linear park along this common boundary will reduce most of these visual concerns to an insignificant level.

### **Mitigation**

The following general guidelines are recommended for the R&T Park to be refined within subsequent development guidelines and the conditions of approval of future entitlements. Precise requirements will be imposed during zoning and/or site plan review stages with approval of a specific development plan.

1. ***Building Setbacks.*** A minimum distance of approximately 200 feet should be maintained between R&T structures and existing residences. This distance can be decreased if it can be demonstrated there will be no adverse visual or acoustic impacts on neighborhood residences.

- 
2. ***Building Heights.*** It is anticipated that most R&T uses will occupy either one-story spaces with interior heights of 18 feet or more, or one or two-story offices with interior heights of 10 to 12 feet per floor. Permissible building heights should therefore be limited to approximately 35 feet. Greater heights could be conditionally permitted with findings that the increased heights will not adversely affect nearby residences or other R&T Park tenants. For example, greater latitude can be provided sites east of Temperance Avenue that are more distant from existing residences. In such areas, tenants with more extensive office space needs could be allowed to consolidate such operations in 3-5 story buildings. Heights of up to 65 feet could be permitted for hotels to provide view rooms and identity from SR 168.
  
  3. ***Service and Outdoor Storage Areas.*** Exterior areas will be required for truck service operations, outdoor storage, and mechanical equipment. These outdoor operations should be well concealed from view of the public and adjoining land uses. Outdoor areas for truck operations should be located to avoid adverse noise, visual, and illumination impacts on nearby residences. Concealment and screening should be accomplished by use of any of the following:
    - buildings enveloping the outdoor service areas thereby providing for concealment of such areas;
    - perimeter 6-10 feet high walls architecturally coordinated with the primary buildings and site landscaping; or
    - screening by use of dense vegetative hedges, usually combined with walls or fences.
  
  4. As needed, additional measures limiting the time of operations will be required as conditions of approval for individual projects incorporated in covenants and restrictions. (For example, trucking operations could be limited to the hours of 7 am to 9 pm in those portions of the site where neighboring residences would potentially subjected to undesirable noise levels during the more sensitive evening and early morning hours.)

5. **Parking.** Parking areas shall be well landscaped with trees provided along the perimeter and interior of multi-aisle parking areas such that the trees form an overhead canopy providing sun and rain protection for the majority of the parking spaces. Parking areas adjoining public rights-of-way should be set back a minimum of 15 feet from the right-of-way and the setback areas landscaped to partially screen the parked vehicles. The landscaping should be coordinated with street landscaping to achieve an attractive, unified landscape appearance.
  
6. **Signage.** Consistent with the City's existing sign regulations, an integrated signage program shall be prepared for each development parcel. The signage program shall be provide for the following signage easily identifying: (1) the facilities and major public entrances from major roadways; (2) identification of individual building names or numbers upon arrival within the site; (3) directory signs identifying the location of major tenants or facilities, and (4) directional signage for parking and vehicular and pedestrian circulation. Signs shall be designed to be easily legible and well-coordinated with the landscape and building design of R&T facilities.

#### **Level of Significance Following Mitigation**

With implementation of the setback, buffering, building height, screening, parking and signage proposals of the R&T Park plan, potential visual impacts will be reduced to a less than significant level.

### **3.5 PUBLIC SERVICES**

#### **Significance Criteria**

Appendix G of the CEQA Guidelines contains the following criteria for determining significant impacts on public services:

- (a) breach published national, state, or local standards relating to solid waste or litter control
- (b) Substantially degrade or deplete groundwater resources
- (c) Extend a sewer line with capacity to serve new development

#### **A. FIRE PROTECTION**

Fire protection within the project area is provided by the Clovis Fire Department. The Clovis Fire Department also has a mutual aid agreement with the Fresno County Fire Protection District and also with the Fresno Fire Department. The Clovis Fire Department's goal is to maintain a five minute response time to all emergencies 90% of the time.

The Clovis Fire Department has the responsibility for emergency preparedness and disaster planning. In addition, the department trains and responds jointly with the City of Fresno hazardous materials team for hazardous materials spills.

A Fire Protection Master Plan was prepared by the Clovis Fire Department in 1988 and identified the need for three additional stations within the City's Sphere of Influence. One has been constructed and the other two remain in the planning stage. A station planned near the Armstrong Avenue and Nees Avenue intersection (Station # 35) would most directly serve the project area and is expected to be constructed within the next 4-5 years.

#### **Impacts**

Implementation of the R&T Park could adversely impact the Clovis Fire Department's ability to provide adequate fire service. The business park would result in an increased demand for services including additional personnel, equipment (including equipment for fire suppression in multi-story buildings), and facilities. According to Fire Chief Jim Schneider, a 105 foot aerial ladder will soon be put into service, most likely at Station #31 at Bullard Avenue and Fowler Avenue. This equipment will adequately serve taller buildings in the R&T Park.

Implementation of General Plan policies and actions help alleviate adverse impacts associated with both increased demand on existing fire service providers and increased population at risk for fire hazards. Specifically, Goal 3, Policy 3.1 and 1.5 and related actions from the Public Safety Element help reduce impacts.

### **Mitigation**

1. The City of Clovis will work with the Clovis Fire Department to ensure future projects meet necessary fire safety and structure standards.

### **Level of Significance Following Mitigation**

With implementation of the recommended mitigation measure, potential impacts to fire protection services will be reduced to a less than significant level.

### **B. POLICE SERVICE**

Police services are provided by the Clovis Police Department from the Civic Center. The department has established a level of service standard of 1.46 sworn officers per 1,000 population. Response times within the City boundaries for Priority 1 calls is less than five minutes.

### **Impacts**

Continued development as anticipated in the project area could adversely impact the Clovis Police Department to provide police service as noted. The department has experienced a continuous growth in service population over the past 30 years and expects growth trends to continue. The department would be prepared to handle continued growth in the project area as long as impacts are mitigated.

When compared to residential development, business parks result in fewer calls per acre. The nature of calls also changes from primarily domestic disturbances to crimes against property such as burglary.

The General Plan contains several policies and actions which encourage the development of adequate police facilities as areas develop. Specifically, Goal 3, Policy 3.3 and related Actions help mitigate impacts police services.

### **Mitigation**

1. The City will require new developments to ensure that adequate police service facilities and personnel are maintained to provide service at sufficient levels.



- 
2. The City will encourage the design of public and private spaces to minimize opportunities for criminal activity in all future projects.

#### **Level of Significance Following Mitigation**

With implementation of the recommended mitigation measures, potential impacts to police protection services will be reduced to a less than significant level.

#### **C. WATER**

The City depends totally on groundwater as the supply source for domestic water. The groundwater is tapped by numerous wells located throughout the City and is then pumped, on demand, to supply the City's water consumption needs.

Presently, withdrawal of groundwater within the Fresno/Clovis metropolitan area exceeds the amount replenished to the groundwater by recharge. This overdraft amounts to approximately 5,000 to 10,000 acre feet of water per year.

Water supply wells of the City discharge water into a water distribution main grid which is based on a minimum of 12" water mains spaced at half mile intervals. These mains transmit water throughout the community and supply the City's existing water storage facilities.

The project area is partially served by a water distribution system. A 12" main is located in Herndon Avenue which connects to a 14" main in Armstrong Avenue. This main is downsized to a 12" main which serves the existing subdivision located on Armstrong Avenue just northwest of the project area.

Water quality has generally been excellent although wells west of the site have had DBCP and EDB concentrations discovered in the groundwater. Contaminated wells have either been shut down or have had well head treatment facilities constructed. Anticipated future water quality regulations established by the state and federal government may require some form of well head treatment at all public water wells owned and operated by the City.

#### **Impacts**

Previous studies conducted by the City of Clovis have determined that the conversion of agricultural land to residential use can result in a decrease in land area water consumption requirements. As urbanization occurs on the project site, total water use is expected to slightly decline compared to agriculture, although domestic water will come from the underground rather than from surface supplies from the Fresno Irrigation District.

The Clovis Water Master Plan Update provides estimates of water use as shown below.

<u>Land Use</u>	<u>Acres</u>	<u>Ac. Ft./ac/yr</u>	<u>Total Ac. Ft/yr</u>
<b>Current Plan</b>			
Low Density	138	2.1	290
High Density	35.9	5.1	183
Park	2.8	2.8	<u>18</u>
			491 ac. ft.
<b>Proposed GPA99-5</b>			
Office/comm.	168.2	1.8	302
Park	12.0	2.8	<u>34</u>
			336 ac. ft.

At full buildout of current planned land uses, the project area would be expected to use approximately 491 acre feet of water annually for domestic purposes. Commercial and business park uses generally use less water than comparable acres of single family residential due to reduced requirements for domestic and landscaping uses. At use rates estimated by the Clovis Water Master Plan Update, the 180.2 acre R&T Park would require approximately 336 acre feet of water annually, a rate less than planned land uses.

In that an overall water balance was projected in the 1993 General Plan EIR for long term land uses in the community, the project will have no significant impacts on water supply. Overall water quality will be maintained by drilling new wells in areas known to avoid poor groundwater quality, by the use of treated surface water, by well head treatment, or a combination of the above.

The City's 1991 Water System Master Plan provides for a grid distribution of minimum 12" water lines throughout the service area. In addition to the main grid, internal distribution pipes than 12" will be installed by builders as the area develops. As the system expands, the City will add wells to supply new growth areas. Timing of the installation of upgraded pipelines would depend on the need to strengthen the grids to serve particular growth areas. According to preliminary Planning Department estimates, the expected water system improvements within the R&T Park will include 12" mains installed in Temperance Avenue and Alluvial Avenue by the City with smaller internal mains installed by future developers.

**Mitigation**

No additional mitigation measures are required.

**D. SEWER**

The City of Clovis has a total average wastewater conveyance of 16 million gallons per day, divided among four trunk sewers. These are the Peach trunk sewer (3.00 mgd); the Herndon trunk sewer (2.80 mgd); the Sierra trunk sewer (0.50 mgd); and the Fowler trunk sewer (9.57 mgd). The project site is located within the Fowler trunk sewer service area. The regional treatment plant operated by the City of Fresno has recently expanded its treatment capacity to 80 million gallons per day, sufficient to handle population growth to the year 2010. Clovis has agreed to purchase 3.0 million gallons of this capacity which should satisfy the City's growth needs for the next 10 years.

According to the City's Wastewater Master Plan Update, Phase I, all land within the City of Clovis and the present Sphere of Influence area, with one area of exception, has wastewater collection and conveyance service either available or planned. The area of exception is the Nees service area, located north and west of the project site.

Current sewer collection lines in the project area are limited to a 24" line in Armstrong Avenue serving the residential subdivision just northwest of the project site, a 24" line in Alluvial extending 1/4 mile east of Armstrong, and a 24" line extending from that point south between Alluvial and Toll House.

**Impacts**

The Wastewater Master Plan Update, Phase I provides estimates of wastewater generation as shown below.

<u>Land Use</u>	<u>Acres</u>	<u>Mgd/Ac/d.</u>	<u>Total Mgd</u>
<b>Current Plan</b>			
Low Density	138	.00073	.10074
High Density	35.9	.00376	.134984
Park	2.8	.000	<u>.000</u>
			.22024 mgd

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Proposed GPA99-5

Office	156.2	.00120	.18744
Commercial	20.0	.00140	.02800
Park	12.0	.0000	<u>.000</u>
			.21544 mgd

At full buildout at planned land use, the project area would generate approximately 220,240 gallons of wastewater per day. Commercial and business park uses usually generate less wastewater than comparable acres of single family residential due to reduced domestic requirements. From the above analysis, the 180.2 acre R&T Park would generate approximately 215,440 gallons of wastewater daily, a rate slightly less than planned land uses. In that the treatment and collection system can accommodate planned use, the proposed project would not have significant impacts of sewer service.

The Wastewater Master Plan Update, Phase I proposes a planned system of wastewater collection facilities to serve growth within the City's planned Sphere of Influence expansion. According to preliminary Planning Department estimates, a 20" line would be installed in Alluvial Avenue connecting to an 8" line in Temperance Avenue. This line would eventually be connected to a 10" line in Nees Avenue. These primary collection facilities would be constructed by the City with smaller collection lines constructed by individual builders as development occurs within the project area.

**Mitigation**

No additional mitigation measures are required.

**E. SOLID WASTE**

The City of Clovis Department of Public Works, Solid Waste Division, provides solid waste disposal services. The Clovis landfill is owned and operated by the City of Clovis. Approximately 35,000 tons of solid waste are disposed of at the landfill annually. An additional 40,000 tons generated in the City are disposed of at other landfills. Currently, adequate disposal site capacity exists for the City and its Sphere of Influence.

In order to meet the requirements of reduced solid waste disposal at landfills, the City has instituted single family, multifamily and commercial/industrial recycling programs. Hazardous, toxic, and biological waste is collected by various haulers and taken to disposal sites outside the local area.

## Impacts

According to the Solid Waste Generation Study for Fresno Counties and Cities, residential uses generate 2.26 tons of solid waste per acre per year. Existing planned land uses include 173.9 acres of residential use. These uses would therefore generate approximately 393 tons of solid waste per year. The 180.2 acre R&T Park would generate an estimated 294 tons per year (using the commercial generation rate of 1.63 tons/acre/year from the Solid Waste Generation Study for Fresno Counties and Cities). The proposed project would therefore generate less solid waste than planned land uses, reducing potential impacts to an insignificant level.

R&T Parks can generate hazardous and/or toxic solid waste. All uses would be required to file a business plan with the Fresno County Environmental Health Division for disposal of such waste.

Schools

## Mitigation

No additional mitigation measures are required.

## F. SCHOOLS

The project area is served by the Clovis Unified School District.

## Impacts

The proposed business park will have less of an impact on the District than the existing residential designation in terms of student generation. However, new commercial and industrial development does affect the District by generating employees. The children of employees living in the District will need to be housed in District schools.

The Clovis Unified School District currently levies a development fee of \$0.31 per square foot for commercial and industrial development. Any new development on the subject property will be subject to the development fee in place at the time fee certificates are obtained.

## Mitigation

No additional mitigation measures are required.

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## **G. DRAINAGE**

Drainage and flood control services are provided to the site by the Fresno Metropolitan Flood Control District. The District's Storm Drainage Master Plan for this area is shown in Figure 3.5-1.

### **Impacts**

The drainage facilities for the portion of the proposed business park lying within Drainage Area "7H" (east of Temperance Avenue and south of the Enterprise Canal) were designed to serve High Density Residential and Open Space park uses, consistent with the 1993 Clovis General Plan. The storm drain has been installed downstream of this site and will need to be studied to determine whether or not capacity is available to accommodate the increased runoff from the proposed land use.

The portion of the business park which lies west of Temperance Avenue and north and south of Alluvial Avenue is located within Drainage Area "7D". The drainage system planned to serve this areas is designed for Medium Density Residential land uses, consistent with the 1993 Clovis General Plan. A portion of the storm drain system to serve this area has been constructed downstream and does not have capacity to serve this proposed land use.

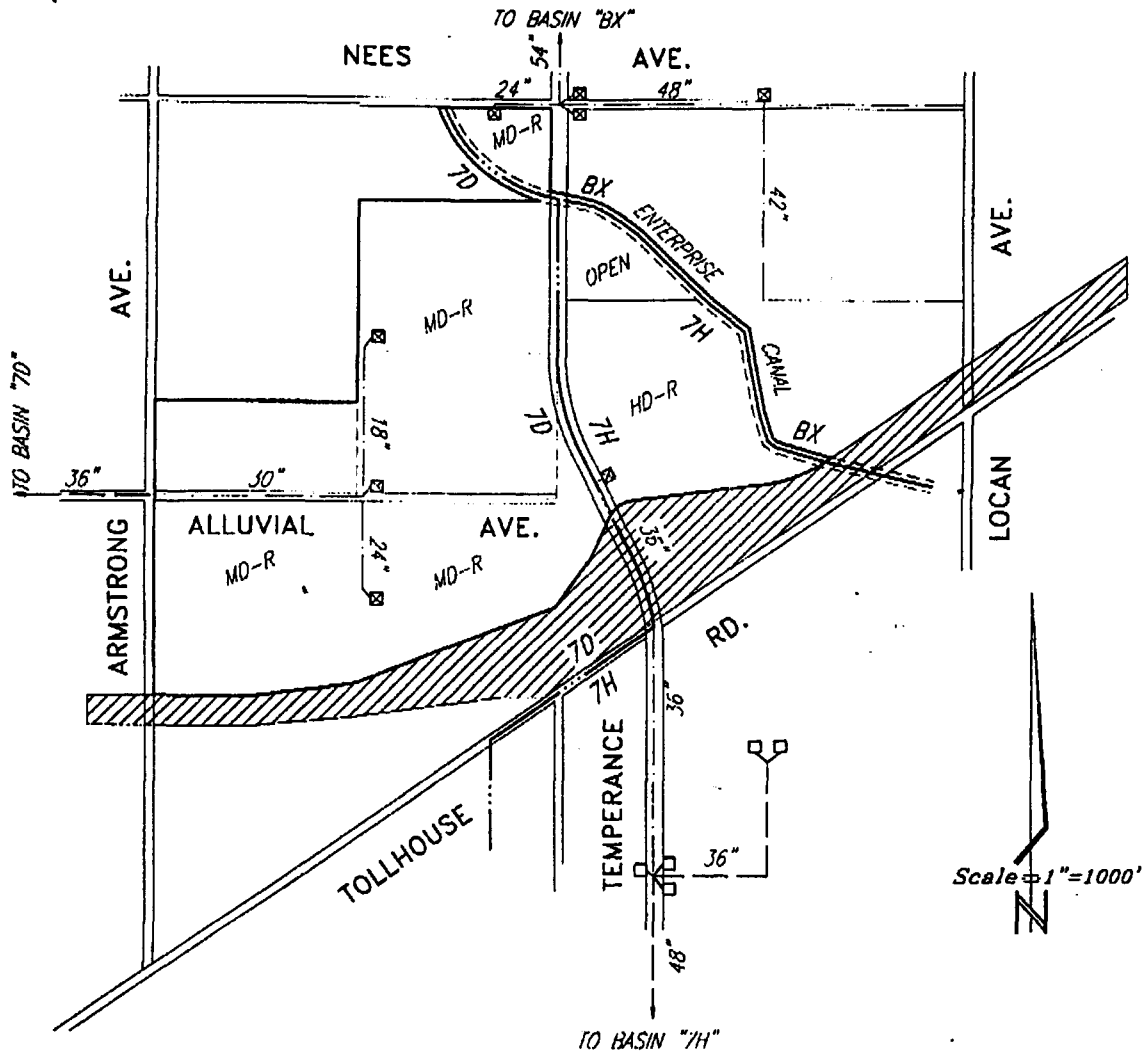
The portion of the R&T Park which lies north of the Enterprise Canal and west of Temperance Avenue is within Drainage Area "BX". The District's system in Drainage Area "BX" has not been constructed and can be modified to accommodate the proposed use.

If the proposed land uses are adopted, it would be necessary to mitigate the impact of the land use changes on the Drainage Area "7D" system and possibly the Drainage Area "7H" system. These mitigation measures could be implemented either on an area wide basis for the entire business park or on each individual development as it is developed. The cost of mitigation of the drainage impacts would not be considered Master Plan costs and therefore would not be eligible for drainage fee credit or reimbursement by the District.

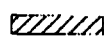



### **Mitigation**

1. Construction of on-site detention ponds to reduce the peak flows from the development to that anticipated in the design of the existing Master Plan storm drainage facilities.

Figure 3.5-1



**LEGEND**

-  PROPOSED GWY 168 ALIGNMENT
-  Existing Master Plan Facilities
-  Future Master Plan Facilities
-  Drainage Area Boundary

- 1995 GENERAL PLAN AND  
FMPCD SYSTEM DESIGN LAND USE
- HD-R HIGH DENSITY RESIDENTIAL
  - MD-R MEDIUM DENSITY RESIDENTIAL
  - OPEN OPEN SPACE PARK

PROPOSED RESEARCH  
AND TECHNOLOGY  
BUSINESS PARK



EXHIBIT NO. 1  
FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

2. Implementation of landscaping and open space areas of sufficient size to make the runoff characteristics of the site equivalent to those anticipated by the design of the existing Master Plan storm drainage facilities.
3. Construction of non-Master Plan facilities to increase the system capacity of the District's system.
4. The District shall review and approve any improvement plans and method of providing the proposed mitigation.

**Level of Significance Following Mitigation**

With implementation of the recommended mitigation measures, potential drainage impacts will be reduced to a less than significant level.



## **4.0 ENVIRONMENTAL INFORMATION**

### **4.1 PROJECT ALTERNATIVES**

In accordance with Section 15126 of the CEQA Guidelines, the EIR must analyze a range of reasonable alternatives to the proposed project that could feasibly attain the objectives of the project. The CEQA Guidelines provide the following direction for analysis of the alternatives.

- Describe a range of reasonable alternatives to the project, or to the location of the project.
- Evaluate the comparative merits of the alternatives.
- If there is a specific proposed project, as in the case of the R&T Park, explain why other alternatives were rejected in favor of the proposal.
- Focus on alternatives capable of eliminating significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.
- If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.

The proposed R&T Park project described in Chapter 2 of this EIR is considered the "project" and has been analyzed in detail in previous chapters. Two alternatives to the project are described to meet CEQA requirements and to provide a basis for further understanding of project environmental affects. The two alternatives to the proposed project include No Project (required by CEQA), and a R&T Park with reduced development.

#### **A. No Project**

Under the No Project alternative, the project site would remain in its existing condition with designations for high density and low density residential uses. As discussed in the Land Use section, up to 945 residential uses could be constructed with associated park and open space uses.

It is likely that development would occur at somewhat faster rate with the No Project alternative as the demand for residential development continues strong within the Clovis community while the market for research and technology uses is less certain.

**Land Use.** With the No Project alternative, policies of the Clovis General Plan and Herndon-Shepherd Specific Plan as currently adopted would guide site development. Land use conflicts would not be appreciably greater as the buffering effects of SR 168, the Enterprise Canal and major streets would remain in effect. Agricultural soils would be impacted as with the proposed project. As with the proposed project, lands subject to Williamson Act contracts could not develop unless the contract is allowed to terminate under non-renewal provisions or the contract is canceled by the Clovis City Council.

**Traffic and Circulation.** Impacts to traffic and circulation would be less with the No Project alternative. AM peak hour traffic for the proposed project is estimated at 1,675 trips while the No Project alternative would generate an estimated 945 AM peak trips. PM peak hour trips would be slightly higher for the No Project alternative.

**Air Quality.** Both the proposed project and No Project alternative will generate dust during construction, requiring regulation by the SJVUAPCD. Both projects as well will exceed threshold limits established by the air district for ROG, NOx, and CO leading to unavoidable long-term air quality impacts.

**Urban Services.** As discussed in the EIR, the No Project alternative (residential) is likely to use more water for domestic purposes and generate more wastewater and solid waste than the proposed project. Drainage impact are greater with the proposed project due to the fact that systems in place were designed and constructed for residential purposes.

While fire protection impacts will be greater with the proposed project due to the need for specialized equipment for multistory buildings, impacts to police services and schools will be greater with the No Project alternative.

**Visual Resources.** Compared to the No Project alternative, the proposed project will not result in more adverse visual impacts given the mitigation measures to protect adjacent property owners.

#### **Increased Impacts as a Result of the Alternative**

Compared to the proposed project, the No Project alternative would increase

impacts in the following areas.

- o increased demand on water and wastewater systems
- o increased demand on police services
- o increased demand for school services

Due to these factors, it is determined that the No Project Alternative is not environmentally superior to the proposed project.

**B. R&T Park with Reduced Development**

A down-scaled alternative was developed for traffic analysis. The western most 53.5 acres would remain low density residential with 187 units and 565 persons. The 180.2 acre project area would then be developed as shown on the following table.

**Table 4.1-1  
R&T Park - Alternative Land Use**

Land Use	Acres	Density/Acre or FAR <sup>1</sup>	Units/Square Feet	Residents/ Employees
<b>Phase I</b>				
Hotel and Retail Center	20.0	.40 FAR	348,500 sq. ft.	730 employees <sup>2</sup>
Research & Technology	76.9	.35 FAR	1,172,420 sq. ft.	1,820 employees <sup>3</sup>
<b>Sub-total</b>	96.9 acres		1,520,920 sq. ft.	2,550 employees
<b>Phase II</b>				
Single Family Residential	53.5 acres	3.5 du/ac	187 units	
Research & Technology	29.8 acres	.35 FAR	454,330 sq. ft.	705 employees
<b>Total</b>	180.2 acres		1,975,250 sq. ft. 187 units	3,255 employees

<sup>1</sup> FARs from "Research and Technology Business Park Feasibility Study," Thomas Cooke Associates

<sup>2</sup> Council of Fresno County Governments factor of 36.38 employees per acre for community commercial

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<sup>3</sup> Council of Fresno County Governments factor of 23.66 employees per acre for business park

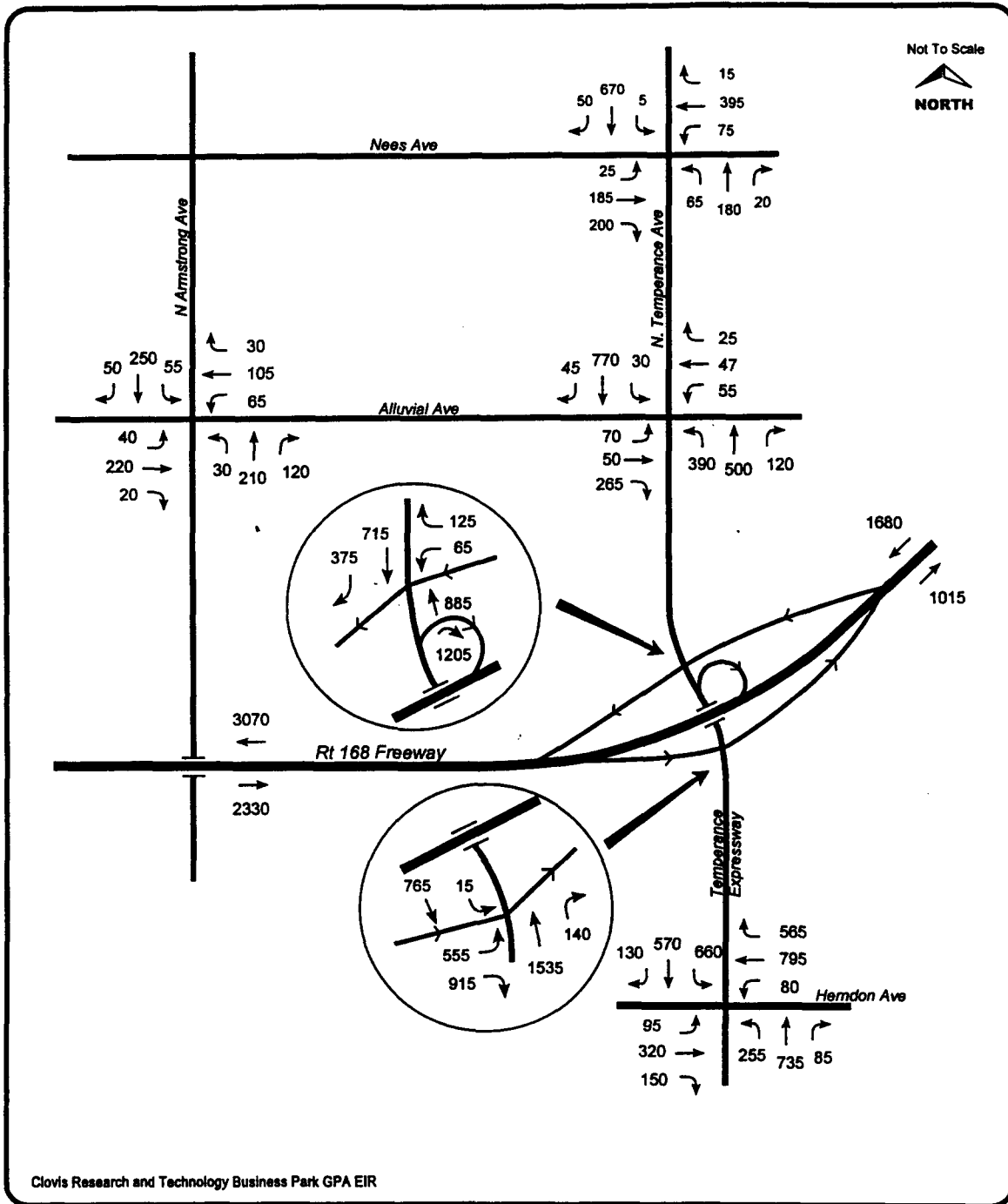
**Land Use.** With the Reduced Development alternative, land use conflicts would not be appreciably greater as the buffering effects of SR 168, the Enterprise Canal and major streets would remain in effect. Agricultural soils would be impacted as with the proposed project. As with the proposed project, lands subject to Williamson Act contracts could not develop unless the contract is allowed to terminate under non-renewal provisions or the contract is canceled by the Clovis City Council.

**Traffic and Circulation.** Impacts to traffic and circulation for the Reduced Development alternative were analyzed by Crane Transportation Group. The Reduced Development alternative would substitute 187 single family residential units for research and technology park uses on either side of Alluvial Avenue in the vicinity of Armstrong Avenue. Commercial center and hotel uses would stay the same as in the proposed project. Table 4.1-2 shows that the project alternative would be expected to generate 26,100 daily two-way gross trips (6% less than the project), with 1,240 inbound and 485 outbound trips during the AM peak traffic hour (19% less than the project on a two-way flow basis) and 935 inbound and 1,805 outbound trips during the PM peak traffic hour (11% less than the project on a two-way flow basis).

Reductions in gross trip generation by the commercial centers due to internal trips and passby trip capture would be expected to be about the same as for the proposed project. Year 2020 traffic model runs were conducted by the Council of Fresno County Governments for the proposed project alternative development. Resultant AM and PM peak hour total volumes including the project alternative are presented in Figures 4.1-1 and 4.1-2, respectively.

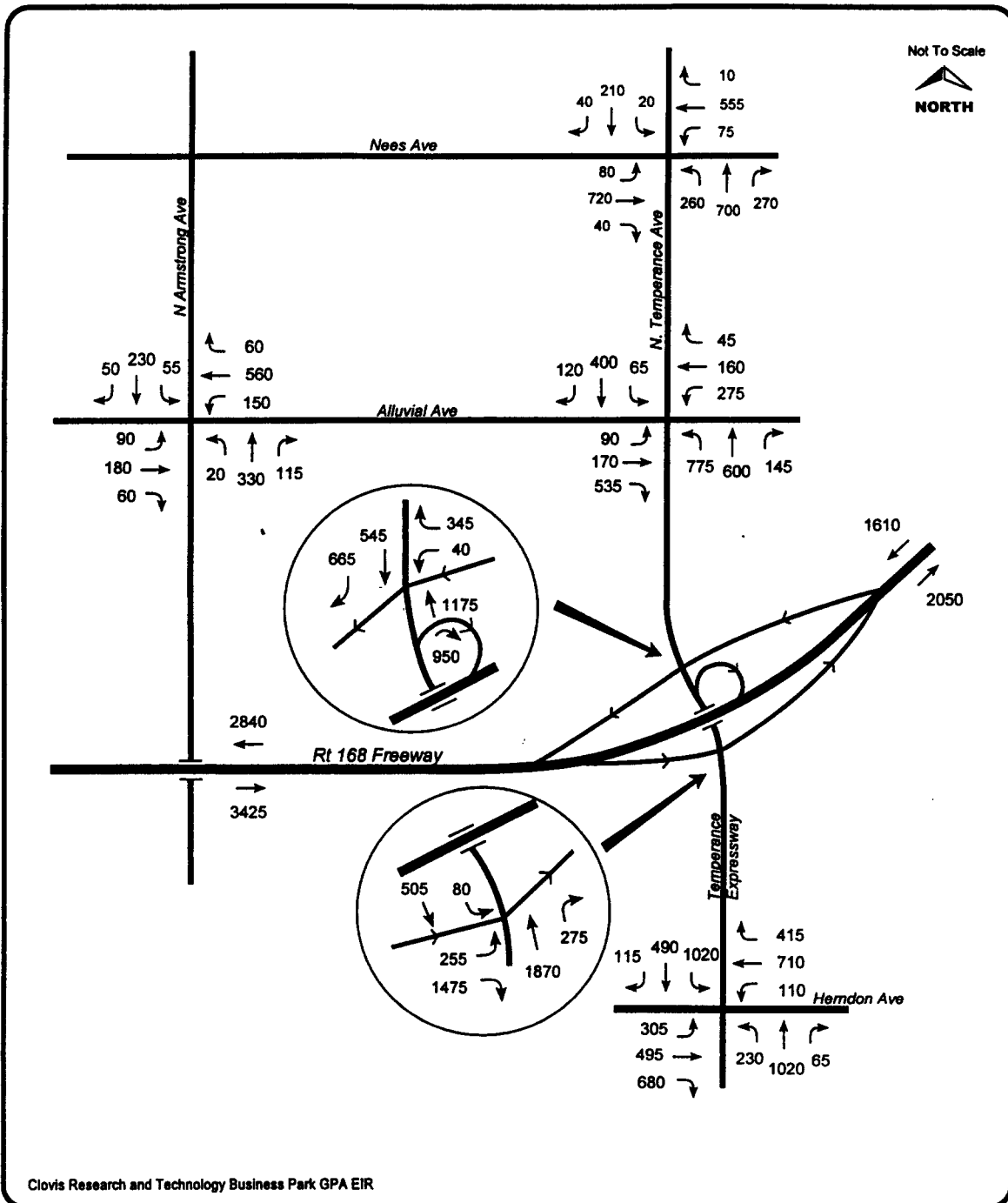
Table 4.1-3 shows that the project alternative would not significantly impact year 2020 AM or PM peak hour level of service at any analyzed intersection compared to the "without project" condition. At the Temperance Avenue/SR 168 Eastbound Ramps intersection where PM peak hour operation would be LOS F with the project alternative, total traffic passing through the intersection would be about 3% lower than with the "without project" development plan. Therefore, this would not be considered a significant impact. A significant impact would occur, however, along Temperance Avenue between the SR 168 Westbound Ramps and Alluvial Avenue intersections due to the lack of storage for northbound left turns on the approach to Alluvial Avenue. This would also be a significant impact for the proposed project.

Table 4.1-4 shows that the project alternative would not produce significant impacts on any segment of the SR 168 freeway or expressway in the vicinity of the Temperance Avenue interchange.



CRANE TRANSPORTATION GROUP

**Figure 4.1-1**  
Year 2020 AM Peak Hour  
Base Case + Project Alternative Volumes



CRANE TRANSPORTATION GROUP

**Figure 4.1-2**  
**Year 2020 PM Peak Hour**  
**Base Case + Project Alternative Volumes**

**Table 4.1-2**  
**PROJECT ALTERNATIVE GROSS TRIP GENERATION**

PHASE	USE	SIZE	DAILY TWO-WAY TRIPS		AM PEAK HOUR TRIPS				PM PEAK HOUR TRIPS							
			Rate	Vol	Rate	Vol	INBOUND		OUTBOUND		Rate	Vol	INBOUND		OUTBOUND	
							Rate	Vol	Rate	Vol			Rate	Vol	Rate	Vol
I	Research & Technology	1820 emp	2.77	5040	.37	675	.06	110	.04	75	.37	675				
	Motels (2)	200 rooms	9.11	1820	.23	45	.41	85	.31	65	.27	55				
	Community Commercial (2 centers)	135,900 SQ FT 108,000 SQ FT	*	8310	**	120	**	75	***	330	***	400				
	SUBTOTAL PHASE I			22,340		945		335		785		1475				
II	Research & Technology	705 emp	2.77	1,960	.37	260	.06	45	.04	30	.37	260				
	Single Family Residential	187 units	9.6	1800	.19	35	.56	105	.65	120	.36	70				
I & II	TOTAL PROJECT			26,100		1,240		485		935		1,805				

\*  $\ln(T) = 0.643 \ln(X) + 5.866$   
 \*\*  $\ln(T) = 0.596 \ln(X) + 2.329$  (61% in/39% out)  
 \*\*\*  $\ln(T) = 0.660 \ln(X) + 3.403$  (48% in/52% out)  
 Ln=Natural Log  
 T=Trips  
 X=Size in 1,000 square feet

**Table 4.1-3**

**INTERSECTION LEVEL OF SERVICE (WITH THE PROJECT & PROJECT ALTERNATIVE)  
YEAR 2020**

INTERSECTION	WITHOUT PROJECT		WITH PROJECT		WITH PROJECT ALTERNATIVE	
	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
N. Temperance Ave/ Nees Ave (signal)	B-11.5 <sup>(1)</sup>	B-12.9	B-10.3	C-20.3	C-15.7	C-19.5
N. Temperance Ave/ Alluvial Ave (signal)	A-5.0 <sup>(1)</sup>	B-13.6	C-18.4	D-38.7	C-16.1	D-37.0
N. Temperance Ave/ S.R.168 WB Ramps (signal)	A-3.4 <sup>(1)</sup>	B-7.0	A-4.7	B-9.5	A-4.0	B-8.0
N. Temperance Ave/ S.R.168 EB Ramps (signal)	C-24.8 <sup>(1)</sup>	F	C-21.7	F	C-20.3	F
N. Temperance Ave/ Herndon Ave (signal)	C-19.3 <sup>(1)</sup>	D-36.4	C-19.3	D-32.6	C-19.4	D-35.8
N. Armstrong Ave/ Alluvial Ave (signal)	B-9.3 <sup>(1)</sup>	B-11.9	B-9.8	B-14.0	B-9.5	B-12.4

<sup>(1)</sup> Signalized Level of Service—Average Vehicle Delay in Seconds.

Source: Crane Transportation Group



**Table 4.1-4**

**S.R. 168 FREEWAY AND EXPRESSWAY LEVEL OF SERVICE  
(WITH THE PROJECT AND PROJECT ALTERNATIVE)  
YEAR 2020**

LOCATION	WITHOUT PROJECT		WITH PROJECT		WITH PROJECT ALTERNATIVE	
	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
West of N. Temperance Ave. (freeway)	DC <sup>(1)</sup>	C/E (53.4) <sup>(3)</sup>	D/C	D/E (53.1) <sup>(3)</sup>	D/C	D/E (53.5) <sup>(3)</sup>
East of N. Temperance Ave. (expressway)	B/A <sup>(2)</sup>	B/C	B/A	B/C	B/A	B/C

- <sup>(1)</sup> Freeway Level of Service–Westbound/Eastbound
- <sup>(2)</sup> Expressway Level of Service–Westbound/Eastbound
- <sup>(3)</sup> (53.4) = Speed of Prevailing Traffic with LOS E Operation.

*Analysis Methodology: 1994 Highway Capacity Manual*

*Source: Crane Transportation Group*

On the one segment of freeway projected to be operating unacceptably at LOS E for “without project” conditions (eastbound directions–PM peak hour–west of Temperance Avenue), operation would remain LOS E with the project alternatives. However, the volume level would be slightly lower with the project alternative and the speed of prevailing traffic would be slightly higher.

Concerns regarding access to project development along Alluvial Avenue, Temperance Avenue, Nees Avenue and Armstrong Avenue would be the same as for the proposed project (i.e. major access locations and potential signal/sign control would need to be approved by the City Engineer during the planning process).

The same mitigation measures would be required for the Reduced Development alternative as for the proposed project.

*Air Quality.* Air quality impacts would be similar for both projects as both would exceed threshold limits established by the SJVUAPCD and result in significant unavoidable air quality impacts.

*Urban Services.* The Reduced Density alternative is likely to use more water for domestic purposes and generate more wastewater and solid waste than the proposed project due to the residential component. Drainage impacts are greater with the proposed project due to the fact that systems in place were designed and constructed for residential purposes.

While fire protection impacts will be similar for both alternatives due to the need for specialized equipment for multistory buildings, impacts to police services and schools will be greater with the Reduced Development alternative given the residential component.

*Visual Resources.* Compared to the Reduced Development alternative, the proposed project will not result in more adverse visual impacts given the mitigation measures to protect adjacent property owners.

### **Increased Impacts as a Result of the Alternative**

Compared to the proposed project, the Reduced Development alternative would increase impacts in the following areas.

- increased demand on water and wastewater systems
- increased demand on police services
- increased demand for school services

Due to these factors, it is determined that the Reduced Development Alternative is not environmentally superior to the proposed project.

## **Conclusion**

The hierarchy of alternatives from highest to lowest environmental ranking would be as follows:

- Proposed Project                      Fewer Impacts
- Reduced Development
- No Project                              Greater Impacts

## **4.2 GROWTH INDUCING IMPACTS**

Section 15126(g) of the CEQA Guidelines states that an EIR should discuss "...the ways in which the proposed project could foster economic development or population growth, or the construction of additional housing, either directly or indirectly in the surrounding environment".

The growth inducing impacts of the R&T Park would be limited to direct employment increases. According to analysis in this EIR, the project would provide up to 4,520 jobs. It is possible that some employees who do not already live nearby would seek housing in Clovis or in neighborhood communities. The potential increase in demand for housing would not, however, be expected to cause a significant housing impact, especially given the project's projected 15 year buildout. In addition, these employees could generate demand for additional retail and other services in the project vicinity; this would also be considered a less than significant impact.

## **4.3 UNAVOIDABLE SIGNIFICANT ADVERSE EFFECTS**

Section 15126 of the CEQA Guidelines states that "unavoidable significant adverse impacts" are those significant impacts for which no mitigation has been identified in the EIR that would reduce the impacts to a less than significant level. The EIR has identified the following unavoidable significant adverse effects:

- Project related regional air emissions exceeding the San Joaquin Valley Unified Air Pollution Control District' thresholds of significance.

- 
- Conversion of prime agricultural soils to urban use. The City Council adopted previous Findings of Fact and Overriding Considerations in this regard with approval of the Clovis General Plan and Herndon-Shepherd Specific Plan.

#### **4.4 IRREVERSIBLE ENVIRONMENTAL CHANGES**

Section 21100(b)(2)(B) of CEQA requires that an EIR identify any significant irreversible environmental changes that would result from implementation of the project. Section 15126 (f) of the CEQA Guidelines suggests that irreversible environmental changes may involve uses of non-renewable resources or irreversible damage resulting from environmental accidents. The project would convert agricultural soil with development. However, the City Council has previously determined that the benefits of urban development at the project location outweigh the possible adverse effects of such conversion.

#### **4.5 CUMULATIVE IMPACTS**

Section 15255 of the CEQA Guidelines defines "cumulative impacts" as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts". In the case of the proposed project, cumulative impacts could result from the project impacts in combination with other recently approved and pending development in the City of Clovis. The cumulative effects of the project and surrounding development are discussed where applicable in Chapter 2 - Traffic and Circulation, and Chapter 3 - Air Quality.

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## 5. SOURCES CONSULTED

### City of Clovis

Michael R. Waiczis, AICP, Associate Planner, Planning and Development Services Department

Alan Weaver, City Engineer, Public Works Department

John Wright, AICP, Director of Planning and Development Services, Planning and Development Services Department

Michael Dozier, Director, Clovis Community Development Agency

Jim Schneider, Fire Chief, Clovis Fire Department

### Other

Mike Bitner, Senior Transportation Planner, Council of Fresno County Governments

Shari Ehlert, Caltrans District 6

Mark Birnbaum, Caltrans District 6

David Mitchell, Environmental Planner, San Joaquin Valley Unified Air Pollution Control District

### Documents

1993 Clovis General Plan

Herndon-Shepherd Specific Plan

Clovis Municipal Code - Zoning Ordinance

Wagstaff and Associates, Sierra Vista Regional Shopping Center Expansion Draft EIR, April 1998.

Blair, Church and Flynn, City of Clovis Wastewater Master Plan Update, Phase 1-B, November 1996.

Kenneth D. Schmidt & Associates, The City of Clovis Water Master Plan Update, Phase II, Facilities Plan, March 1999.

Caltrans, Draft Environmental Impact Statement/Environmental Impact Report, Route 168 Between Route 180 and Temperance Avenue.

CH2M Hill, 1991 Water System Master Plan, February 1991.

Thomas Cooke Associates, City of Clovis Research and Technology Business Park Feasibility Study, July 1998.

**Appendix A**  
**City of Clovis**  
**Research and Technology Business Park Feasibility Study**  
**Executive Summary**

# 1. EXECUTIVE SUMMARY

## STUDY PURPOSE AND SCOPE

The Clovis Research and Technology Business Park Feasibility Study was conducted to determine if development of the approximately 140-acre study area shown below (hereafter referred to as the R & T Park site), is feasible and beneficial to the City. The feasibility study was undertaken for the City of Clovis by Thomas Cooke Associate, community planners and urban designers (Oakland, California) in association with Economic Planning Systems, real estate economists (Berkeley, California.) Additional technical assistance on site and building space requirements of technology-based firms was provided by ADD, Inc. architects (Cambridge, Massachusetts and San Francisco, California).

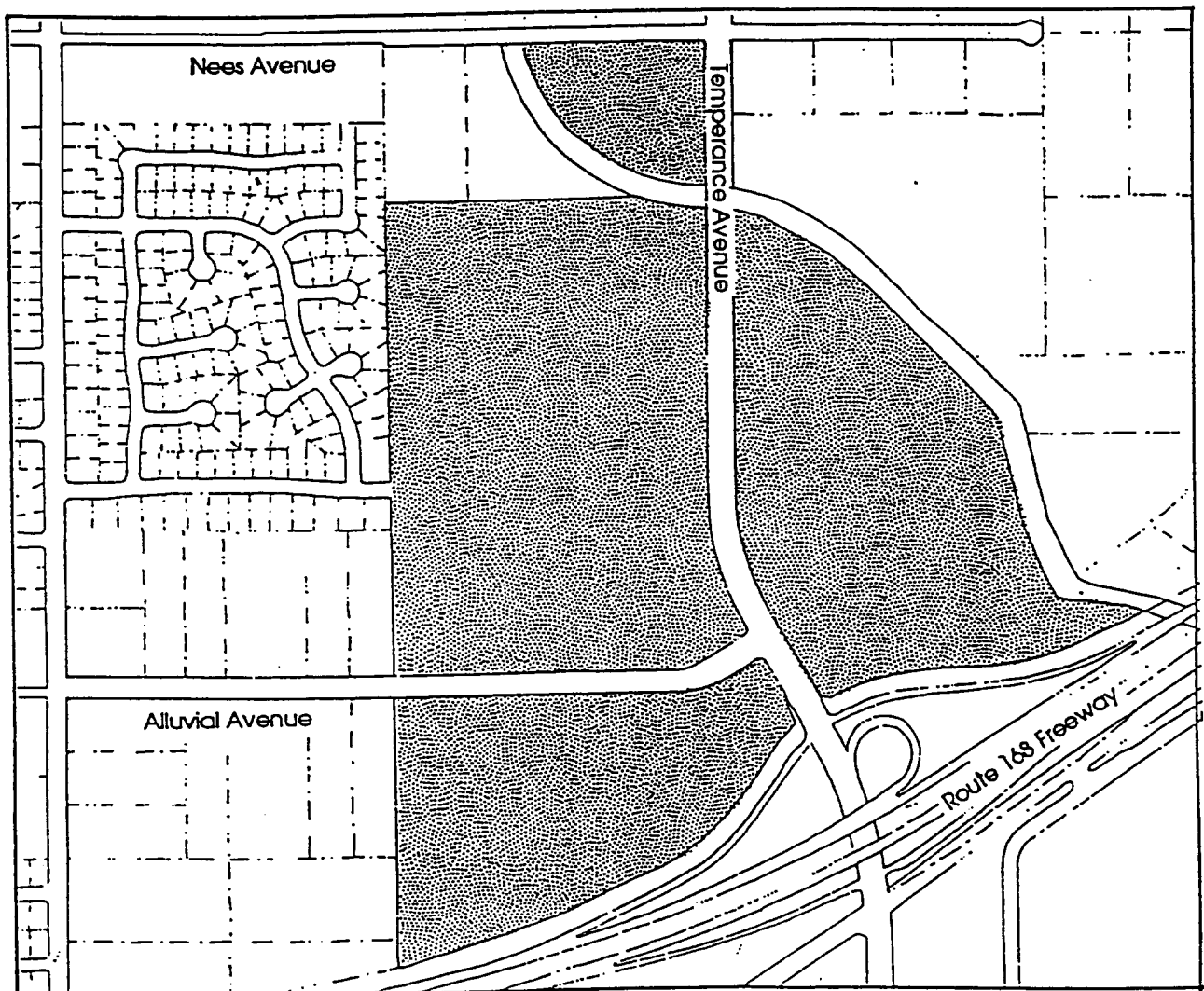


Figure 1-1 STUDY AREA

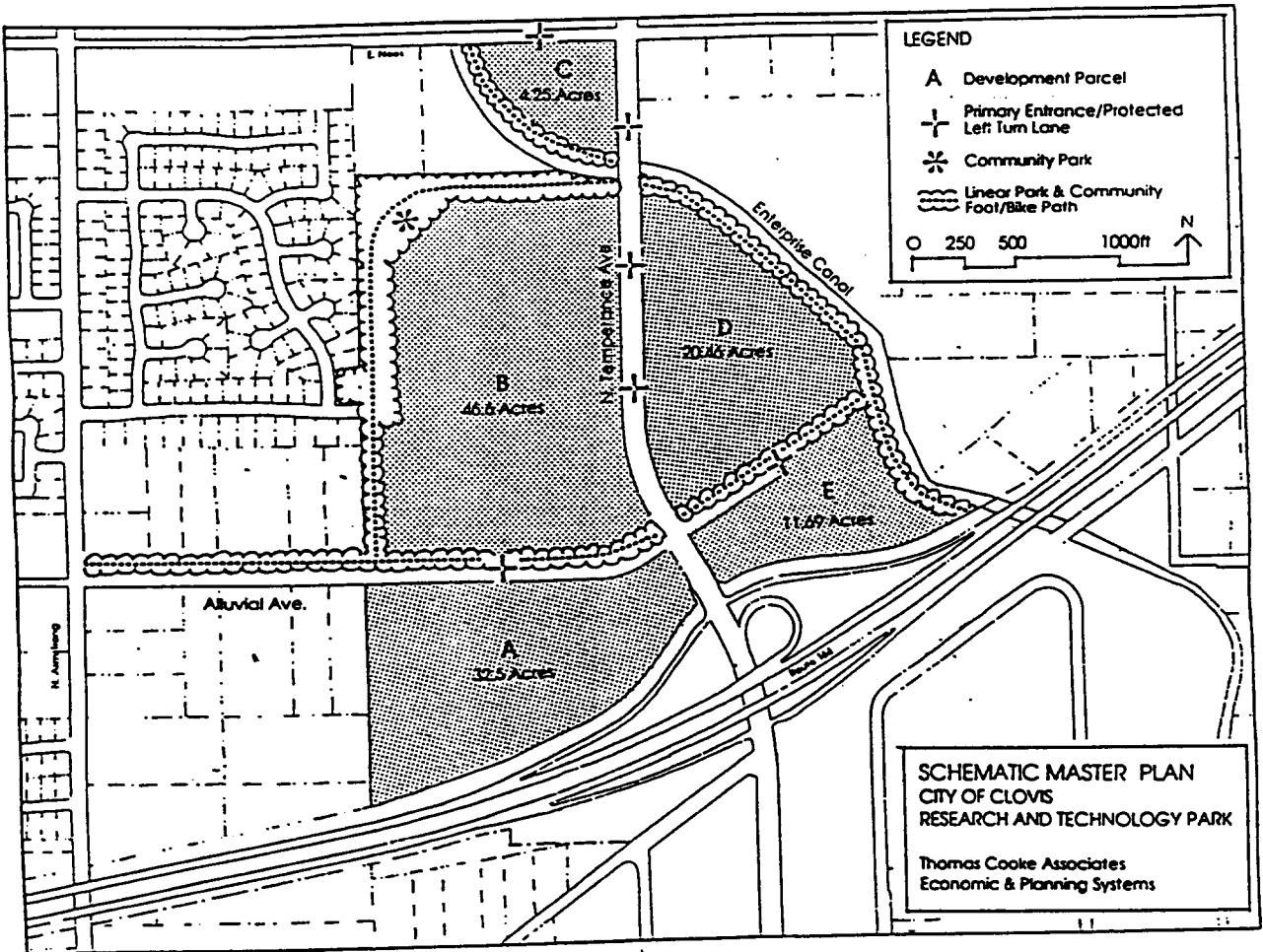


Figure ES-2

The study examined five basic questions.

1. Are the physical characteristics of the site suitable for construction of major research and technology-based uses? The factors examined include regional and local accessibility, potential for providing development sites of sufficient size to accommodate space needs of major users, and ability to provide required infrastructure in a timely and cost competitive manner.
2. Is the market demand for research and technology-based development sufficient to justify amending the City's current General Plan residential designations for the R&T Park site?
3. Is there sufficient market demand to justify designating the site for research and technology-based uses and can the R&T Park site compete with other business parks in the Fresno/Clovis metropolitan area?



of acquiring the entire subject site and acting as master developer. The third target group would be hotel developers and operators and retail developers with the capability of developing the southeast portion of the site for a hotel and retail center.

- ✓ *Owner Participation Program.* Concurrent with the above programs the City should undertake a program to involve and inform property owners as to the methods by which they can participate in development of the R&T Park. In this role the City would also serve as necessary as an intermediary between property owners and prospective tenants and investors.
- ✓ *Financing Program.* Development fees in the order of \$71,000 per acre will pay for future R&T Park site developers' fair share of the cost for improvement of Alluvial Avenue, Temperance Avenue, off-site storm drainage facilities, water and sewer facilities, and park improvements. These fees, however, do not cover the full cost of improvements for parks nor for Alluvial and Temperance Avenues, which serve a much broader area. The financing program, therefore, would identify and select methods, such as securing of grants and use of an assessment mechanism, for financing construction of all roads, infrastructure, and park improvement required for marketing and developing the R&T Park site.

## PROS AND CONS OF R&T DEVELOPMENT

The key findings described below are structured as responses to questions that have been asked about the economic and market feasibility of an R&T park, the implications of the development on area landowners, neighboring residents, and the City, and the type of actions likely to promote such a development. These commonly asked questions are listed below, followed by answers implied by the findings from this analysis.

1. *What is the probability that an R&T park at the project site will be able to attract the type of high-technology firms necessary for its success?*

Given current market conditions, site characteristics, and the planning status of the project area, the probability that a high-technology user(s) would seek to locate at the site in the near term future is unlikely. Consequently, the overall development feasibility of an R&T park should be considered opportunistic and a mid- to long-term goal. The following points underscore this conclusion:

- ✓ *Market Conditions.* Current market conditions for R&T uses in the Fresno Region are the single largest barrier to successful development of an R&T park in the near term. At present the market for research and development or related high-technology building space (e.g., "office flex") in the Fresno area is virtually nonexistent. The Region's relatively small and undeveloped high-technology sector, in turn, inhibits further growth since the firms in this field are generally attracted to areas with an existing nucleus of related businesses and economic activity. In addition, high vacancy rates, relatively low lease rates, and an abundant supply of land in the region have suppressed prices for office and industrial land in general. These factors make it unlikely that a private land

developer would invest in the site on a speculative basis.

- ✓ Site Characteristics. The project site is not located immediately within the existing clusters of office or industrial activity in the Fresno area. In addition, the site is currently not well served by business-supporting services and amenities, nor well positioned with regard to the existing transportation networks. However, the setting provided by the project site's location and the pleasant residential neighborhoods and quality of life in Clovis will be appealing to selected high-technology tenants. In addition, the planned extension of Route 168 in the year 2001 and associated interchange improvements will significantly enhance the site's access, visibility, and development potential. Site-related improvements will still be required; however, these costs fall within a normal range for such improvements and public/private investment strategy can reduce costs to the private end-users.
- ✓ Planning Status. The site is currently designated for residential use in the General Plan and will require amending the General Plan. The site is also within the Herndon - Shepherd Specific Plan area and thus is also subject to that Plan's standards and guidelines. Approximately 70 percent of the site is under Williamson Act contracts and no applications have been filed for non-renewal. Consequently, the contracts still remain in effect for 10 years. In order to permit development prior to the current expiration date of the contracts, the City Council must approve cancellation of the contracts in accordance with conditions and limitations contained in the California Land Conservation Act (Government Code Section 51282 et. seq.). Timely planning approvals will require time and effort on the part of the City to prepare and process the necessary documentation including CEQA review, the General Plan amendment and preparation of a Specific Plan. As in any major planning decision this process should also achieve public consensus regarding the creation of the R&T Park.

Due to the issues described above, the R&T Park should be regarded as an economic development-oriented project requiring substantial public sector involvement and participation. The probability of success associated with such an effort will depend to a large degree on the type, coordination, and effectiveness of the corresponding programs, policies, and activities pursued by the City to realize the R&T Park. It will also depend on successful coordination with existing property owners and the decisions of select third party participants, such as a master developer, a major corporate or institutional tenant, and/or a State or Federal funding agency. The outcome of these efforts cannot be predicted a-priori.

2. *What is a reasonable time frame within which to expect development of the site for the proposed uses?*

As discussed above, a number of steps will need to be taken before the project site is available for R&T development. These steps include City planning approvals, the completion of Route 168 as expected in year 2001, the implementation of a site development marketing and financing strategy, and others. In addition, the market conditions suggest that the development potential should be considered long-term. Assuming that economic, public policy, and institutional contingencies discussed above are accommodating, initial development of high-technology uses at the project site could occur in the 5- to 10-year time

frame. Total project buildout should be considered likely within the 15-year time frame.

3. *What are the potential advantages to the property owners within and surrounding the project site from pursuing the development of an R&T Park?*

If successfully developed, an R&T park is likely to generate significantly more value to the project site than development in residential uses consistent with current General Plan designations. For example, improved R&T-oriented land with ready tenants is likely to sell for about \$4.00 to \$6.00 per square foot, compared to about \$1.00 to \$2.00 for residential uses. In addition, residential development on the site is likely to compete with planned development projects elsewhere in the City. With the exception of property immediately adjacent to the proposed expansion of Route 168, other commercial uses (e.g., retail or industrial) are not likely to be financially feasible. In short, a successful R&T park can maximize the financial return of the current landowners.

The property adjacent to the project site also stands to benefit from a well-designed and successfully developed R&T park. The nearby residential communities will benefit from project-wide land improvements such as improved road access, landscaping, and the park and trail-related facilities planned for the project. In addition, homes conveniently located adjacent to a high-end employment generating use are often in high demand by local employees. As a result, assuming that the project is well designed, visually appealing, and that potential use conflicts are properly mitigated, nearby home values will be unaffected or may actually increase relative to other portions of the City.

4. *What are the potential disadvantages to the property owners within the project site from pursuing the development of an R&T Park?*

The primary disadvantage to the current landowners associated with pursuing an R&T park development is the potential time delay between residential uses that would be allowed under the current General Plan and the R&T use. Specifically, the R&T Park project may not be able to develop as fast as a residential project, despite the planning efforts and investment. The converse is also possible. With a slowing of the housing market and aggressive marketing of R&T development by the City, the demand for R&T use might be more favorable than for housing. If the former occurs, the costs to current landowners will equal the revenue that the property could have achieved from alternative uses, in addition to the time and resources that selected landowners may have committed to the project. It is important to note that these risks will only accrue to those landowners that choose to hold on to their land in anticipation of future return. For those who sell, this risk/value trade off will presumably be reflected in the sales price.

An ill-conceived and/or failed R&T park project may also have a negative impact on surrounding properties, especially if alternative uses are not found. If the site sits vacant for a long period of time in a partially developed state, it could present a poor appearance, thus possibly affecting adjacent property values. In addition, reversion to an alternative use once one development project has commenced and failed is often more problematic than if no development had been initiated at all.

5. *Will the property taxes of the property owners within and surrounding the project site be increased as a result of the development of an R&T park?*

Proposition 13 limits the increase in property taxes to 2 percent per year unless (1) the land undergoes improvement, and/or (2) the property is sold. If the land is sold, the property taxes become the responsibility of the buyer. If the property undergoes significant improvement, presumably the improvement value offsets the increased property taxes that are incurred. If an improvement does not increase the value of the property, it will generally qualify for an assessment appeal reducing property taxes to fair market value.

In addition to normal property taxes, it is possible that the City may utilize one form or another of 'land secured financing' for funding site improvements. In all cases such land secured financing (e.g. Mello Roos Community Facilities District) would be the responsibility of land buyers and/or future tenants, not existing property owners. There are no, nor will there be any additional taxes on existing residential uses or vacant land related to the financing of improvements needed to promote and accommodate the R&T uses.

6. *What are the potential advantages and disadvantages to the City of Clovis from pursuing the development of an R&T park at the project site?*

There are a number of fiscal and public policy-oriented benefits that would result from a successfully developed R&T park. From a fiscal perspective, the development is likely to generate additional revenue to the City by increased property, sales, business license, and other tax revenue sources. For example, high-technology uses often generate relatively high property taxes due to the valuable personal property items associated with these types of activities (e.g., computers and laboratory equipment). In addition, retail establishments and point-of-sale activity by park tenants can generate substantial sales tax revenue.

From a broader economic perspective, an R&T park will enhance the jobs/housing balance within the City relative to residential development scenarios. In addition, if successful an R&T park will support regional efforts to diversify the local economy and promote higher-paying employment opportunities in the Region.

From the City's perspective, the most significant disadvantage associated with pursuing an R&T park development is the risk of not achieving development goals in a reasonable time frame. An unrealized project will strand any City investment that may be involved and could weaken the City's resolve to embark upon similar economic development-oriented projects in the future.

7. *What features and conditions do research and technology-based firms look for when selecting a site?*

Since technology industries tend to be in information or knowledge-based fields, they often require highly skilled workers, proximity to cutting edge research institutions, and require being near a critical mass of related businesses. The cost of production (wages) and site development costs is often less important than the individual expertise and scientific or entrepreneurial environment provided by an area. In addition, the perceived quality of life

offered by a particular area is also an important factor in attracting the required technical and professional employees, entrepreneurs, or CEOs, since most of these individuals have a variety of options in terms of place of residence.

With regard to physical features, high-technology firms generally seek sites of 15 or more acres capable of accommodating a complex of large one to two story buildings, often with 150,000 square feet or more per building. The prototypical R&D facility generally has the outward appearance of an office building but with an interior that offers more flexibility with regard to the configuration and use of space. For non-office and non-research portions of the buildings one story construction with interior floor heights of 18 feet or more are common. Development costs are generally lower than Class A office space but higher than conventional manufacturing facilities. Visually pleasing landscaping and a campus environment are also desirable.

8. *What steps can the City of Clovis take to promote the development of an R&T park at the project site?*

As mentioned above, the City will need to take an active role in facilitating the development of an R&T Park at the project site. Initially, the R&T Park should be regarded as a city-led economic development program rather than a private sector development project. As the project progresses, the private sector will, by necessity, play a more significant role. It is important to note that effective City involvement will be a necessary but not sufficient precondition for the project's success. The City's efforts will likely need to include the following:

- (1) Gain fast-track planning approval.
- (2) Obtain landowner consensus, cooperation, and support.
- (3) Conduct a national marketing campaign.
- (4) Design and implement a financing strategy.
- (5) Seek business partners and/or land developers.
- (6) Recruit and/or negotiate with potential tenants

9. *Are there other types of commercial uses that could be pursued at the project site that would enhance the overall feasibility and attractiveness of an R&T park?*

The inclusion of business-supporting commercial uses such as a lodging facility and business-serving retail establishments on the project site could greatly enhance the success of the R&T Park development. First, such uses would make the site more attractive to prospective tenants by providing convenient access to amenities and services frequently demanded by business. Second, these uses could serve as a successful first phase of the development since the market support and feasibility of freeway frontage retail or lodging facility is less uncertain than an R&T park. Finally, this early development could help stimulate additional investment in the site and cover the initial costs of required land improvements.

10. *I live near by. Will I be affected by noise, traffic, or other adverse effects if the area is developed for R&T uses?*

The Initial analysis indicates automobile traffic on nearby residential streets would be slightly greater during the peak morning and evening travel periods if the area for R&T uses rather for housing in accordance with existing General Plan policies. The differences in traffic volume, however, are not considered significant. Truck traffic would use Route 168 and the proposed Temperance Expressway south of the site and should not affect local residential streets.

Potentially nearby residents could be adversely affected by noise and nighttime lighting. These impacts, however, can be avoided by good site planning, city development and design requirements, and private covenants and restrictions attached to the land at the time of sale or lease. The Schematic Master Plan responds to these concerns by locating the proposed community park along the west side of the site to buffer existing residences from the R&T uses. The Master Plan also recommends other measures for inclusion in the subsequent Specific Plan such as more detailed setback, landscaping, building design and construction requirements to address these concerns.

During the General Plan amendment and Specific Plan preparation phase there will ample opportunities to address these issues in further depth and to devise appropriate mitigation measures.

11. *If the project were to proceed approximately 1.79 million square feet of non-residential space could be constructed? How will this project affect city streets, Route 168, and community water, sewer and storm drainage facilities?*

The Initial studies investigated this question by comparing proposed R&T use with development in accordance with existing General Plan policies. Water usage is expected to be lower with R&T use and no significant differences in either the load imposed on the city's trunk sewers or the sewer treatment plant is projected. And based on the conditions proposed in the Schematic Master Plan, the amount of impervious surface, and thus storm water runoff, would be equivalent for R&T and residential use.

The total number of vehicle trips per day would increase with R&T use by about 24 percent when compared to residential use. However, due to the location of the R&T Park site, the majority of motorists will be traveling in the reverse direction of the majority of trips, thereby minimizing impacts on the City's more heavily traveled routes. Conversely residential development produces traffic patterns which add traffic in the peak direction. The area of most critical concern is the intersection of the eastbound Route 168 off-ramp at Temperance Avenue. During the morning peak hour combined traffic destined for the R&T Park and the Clovis Community Hospital area will require a high capacity intersection. More detailed traffic analysis should be undertaken to determine if the off-ramp at the intersection will eventually need to include an exclusive right turn lane and two left turn lanes leading onto the Temperance Avenue undercrossing of Route 168.

12. *The study area is currently designated for residential uses. What steps must the City take to allow the proposed non-residential development?*

The City's General Plan would need to be amended to change the current medium high and high residential land use designations to a designation appropriate for research and technology-based uses and other ancillary and complementary uses. This step will also require preparation of an Environmental Impact (EIR) and its certification by the City Council prior to adoption of the General Plan amendment. About 8 months is needed for preparation of the General Plan amendment and EIR and certification and adoption. As noted previously development on major portions of the site cannot proceed until existing Williamson Act (farmland preservation) contracts are canceled.

Before development applications could be proceed the City would also need to either amend the City's zoning code to permit R&T type uses or prepare and adopt of a Specific Plan/Master Plan which fulfills the same regulatory function. The latter course is recommended since a Specific Plan can more easily incorporate specific development and design requirements designed to both address local impacts issues and special site and design requirements of R&T uses. Preparation of the Specific Plan/Master Plan could be undertaken in about 9 months. Preparation of the Specific Plan/Master Plan could be undertaken concurrently with later phases of the General Plan work, thereby permitting the entire planning and entitlement process to be accomplished within a year.

**Appendix B**

**EIR Notice of Preparation, Initial Study, Responses to NOP**





# CITY OF CLOVIS

CITY HALL • 1033 FIFTH STREET • CLOVIS, CA 93612

## NOTICE OF PREPARATION

### ENVIRONMENTAL IMPACT REPORT

for the

## RESEARCH AND TECHNOLOGY BUSINESS PARK PROJECT

**Planning and Development Services Department  
Planning Division - Agency Number: EA98-12**

The City of Clovis has determined to prepare an Environmental Impact Report to evaluate the potential environmental effects of the proposed **Research and Technology Business Park Project**. The project site is located in the Herndon-Shepherd Specific Plan planning area, generally between Nees Avenue to the north, Enterprise Canal to the east, Alluvial Avenue to the south, and Armstrong Avenue to the west. The project site is located in the City of Clovis, Fresno County, California (see location map). We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project.

### PROJECT DESCRIPTION

The City of Clovis is considering the re-designation of approximately 144 acres of land located in the Herndon-Shepherd Specific Plan planning area from residential to Mixed Use - Research and Technology Business Park. The project includes the processing of a General Plan Amendment to amend the Clovis General Plan and the Herndon-Shepherd Specific Plan, rezoning the property to the appropriate zone district, tentative and final tract or parcel maps, and other entitlements such as site plan reviews. If approved, the proposed project would provide an area for the ultimate development of high quality industrial uses that conform to criteria set-down for development in the Research and Technology Business Park.

The Research and Technology Business Park would consist of approximately 83 acres to be developed in research and technology uses, approximately 20 acres would be developed in research/technology business services, and approximately 12 acres would be developed in hotel and retail center uses, resulting in a total of nearly 1,790,000 square feet of building space. An additional 12.3 acres would be designated for community park purposes, including 8.4 acres for a community park and 3.9 acres for linear parks along the Enterprise Canal, Alluvial Avenue, and the link from Alluvial Avenue north to Cromwell Avenue. Temperance Avenue and Nees Avenue would be constructed to an arterial status and Alluvial Avenue to a collector status, consistent with the right-of-way standards set forth in the Herndon-Shepherd Specific Plan.

The proposed 144-acre site for the Research and Technology Business Park is bounded to the north and east by the Enterprise Canal, to the south by the new Route 168 freeway right-of-way, and to the west by largely vacant lands and a newly constructed single-family residential area. The existing North Temperance Avenue right-of-way bisects the site from north to south, with approximately 70 percent of the site located to the west. The site is divided into 20 parcels held by 14 property owners. A right-of-way allowance has also been made for an extension of Alluvial Avenue west from North Armstrong Avenue to North Temperance Avenue. Aside from several radio transmission towers, several single-family residences, and a horse-training facility, the site is largely vacant or in residual agricultural uses. The majority of land (approximately 110 acres) is currently zoned R-A (residential agricultural).

Approximately, 30 acres of land located north of Alluvial and southwest of the Enterprise Canal is zoned R-3. This portion of the site is designated for high density residential development (15.1 to 25 dwelling units per acre). A public trail has been proposed adjacent to this property along the Enterprise Canal as part of a network of city-wide trails.

The Clovis General Plan identifies portions of the project site as "Prime Farmland", based on the definition provided by the California Department of Conservation's Farmland Mapping and Monitoring Program. A substantial portion of the project site is also under Williamson Act contracts. Although tentative cancellation has been initiated by the majority of property owners, no notices of non-renewal have been filed.

A study has been conducted to determine the feasibility of using the project site for a Research and Technology Business Park. In order to enable the development of the project site as a Research and Technology Business Park, an amendment of the City's General Plan will be required to re-designate those portions of the site which are currently designated for low and high density residential development to a General Plan land use classification (Mixed Use) designed to accommodate research and technology-oriented administrative, research and related assemblage, fabrication and distribution activities. The proposed site would be designated as a mixed-use area and a new Area "36" would be added to the list of mixed use areas designated in Table 2-3 of the General Plan.

## POTENTIAL ENVIRONMENTAL EFFECTS

The City of Clovis Planning and Development Services Department prepared an Initial Study (attached) for the proposed project. The Initial Study concluded that the proposed activity may result in significant environmental effects on air quality, transportation/circulation, and cumulative effects, and preparation of an Environmental Impact Report was recommended.

### Potentially Significant Impacts:

- |  |   |  |  |
|--|---|--|--|
| <input type="checkbox"/> 1. Land Use & Planning  | <input checked="" type="checkbox"/> 5. Air Quality                | <input type="checkbox"/> 9. Safety/Hazards             | <input type="checkbox"/> 13. Aesthetics                    |
| <input type="checkbox"/> 2. Population & Housing | <input checked="" type="checkbox"/> 6. Transportation/Circulation | <input type="checkbox"/> 10. Noise                     | <input type="checkbox"/> 14. Cultural Resources            |
| <input type="checkbox"/> 3. Geologic Problems    | <input type="checkbox"/> 7. Biological Resources                  | <input type="checkbox"/> 11. Public Services           | <input type="checkbox"/> 15. Recreation                    |
| <input type="checkbox"/> 4. Water                | <input type="checkbox"/> 8. Energy & Mineral Resources            | <input type="checkbox"/> 12. Utilities/Service Systems | <input checked="" type="checkbox"/> 16. Cumulative Impacts |

## Previous Environmental Assessment

Previously, land uses approved with the Herndon-Shepherd Specific Plan were evaluated in the Environment Impact Report certified for this specific plan. The Environmental Impact Report evaluated a wide range of environmental issues. The proposed Environmental Impact Report for the Research and Technology Business Park Project intends on utilizing the relevant information from this document in combination with new assessments that will evaluate the potential impacts of the specific project being proposed. The above referenced document is available for review at the City of Clovis, Planning and Development Services Department, Planning Division, 1033 Fifth Street, Clovis Civic Center.

## NOTICE OF PREPARATION COMMENT PERIOD

A copy of the Initial Study for this project has been enclosed in this packet for your review and comment. Additional copies of this document may be reviewed at the City of Clovis Planning and Development Services Department, 1033 Fifth Street, Clovis, California, weekdays during regular business hours between 8 a.m. and 5 p.m. The response period for this Notice of Preparation will begin on September 14, 1998 and will run 30+ days until October 19, 1998.

Written comments should be directed to:

**Mike Waiczis, AICP, Associate Planner  
Clovis City Hall, Planning Division  
1033 Fifth Street, Clovis, CA 93612**

Inquiries may also be directed to Mr. Waiczis in the Planning Division at 209-297-2347 (desk) or 209-297-2340 (secretary).

Date: 9/14/98 Signature: Michael R Waiczis  
Title: ASSOCIATE PLANNER  
Telephone: 209-297-2347

# INITIAL STUDY

## RESEARCH AND TECHNOLOGY BUSINESS PARK PROJECT

(EA98-12)

### PURPOSE AND SCOPE

In conformance with the *California Environmental Quality Act (CEQA)*, this document has been prepared to facilitate an objective assessment of the potential environmental impacts associated with the proposed **Research and Technology Business Park Project** located in the Herndon-Shepherd Specific Plan planning area. The Initial Study examines the environmental issues that appear on the CEQA *Checklist* included in this document. An answer is provided for each question on the Checklist that describes potential environmental impacts associated with the proposed project. The Initial Study is an informational document designed to aid decision-makers in their efforts to comprehend the project and render an informed decision.

### PROJECT TITLE - PROJECT LOCATION AND/OR ADDRESS

The **Research and Technology Business Park Project** site is located in the Herndon-Shepherd Specific Plan planning area, generally between Nees Avenue to the north, Enterprise Canal to the east, Alluvial Avenue to the south and Armstrong Avenue to the west. The project site is located in the City of Clovis, Fresno County, California (see location map).

### LEAD AGENCY AND CONTACT PERSONS

The City of Clovis is the Lead Agency for this project.

For information concerning this project contact:

Mr. Michael R. Waiczis, AICP  
Associate Planner  
Planning and Development Services Department  
209-297-2347

### RESPONSIBLE/INTERESTED AGENCIES

Fresno County Public Works and Development Services  
Caltrans District 6  
Fresno Irrigation District  
Fresno Metropolitan Flood Control District  
SJVUAPCD  
Clovis Unified School District  
City of Fresno, Development Department, Planning Division

## PROJECT DESCRIPTION

The City of Clovis is considering the re-designation of approximately 144 acres of land located in the Herndon-Shepherd Specific Plan planning area from residential to Mixed Use - Research and Technology Business Park. The project includes the processing of a General Plan Amendment to amend the Clovis General Plan and the Herndon-Shepherd Specific Plan, rezoning the property to the appropriate zone district, tentative and final tract or parcel maps, and other entitlements such as site plan reviews. If approved, the proposed project would provide an area for the ultimate development of high quality industrial uses that conform to criteria set-down for development in the Research and Technology Business Park.

The Research and Technology Business Park would consist of approximately 83 acres to be developed in research and technology uses, approximately 20 acres would be developed in research/technology business services, and approximately 12 acres would be developed in hotel and retail center uses, resulting in a total of nearly 1,790,000 square feet of building space. An additional 12.3 acres would be designated for community park purposes, including 8.4 acres for a community park and 3.9 acres for linear parks along the Enterprise Canal, Alluvial Avenue, and the link from Alluvial Avenue north to Cromwell Avenue. Temperance Avenue and Nees Avenue would be constructed to an arterial status and Alluvial Avenue to a collector status, consistent with the right-of-way standards set forth in the Herndon-Shepherd Specific Plan.

The proposed 144-acre site for the Research and Technology Business Park is bounded to the north and east by the Enterprise Canal, to the south by the new Route 168 freeway right-of-way, and to the west by largely vacant lands and a newly constructed single-family residential area. The existing North Temperance Avenue right-of-way bisects the site from north to south, with approximately 70 percent of the site located to the west. The site is divided into 20 parcels held by 14 property owners. A right-of-way allowance has also been made for an extension of Alluvial Avenue west from North Armstrong Avenue to North Temperance Avenue. Aside from several radio transmission towers, several single-family residences, and a horse-training facility, the site is largely vacant or in residual agricultural uses. The majority of land (approximately 110 acres) is currently zoned R-A (residential agricultural).

Approximately, 30 acres of land located north of Alluvial and southwest of the Enterprise Canal is zoned R-3. This portion of the site is designated high density residential development (15.1 to 25 dwelling units per acre). A public trail has been proposed adjacent to the property along the Enterprise Canal as part of a network of city-wide trails.

The Clovis General Plan identifies portions of the site as "Prime Farmland", based on the definition provided by the California Department of Conservation's Farmland Mapping and Monitoring Program. A substantial portion of the project site is also under Williamson Act contracts. Although tentative cancellation has been initiated by the majority of property owners, no notices of non-renewal have been filed.

A study has been conducted to determine the feasibility of using the project site for a Research and Technology Business Park. In order to enable the development of the project site as a Research and Technology Business Park, an amendment of the City's General Plan will be required to re-designate those portions of the site which are currently designated for low and high density residential development to a General Plan land use classification (Mixed Use) designed to accommodate research and technology-oriented administrative, research and related assemblage, fabrication and distribution activities. The proposed site would be designated as a mixed-use area and a new Area "36" would be added to the list of mixed use areas designated in Table 2-3 of the General Plan.

The project would be constructed incrementally over the course of the next 10 years.

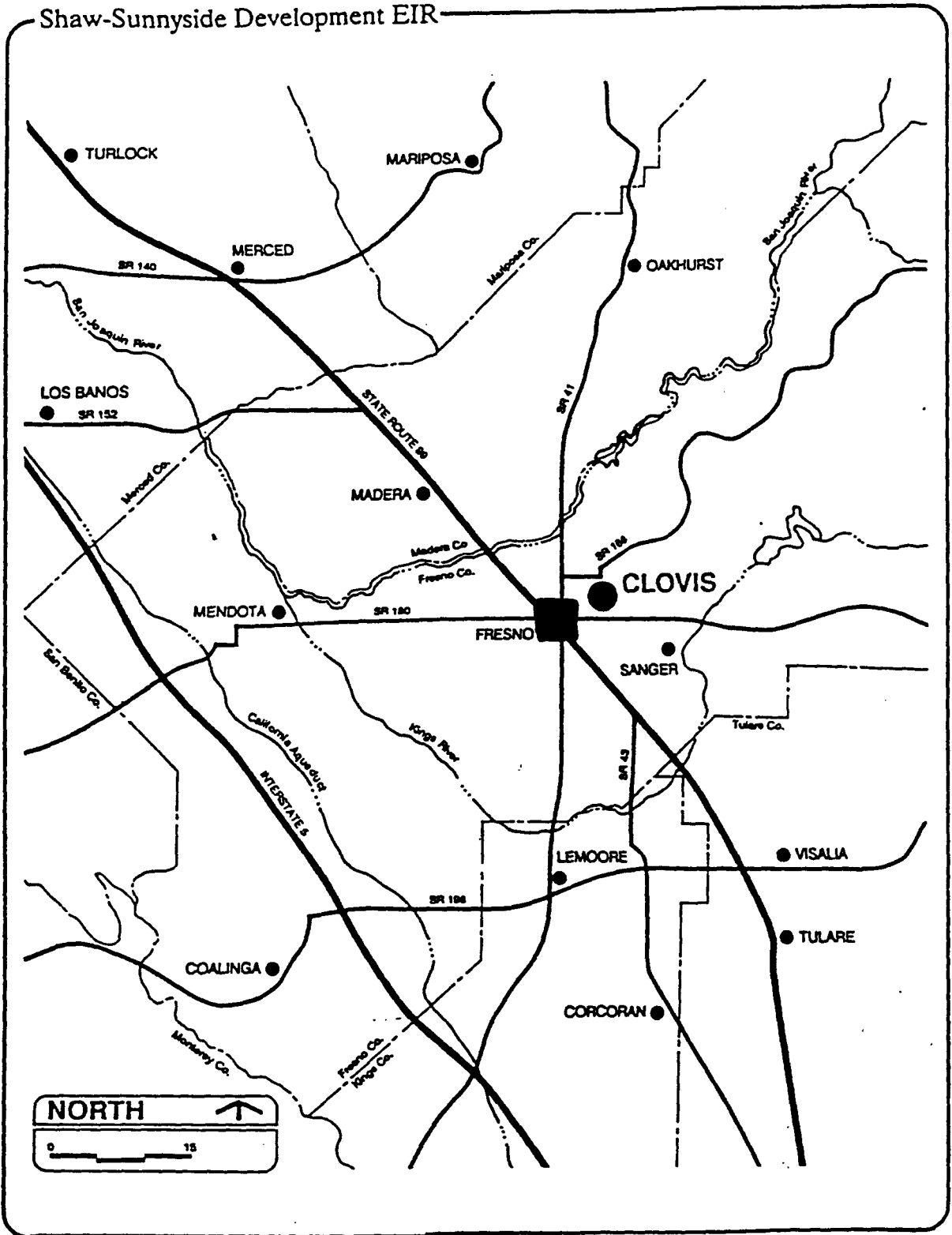
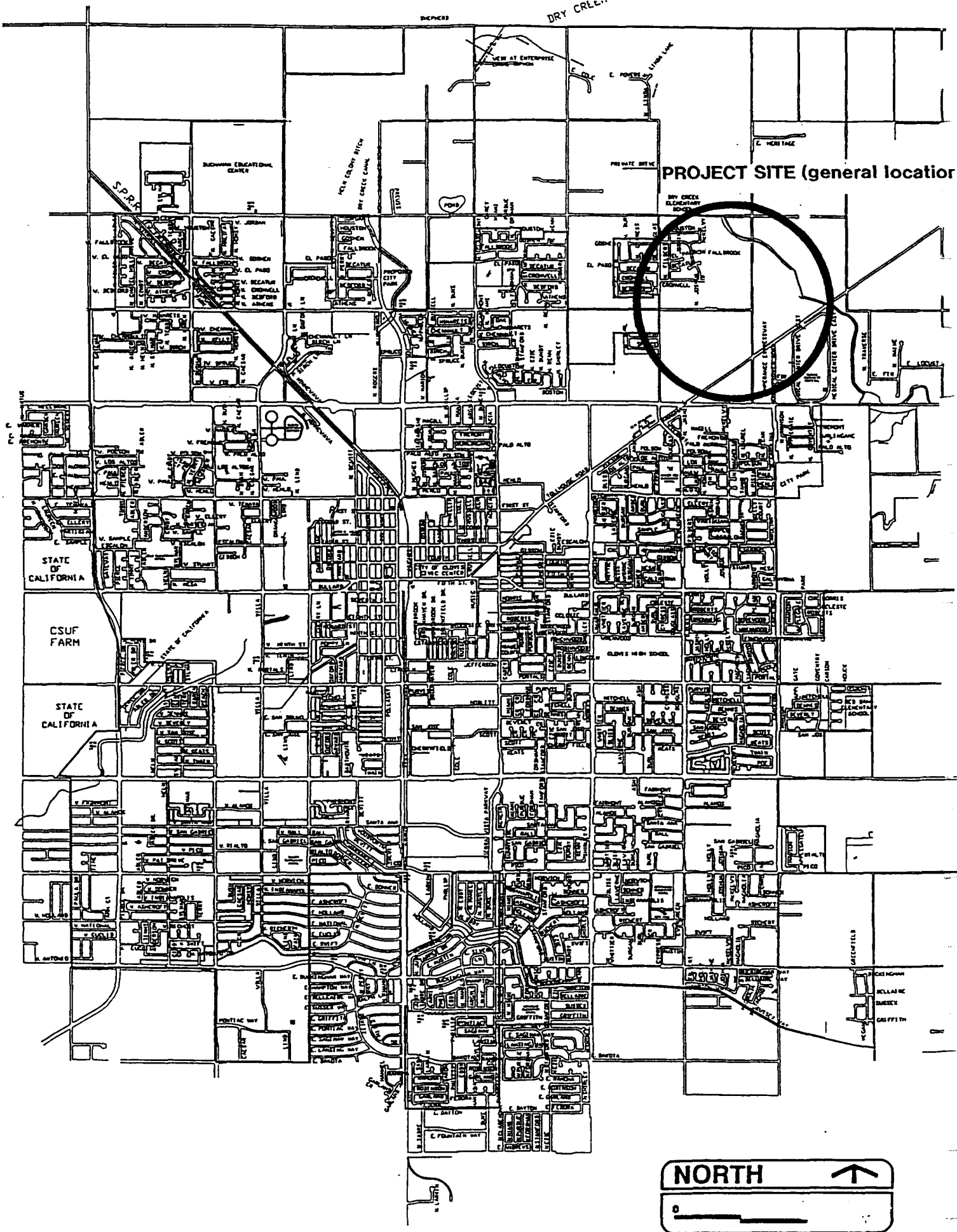




Figure 1. Regional Location



PROJECT SITE (general location)

NORTH 



LEGEND

A Development Parcel

Primary Entrance/Protected Left Turn Lane

Community Park

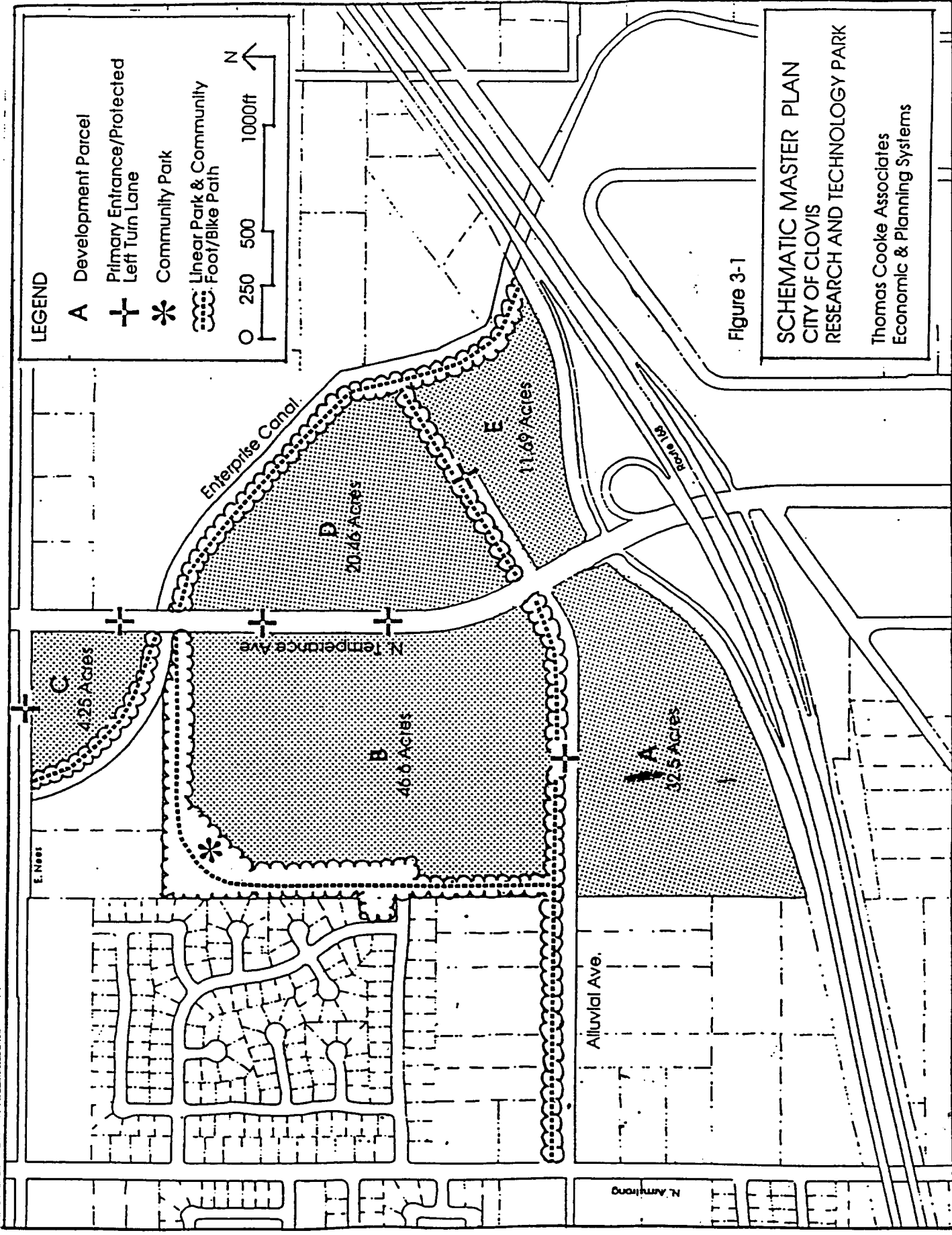
Linear Park & Community Foot/Bike Path



Figure 3-1

SCHMATIC MASTER PLAN  
CITY OF CLOVIS  
RESEARCH AND TECHNOLOGY PARK

Thomas Cooke Associates  
Economic & Planning Systems





# INITIAL STUDY

## ENVIRONMENTAL REVIEW CHECKLIST

### Research and Technology Business Park

EA98-12

#### SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

*(Boxes are checked below if the proposed project has the potential to cause significant impacts. If none then "No Significant Impacts" may be checked)*

- |  |   |  |   |
|--|---|--|---|
| <input type="checkbox"/> 1. Land Use & Planning  | <input checked="" type="checkbox"/> 5. Air Quality                | <input type="checkbox"/> 9. Safety/Hazards             | <input type="checkbox"/> 13. Aesthetics             |
| <input type="checkbox"/> 2. Population & Housing | <input checked="" type="checkbox"/> 6. Transportation/Circulation | <input type="checkbox"/> 10. Noise                     | <input type="checkbox"/> 14. Cultural Resources     |
| <input type="checkbox"/> 3. Geologic Problems    | <input type="checkbox"/> 7. Biological Resources                  | <input type="checkbox"/> 11. Public Services           | <input type="checkbox"/> 15. Recreation             |
| <input type="checkbox"/> 4. Water                | <input type="checkbox"/> 8. Energy & Mineral Resources            | <input type="checkbox"/> 12. Utilities/Service Systems | <input type="checkbox"/> 16. No Significant Impacts |

#### ENVIRONMENTAL REVIEW CHECKLIST: *(Please provide a brief answer to all questions - refer to Section "Evaluation of Environmental Impacts" for questionnaire interpretations)*

Categories and Issues:	Potentially Significant Impact	<i>Negative Declaration: Potentially Significant Unless Mitigation Incorporated</i>	Less Than Significant Impact	No Impact	Development Related/ Temporary Impact
<b>1. <u>Land Use and Planning.</u> Would the proposal:</b>					
a. Conflict with the general plan designation or zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be incompatible with existing land use in the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Affect agricultural resources or operations (e.g., impacts to soils, or farmlands, or from incompatible land uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>2. <u>Population and Housing.</u> Would the proposal:</b>					
a. Cumulatively exceed official regional or local population projections	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Displace existing housing, especially affordable housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Development  
Related/Temporary  
Impact*

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	
--	---	---	---	----------------------	--

**3. Geologic Problems. Would the proposal result in or expose people to potential impacts involving:**

- |   |                          |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Fault rupture?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Seismic ground shaking?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Seismic ground failure, including liquefaction?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Seiche, tsunami, or volcanic rupture?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Landslides or mudflows?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Erosion, changes in topography, or unstable soil conditions from excavation, grading, or fill? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Subsidence of the land?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h. Expansive soils?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i. Unique geologic or physical features?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**4. Water. Would the proposal result in:**

- |   |                          |                          |                                     |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a. Changes in the absorption rates, drainage patterns, or the rate and amount of surface runoff?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| b. Exposure of people or property to water-related hazards such as flooding?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen, or turbidity)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Changes in the amount of surface water in any water body?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Changes in the currents or the source or direction of water movements?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capability? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Altered direction or rate of flow of groundwater?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h. Impacts to groundwater quality?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i. Substantial reduction in the amount of groundwater otherwise available for public water supplies?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**5. Air Quality. Would the proposal:**

- |  |                                     |                          |                          |                                     |                          |
|--|-------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Violate any air quality standard or contribute to an existing or projected air quality violation? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| b. Expose sensitive receptors to pollutants?   | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Alter air movement, moisture, or temperature, or cause any change in climate?                     | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Create objectionable odors?   | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Negative Variation: Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Development Related/ Temporary Impact
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6. Transportation/Circulation. Would the project result in:

- |  |                                     |                          |                          |                                     |                          |
|--|-------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Increased vehicle trips or traffic congestion?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| b. Hazards to safety from design features (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"/> | <input type="checkbox"/> |
| c. Inadequate emergency access or access to nearby uses?   | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Insufficient parking capacity on-site or off-site?  | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Hazards or barriers for pedestrians or bicyclists?  | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?                          | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Rail, waterborne, or air traffic impacts?   | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

7. Biological Resources. Would the proposal result in impacts to:

- |  |                          |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Endangered, threatened, or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Locally designated species (e.g., heritage trees)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Locally designated natural communities (e.g., oak forest, coastal habitat)?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Wetland habitat (e.g., marsh, riparian, and vernal pool)?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Wildlife dispersal or migration corridors?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

8. Energy and Mineral Resources. Would the proposal:

- |   |                          |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Conflict with adopted energy conservation plans?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Use nonrenewable resources in a wasteful and inefficient manner?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

9. Safety/Hazards. Would the proposal involve:

- |   |                          |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. A risk of accidental explosion or release of hazardous substances (including, but not limited to oils, pesticides, chemicals, or radiation)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Possible interference with an emergency response plan or emergency evacuation plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. The creation of or potential of any health hazard?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Exposure of people to existing sources of potential health hazards?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Increased fire hazard in areas with flammable brush, grass, or trees?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Negative Mitigation: Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Development Related/ Temporary Impact
--------------------------------	---	------------------------------	-----------	---------------------------------------

10. Noise. Would the proposal result in:

- a. Increases in existing noise levels?
- b. Exposure of people to severe noise levels?

11. Public Services. Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

- a. Fire protection?
- b. Police protection?
- c. Schools?
- d. Maintenance of public facilities, including roads?
- e. Other governmental services?

12. Utilities and Service Systems. Would the proposal result in a need for new systems, or supplies, or substantial alterations to the following utilities:

- a. Power or natural gas?
- b. Communications systems?
- c. Local or regional water treatment or distribution facilities?
- d. Sewer or septic tanks?
- e. Storm water drainage?
- f. Solid waste disposal?
- g. Local or regional water supplies?

13. Aesthetics. Would the proposal:

- a. Affect a scenic vista or scenic highway?
- b. Have a demonstrable negative aesthetic effect?
- c. Create light or glare?

14. Cultural Resources. Will the proposal:

- a. Disturb paleontological resources?
- b. Disturb archaeological resources?
- c. Affect historical resources?
- d. Have the potential to cause a physical change that would affect unique ethnic cultural values?
- e. Restrict existing religious or sacred uses within the potential impact area?

15. Recreation. Would the proposal:

- a. Increase the demand for neighborhood or regional parks or recreational facilities?
- b. Affect existing recreational opportunities?

## ***DISCUSSION OF ENVIRONMENTAL REVIEW CHECKLIST***

### **1. Land Use and Planning. Would the proposal:**

#### ***a. Conflict with general plan designation or zoning?***

**Less-Than Significant Impact:** The project would require the processing of a General Plan Amendment to allow the development of a Research and Technology Business Park at this location. For the industrial park to develop, the area would need to be rezoned consistent with the land use designation. With the approval of these entitlements, the project will not conflict with the general plan designation or zoning for this area.

#### ***b. Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?***

**No Impact:** The project will not conflict with any environmental plans or policies adopted for this area of the city.

#### ***c. Be incompatible with existing land use in the vicinity?***

**Less-Than Significant Impact:** The project site is located adjacent to or near existing or planned residential development. Potential impacts can be mitigated through conditions of approval or mitigation measures identified in the Environmental Impact Report.

#### ***d. Affect agricultural resources or operations?***

**Less-Than Significant Impact:** The project site was at one time an agricultural area. With the adoption of the Herndon-Shepherd Specific Plan, the ultimate conversion of former agricultural land to urban uses was approved. Although, no land inside the project area has been actively farmed for a number of years, approximately 70 acres of land is encumbered by two Williamson Act agricultural land contracts. To develop this land as part of the Research and Technology Business Park, these contract will need to be removed. Tentative cancellation of the contract on three parcels of land under AP-105, has previously been granted. No notices of non-renewal have been filed at this time.

#### ***e. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?***

**No Impact:** The project will not disrupt or divide the physical arrangement of an established community.

**No significant impacts to land use and planning will occur with implementation of this project.**

2. **Population and Housing. Would the proposal:**

a. *Cumulatively exceed official regional or local population projections?*

**Less-Than Significant Impact:** The project would remove the potential for single family and multiple family developments in the area. Consequently the project would bring about a reduction in the population of the area.

b. *Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?*

**No Impact:** The proposed project will not induce unanticipated or substantial growth in this area. The area has been planned for urban uses since the adoption of the Herndon-Shepherd Specific Plan 1988.

c. *Displace existing housing, especially affordable housing?*

**No Impact:** The project would displace several rural residential homes.

**No significant impacts on population and housing will occur through implementation of this project.**

3. **Geologic Problems. Would the proposal result in or expose people to potential impacts involving:**

a. *Fault rupture?*

**No Impact:** There are no known faults on the project site or in the Fresno\Clovis Metropolitan area in general.

b. *Seismic ground shaking?*

**No Impact:** The project site is in an area that is subject to relatively low seismic hazards compared to many other parts of California. Potential ground shaking produced by earthquakes generated on regional faults lying outside the immediate vicinity in the project area may occur. Due to the distance of the known faults in the region, no significant ground shaking is anticipated on this site.

Seismic hazards on the built environment are addressed in *The Uniform Building Code* which is utilized by the Clovis Building Division to monitor safe construction in the city.

c. *Seismic ground failure, including liquefaction?*

**No Impact:** The project area is not subject to ground failure, including liquefaction.

d. *Seiche, tsunami, or volcanic eruption?*

**No Impact:** The project will not result in or expose people to any impacts from seiche, tsunami, or volcanic eruption.

*e. Landslides or mudflows?*

**No Impact:** The project will not result in or expose people to potential impacts from landslides or mudflows.

*f. Erosion, changes in topography, or unstable soil conditions from excavation, grading, or fill?*

**No Impact:** The project will not bring about a significant change in topography.

*g. Subsidence of the land?*

**No Impact:** The project will not result in, or expose people to, potential impacts from subsidence of the land.

*h. Expansive soils?*

**No Impact:** The project will not result in or expose people to potential impacts from expansive soils.

*i. Unique geologic or physical features?*

**No Impact:** No unique geologic or physical features exist on the project site.

**Implementation of the project will not create any significant impacts from geologic problems.**

**4. Water. Would the proposal result in:**

*a. Changes in the absorption rates, drainage patterns, or the rate and amount of surface runoff?*

**Less-Than-Significant Impact:** The development of a Research and Technology Business Park would bring about changes in the absorption rates, drainage patterns, or the rate and amount of surface runoff through the construction of asphalt roadways and concrete surfaces. Grading and run-off will be installed per the Uniform Building Code, City of Clovis engineering standards, and Fresno Metropolitan Flood Control District regulations.

*b. Exposure of people or property to water-related hazards such as flooding?*

**No Impact:** The project would not bring about the exposure of people or property to water-related hazards such as flooding.

*c. Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen, or turbidity)?*

**No Impact:** The project will not create any impacts on surface water quality.

*d. Changes in the amount of surface water in any water body?*

**No Impact:** The project will not change the amount of surface water in any water body.

*e. Changes in currents or the source or direction of water movements?*

**No Impact :** The project will not change any currents or the source or direction of any water movement.

*f. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capability?*

**No Impact:** The project will not bring about a change in the quality of groundwater.

*g. Altered direction or rate of flow of groundwater?*

**No Impact:** No altered direction or rate of flow of groundwater will occur with implementation of this project.

*h. Impacts to groundwater quality?*

**No Impact:** There will be no impacts to groundwater quality as a result of this project.

*i. Substantial reduction in the amount of groundwater otherwise available for public water supplies?*

**No Impact:** There will not be a reduction in the amount of groundwater otherwise available for public water supplies as a result of this project.

**No significant impacts to water will occur from implementation of this project.**

**5. Air Quality. Would the proposal:**

*a. Violate any air quality standard or contribute to an existing or projected air quality violation?*

**Potentially Significant Impact:** The project has the potential to contribute to the degradation of air quality in the metropolitan region.

**Potential Construction Impact:** Short-term construction impacts on air quality, principally from dust generation, will be mitigated through watering. No significant impacts will occur.

*b. Expose sensitive receptors to pollutants?*

**No Impact:** The project will not expose sensitive receptors to pollutants.



*g. Rail, waterborne, or air traffic impacts?*

**No Impact:** The project would not result in any impacts on rail, waterborne, or air traffic.

**7. Biological Resources. Would the proposal result in impacts to:**

*a. Endangered, threatened, or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?*

**No Impact:** The project would not result in any impacts to biological resources.

*b. Locally designated species (e.g., heritage trees)?*

**No Impact:** No locally designated species exist on the project site.

*c. Locally designated natural communities (e.g., oak forest, coastal habitat)?*

**No Impact:** No locally designated natural communities of any plant or animal species exist on the project site.

*d. Wetland habitat (e.g., marsh, riparian, and vernal pool)?*

**No Impact:** The project site is not a wetland habitat.

*e. Wildlife dispersal or migration corridors?*

**No Impact:** The project will not result in impacts to wildlife dispersal or migration corridors.

**No significant impacts to biological resources will occur with implementation of this project.**

**8. Energy and Mineral Resources. Would the proposal:**

*a. Conflict with adopted energy conservation plans?*

**No Impact:** The project will not conflict with adopted energy conservation requirements.

*b. Use nonrenewable resources in a wasteful and inefficient manner?*

**No Impact:** The project will not bring about the use of nonrenewable resources in a wasteful and inefficient manner.

*c. Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state?*

**No Impact:** The project will not result in the loss of availability of a known mineral resource that would be of future value to the region and to the residents of the state.

**No significant impacts to energy and mineral resources will occur with implementation of this project.**

**9. Safety/Hazards. Would the proposal involve:**

- a. A risk of accidental explosion or release of hazardous substances (including, but not limited to oils, chemicals, or radiation)?*

**No Impact:** The project will not involve or bring about a permanent risk of accidental explosion or release of hazardous substances. During the course of construction, mechanized equipment will be utilized. Fuel and chemicals related to this operation poses the risk of accidental release. The risk of incident will be minimized by the adherence to required safe construction practices and safety regulations that will be written into the project specifications and monitored by the construction manager. No significant impacts are anticipated.

- b. Possible interference with an emergency response plan or emergency evacuation plan?*

**No Impact:** The project will not result in inadequate emergency access or access to nearby uses.

- c. The creation of any health hazard or potential health hazard?*

**No Impact:** The project will not bring about the creation of or potential of any health hazard.

- d. Exposure of people to existing sources of potential health hazards?*

**No Impact:** The project will not bring about the exposure of people to existing sources of potential health hazards. There are no hazardous material sites identified in the project area.

- e. Increased fire hazard in areas with flammable brush, grass, or trees?*

**No Impact:** The project will not bring about an increase in fire hazards in areas with flammable brush, grass, or trees.

**No significant impacts related to safety/hazards will occur with implementation of this project.**

**10. Noise. Would the proposal result in:**

- a. Increases in existing noise levels?*

**Less-Than Significant Impact:** The proposed Research and Technology Business Park has the potential to increase noise levels in the area. The types of businesses proposed for this park will not generate significant outside noise since all activity will be restricted to take place inside the buildings. The potential exists, however, for increases in noise levels due to delivery and shipping activities and automobiles trips that will be generated by the presence of the business park. It is not anticipated that significant impacts from an increase in noise levels will occur. Conditions of approval and mitigation measures will mitigate potential impacts to less-than-significant levels.

**Potential Construction Impact:** There will be temporary increases in noise due to construction activities.

***b. Exposure of people to severe noise levels?***

**No Impact:** The project will not bring about an exposure of people to severe noise levels.

**No significant impacts related to noise will occur with implementation of this project.**

**11. Public Services. Would the proposal have an effect upon, or result in a need for, new or altered government services in any of the following areas:**

***a. Fire protection?***

**No Impact:** The project will not require a significant increased demand for fire protection services.

***b. Police protection?***

**No Impact:** The project will not bring about a significant increased demand for police protection services.

***c. Schools?***

**No Impact:** The project will not bring about an increase in the number of school aged children in this area. The project will not significantly impact any present or planned school facilities.

***d. Maintenance of public facilities, including roads?***

**No Impact:** No significant impacts will occur.

***e. Other governmental services?***

**No Impact:** The project will not bring about any significant impacts on other government services.

**No significant impacts related to public services will occur with implementation of this project.**

12. **Utilities and Service Systems. Would the proposal result in a need for new systems, or supplies, or substantial alterations to the following utilities:**

*a. Power or natural gas?*

**No Impact:** The project will not generate a need for new systems of power or natural gas. Pacific Gas and Electric Company will continue service to this facility.

*b. Communications systems?*

**No Impact:** The project will not bring about the need for new communications systems. (*The Research and Technology Business Park will be wired with fiber optic facilities*).

*c. Local or regional water treatment or distribution facilities?*

**No Impact:** The project will not impact water treatment facilities.

*d. Sewer or septic tanks?*

**No Impact:** The project would not generate the need for any new sewer or septic tank systems.

*e. Storm water drainage?*

**No Impact:** The project would not have a negative impact on storm water drainage.

*f. Solid waste disposal?*

**No Impact:** The project will not bring about a significant increased demand for solid waste disposal.

*g. Local or regional water supplies?*

**No Impact:** Local water delivery will not be affected by this project.

**No significant impacts related to utilities and service systems will occur with implementation of this project.**

13. **Aesthetics. Would the proposal:**

*a. Affect a scenic vista or scenic highway?*

**No Impact:** The project will not affect a scenic vista or scenic highway.

*b. Have a demonstrable negative aesthetic effect?*

**Less-Than Significant Impact:** The Research and Technology Business Park will consist of a number of industrial/office structures. Specific design standards will be adopted through conditions of approval or mitigation measures that will ensure that the development will not be aesthetically offensive.

*c. Create light or glare?*

**Less-Than Significant Impact:** The project will create new light. It is not anticipated that the introduction of light from the Research and Technology Business Park will be substantially different from residential lighting (e.g. street lights, residential security lights). Specific lighting standards will be adopted through conditions of approval or mitigation measures that will ensure that the development will not generate significant impacts from lighting.

**No significant impacts related to aesthetics will occur with implementation of this project.**

**14. Cultural Resources**

*a. Disturb paleontological resources?*

**No Impact:** The project will not disturb paleontological resources.

*b. Disturb archaeological resources?*

**No Impact:** The project will not disturb archaeological resources.

*c. Affect historical resources?*

**No Impact:** The project will not affect historical resources.

*d. Have the potential to cause a physical change which would affect unique ethnic cultural values?*

**No Impact:** The project does not have the potential to cause a physical change that would affect unique ethnic cultural values.

*e. Restrict existing religious or sacred uses within the potential impact area?*

**No Impact:** The project will not restrict existing religious or sacred uses within the potential impact area.

**No significant impacts related to cultural resources will occur with implementation of this project.**

**15. Recreation. Would the proposal:**

*a. Increase the demand for neighborhood or regional parks or recreational facilities?*

**No Impact:** The project would not increase the demand for recreational facilities in the city.

**b.** *Affect existing recreational opportunities?*

**No Impact:** The project includes the construction of a new park land and linear open spaces, and thus will have a positive affect on recreation opportunities.

**No significant impacts related to recreation will occur with implementation of this project.**

**16. Mandatory Findings of Significance.**

- a.* Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

No

- b.* Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?

No

- c.* Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

**Potentially Significant Impacts**

The cumulative effects of the project on transportation/circulation and on air quality have the potential to be individually limited, but cumulatively considerable.

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

No

17. INITIAL STUDY CONCLUSIONS

On the basis of the preceding Initial Study, it is determined that:

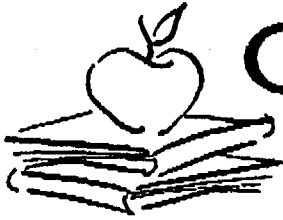
- A. No potentially significant environmental effects resulting from the proposed activity have been identified, and the approval of a Negative Declaration is recommended.
- B. The proposed activity could have a significant effect on the environment but because the Mitigation Measures specifically described in the proposed Negative Declaration have been incorporated into the project description by the project proponent, the project will not have a significant effect on the environment, and the approval of the Negative Declaration is recommended.
- C. The proposed activity may result in significant environmental effects and preparation of a focused Environmental Impact Report is recommended.
- D. The proposed activity is part of a phased project or group of projects for which an EIR has previously been prepared and certified, and there are no substantial changes in the proposed project or circumstances surrounding the project which involve environmental effects not considered in the previous EIR; the reuse of the previous EIR is recommended.
- E. The identified potential environmental effects of the proposed activity are sufficiently similar to the effects of another project for which an EIR has been prepared and certified to warrant similar treatment, and the reuse of the previous EIR is recommended.

Prepared by: Mike Waiczis, AICP, Associate Planner  
Planning Division  
Planning and Development Services Department  
City of Clovis

Signature: Michael R. Waiczis

Date: 9/14/98





# CLOVIS

UNIFIED  
SCHOOL DISTRICT

October 14, 1998

1450 HERNDON AVENUE  
CLOVIS, CA 93611-0599  
209.297.4000  
FAX 209.297.4872  
www.clovisusd.k12.ca.us

Mike Waiczis, AICP  
Associate Planner  
City of Clovis  
Planning and Development Services Department  
1033 Fifth Street  
Clovis, CA 93612

Subject: NOP for Research and Technology Business Park Project EIR

Dear Mr. Waiczis:

This letter responds to the Notice of Preparation of an Environmental Impact Report for the proposed Research and Technology Business Park Project. This project would involve the re-designation of approximately 144 acres, located near the intersection of Temperance Avenue and future State Route 168, from residential to Mixed Use-Research and Technology Business Park. Full development of the project site would result in the construction of approximately 1,790,000 square feet of building space.

The proposed business park will have less of an impact on the District than the existing residential designation in terms of student generation. However, new commercial and industrial development does affect the District by generating employees. The children of employees living in the District will need to be housed in District schools.

The Clovis Unified School District currently levies a development fee of \$0.31 per square foot for commercial/industrial development. Any new development on the subject property will be subject to the development fee in place at the time fee certificates are obtained.

Thank you for the opportunity to comment.

Sincerely,

Terry Bradley, Ed.D.  
Deputy Superintendent  
Administrative Services

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## DEPARTMENT OF TRANSPORTATION

1352 West Olive Avenue  
Post Office Box 12616  
Fresno, California 93778

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OCT 12 1998



CITY OF CLOVIS  
PLANNING DEPT.

TDD (209) 488-4066  
FAX (209) 488-4088

October 7, 1998

2131-IGR/CEQA  
6-FRE-168-8.510  
NOP/EIR, EA 98-12

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

Attention: Michael R. Waiczis

We have reviewed the traffic and circulation scope of services for the proposed 144-acre Research and Technology Park Project. The project site is located between Nees Avenue to the north, Enterprise Canal to the east, Alluvial Avenue to the south and Armstrong Avenue to the west. Caltrans has the following comments:

- The traffic impact study shall follow the Caltrans' Guide for Traffic Impact Studies. The traffic consultant shall consult with Caltrans on specific assumptions or parameters during the preparation of the traffic impact study.
- The study intersections as identified in the scope of services are acceptable.
- The traffic impact study shall address the following traffic analysis scenarios depending on the expected construction date of the Research and Technology Park:

Existing conditions

Project Only Volumes

Existing plus Approved Projects plus Project Conditions (This scenario may include the completion of the SR 168 freeway)

Year 2020 with existing residential zoning

Year 2020 with proposed General Plan Amendment for the R&T Park

Year 2020 with the proposed alternative plan amendment for an expanded R&T Park

- The COFCG peak hour model with the special Measure C network as developed in January 1998 shall be used for the study instead of the 2014 traffic model as suggested in the scope of services. This is the same network that was used for the SR 168 freeway project.
- Traffic impacts caused by the development must be identified and mitigation must be proposed as part of the traffic study. A financing scheme needs to be outlined, as well as the project's pro-rata share contribution for the proposed roadway improvements.

Please send a response to our comments and a copy of the adopted City Council resolution related to this project. Questions regarding the traffic study need to be referred to Sharri Bender-Ehlert at (209) 488-4334. If you have any other questions, please call me at (209) 445-6666.

Sincerely,

MOSES STITES  
Office of Transportation Planning



FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

File No. 210.83 "7D"

October 13, 1998

Mike Waiczis, AICP, Associate Planner  
CLOVIS CITY HALL  
Planning Division  
1033 Fifth Street  
Clovis, CA 93612

Gentlemen,

**Research & Technology Business Park North of  
Highway 168 Alignment, East and West of Temperance  
Drainage Areas "7D", "7H", and "BX"**

The District has reviewed the Notice of Preparation Environmental Impact Report (EA98-12) dated September 14, 1998 for the subject Business Park and would like to provide the following information for consideration in formulating a project at this location.

Please refer to the attached sketch regarding the Storm Drainage Master Plan for this area. The drainage facilities for the portion of the proposed business park lying within Drainage Area "7H" (east of Temperance Avenue and south of the Enterprise Canal) were designed to serve "High Density Residential" and "Open Space" park site uses, consistent with the 1993 Clovis General Plan. The storm drain has been installed downstream of this site and will have to be studied to determine whether or not capacity is available to accommodate the increased runoff from the proposed land use.

The portion of the proposed business park which lies west of Temperance and north and south of Alluvial Avenue is located within Drainage Area "7D". The drainage system planned to serve this area is designed for "Medium Density Residential" land uses, consistent with the Clovis 1993 General Plan. A portion of the storm drain system to serve this area has been constructed downstream and does not have capacity to serve the proposed land uses.

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Mike Waiczis  
October 13, 1998  
Page 2

If the proposed land uses are adopted it would be necessary to mitigate the impact of the land use changes on the Drainage Area "7D" system and possibly the Drainage Area "7H" system. These mitigation measures could be implemented either on an area wide basis for the entire business park or on each individual development as it is developed. The cost of mitigation of the drainage impacts would not be considered Master Plan costs and therefore would not be eligible for drainage fee credit or reimbursement by the District.

Possible mitigation measures could consist of the following:

- 1) Construction of on-site detention ponds to reduce the peak flows from the development to that anticipated in the design of the existing Master Plan storm drainage facilities.
- 2) Implementation of landscaping and open space areas of sufficient size to make the runoff characteristics of the site equivalent to those anticipated by the design of the existing Master Plan storm drainage facilities.
- 3) Construction of non-Master Plan facilities to increase the system capacity of the District's system.

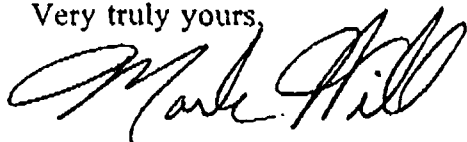
The District will need to review and approve any improvement plans and method of providing the proposed mitigation.

The portion of the proposed Business Park which lies north of the Enterprise Canal and west of Temperance Avenue is within Drainage Area "BX". The District's system in Drainage Area "BX" has not been constructed and can be modified to accommodate the proposed use.

Please keep our office notified of any further development concerning this project. We would like to be included in the preparation and review process for the proposed Master Planning of the Business Park.

If you have any further questions, or desire any additional information, please contact us at (209) 456-3292.

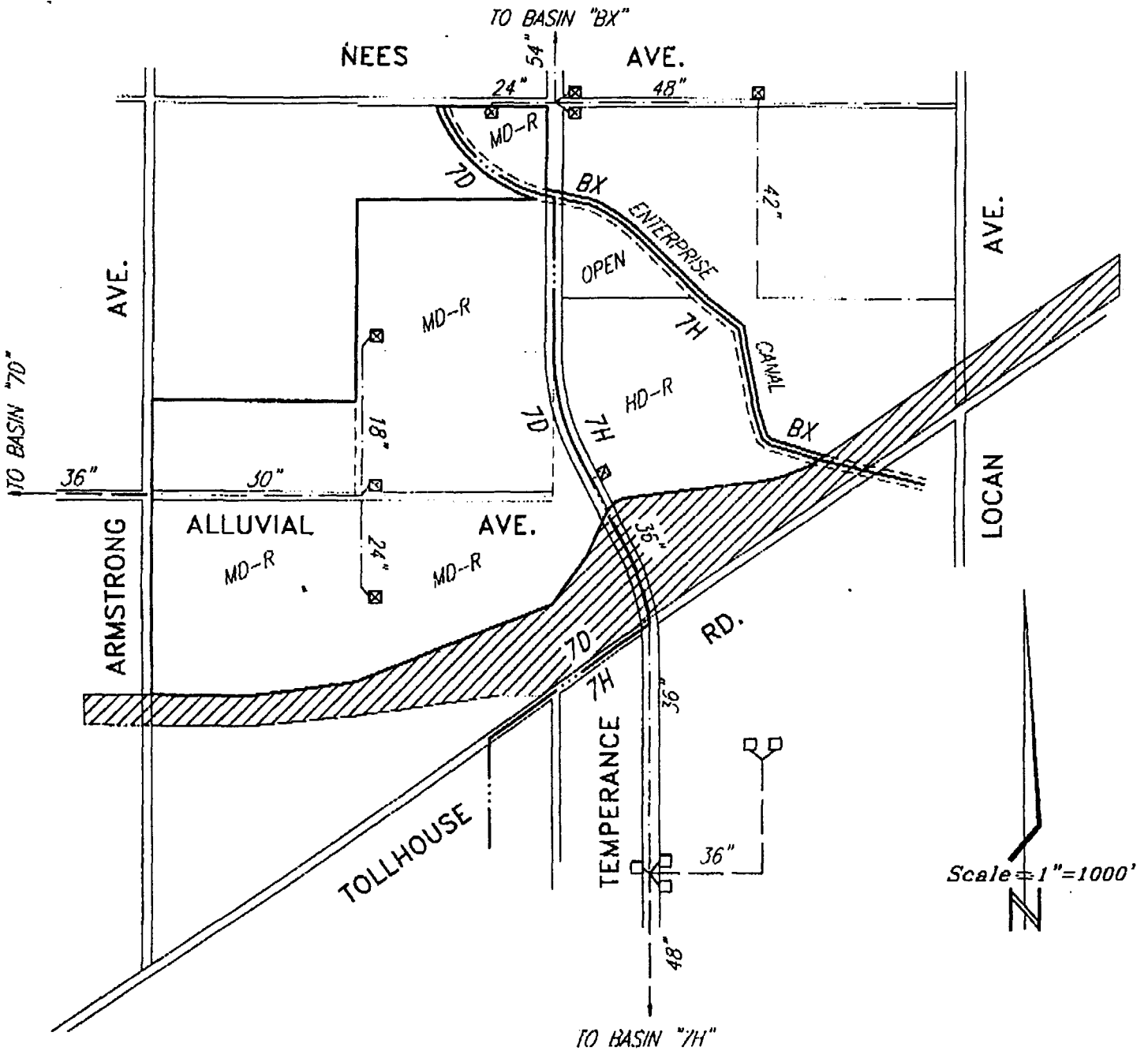
Very truly yours,



Mark Will  
Engineer II, R.C.E.

MW/dl

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**LEGEND**

- PROPOSED FWY 168 ALIGNMENT
- Existing Master Plan Facilities
- Future Master Plan Facilities
- Drainage Area Boundary

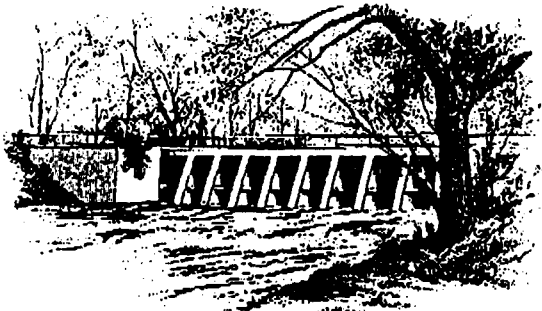
- 1993 GENERAL PLAN AND FM/CD SYSTEM DESIGN LAND USE
- HD-R HIGH DENSITY RESIDENTIAL
  - MD-R MEDIUM DENSITY RESIDENTIAL
  - OPEN OPEN SPACE PARK

**PROPOSED RESEARCH AND TECHNOLOGY BUSINESS PARK**



EXHIBIT NO. 1  
**FRESNO METROPOLITAN FLOOD CONTROL DISTRICT**

Midtype 12/30/91 Rev.



Your Most Valuable Resource - Water

OFFICES OF  
**FRESNO**  
**IRRIGATION DISTRICT**

PHONE (209) 233-7161  
FAX (209) 233-8227  
2907 SOUTH MAPLE AVENUE  
FRESNO, CALIFORNIA 93725

October 15, 1998

Mike Waiczis  
City of Clovis  
Planning Division  
1033 Fifth Street  
Clovis, CA 93612

SUBJECT: EA No. 98-12

FID's Enterprise Canal No. 109 traverses the boundaries of Development Parcels A - E as shown on Site Plan Option C.

FID's comments and requests are as follows:

1. The proposed development project may adversely affect FID's ability to access, operate and maintain these canals. These impacts may be mitigated by the following:
  - a. The owners of Development Parcels A - E providing documentary easements for the impacted canal.
  - b. The owners of Development Parcels A - E be prohibited from using the Enterprise Canal easement for access.
  - c. The owners of Development Parcels A - E submit a grading and drainage plan to FID for approval which shows that the proposed development will not endanger the structural integrity of canal embankments, or result in drainage patterns that will adversely affect FID or the applicant.
2. FID requests that the owners of Development Parcels A - E grant to FID a documentary easement for canal purposes within FID's existing prescriptive easement. FID will set monuments as necessary to facilitate identification of its prescriptive easement.
3. FID requests that the owners of Development Parcels A - E be exempted from any condition that would require the construction of public facilities or conveyance of deeds or easements within FID's canal easement to any other party without FID's written consent.

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DIRECTORS

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WILLIAM MAGNUSON, GILDO NONINI, General Manager ROBERT B. MOUNT

Mike Waiczis  
October 15, 1998  
Page 2

4. FID will not consent to any use of its canal easement or banks for the purposes of the City's trail masterplan. If City desires to proceed with development of a parallel trail outside of, but adjacent to, FID's canal and easement, FID will work with the City to avoid adverse impacts on FID's operation and maintenance to the canal and related facilities.

Thank you for submitting this for our review.

Sincerely,

FRESNO IRRIGATION DISTRICT



Kenneth R. Sani  
Engineering Technician I

KRS:vvs



Public Works & Development Services Department  
Carolina Jimenez-Hogg  
Director

October 19, 1998

Mike Waiczis, AICP, Associate Planner  
Clovis City Hall, Planning Division  
1033 Fifth Street  
Clovis, CA 93612

Dear Mr. Waiczis:

Subject: Review of Notice of Preparation of Environmental Impact Report for the  
Research and Technology Business Park Project

The above-referenced project was circulated for review within the Fresno County Public Works & Development Services Department. The following are comments from the Department in regards to the project:

- a. A traffic study is required for this project.
- b. Development Engineering has stated the determination of an impact to air quality should be developed after the traffic study. If the total trip impact is not significant to the area in general, the argument can be made that any air quality impact would be minimal.
- c. Design Division would like the traffic study to determine the projects impact on County roadways.

For any questions regarding the Development Engineering comment, please contact Larry Braun at (209) 262-4167, and for the Design Division comment contact Stan Nakagawa, at (209) 262-4866.

If you have any questions or concerns please contact me at (209) 262-4270.

Very truly yours,

RocQuel Johnson  
Staff Analyst

RJ.lrm  
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c: Stan Nakagawa, Design Division  
Larry Braun, Development Engineering

Post-it* Fax Note	7671	Date	10/26	# of pages	1
To	Bruce O'Neal	From	Mike Waiczis		
Co./Dept.		Co.			
Phone #		Phone #	297-2347		
Fax #	435-0462	Fax #			



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**Appendix C**

**Traffic Data**

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**DESCRIPTION OF LEVEL OF SERVICE FOR  
MINOR MOVEMENTS AT UNSIGNALIZED INTERSECTIONS**

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<b>Level of Service</b>	<b>Average Total Delay (seconds per vehicle)</b>
A	$\leq 5$
B	$> 5 \text{ and } \leq 10$
C	$> 10 \text{ and } \leq 20$
D	$> 20 \text{ and } \leq 30$
E	$> 30 \text{ and } \leq 45$
F	$> 45$

Total delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position.

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Source: 1994 Highway Capacity Manual

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## SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

---

Level of Service	Description
A	Very low delay, less than 5.0 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths contribute to low delay.
B	Delay in the range of 5.1 to 15.0 seconds per vehicle. Good progression and/or short cycle lengths. More vehicles stop causing higher levels of average delay.
C	Delay in the range of 15.1 to 25.0 seconds per vehicle. Fair progression and/or longer cycle lengths. Individual cycle failures, resulting in drivers having to wait through more than one red signal indication, begin to appear. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.
D	Delay in the range of 25.1 to 40.0 seconds per vehicle. The influence of congestion becomes more noticeable. Unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures noticeable.
E	Delay in the range of 40.1 to 60.0 seconds per vehicle. The limit of acceptable delay. Poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.
F	Delay in excess of 60.0 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths.

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Source: 1994 Highway Capacity Manual

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**ALL-WAY STOP LEVEL OF SERVICE - AVERAGE DELAY RELATIONSHIP**

---

<u>Level of Service</u>	<u>Average Total Delay (seconds per vehicle)</u>
A	$\leq 5$
B	$> 5 \text{ and } \leq 10$
C	$> 10 \text{ and } \leq 20$
D	$> 20 \text{ and } \leq 30$
E	$> 30 \text{ and } \leq 45$
F	$> 45$

Total delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position.

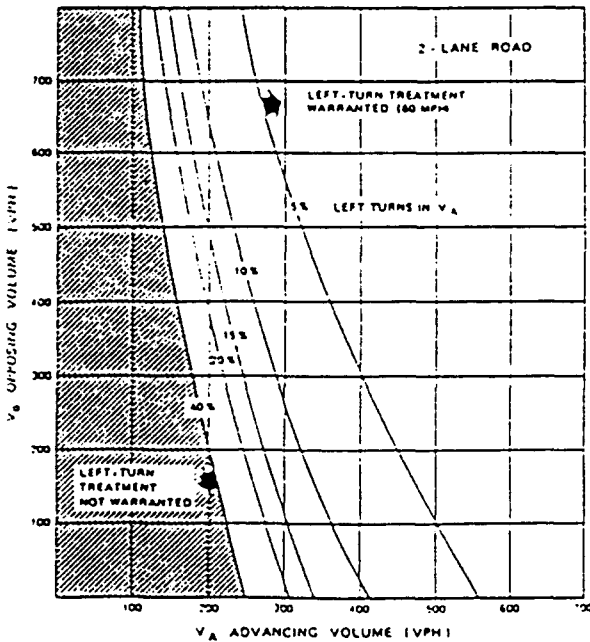
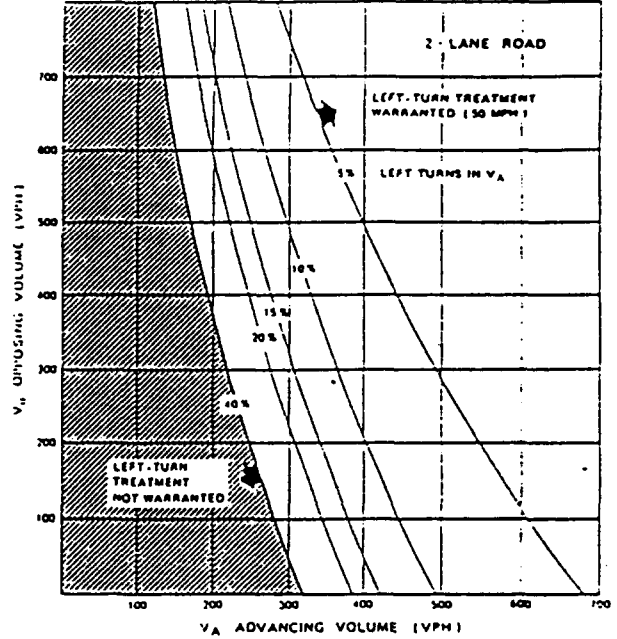
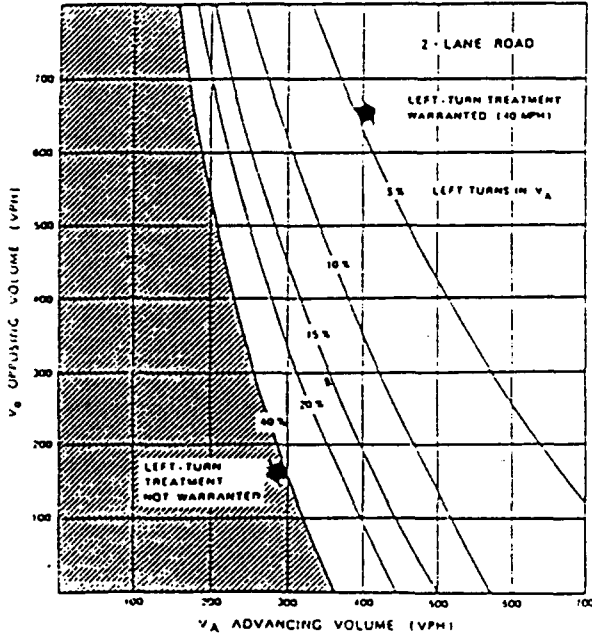
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Source: 1994 Highway Capacity Manual

# WARRANTS FOR PROVISION OF LEFT TURN LANES

## Intersection Channelization Guide

Highway Research Program, Report #279. TRB, November 1985.



NOTE: WHEN  $V_B < 400$  VPH (dashed line), A LEFT-TURN LANE IS NOT NORMALLY WARRANTED UNLESS THE ADVANCING VOLUME ( $V_A$ ) IN THE SAME DIRECTION AS THE LEFT-TURNING TRAFFIC EXCEEDS 400 VPH ( $V_A > 400$  VPH).

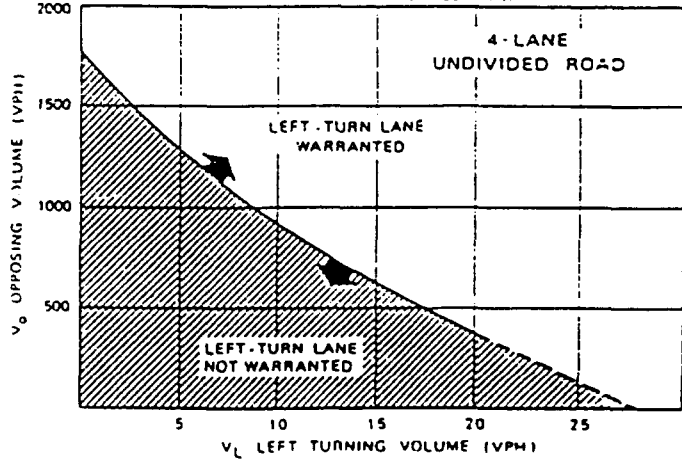
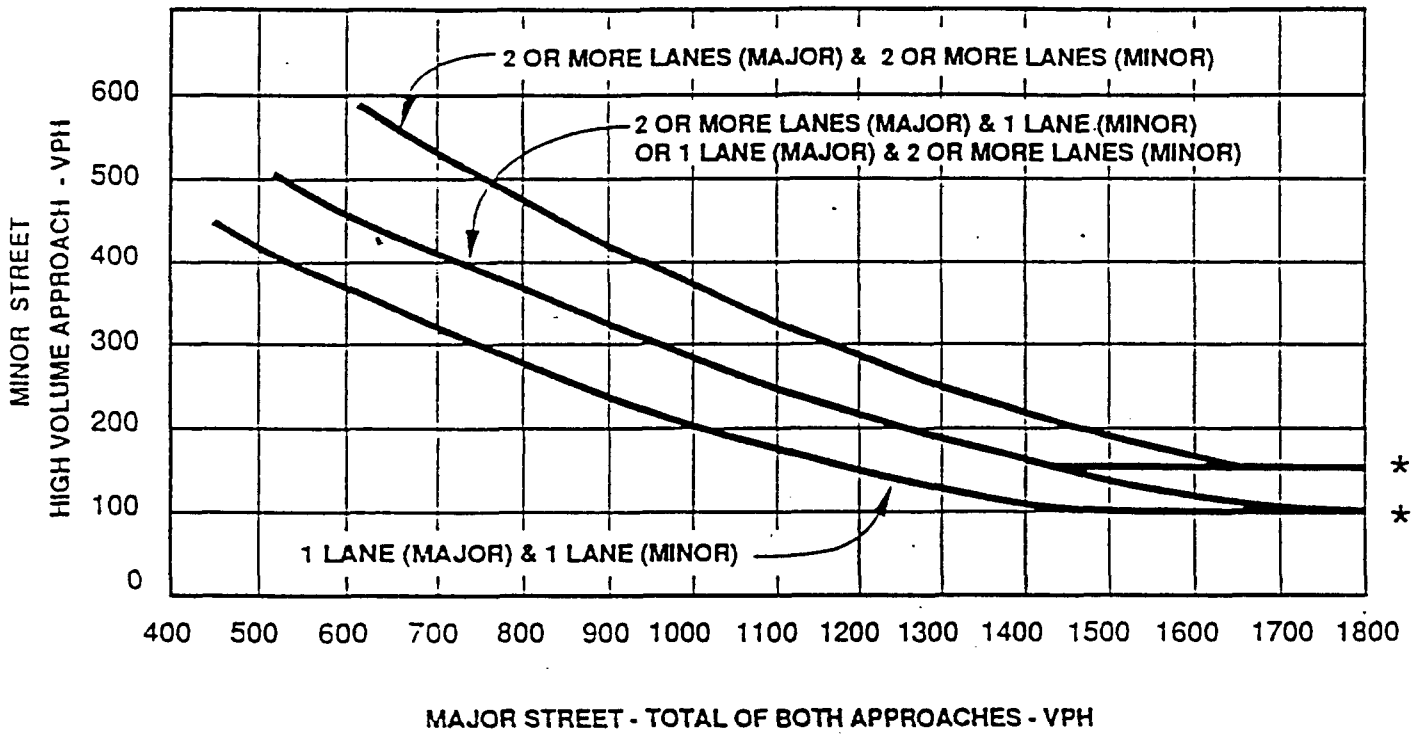


Figure 9-8  
PEAK HOUR VOLUME WARRANT  
(Urban Areas)



\* NOTE:  
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

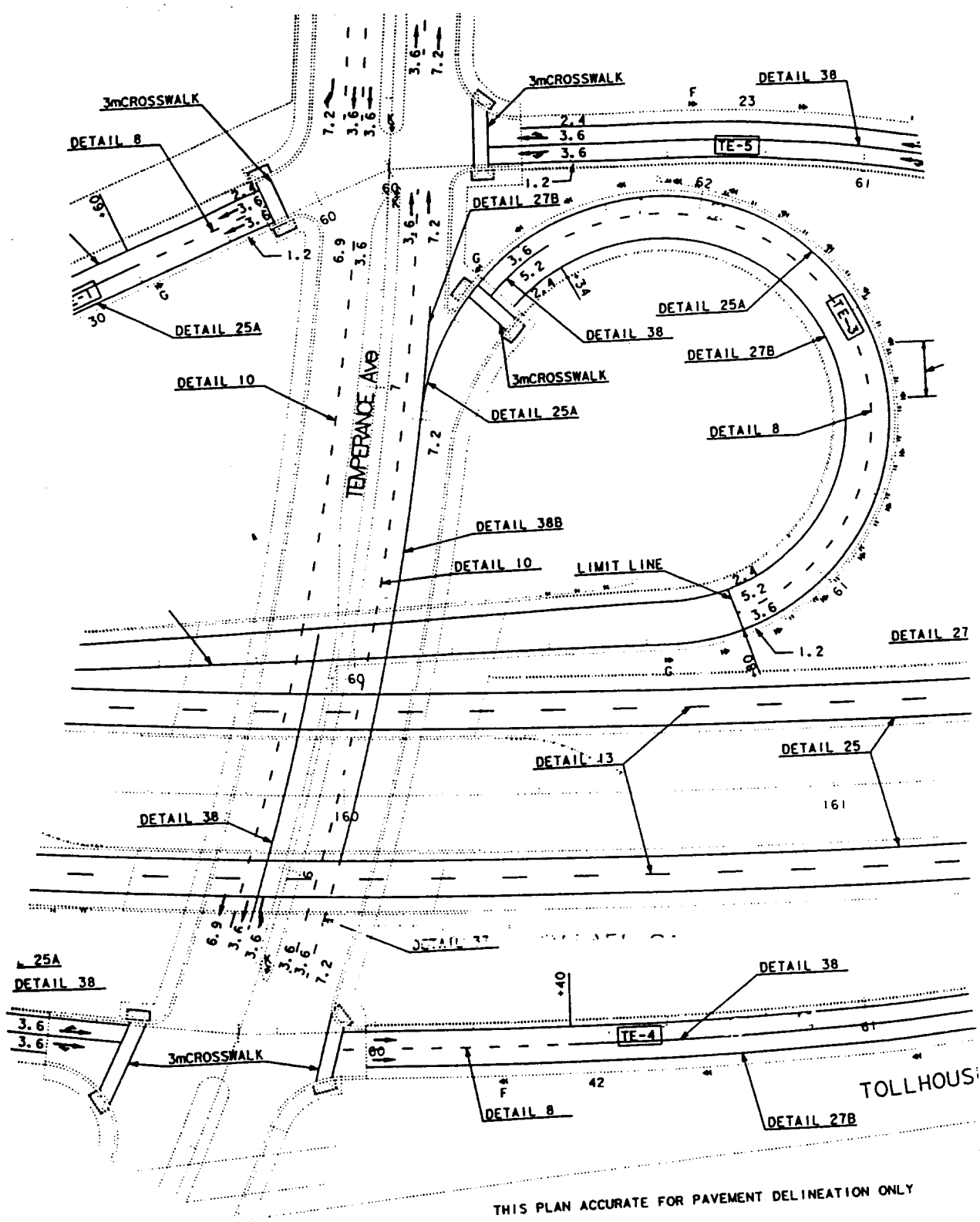
**APPENDIX**

**Table A-1**

**APPROVED RESIDENTIAL PROJECTS TRIP DISTRIBUTION  
NEAR TERM HORIZON (2003)**

<b>DIRECTION</b>	<b>PEAK COMMUTE DIRECTION</b>	<b>OFF PEAK COMMUTE DIRECTION</b>
S.R. 168 Freeway to/from the South/West	45%	25%
S.R. 168 to/from the East	3%	3%
N. Temperance Ave. to/from the North	5%	5%
Alluvial Ave./Nees Ave. to/from the West	10%	15%
N. Temperance Ave. to/from the South	15%	20%
Herndon Ave. to/from the East	2%	2%
Herndon Ave./Toll House Rd./ N. Armstrong Ave. to/from the South/West	20%	30%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

*Source: Crane Transportation Group*



Clovis Research and Technology Business Park GPA EIR

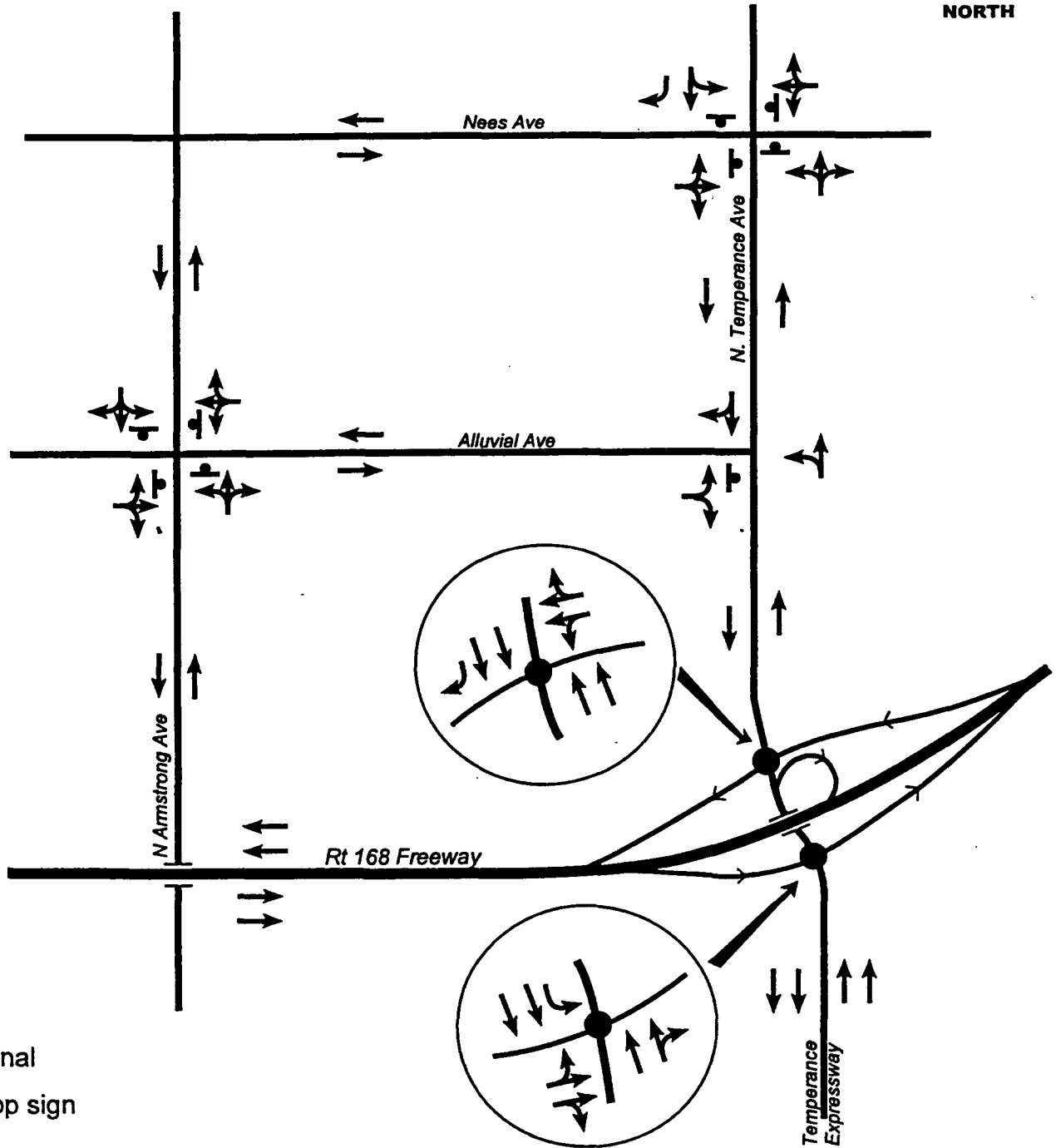


CRANE TRANSPORTATION GROUP

**Figure A-1**  
**Proposed N. Temperance Ave**  
**Interchange With SR 168 Freeway**



Not To Scale



- = Signal
- ⊥ = Stop sign

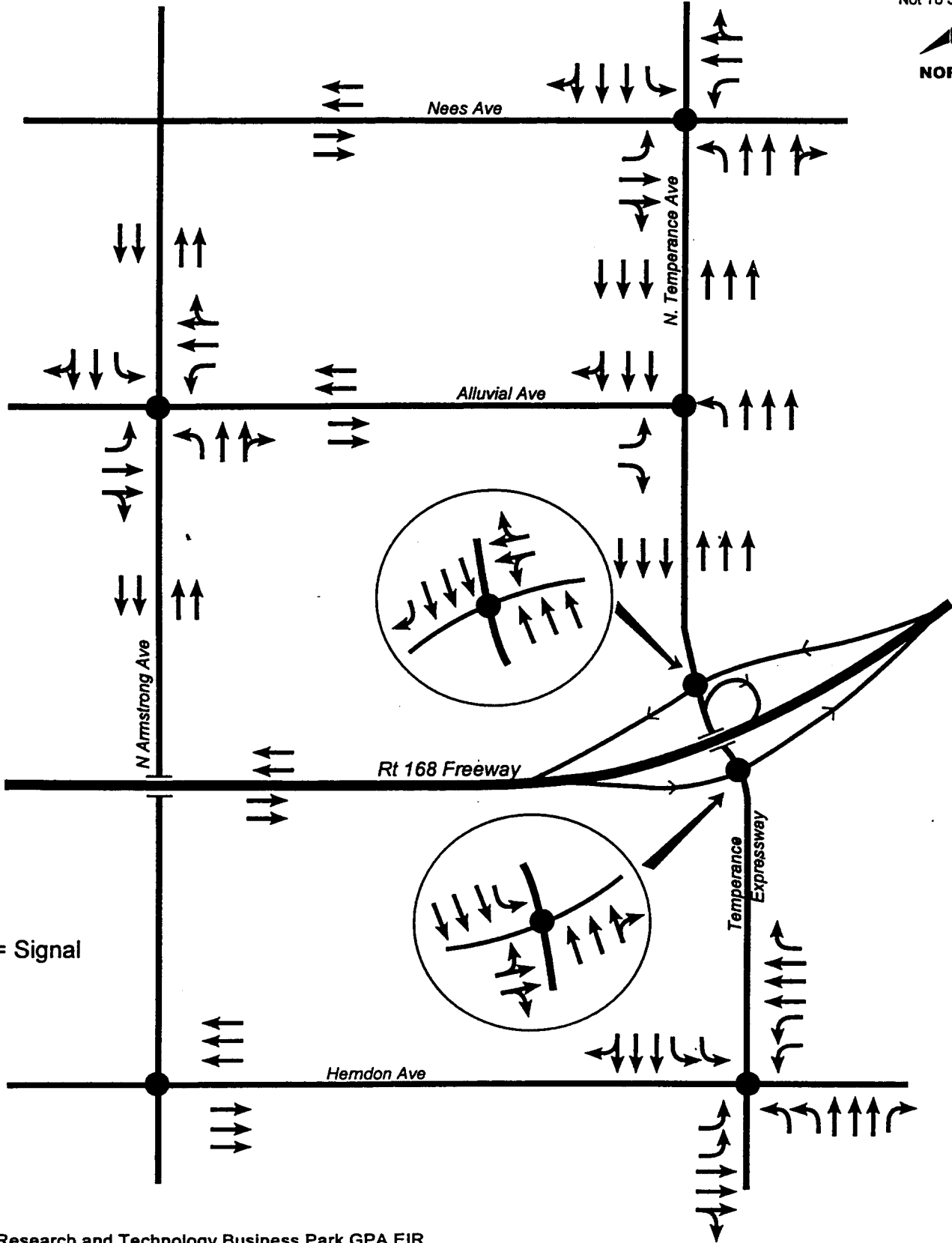
Clovis Research and Technology Business Park GPA EIR



CRANE TRANSPORTATION GROUP

**Figure A-2**  
Near Term Horizon (Year 2003)  
Intersection Geometrics and Control  
(W/O Research & Technology Park)

Not To Scale



● = Signal

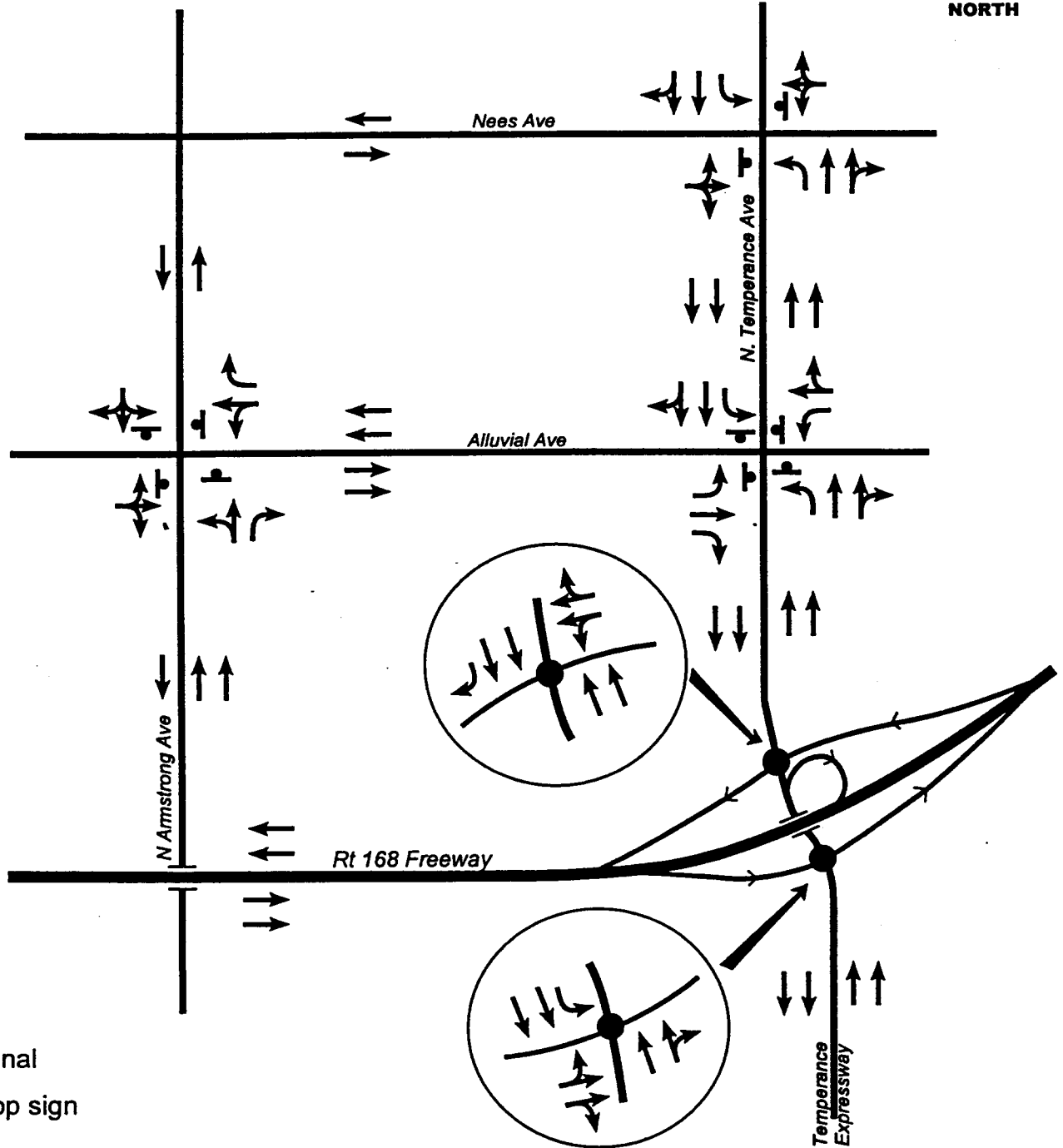
Clovis Research and Technology Business Park GPA EIR



CRANE TRANSPORTATION GROUP

**Figure A-3**  
**Long Term Horizon (Year 2020)**  
**Intersection Geometrics and Control**  
**(W/O Research & Technology Park)**

Not To Scale



- = Signal
- ┌ = Stop sign

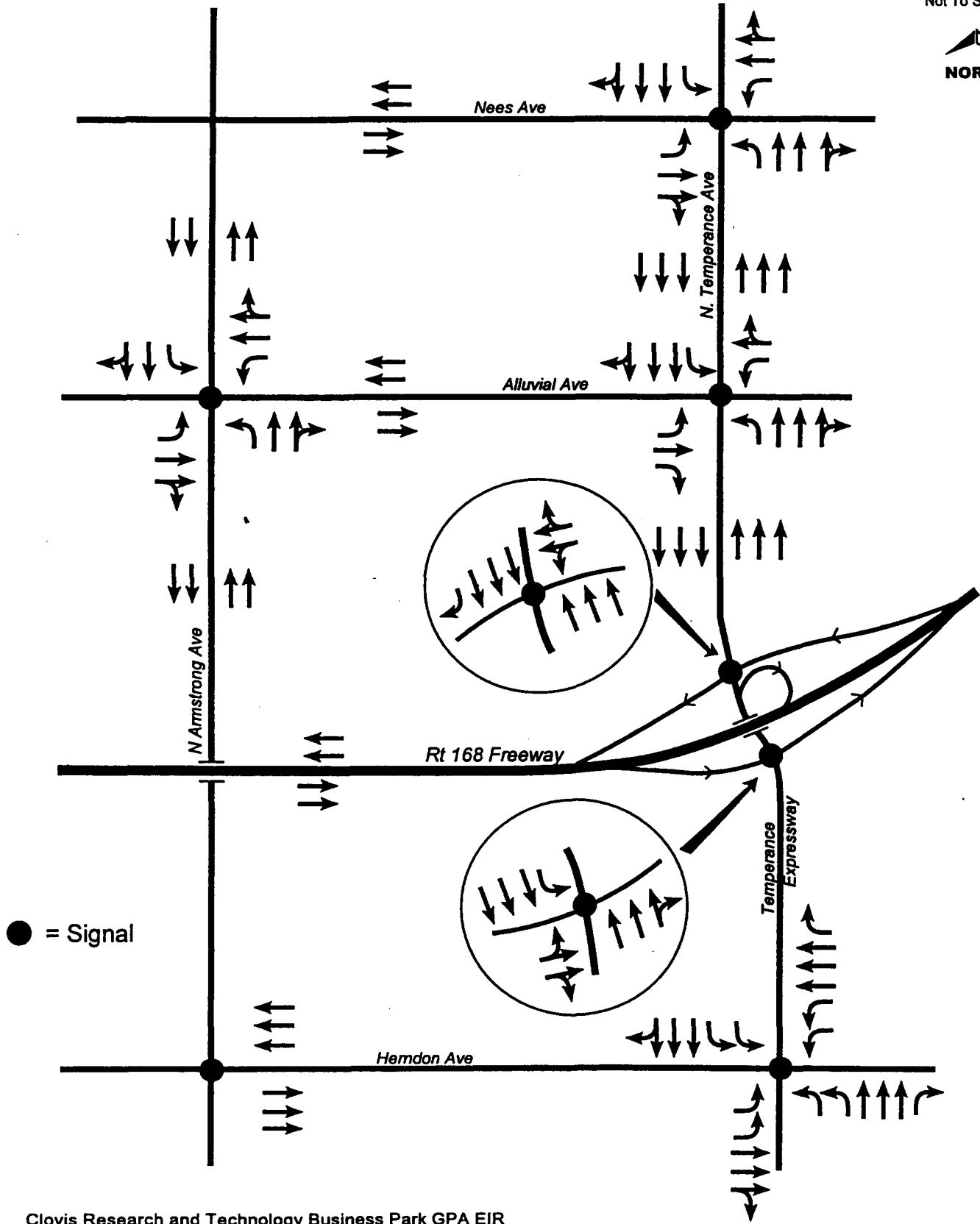
Clovis Research and Technology Business Park GPA EIR



CRANE TRANSPORTATION GROUP

**Figure A-4**  
**Near Term Horizon (Year 2003)**  
**Intersection Geometrics and Control**  
**With Research & Technology Park**

Not To Scale



Clovis Research and Technology Business Park GPA EIR



CRANE TRANSPORTATION GROUP

**Figure A-5**  
Long Term Horizon (Year 2020)  
Intersection Geometrics and Control  
(With Research & Technology Park)

**FINAL ENVIRONMENTAL IMPACT REPORT**

**General Plan Amendment GPA99-5**

**Clovis Research and Technology Business Park**

**SCH# 99041096**

**Prepared for**

**The City of Clovis**

**Prepared By**

**Land Use Associates  
6273 N. Farris Avenue  
Fresno, CA 93711**

**June 1999**

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1. Introduction and Purpose
2. Revisions to the EIR
3. Summary
4. Written Comments and Responses

**Attachment "A" Comment Letters and Planning Commission Minutes (May 27, 1999 hearing)**

## **FINAL EIR – GPA99-5 - Clovis Research and Technology Business Park**

### **1. Introduction and Purpose**

The California Environmental Quality Act (CEQA) requires that a Final EIR be prepared, certified and considered by decision makers prior to taking an action on a project. The Final EIR provides the lead agency an opportunity to respond to comments received on the Draft EIR and to incorporate any changes or additions necessary to clarify and/or supplement the information contained in the document. This Final EIR, therefore, represents the culmination of all environmentally related issues raised during the comment period on the Draft EIR for GPA99-5 Clovis Research and Technology Business Park. In addition, the Final EIR incorporates responses to comments provided by interested agencies and persons.

This document has been prepared by Land Use Associates to address comments received regarding the Draft EIR prepared for GPA99-5 Clovis Research and Technology Business Park area. The 45-day public review period for the Draft EIR ended on June 7, 1999. In addition, the Clovis Planning Commission at its public hearing of May 27, 1999 on the project, considered the Draft EIR. The minutes of the Planning Commission hearing are included in Exhibit "A".

Further, this document contains changes to the Draft EIR which address concerns arising from written or oral comments.

### **2. Revisions to the EIR**

During the EIR comment period, several issues were raised by oral and written comments, particularly in regards to visual resources and potential noise impacts. As a result, additional mitigation measures have been added to the Final EIR to address potential concerns. The following summary contains these additional measures which are shown in italics.

### **3. Summary (changes to the EIR shown in *italics*)**

For each impact section, a summary description from the Draft EIR is provided with applicable mitigation measures.

#### **1. PROJECT DESCRIPTION**

The proposed project is the amendment (GPA99-5) of the City of Clovis General Plan and the Herndon-Shepherd Specific Plan to permit development of the Clovis Research and Technology Business Park (R&T Park). The project site is located at the northeast and northwest quadrants of the Temperance Avenue and SR 168 alignment in northeast Clovis. The project site is 180.2 acres in size and generally bounded by SR 168 on the south, Armstrong Avenue on the west, Nees Avenue on the north, and the Enterprise Canal on the east.

An amendment to the City's General Plan and Herndon-Shepherd Specific Plan will be required to redesignate those portions of the site which are currently designated for low and high density residential development and park/open space to a General Plan land use classification (Mixed Use) designed to accommodate research and technology-oriented businesses. The proposed site would be designated as a mixed-use area and a new "Area 36" would be added to the list of mixed use areas designated in Table 2-3 of the General Plan. All commercial uses would be ancillary to the research and technology uses. The Herndon-Shepherd Specific Plan would also be amended to add a mixed use area to the project site.

The following table shows the proposed amendment to the General Plan Mixed Use Matrix Guidelines (Table 2-3 of the Clovis General Plan).

**Proposed General Plan Amendment**  
**TABLE ONE - MIXED USE AREA 36**

Area No.	Primary Use	Secondary Uses	Special Uses	Max. Height/Stories	FAR	Design Features and Comments
36	Research and Technology Business Park <sup>1</sup>	15% Commercial/Retail <sup>2</sup>	Hotels, Convention Center, Open Space <sup>3</sup>	5 <sup>4</sup>	.35-.50	<ul style="list-style-type: none"> <li>• Transit Orientation</li> <li>• Enterprise Canal Parkway</li> <li>• Buffer Adjacent Residential</li> <li>• Entry Treatment Opportunity</li> <li>• Special Development and Design Regulations</li> </ul>

1. Administrative and research activities occupying office type space and the balance to testing, fabrication, assemblage and other production types of activities.
2. All commercial uses are ancillary to the research and technology uses. The retail uses are strictly secondary uses to be oriented along the freeway 168 right-of-way only and not as a rule in the interior of the Business Park.
3. The location of hotel, conference, and personal services will be concentrated generally at the freeway 168 and Temperance Avenue interchange.
4. Five (5) Stories applies to motel or hotel uses only. Maximum height in the Business Park is 35 feet.

## 1. LAND USE

Proposed GPA99-5 will result in the following land use changes:

1. Change approximately 138 acres from low density residential to mixed-use research and technology park.
2. Change approximately 35.9 acres from high density residential to mixed-use research and technology park. This property has been the subject of several land use changes in the past, most recently in 1996 when the designation of two separate parcels was changed to provide for the potential construction of up to 462 apartment units.



3. Remove a 6.3-acre park designation located east of Temperance Avenue and south of Nees Avenue and replace it with up to 12 acres of open space to be used as buffers to adjacent residential neighborhood and landscaped areas adjacent to major roadways and the Enterprise Canal.

The proposed changes will not conflict with adopted environmental plans and goals of the City of Clovis. As discussed elsewhere within this EIR, the proposed land use changes generally result in fewer potential impacts to the environment and public services than existing planned land uses. The R&T Park will be buffered from adjacent land uses on the south by the new SR 168, on the east by the Enterprise Canal and on the north and west by major streets. The existing subdivision on the northwest boundary of the site will be buffered by landscaping, setbacks, and other design features of the R&T Park (see mitigation measures in Visual Resources), reducing potential land use impacts to an insignificant level.

The City does not have a mixed-use implementation ordinance for the mixed-use designation proposed by the general plan amendment. Such an ordinance could guide future development within the project area, including development standards, design guidelines, and appropriate implementing zone districts. Other tools are available to guide such development, however, including existing planned commercial development zone districts, use permits, and site plan review procedures.

Lands subject to the Williamson Act within the project area must remain in agricultural use unless a notice of non-renewal is filed and the contract is allowed to terminate after 10 years, or the contracts are canceled by the City Council. Tentative Cancellation has been approved by the Council for three of the four parcels subject to contract, but no notices of non-renewal have been filed for any of the parcels. In order for tentative cancellation to occur, the City Council must make findings consistent with Government Code Section 51182.

### **Mitigation**

1. *As soon as possible, the zoning on land within the Research and Technology Business Park shall be made consistent with the Mixed Use land use designation.*
2. *To insure compatibility with existing and planned residential uses and to regulate the physical development of individual projects in the Business Park, the City of Clovis shall develop design and development guidelines for Mixed-Use Area No. 36. Design and development guidelines shall be incorporated into the conditions of approval of development entitlements, included in master plans for development of multiple projects, and implemented with the development of individual projects.*
3. Prior to development of a parcel encumbered by a Williamson Act Agricultural Preserve Contract, a notice of non-renewal shall be filed and the contract terminated at the end of the non-renewal period or tentatively canceled if the City Council makes findings in accordance with state law requirements. *Final cancellation shall be granted by the State of California Department of Land Conservation before development takes place.*

## **Level of Significance Following Mitigation**

With implementation of the recommended mitigation measures, impacts to land use will be mitigated to a less than significant level.

### **2. TRAFFIC AND CIRCULATION**

The Temperance Avenue/Alluvial Avenue intersection would experience unacceptable LOS F operation as an all-way stop during both the AM and PM commute peak traffic hours. Volumes would be increased above peak hour signal warrant criteria levels at this location during both commute time periods. In addition to specific intersection operation, there will potentially be a storage problem on the northbound approach to the Temperance Avenue/Alluvial Avenue intersection.

There will be inadequate storage distance along Temperance Avenue between the SR 168 Westbound Off Ramp and Alluvial Avenue intersections for northbound vehicles turning left to Alluvial Avenue during the AM commute period. Storage will be inadequate with or without a signal at the Alluvial intersection with the proposed single northbound left turn lane. There will tentatively be, at most, about 350 feet of storage distance between the two intersections, while the northbound left turn storage demand will range from 450 up to 900 feet.

It is possible that one or more project intersections along Alluvial Avenue and at least one project intersection along Temperance Avenue will require signalization at some point of area development. Placement of project access intersections and driveways (in conjunction with signalization of the major access intersections) eventually create operational and storage problems.

There will be inadequate storage distance along Temperance Avenue between the SR 168 Westbound Off-Ramp and Alluvial Avenue intersections for northbound vehicles turning left to Alluvial Avenue during both the AM and PM commute periods. Storage will be inadequate with the proposed single northbound left turn lane. Although storage deficiency for this left turn movement has been identified as a problem for “without project” conditions, project traffic would add an additional 245 (PM peak hour) and 540 (AM peak hour) vehicles to this movement.

### **Mitigation**

#### **A. Year 2003**

(Unacceptable Operation of the Temperance Avenue/Alluvial Avenue Intersection)

1. Signalize the Temperance/Alluvial intersection.
2. Add a second left turn lane on the northbound Temperance Avenue intersection approach.
3. Restripe the eastbound Alluvial Avenue intersection approach to provide a separate left turn, a combined through/right turn and an exclusive right turn lane.

4. Provide loop detection in each left turn lane that will activate the northbound left turn green arrow when vehicle queues are approaching available storage limits.

Resultant operation with signalization and geometric improvements:

AM Peak Hour	LOS B Average Vehicle Delay = 12.6 seconds
PM Peak Hour	LOS D Average Vehicle Delay = 33.3 seconds

(Project Access Along Temperance Avenue, Alluvial Avenue, Armstrong Avenue and Nees Avenue)

5. The City Engineer shall provide input to the project planners at the time of specific site development in order to incorporate acceptable spacing between access intersections and to indicate likely intersections that will require signalization. Driveway connections to Temperance Avenue, Alluvial Avenue and Armstrong Avenue should be minimized.

Although not needed from a capacity standpoint, it is suggested that right turn deceleration lanes be provided on the approaches to all major intersections within the project area to minimize disruption to through traffic flow by turning vehicles. Provisions for bicycle lanes and requests by local transit agencies (location of bus pullouts, etc.) should also be incorporated into the final design plan.

#### **B. Year 2020**

(Storage Problems on Northbound Approach to the Temperance Avenue/Alluvial Avenue Intersection)

6. Add a second left turn lane on the northbound Temperance Avenue intersection approach.
7. Provide loop detection in each left turn lane that will activate the northbound left turn green arrow when vehicle queues are approaching available storage limits.

Resultant operation:

AM Peak Hour	LOS C Average Vehicle Delay = 16.1 seconds
PM Peak Hour	LOS D Average Vehicle Delay = 27.0 seconds

#### **Level of Significance Following Mitigation**

With implementation of the proposed mitigation measures, impacts to traffic and circulation will be reduced to a less than significant level.

### 3. AIR QUALITY

Short-term construction emissions for the project are significant for oxides of nitrogen (NO<sub>x</sub>) and close to significance levels for reactive organic gases (ROG). Daily emissions of NO<sub>x</sub> are 556 pounds per day and daily emissions of ROG are 54 pounds per day. No mitigation is available which would reduce this impact to a less than significant level.

The San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) regulates construction dust emissions through its Regulation VIII and considers compliance with these regulations as adequate mitigation for construction impacts.

Project-related traffic increases would generate new regional emissions exceeding the SJVUAPCD's thresholds of significance for ozone precursors. This would represent a potentially significant impact. Anticipated vehicle trips generated by the project would likely result in air pollutant emissions that would have the potential to affect the entire San Joaquin Valley air basin. While these emission increases are significant it should be noted that the emissions associated with the development currently listed in the General Plan (a combination of high and low-density residential development) would also have impacts exceeding significance levels, although not by as much as the proposed development.

#### Mitigation

1. Individual projects shall comply with the policies adopted in the Clovis General Plan Air Quality Element.
2. *As appropriate, individual projects shall provide the following:*
  - *bus stops and shelters along major bus routes as required by Clovis Transit and Fresno Area Express to encourage transit use;*
  - *direct pedestrian access to individual projects from existing or future public transit stops, sidewalks, or pedestrian trails. Such access shall consist of paved walkways or ramps and should be physically separated from parking areas and vehicle access routes.*
  - *bicycle parking facilities in accordance with state standards for patrons and employees. Enclosed bicycle parking, shower facilities, and bike and personal lockers shall be provided, as deemed appropriate, by the individual developers for employee use.*
  - *bike lanes on roadways in the Business Park as deemed necessary by the City Engineer. Linkages to bike lanes and the Enterprise Canal trail;*
  - *priority parking for rideshare employees;*
  - *on-site automatic teller machines at convenient locations; and*
  - *promotion of the use of alternative hours/work weeks for employees.*

3. *Provide a mixture of uses, as feasible in the proposed commercial development that include service-oriented facilities. Such uses as restaurants, banks, a post office, and a child care facility should be included to reduce vehicle trips.*

#### **Level of Significance Following Mitigation**

With implementation of the recommended mitigation measures, long-term mobile emissions will continue to contribute to adverse air quality in a non-attainment area. This is an unavoidable significant impact.

#### **4. VISUAL RESOURCES**

Compared to single family housing, the Research and Technology Business Park would bring about an extensive urban change to the area, replacing the rural landscape with a business park and the potential for multistory construction. Larger, taller buildings anticipated in the Business Park will result in highly visible urban development that will form an urban skyline for nearby residents and travelers. Most directly impacted are residents of the existing single family subdivision located at the northwest corner of the Business Park. The potential for taller buildings adjacent to single family back yards could alter views for those residences and decrease back yard privacy. The proposal to develop a linear park along this common boundary will reduce most of these visual concerns to an insignificant level.

#### **Mitigation**

1. *All development associated with this project shall be required to be consistent with all pertinent policies, development standards, and mitigation measures addressing site design, visual resources, and aesthetics approved with the Herndon Shepherd Specific Plan, the Clovis General Plan, and the Clovis Zoning Ordinance.*
2. *Building heights inside the Research and Technology Business Park shall be limited to approximately 35 feet. Greater heights may be conditionally permitted only with findings that the increased heights will not adversely affect nearby residences or other business park tenants. Heights of up to 65 feet will only be permitted for hotels located at or near the Temperance Avenue and State Route 168 interchange.*
3. *Where a business park development abuts a residential use in-house design review shall be required to ensure provision of adequate buffers. Substantial landscape setbacks, sound walls, screening, public roads, and height limitations, shall be required. Residential development buffers or mitigation measures must at minimum be consistent with the requirements of the Clovis General Plan, the Herndon Shepherd Specific Plan, and Clovis Zoning Ordinance regulating the abutment of residential uses and non-residential business park uses. Improvements to reduce negative impacts between uses shall be provided by the new use, rather than existing use.*
4. *Outdoor areas for shipping and receiving operations shall be located to avoid adverse noise, visual, and illumination impacts on nearby residences. These areas shall be concealed from view of the public and adjoining land uses. Concealment and screening may be accomplished by use of any of the following:*

- *Design buildings to envelop outdoor service areas thereby providing for concealment;*
  - *Construction of perimeter 6 feet high walls architecturally coordinated with the primary buildings and site landscaping; or*
  - *Screening with dense vegetative hedges, combined with walls or fences.*
5. *Loading facilities shall be screened with landscaping and/or berming and shall not be located at the front of structures. When it is not possible or desirable to locate loading facilities at the rear of the building, loading docks and loading doors shall be located on the side of the building and shall be screened from the street by landscaping offset from driveway openings.*
  6. *No permanent outside storage of materials or products is allowed.*
  7. *Parking areas shall be well landscaped with trees provided along the perimeter and interior of multi-aisle parking areas such that the trees form an overhead canopy providing sun and rain protection for the majority of the parking spaces.*
  8. *Parking areas adjoining public rights-of-way shall be set back a minimum of 15 feet from the right-of-way and the setback areas landscaped to partially screen the parked vehicles. The landscaping should be coordinated with street landscaping to achieve an attractive, unified landscape appearance.*
  9. *On site parking for trucks and vehicles other than passenger cars shall not be permitted within 25 feet of any property line on any street excluding freeways. Parking shall not be permitted within 10 feet of the street side of any office portion of any building.*
  10. *Buildings, structures and loading facilities shall be designed and placed upon the site so that vehicles, whether rear loading or side loading may be loaded or unloaded at any loading dock or door, or loading area, without extending beyond the property line.*
  11. *No loading area shall be located within twenty-five (25) feet of residential property*
  12. *The architectural style of new buildings shall have a contemporary appearance while utilizing elements that complement the existing character of Clovis. This may mean relating to the relatively small scale of adjacent structures and incorporating such elements as variation in textures and materials in the design of elements facing the public street.*
  13. *Building construction and design shall be used to create a structure with substantially equally attractive sides of high quality, rather than placing all emphasis on the front elevation of the structure and neglecting or downgrading the aesthetic appeal of the side elevations of the structure. Any accessory buildings and enclosures, whether attached to or detached from the main building, shall be of similar compatible design and materials.*

14. *Large, continuous surface treatments of a single material shall be minimized. In the event this is done, textural changes or relief techniques should be introduced to produce a play of shadows on the surface. Large buildings shall have facades that include variations in form and texture.*
15. *Perimeter landscaping is required adjacent to street frontages. These perimeter areas shall be a minimum of 10 feet wide and include trees, shrubs, and ground cover. Landscaped berms are encouraged to soften the transition between street and parking lot.*
16. *Both perimeter and interior landscaping shall include canopy-type trees. The location and spacing of trees is dependent on the type of tree used, but the effect should be a consistent tree cover that will provide shade. Generally, a tree should be installed for every five to eight parking spaces.*
17. *Live plant materials shall be used in all landscaped areas. The use of gravel, colored rock, bark and other similar materials is not acceptable as a sole ground cover material.*
18. *All exterior trash and storage structures and service areas shall be screened from view with a City approved wall or fence.*
19. *Utility company equipment and roof-mounted equipment shall be screened from street view.*
20. *The design of masonry walls, fencing, trash enclosures and similar accessory site elements shall be compatible with the architecture of the building.*
21. *Lighting shall be placed where it can best aid in illuminating activity areas. The site should not be overly lit. Fixtures should be scaled in size to match the size of areas to be lit.*
22. *Area lighting shall be directed predominantly downward and placed to prevent glare or excessive spray of light on neighboring sites.*
23. *Pad-mounted transformers, utility connections, and meter boxes shall be screened and integrated into the site plan.*
24. *All commercial uses shall be ancillary to the research and technology uses. The retail uses shall be strictly secondary uses to be oriented along the freeway right-of-way only and shall be limited in the interior of the Business Park to businesses that serve the employees of the Business Park.*
25. *The location of hotel, conference, and personal services shall be concentrated generally at the freeway 168 and Temperance Avenue interchange.*
26. *The provision for five (5) stories in Mixed Use Area 36 applies to motel or hotel uses only. Maximum height in the Business Park is 35 feet.*

### **Level of Significance Following Mitigation**

With implementation of the setback, buffering, building height, screening, parking and signage proposals of the Research and Technology Business Park plan, potential visual impacts will be reduced to a less than significant level.

## **5. PUBLIC SERVICES**

### **A. Fire Protection**

Implementation of the business park could adversely impact the Clovis Fire Department's ability to provide adequate fire service. The Business Park would result in an increased demand for services including additional personnel, equipment (including equipment for fire suppression in multi-story buildings), and facilities. A fire station in the vicinity of Armstrong Avenue and Nees Avenue is now planned for construction in 4-5 years that will reduce impacts on fire protection. Implementation of General Plan policies and actions will also help alleviate adverse impacts associated with both increased demand on existing fire service providers and increased populations at risk for fire hazards. Specifically, Goal 3, Policy 3.1 and 1.5 and related actions from the Public Safety Element help reduce impacts.

### **Mitigation**

- 1. The City of Clovis Fire Department shall be consulted prior to development of any structures in the Business Park to assure that adequate fire protection services are available to serve the proposed development.*
- 2. The City of Clovis will consult with the City of Clovis Fire and Building departments to ensure future projects in the Business Park meet necessary fire safety, Uniform Building Code, and structural standards. The Fire and Building departments shall provide conditions of approval to assure adequate fire safety during the processing of development entitlements*

### **Level of Significance Following Mitigation**

With implementation of the recommended mitigation measure, potential impacts to fire protection services will be reduced to a less than significant level.

### **B. Police Service**

Continued development as anticipated in the project area could adversely impact the Clovis Police Department to provide police service as noted, although when compared to residential development, business parks result in fewer calls per acre. The nature of calls also changes from primarily domestic disturbances to crimes against property such as burglary. The General Plan contains several policies and actions which encourage the development of adequate police facilities as areas develop. Specifically, Goal 3, Policy 3.3 and related Actions help mitigate impacts police services.



### **Mitigation**

1. *The City of Clovis Police Department shall be consulted prior to development of any structures in the Business Park to assure that adequate police protection services are available to serve the proposed development.*
2. *The City of Clovis shall encourage the design of public and private spaces to minimize opportunities for criminal activity in all future projects in the Business Park. The Police Department shall provide conditions of approval during the processing of development entitlements that address design and operational aspects of proposed projects to minimize the potential for criminal activity in the Business Park.*

### **Level of Significance Following Mitigation**

With implementation of the recommended mitigation measures, potential impacts to police protection services will be reduced to a less than significant level.

#### **C. Water**

Previous studies conducted by the City of Clovis have determined that the conversion of agricultural land to residential use can result in a decrease in land area water consumption requirements. As urbanization occurs on the project site, total water use is expected to increase compared to current uses.

At full buildout of current planned land uses, the project area would be expected to use approximately 490 acre-feet of water annually for domestic purposes. Commercial and business park uses generally use less water than comparable acres of single family residential due to reduced requirements for domestic and landscaping uses. At use rates estimated by the City's Water Master Plan Update, the 180.2 acre R&T Park would require approximately 335 acre feet of water annually, a rate less than planned land uses.

### **Mitigation**

No additional mitigation measures are required.

#### **D. Sewer**

At full buildout of current planned land use, the project area would generate approximately 0.23 million gallons of wastewater per day. Commercial and business park uses usually generate less wastewater than comparable acres of single family residential due to reduced domestic requirements. Based on use rates estimated by the City's Wastewater Master Plan Update, the 180.2 acre R&T Park would generate approximately 0.22 million gallons of wastewater daily, a rate slightly less than planned land uses.

**Mitigation**

No additional mitigation measures are required.

**E. Solid Waste**

According to the Solid Waste Generation Study for Fresno Counties and Cities, residential uses generate 2.26 tons of solid waste per acre per year. Existing planned land uses include 173.9 acres of residential use. These uses would therefore generate approximately 393 tons of solid waste per year. The 180.2 acre R&T Park would generate an estimated 294 tons per year (using the commercial generation rate of 1.63 tons/acre/year from the Solid Waste Generation Study for Fresno Counties and Cities). The proposed project would therefore generate less solid waste than planned land uses.

Research and technology parks can generate hazardous and/or toxic solid waste. All uses would be required to file a business plan with the Fresno County Environmental Health Division for disposal of such waste.

**Mitigation**

No additional mitigation measures are required.

**F. Schools**

The proposed Business Park will have less of an impact on the District than the existing residential designation in terms of student generation. However, new commercial and industrial development does affect the District by generating employees. The children of employees living in the District will need to be housed in District schools.

The Clovis Unified School District currently levies a development fee of \$0.31 per square foot for commercial and industrial development. Any new development on the subject property will be subject to the development fee in place at the time fee certificates are obtained.

**Mitigation**

No additional mitigation measures are required.

**G. Drainage**

The drainage facilities for the portion of the proposed business park lying within Drainage Area "7H" (east of Temperance Avenue and south of the Enterprise Canal) were designed to serve High Density Residential and Open Space park uses, consistent with the 1993 Clovis General Plan. The storm drain has been installed downstream of this site and will need to be studied to determine whether or not capacity is available to accommodate the increased runoff from the proposed land use.

The portion of the business park which lies west of Temperance Avenue and north and south of Alluvial Avenue is located within Drainage Area "7D". The drainage system planned to serve this area is designed for low-density residential land uses, consistent with the 1993 Clovis General Plan. A portion of the storm drain system to serve this area has been constructed downstream and does not have capacity to serve this proposed land use.

The portion of the Business Park which lies north of the Enterprise Canal and west of Temperance Avenue is within Drainage Area "BX". The District's system in Drainage Area "BX" has not been constructed and can be modified to accommodate the proposed use.

If the proposed land uses are adopted, it would be necessary to mitigate the impact of the land use changes on the Drainage Area "7D" system and possibly the Drainage Area "7H" system. These mitigation measures could be implemented either on an area wide basis for the entire business park or on each individual development as it is developed. The cost of mitigation of the drainage impacts would not be considered Master Plan costs and therefore would not be eligible for drainage fee credit or reimbursement by the District.

### **Mitigation**

1. Construction of on-site detention ponds to reduce the peak flows from the development to that anticipated in the design of the existing Master Plan storm drainage facilities.
2. Implementation of landscaping and open space areas of sufficient size to make the runoff characteristics of the site equivalent to those anticipated by the design of the existing Master Plan storm drainage facilities.
3. Construction of non-Master Plan facilities to increase the system capacity of the District's system.
4. The District shall review and approve any improvement plans and method of providing the proposed mitigation.

### **Level of Significance Following Mitigation**

With implementation of the recommended mitigation measures, potential drainage impacts will be reduced to a less than significant level.

### **H. Noise**

*Changing the project site from vacant and rural residential land to an urbanized use will bring about the introduction of noise into the project area. Those affected by this introduction of noise will most likely be the existing residents of the single-family subdivision to the northwest and other nearby residents. Because most operational activities will be required to take place inside the buildings, the only notable source of noise will be that generated from employee vehicles and shipping and receiving (truck) activities.*

*The proposed Research and Technology Business Park is not intended to be a traditional industrial park. During the preliminary development of the scope of the business park project, the City of Clovis concluded that the proposed Business Park would not generate significant levels of noise. This conclusion was based on: 1) first hand observations secured from field surveys of existing research and technology parks; 2) interviews of staff from jurisdictions where similar parks have been constructed; and 3) an examination of the literature in which research and technology parks are described.*

*The policies of the Clovis General Plan require that exterior living areas of single family uses have a maximum noise level of 65dB CNEL and an interior living areas noise level of 45dB CNEL (Community Noise Equivalent Level – 24 hours average noise level). It is the intention of the City of Clovis to require a combination of site planning techniques, landscape setbacks and berms and/or noise walls, and architecture treatments be incorporated into the design of all developments in the Research and Technology Business Park project to ensure that the required 65dB CNEL (outside) and 45dB CNEL (inside) standard is achieved.*

*During construction there will be short-term noise impacts caused by construction equipment such as earthmovers, trucks, and power equipment. These noise impacts will occur primarily during daylight hours and could cause some short term nuisance effects to residents near the construction site.*

*Potential noise impacts on residential areas located adjacent to the proposed Research and Technology Business Park have been addressed through mitigation measures that have been incorporated into the project.*

### **Mitigation**

- 1. All development associated with this project shall be required to be consistent with all pertinent policies, development standards, and mitigation measures addressing noise impacts approved with the Herndon Shepherd Specific Plan, the Clovis General Plan, and Clovis Zoning Ordinance.*
- 2. The City of Clovis shall evaluate potential noise conflicts for each proposed individual development in the business park and require mitigation of all potentially significant noise impacts as a condition of project approval.*
- 3. All development projects occurring in the business park locating near existing or planned residential areas shall demonstrate that the project, when constructed, will comply with the City noise requirements.*
- 4. The City's noise standards for land use compatibility as adopted in Table 8-3 of the Clovis General Plan shall be adhered to and implemented during the review of all proposed development projects. Conditions of approval shall be incorporated into all development projects to attenuate exterior/interior noise levels to acceptable levels.*

5. *Noise mitigation shall include a combination of site planning techniques, landscape setbacks and berms and/or noise walls, and architecture treatments. Required mitigation shall be incorporated into the design of all proposed developments in the Research and Technology Business Park Project to ensure that the adopted 65dB CNEL (outside) and 45dB CNEL (inside) City noise standard is achieved.*
6. *The use of sound walls shall be discouraged. Berms, greenbelts, and public park areas shall be utilized when feasible to reduce potential noise impacts.*
7. *All business activities, other than shipping and receiving, shall take place inside the buildings.*
8. *A minimum distance of approximately 200 feet shall be maintained between all structures and existing residences. A portion of this setback area shall be improved as a greenbelt or park. This distance can be decreased only with the submission of an acceptable noise study indicating that there will not be any significant acoustical impacts on adjacent land uses.*
9. *The hours of operation of outside business activities shall be restricted to the hours between 7 a.m. to 6 p.m. No nighttime (after 9 p.m.) shipping and receiving activities will be allowed in the Business Park.*
10. *All buildings near residential areas shall be oriented to shield outdoor living areas from noise sources. Noise tolerant land use elements such as parking lots, maintenance facilities, and utility areas shall be placed between noise sources and sensitive receptors.*
11. *Special orientation or design treatment of loading docks located in proximity to residential areas shall be required to reduce noise impacts to less-than-significant levels.*
12. *During construction, the operation of heavy equipment shall be limited to the daytime hours (Monday through Saturday, 7 a.m. to 6 p.m.). Stationary equipment (e.g., generators) shall not be located adjacent to any existing residences unless enclosed in a noise attenuating structure. The hours of construction activity near residential areas shall be limited to Monday through Saturday, 7 a.m. to 6 p.m. with no activity allowed on Sundays and holidays.*
13. *The City of Clovis shall provide quick response to noise complaints and rapid abatement of noise nuisances within the scope of the City Police enforcement powers.*

#### ***Level of Significance Following Mitigation***

*With implementation of the recommended mitigation measures, potential noise impacts will be reduced to a less than significant*

## **ALTERNATIVES TO THE PROPOSED PROJECT**

### **A. No Project**

Under the No Project alternative, the project site would remain in its existing condition with designations for high density and low density residential uses. As discussed in the Land Use section, up to 945 residential uses could be constructed with associated park and open space uses.

It is likely that development would occur at somewhat faster rate with the No Project as the demand for residential development continues strong within the Clovis community while the market for research and technology uses is less certain.

#### **Increased Impacts as a Result of the Alternative**

Compared to the proposed project, the No Project alternative would result in more substantial impacts in the following areas.

- more substantial demand on water and wastewater systems
- more substantial demand on police services
- more substantial demand for school services

Due to these factors, it is determined that the No Project Alternative is not environmentally superior to the proposed project.

### **B. Research and Technology Business Park with Reduced Development**

A down-scaled alternative was developed wherein the western most 53.5 acres would remain low density residential with 187 units and 565 persons. The project area would then be developed as shown on the following table.

#### **Increased Impacts as a Result of the Alternative**

Compared to the proposed project, the Reduced Development alternative would result in more substantial impacts in the following areas.

- more substantial demand on water and wastewater systems
- more substantial demand on police services
- more substantial demand for school services

Due to these factors, it is determined that the Reduced Development Alternative is not environmentally superior to the proposed project.

**Research and Technology Business Park - Alternative Land Use**

<b>Land Use</b>	<b>Acres</b>	<b>Density/Acre or FAR<sup>1</sup></b>	<b>Units/Square Feet</b>	<b>Residents/Employees</b>
<b>Phase I</b>				
Hotel and Retail Center	20.0	.40 FAR	348,500 sq. ft.	730 employees <sup>2</sup>
Research & Technology	76.9	.35 FAR	1,172,420 sq. ft.	1,820 employees <sup>3</sup>
<b>Sub-total</b>	<b>96.9 acres</b>		<b>1,520,920 sq. ft.</b>	<b>2,550 employees</b>
<b>Phase II</b>				
Single Family Residential	53.5 acres	3.5 du/ac	187 units	
Research & Technology	29.8 acres	.35 FAR	454,330 sq. ft.	705 employees
<b>Total</b>	<b>180.2 acres</b>		<b>1,975,250 sq. ft. 187 units</b>	<b>3,255 employees</b>

<sup>1</sup> FARs from "Research and Technology Business Park Feasibility Study," Thomas Cooke Associates

<sup>2</sup> Council of Fresno County Governments factor of 36.38 employees per acre for community commercial

<sup>3</sup> Council of Fresno County Governments factor of 23.66 employees per acre for business park

#### **4. Written Comments and Responses**

Response letters were received from the following agencies and individuals:

1. The Governor's Office of Planning and Research
2. The Department of Transportation (letter of May 21, 1999)
3. The Department of Transportation (letter of June 1, 1999)
4. The San Joaquin Valley Air Pollution Control District
5. The Fresno Metropolitan Flood Control District
6. The County of Fresno Public Works and Development Services Department
7. Lance W. Johnson
8. Mark Der Matoian
9. Gino Roberti
10. Susan Chapman

Following are responses to comments. The comment letters are attached as Attachment "A".

##### **1. The Governor's Office of Planing and Research**

The Office of Planning and Research (OPR) is responsible for circulation of the Draft EIR to State Agencies and to administer the EIR process in accordance with CEQA. OPR's letter indicates compliance with the State Clearinghouse requirements and also lists the agencies that were provided a copy of the Draft EIR.

##### **2. The Department of Transportation (letter of May 21, 1999)**

The EIR contains mitigation measures that will reduce potential traffic impacts to a less than significant level.

##### **3. The Department of Transportation (letter of June 1, 1999)**

*Response 1.* Comment noted.

*Response 2.* Comment noted. Precluding a fourth (easterly) leg at the future Temperance/ Alluvial intersection should provide better operating conditions than detailed for the four-leg Temperance/Alluvial intersection analyzed in the EIR. It will then be necessary, however, to provide a major intersection along Temperance Avenue to the north of Alluvial providing access to the property east of Temperance and north of the freeway.



**Response 3.** The Caltrans proposed S.R. 168 Eastbound Off-Ramp striping would provide acceptable year 2003 AM and PM peak hour operating conditions with inclusion of project traffic (as would the striping presented in the DEIR in Figure 3.2-10). Since the Caltrans design for the Eastbound Off-Ramp already includes two lanes, the only cost associated with their request would be to restripe the off-ramp lanes if and when needed.

**Response 4.** Comment noted. We agree that the S.R. 168 Westbound Ramps/Temperance Avenue intersection would operate acceptably from a level of service standpoint with or without the striping change proposed in Figure 3.2-10. During preparation of the EIR document, Caltrans staff indicated that they probably were not going to use one of the Westbound On-Ramp lanes to serve high occupancy vehicles (HOV) which would have allowed implementation of the recommended restriping in Figure 3.2-10. With use of one on-ramp lane for HOVs, Caltrans= recommended striping plan is preferred.

**Response 5.** Comment noted.

**Response 6.** Comment noted.

**Response 7.** Year 2020 traffic projections utilized in the DEIR were obtained from the COFCG traffic model. Special runs were conducted by COFCG specifically to determine the traffic implications of the Research & Technology Park project. The 2020 traffic model base employed for the R&T DEIR is different than that utilized for Caltrans to determine year 2020 projections for the design of the S.R. 168 freeway interchanges. While the Caltrans runs reflect more recent year 2020 regional land use growth projections, they have not been officially approved by the COFCG traffic modeling committee. The base model used for the R&T EIR has had its land use projections approved by the COFCG committee. Therefore, there is a measurable to significant difference between the 2020 traffic projections between the model runs due to the different land use bases.

In regards to specific locations where year 2003 existing + project volumes are higher than year 2020 projections: It is agreed that some A near term≅ specific movements are higher than those projected for 2020. However, if the project would fully develop by the year 2003 (not remotely likely, but requested for analysis by Caltrans), virtually all project-related traffic would be traveling to/from points south and west (the location of the vast majority of existing residential units). This would produce extremely high directional traffic flow for certain movements at the Temperance/S.R. 168 interchange during the near-term horizon commute traffic periods. In contrast, by 2020, the regional traffic model is predicting a much more diffuse spread of traffic from the R&T park in all directions as development has been assumed to also extend well to the north and east of the project area. Major roadway infrastructure improvements have also been assumed completed in the 2020 traffic model projections to the north, south, east and west of the project site. Therefore, it is not out of the question that a few select movements for the near-term horizon analysis (unlikely as this development scenario may be) may be higher than those projected by the regional travel model for the year 2020.

#### **4. The San Joaquin Valley Air Pollution Control District**

The mitigation measures to reduce the LOS at Temperance and Alluvial to D or better are part of the Mitigation Monitoring program for the project and will be attached as conditions of project approval. By ensuring an acceptable level of service at this intersection, concerns for CO hotspots will be mitigated to a less than significant level.

#### **5. The Fresno Metropolitan Flood Control District**

The suggested word errors are acknowledged but do not change the conclusions of the EIR.

The correct boundaries for the project are shown on Figures 2-2 and 2-3 of the Draft EIR and extend to Armstrong Avenue on the west.

#### **6. County of Fresno Public Works and Development Services Department**

*Response 1.* Comment noted.

*Response 2.* Project gross trip generation is presented in Table 3.2-8 while the net new trip generation on the local roadway system from the project commercial centers is presented in Table 3.2-9. Figures 3.2-4 and 3.2-5 present both year 2003 Base Case (without project) volumes as well as the increment of traffic due to the proposed project on all local roads near the project site.

*Responses 3 & 4.* The three requested locations for analysis along Willow Avenue are 3 to 3.5 miles west of the project site. It would not be expected that Willow Avenue (Shepherd to Cooper), the Cooper/Willow or Willow/Shepherd intersections would experience more than 7 to 8 new additional trips due to the proposed project (at full development) during either the AM or PM commute peak traffic hours. The Temperance/Shepherd intersection (about 1.25 miles north of the project) might be expected to receive up to 50 AM peak hour and 80 PM peak hour trips from a totally developed project. Approximately 15 percent of the project would need to be developed before the Temperance/Shepherd intersection would receive 10 new trips (due to the project). The County is requesting analysis of any intersection that would experience 10 or more new trips added during a peak traffic period. Based upon observation, this intersection could easily accommodate 10 additional peak hour trips, or even traffic from the maximum development level.

#### **7. Lance W. Johnson**

##### **General Comments**

Many of the author's comments regarding deficiencies of the Draft Environmental Impact Report are not substantiated with specific examples of alleged deficiencies (specific citations from the DEIR), references to published documents, pertinent Sections of the California Environmental Quality Act, qualified professional interpretation, or verifiable facts in the public record, and thus must be considered personal opinion only.

### **Participation by Non-landowners**

All statutory requirements for public participation and public and agency review of the proposed project and the EIR for this project per the California Environmental Quality Act have been complied with. No further response is necessary.

### **Initial Study Failures to Identify Impacts**

Section 15063 of the California Environmental Quality Act states that if the “Lead Agency can determine that an EIR will clearly be required for a project, an Initial Study is not required but may still be desired”. In this case an Initial Study was prepared as part of the Notice of Preparation to solicit comments from agencies and the public in general, and to focus the scope of the EIR for the proposed project. Per CEQA Guidelines Section 15063(3), the Initial Study prepared was “neither intended nor required to include the level of detail included in an EIR.”

According to CEQA Guidelines, Section 15063 (C), the purpose of an Initial Study is to “provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration.” [See also 15063(C) (1)]. An Initial Study acts to assist in the preparation of an EIR by “focusing the EIR on the effects determined to be significant, [see 15063 (C) (3) (A)]. An Initial Study also helps determine “whether a previously prepared EIR could be used with the project.” [See 15063 (C) (7)].

The Initial Study for the proposed project is not inadequate or defective. Pursuant to Section 15006(d), it provided basic environmental analysis that allowed for the focusing of the analyses in the EIR. The EIR focused on Land Use, Traffic and Circulation, Air Quality, Visual Resources, and Public Services (including water). Other environmental topics were either determined not to be significantly effected by the proposed project or it was concluded that they have been adequately analyzed in other environmental documents (EIRs) covering the project area previously certified by the Clovis City Council.

### ***DEIR Deficiencies (General Response)***

CEQA requires that public agencies reduce delays and paperwork when preparing environmental documents (Section 15006). Re-evaluating environmental topics that have been adequately analyzed in previous documents (e.g., population, housing, biology) is not necessary and would be in direct conflict with this Section.

Section 15006(f) of CEQA Guidelines allows and encourages the use of “a previously prepare EIR when it adequately addresses the proposed project.” (See also Section 15153) The purpose of this allowance is to eliminate “repetitive discussions of the same issues by using Environmental Impact Reports on programs, policies, or plan and tiering from reports of broad scope to those of narrower scope [15006(m)].” CEQA also allows “mentioning only briefly issues other than significant ones in EIRs” [15006(p)]. Finally, Section 15063(C) of CEQA Guidelines notes that if the initial study indicates that a project may have a significant effect on the environment the Lead Agency shall determine “which of the project’s effects were adequately examined by an earlier EIR. The lead agency shall then ascertain which effects, if any, should be analyzed in a later EIR.”

The EIR prepared for the business park project did not revisit a number of environmental issues already adequately covered in previous EIRs certified by the Clovis City Council. Two previous EIRs were relied on in determining the focus of the current environmental analysis. These are described below.

The project site is located in the Herndon Shepherd Specific Plan planning area for which a final EIR was prepared and certified in 1988. The Final EIR for the specific plan examined a full range of environmental topics as a prelude to the ultimate urbanization of the entire specific plan area, including the project site.

The entire general plan planning area was evaluated in 1992 in the Clovis General Plan Environmental Impact Report, a program EIR, certified by the Clovis City Council on April 26, 1993.

### **Failure to Evaluate Biological Impacts (paragraphs 1,2,3)**

Biological impacts were not evaluated beyond the Initial Study analysis because: a) the project site has been in agricultural or rural residential use for a number of years and all natural habitat has been previously disturbed or removed; b) biological impacts for the project area have been evaluated in two previous certified EIRs (Herndon Shepherd Specific Plan Final EIR and the Clovis General Plan Final EIR); and c) the California Department of Fish and Game did not respond to the Notice of Preparation of the Draft EIR with comments or concerns.

Potential impacts to biological resources were examined in the EIR (1988) prepared for the Herndon Shepherd Specific Plan. The analysis concluded that “due to extensive cultivated agricultural uses of much of the plan area and the presence of developed roadways that act as ecological barriers, wildlife resources within the area are quite limited.” At that time the CDFG’s Natural Diversity Data Base “revealed no known rare or endangered species within or close to the (Herndon Shepherd Specific Plan) area.” It should be noted that at the time of the environmental analysis (1987) no correspondence was received that identified rare or endangered species in the specific plan area from any governmental agency responsible for protecting wildlife resources. (Reference: Herndon Shepherd Specific Plan Final EIR, 3.2 Biological Environment, March 1988).

The Clovis General Plan EIR (1992) identified the business park project area as agricultural and concluded that “wildlife that occur in these agricultural habitats are generally common species that tolerate human disturbance.” The analysis presented in the Biological Resources section in the EIR was based on “information obtained from the Department of Fish and Game and the US Fish and Wildlife Service.” The analysis concluded that “no threatened or endangered are known to occur within the (General Plan) project area.” It should be noted that at the time of the environmental analysis (1992) no correspondence was received that identified rare or endangered species in the General Plan area from any governmental agency responsible for protecting wildlife resources. (Reference: Clovis General Plan Final EIR, 4.4 Biological Resources, December, 1992).

Concerning wetlands and vernal pools, there are no wetland areas or vernal pools in the business park project site area or in the surrounding areas inside the current City of Clovis Sphere of Influence (reference: Final Wetland Resources Planning Recommendations for Chico, Clovis, Fresno, and Surrounding Areas of Butte and Fresno Counties, Jones and Stokes, submitted to the U.S. EPA Region IX, San Francisco, CA September 30, 1994).

Other studies evaluating biological resources have been executed near the project area. In 1992, the Clovis Unified School District prepared an Environmental Impact Report to examine the potential effects of a proposed 154 acre educational complex located approximately one half mile from the project site at the southwest corner of Temperance and Shepherd Avenues. The general characteristics of the site, size (154 acres), historical agricultural land (now follow) use, and rural residential uses, are similar to the proposed business park site.

The District employed a professional biologist (H.T. Harvey) to perform the evaluation. Information for the assessment “was assembled from on-site field observations, a survey of pertinent literature, and consultation with personnel from the California Department of Fish and Game.” Background research and reconnaissance-level surveys were conducted on July 15, 1992. The study concluded, “although four special-status animals may be found in the project vicinity on an occasional basis, no threatened, endangered, or otherwise sensitive species are likely to inhabit the project site.” No significant impacts to biological resources were identified in the EIR. (Reference: Clovis Unified School District, Northeast Educational Center EIR, Section F, Biological Resources, February 1993).

In June 1983 an Environmental Impact Report was prepared for the Clovis Community Hospital Project. The project site is located approximately one-quarter mile from the proposed business park area, east of Temperance Avenue and north of Herndon Avenue. The general characteristics of the site including size (140 acres) and historical agricultural land use are similar to the proposed business park site. The EIR included an analysis of Biology. The EIR noted that, “wildlife habitat is extremely limited due to the agricultural use of the land and associated human intervention... the only animals observed during field reconnaissance were insect species.” The EIR concluded that “no rare, threatened, or endangered species were identified, nor are any known to exist on adjacent parcels.” (Reference: City of Clovis, Clovis Community Hospital EIR, Chapter 4 Environmental Setting, Biology, June, 1983).

It is noted for the record that the project site and vicinity does not contain any designated State or National Parks, or National Game Preserves. There are no Wilderness Areas, as designated or proposed under the Wilderness Act or wild or scenic rivers, as designated or proposed under the Wild and Scenic River Act that are located on or in the vicinity of the proposed project.

As stipulated in the distribution list attached to the comment letter from the Governor’s Office of Planning and Research, the California Department of Fish and Game was supplied a copy of the Draft EIR. CDFG had no comments on the project.

### **Selective Use of Reference Documents**

The Research and Technology Business Park Feasibility Study is a separate document from the EIR for General Plan Amendment GPA99-5 Research and Technology Business Park Project. The project evaluated in the EIR is described in the Project Description presented in the EIR, and not in the Feasibility Study. The Executive Summary was included in the EIR appendages for quick reference and to enhance a reader's general understanding of the project. All documentation related to the business park project is available for public review in the Planning and Development Services Department, Clovis City Hall 1033 Fifth Street, and the Clovis Community Development Agency office, 725 Pollasky Avenue, Suite 107.

### **Incomplete Sourcing**

All sources used to prepare the EIR for this project have been noted.

### **Need for Redraft and Recalculation**

Section 15088.5 of CEQA Guidelines requires that an EIR only be recirculated when "significant new information is added to the EIR after public notice is given." Significant new information requiring recirculation include disclosures such as 1) a new significant environmental impact would result from the project or from a new mitigation measures proposed to be implemented or 2) a substantial increase in severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance [15088.5(1)(2)]. Recirculation is not required unless the draft EIR is so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment are precluded.

After public review of the EIR document for this project, no new significant environmental impacts have been identified that would result from the project and there is nothing in the public record that indicates that recirculation of the EIR is necessary under the provisions of CEQA Guidelines (see 15088.5).

#### **8. Mark Der Matoian**

1. Comments noted.
2. Comments noted.

**3. 1<sup>st</sup> Paragraph** – A substantial number of specific mitigation measures have been included in the Final EIR document that address a wide variety of environmental concerns. Many of these relate directly to the issue of locating Business Park uses near existing residential areas. Please refer to the Summary of project impacts and recommended mitigation measures in the Final EIR.

**2<sup>nd</sup> Paragraph** – The mixed use zoning ordinance is only one regulatory method for regulating development in the proposed Business Park. Other regulatory tools include various zone districts in the Clovis Municipal Code, conditional use permits, and site plan review.

**3<sup>rd</sup> Paragraph** – Request is noted.

4. A key component to establishing the Business Park at the proposed location is the availability of a major transportation system (freeway 168), a substantial area of vacant or sparsely improved land, and limited interfacing with sensitive land uses (e.g., residential). The success of the Business Park is related directly to access to a major transportation corridor. An alternate site of the size necessary and access to necessary transportation facilities would not be possible anywhere else in the city. The proposed project will generate relatively limited exposure of business park uses to residential uses. It would be difficult to locate another project site with less potential impacts. Mitigation measures incorporated into the project will mitigate significant impacts on existing residential uses to less-than-significant levels.

5. The Reduced Development alternative does not presume that the additional single family residences assessed in the analysis would be used as a buffer between the existing residential uses in the area and the Business Park. Further, the Reduced Development does not assume that this alternative would prevent direct contact between the existing residential uses and the Business Park. The Reduced Development alternative would likely conform to Phase One of the Research and Technology Business Park that indicates development adjacent to the existing subdivision to the northwest.

Planning new residential land uses adjacent to the Business Park would not solve any of the issues examined in the DEIR of locating a business park near residential uses. Using single family residential land uses, as a buffer would not be an acceptable mitigation measure.

The analysis in the DEIR concluded that the Reduced Development alternative is not environmentally superior to the proposed project and feasible mitigation measures available would not substantially lessen potential environmental effects identified for the Reduced Development alternative.

The terminology used in the DEIR that described potential impacts a “increased demand” has been corrected to read:

*Compared to the proposed project, the Reduced Development alternative would result in more substantial impacts in the following areas.*

- *More substantial demand on water and wastewater systems*
- *More substantial demand on police services*
- *More substantial demand for school services*

6. **Paragraphs 1-3:** The predominate land use in the City of Clovis, and the land use most available for development, is residential. There are hundreds of acres of land currently designated for residential development that are available for housing inside the current sphere of influence and substantially more acreage in the planned urban centers that will be available to meet any increase in housing generated by the proposed project. The increased demand for services was generally assessed in the environmental documents and policies of the Clovis General Plan and subordinate specific plans.

**Paragraph 4:** While differences in the effects on housing may exist between alternatives, the demand for housing as a result of any alternative would not be considered significant. Issues related to impacts on housing and the availability and demand for housing are not environmental issues that requires further analysis in the final Environmental Impact Report for this project (see previous response).

**Paragraph 5 -** Planning new residential land uses adjacent to the Business Park would not solve any of the issues examined in the DEIR of locating a business park near residential uses. Using single family residential land uses, as a buffer would not be an acceptable mitigation measure.

7. The reasoning behind the decision to expand the project is not an environmental issue. The potential environmental effects of the expanded project were evaluated in the EIR for this project.

8. The mitigation measures for Visual Resources have been substantially revised and included in the final EIR for this project. Where appropriate, the revised mitigation measures have replaced “would” with “shall”.

9. The timing and specific location of the retail/commercial components of the project are not environmental issues that require specific evaluation at this time. It should be noted, however, that these concerns have been addressed in the revised language of Mixed Use Area 36 under consideration with General Plan Amendment GPA99-5, and in mitigation measures in the Final EIR recommended for this project:

**TABLE ONE - MIXED USE AREA 36**

Area No.	Primary Use	Secondary Uses	Special Uses	Max. Height/Stories	FAR	Design Features and Comments
36	Research and Technology Business Park <sup>1</sup>	15% Commercial/Retail <sup>2</sup>	Hotels, Convention Center, Open Space <sup>3</sup>	5 <sup>4</sup>	.35-.50	<ul style="list-style-type: none"> <li>• Transit Orientation</li> <li>• Enterprise Canal Parkway</li> <li>• Buffer Adjacent Residential</li> <li>• Entry Treatment Opportunity</li> <li>• Special Development and Design Regulations</li> </ul>

1. Administrative and research activities occupying office type space and the balance to testing, fabrication, assemblage and other production types of activities.
2. All commercial uses are ancillary to the research and technology uses. The retail uses are strictly secondary uses to be oriented along the freeway 168 right-of-way only and not in the interior of the Business Park.
3. The location of hotel, conference, and personal services will be concentrated generally at the freeway 168 and Temperance Avenue interchange.
4. Five (5) stories applies to motel or hotel uses only. Maximum height in the Business Park is 35 feet.



10. Where appropriate, all revised mitigation measures in the final EIR have incorporated the word “shall”.

11. It is the intention of the City to use open space/parkland in the project area as both setback buffers between existing residential uses and business park development and as a recreational facility for the community. The ultimate disposition of open space will be determined as master plans for development of the Business Park are developed.

12. The methodology for the traffic study was discussed with and approved by the Clovis City engineer and Caltrans staff. The intersection of Armstrong and Nees was not included in the study, as traffic at that location will continue to be primarily residential in character. This factor is supported by intersection analysis both south and east of the Armstrong/Nees intersection. Table 3.2-5 in the Draft EIR shows intersection level of service in the year 2020 for both Temperance/Nees and Armstrong/Alluvial. Both intersections will operate at LOS B in the AM peak hour. Temperance/Nees will operate at LOS C in the PM peak hour and Armstrong/Alluvial will operate at LOS B. Both intersections will be signalized. As a major ½ mile street, Armstrong/Nees will also be signalized in the future and can be expected to operate similarly to Temperance/Nees or Armstrong/Alluvial, or at LOS C or better in both the AM and PM hours.

13. See response above. With signalization of the Armstrong/Nees intersection and with expected operation at LOS B in the AM peak hour in the year 2020, conditions will be acceptable for elementary school operation.

14. Some limited truck traffic is to be expected in a business park and has been anticipated on the major street system, including the new Freeway 168. Large trucks will be limited to major thoroughfares, including the freeway and Temperance Avenue, the major entrance to the Business Park.

15. A mitigation measure has been incorporated into the project requiring a 200-foot setback from buildings to property lines. The view shed from the existing residential subdivision to the Sierra Nevada will likely be less effected by a 35 foot (maximum) structure and setback in the business park area adjacent to the existing subdivision than if the area developed with single family homes. Current plans would allow two story single family homes to be constructed 40 feet from existing single family homes, thus creating a much more restricted view of the foothills.

16. The location of the hotel and any other structure that would be higher than 35 feet is restricted via mitigation measures to the vicinity of the freeway 168 and Temperance Avenue interchange.

17. A discussion of potential noise impacts has been included in the Final EIR for this project. The proposed Research and Technology Business Park is not intended to be a traditional industrial park. During the preliminary development of the scope of the business park project, the City of Clovis concluded that the proposed Business Park would not generate significant

levels of noise. This conclusion was based on: a) first hand observations secured from field surveys of existing research and technology parks; b) interviews of staff from jurisdictions where similar parks have been constructed (e.g., Salt Lake City); and c) an examination of the literature in which research and technology parks are described.

Changing the project site from vacant and rural residential land to an urbanized use will bring about the introduction of noise into the project area. Those affected by this introduction of noise will most likely be the existing residents of the single-family subdivision to the northwest and other nearby residents. Because most operational activities will be required to take place inside the buildings, the only notable source of noise will be that generated from employee vehicles and shipping and receiving (truck) activities.

In response to concerns voiced by the public regarding potential noise impacts on residential areas located adjacent to the proposed Research and Technology Business Park, a substantial listing of mitigation measures have been included in the Final EIR for this project that reduce noise impacts to less-than-significant levels.

18. Alternative work hours and weeks typically means working 10-hour shifts (e.g., 7:30 a.m. to 5:30 p.m.) four days a week, rotating Fridays off among employees.

**9. Gino Roberti**

1. Noise impacts will be mitigated by measures included in the Final EIR. These measures address, among others, noise limits on outdoor activities.
2. Separation and required landscaping will mitigate visual and privacy concerns adjacent to homes to a less than significant level.
3. Any fencing of the research and technology park will be in addition to existing residential fencing. Fence height will be limited to 6-10 feet and will generally not be visible to adjacent homeowners.

**10. Susan Chapman**

**Paragraph No. 1:** The concept of the research and technology park was analyzed in a research report that concluded that there was demand for such a facility in Clovis. The feasibility report indicated that the existence of the park with public facilities in place, combined with a marketing program, are necessary components of successful business recruitment. The general plan amendment process also ensures that the City and its residents have the opportunity to carefully study the land use and environmental issues and provide comments prior to adopting any changes to the Clovis General Plan.

**Paragraph No. 2:** A distinction must be made between an industrially zoned area and the type of business park contemplated by the R&T facility. There are no comparable business parks in Clovis currently which can combine the large parcels, public facilities, mixed use potential, and freeway access which is available at the proposed site. Existing industrial zoned areas within the City will not attract the kind of research and technology uses planned for the R&T park.

**Paragraph No. 3:** With completion of Highway 168 past the site, no area in the City will enjoy easier freeway access than the proposed location. The freeway itself will create a buffer between the project and many residential areas to the south and southwest. No plans for the Business Park were contemplated when the existing subdivision at the southeast corner of Armstrong and Ness was completed. The EIR shows that residential uses and the R&T park are compatible with mitigation measures in place.

**Paragraph No. 4:** The alternative for a smaller business park is considered in the EIR and will be presented as a project alternative to the City Council.

**Paragraph No. 5:** There are few examples in the Fresno-Clovis area of a successful business park of the type proposed for the R&T facility. The Woodward Business Park in north Fresno between Blackstone and Ingram Avenues, however, has had no demonstrable negative effects on the residential areas to the north which remain desirable neighborhoods. In Clovis, residential areas adjacent to heavy commercial centers, including the Sierra Vista Mall, have retained their quality and not deteriorated as suggested by the writer. With proper development standards and mitigation measures, business parks can become good neighbors to residential areas.

**Paragraph No. 6:** Construction impacts will be monitored by the City as well as other agencies such as the San Joaquin Valley Air Pollution Control District, to ensure that dust, noise, and traffic are kept to acceptable levels. The types of construction impacts will not differ substantially from those that would occur with residential construction on the site.

**Paragraph No. 7:** Should the proposed general plan amendment be adopted, the area surrounded by Armstrong, Fowler, Nees, and Alluvial would become a mixed land use area with adoption of the general plan amendment to include existing residential and new business park and commercial uses. No existing housing areas will be changed to an alternative land use by the City. A minimum 200-foot separation between offices and the existing homes at the northwest corner of the site will prevent the types of visual and privacy impacts experienced at the Herndon/Palm center in Fresno.

**Paragraph No. 8:** There is no evidence that the business park with development standards and other mitigation measures would become a blighting influence in this part of the community nor that existing residents would move to outlying areas as a result of its development.

**Paragraph No. 9:** Comments noted.

**ATTACHMENT "A"**

**Comment Letters, Planning Commission Minutes (5/27/99 hearing)**



Gray Davis  
GOVERNOR

STATE OF CALIFORNIA

# Governor's Office of Planning and Research

1400 TENTH STREET SACRAMENTO, CALIFORNIA 95812-3044

916-322-2318 FAX 916-322-3785 www.opr.ca.gov



Loretta Lynch  
DIRECTOR

June 9, 1999

M.R. Waiczis  
City of Clovis  
1033 Fifth Street  
Clovis, CA 93612

Subject: City of Clovis Research and Technology Business Park  
SCH#: 99041096

Dear M.R. Waiczis:

The enclosed comment (s) on your draft environmental document was (were) received by the State Clearinghouse after the end of the state review period, which closed on June 07, 1999. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the eight-digit State Clearinghouse number (99041096) when contacting this office.

Sincerely,

Terry Roberts  
Senior Planner, State Clearinghouse

Enclosures  
cc: Resources Agency

Notice of Completion and Environmental Document Transmittal Form

1. Project Title: City of Clovis Research and Technology Business Park  
2. Lead Agency: City of Clovis  
3a. Street Address: 1033 Fifth Street  
3c. County: Fresno  
3d. Zip: 93612  
3. Contact Person: M. R. Waiczis (MWR)  
3b. City: Clovis  
3c. Phone: (559) 297-2347

Project Location

4. County: Fresno  
4a. City/Community: City of Clovis  
4b. Assessor's Parcel No. 564 - various  
4c. Section: Twp. 125 Range: 21E Base:  
5a. Cross Streets: Temperance & Alluvial  
5b. For Rural, Nearest Community:  
6. Within 2 Miles: a. State Hwy #: SR 168  
b. Airports: Fresno Yosemite International  
c. Railways:  
d. Waterways:

7. Document Type

- CEQA:  
 01. NOP  
 02. Early Cons  
 03. Neg Dec  
 04. Draft EIR  
 05. Supplement/Subsequent EIR (Prior SCH No.)  
 06. NOE  
 07. NOC  
 08. NOD  
NEPA:  
 09. NOI  
 10. PONS  
 11. Draft EIS  
 12. EA

8. Local Action Type

- 01. General Plan Update  
 02. New Element  
 03. General Plan Amendment  
 04. Master Plan  
 05. Annexation  
 06. Specific Plan  
 07. Community Plan  
 08. Redevelopment  
 09. Rezone  
 10. Land Division (Subdivision, Parcel Map, Tract Map, etc.)  
 11. Use Permit  
 12. Waste Mgmt Plan  
 13. Cancel Ag Preserve  
 14. Other

9. Development Type

- 01. Residential: Units \_\_\_\_\_ Acres \_\_\_\_\_  
 02. Office: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  
 03. Shopping/Commercial: Sq.ft. \_\_\_\_\_ Acres 20 Employees 730  
 04. Industrial: Sq.ft. \_\_\_\_\_ Acres 76.9 Employees 1,820  
 05. Water Facilities: Type MGD \_\_\_\_\_  
 06. Transportation: Type \_\_\_\_\_  
 07. Mining: Mineral \_\_\_\_\_  
 08. Power: Type \_\_\_\_\_  
 09. Waste Treatment: Type \_\_\_\_\_  
 10. OCS Related  
 11. Other: \_\_\_\_\_

- Other:  
 13. Joint Document  
 14. Final Document  
 15. Other

10. Total Acres: 180.2

11. Total Jobs Created: 3,255

12. Project Issues Discussed in Document

- 01. Aesthetic/Visual  
 02. Agricultural Land  
 03. Air Quality  
 04. Archeological/Historical  
 05. Coastal Zone  
 06. Economic  
 07. Fire Hazard  
 08. Flooding/Drainage  
 09. Geologic/Seismic  
 10. Jobs/Housing Balance  
 11. Minerals  
 12. Noise  
 13. Public Services  
 14. Schools  
 15. Septic Systems  
 16. Sewer Capacity  
 17. Social  
 18. Soil Erosion  
 19. Solid Waste  
 20. Toxic/Hazardous  
 21. Traffic/Circulation  
 22. Vegetation  
 23. Water Quality  
 24. Water Supply  
 25. Wetland/Riparian  
 26. Wildlife  
 27. Growth Inducing  
 28. Incompatible Landuse  
 29. Cumulative Effects  
 30. Other

13. Funding (approx.): Federal \$ 2,000,000 State \$ Total \$ 3,000,000

14. Present Land Use and Zoning:

Rural, Agricultural - Low Density Residential, High Density Residential, Parkland

15. Project Description: The proposed project is the amendment of the City of Clovis General Plan and the Herndon-Shepherd Specific Plan to permit development of the Clovis Research and Technology Business Park (R&T Park). The project site is located at the northeast and northwest quadrants of the Temperance Avenue and SR 168 alignment in northeast Clovis. The project site is 180.2 acres, generally bounded by SR 168 on the south, Armstrong Ave west/Nees Ave north/Enterprise Cai

16. Signature of Lead Agency Representative: \_\_\_\_\_ Date: 4/21/99

State Clearinghouse Contact: Mosie Boyd (916) 445-0613

State Review Began: 4-22-99  
Dept. Review to Agency: 6-1-99  
Agency to SCH: 6-4-99  
SCH COMPLIANCE: 6-7-99

Project Sent to the following State Agencies

- Resources  
 Boating & Waterways  
 Coastal Comm  
 Coastal Consv  
 Colorado Rvr Bd  
 Conservation  
 Fish & Game # 4  
 Delta Protection Comm  
 Forestry & Fire Prot.  
 Historic Preservation  
 Parks & Rec  
 Reclamation Board  
 Bay Cons & Dev Comm  
 DWR  
 OES (Emergency Svcs)  
 Bus Transp Hous  
 Aeronautics  
 CHP  
 Caltrans # 6  
 Trans Planning  
 Housing & Com Dev  
 Food & Agriculture  
 Health Services  
 State/Consumer Svcs  
 General Services  
 Cal EPA  
 ARB  
 Integrated Waste Mgmt Bd  
 SWRCB: Clean Water Prog  
 SWRCB: Water Rights  
 SWRCB: Water Quality  
 SWRCB: Bay-Delta Unit  
 Reg. WQCB # 5F  
 Toxic Sub Ctrl-CTC  
 Yth/Adlt Corrections  
 Corrections  
 Independent Comm  
 Energy Commission  
 NAHC  
 Public Utilities Comm  
 Santa Monica Mtns  
 State Lands Comm  
 Tahoe Rgl Plan Agency (TRPA)  
 Other:  
 Other:

Please note State Clearinghouse Number (SCH#) on all Comments

SCH#: 99041096

Please forward late comments directly to the Lead Agency

QMD/APCD 7 (Resources: 4, 24)

**DEPARTMENT OF TRANSPORTATION**

1352 West Olive Avenue  
Post Office Box 12616  
Fresno, California 93778



TDD (559) 488-4066  
FAX (559) 488-4088

May 21, 1999

2131-IGR/CEQA  
6-FRE-168-8.5  
GPA 99-5

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

Attention: Make Waiczis

We have reviewed the General Plan Amendment to redesignate 180 acres to mixed use designed to accommodate research and technology-oriented businesses. The project site is generally bounded by State Route (SR) 168 on the south, Armstrong Avenue on the west, Nees Avenue on the north and the Enterprise Canal on the east. Caltrans has the following comments:

We have no objection to this amendment, as long as the proposed development addresses and mitigates traffic related impacts.

Please send a response to our comments and a copy of the adopted City Council resolution related to this project. If you have any questions, please call me at (559) 445-6666.

Sincerely,

A handwritten signature in cursive script that reads "Moses Stites".

MOSES STITES  
Office of Transportation Planning

**DEPARTMENT OF TRANSPORTATION**

1352 West Olive Avenue  
Post Office Box 12616  
Fresno, California 93778

TDD (559) 488-4066  
FAX (559) 488-4088

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**CITY OF CLOVIS  
PLANNING DEPT.**

June 1, 1999

2131-IGR/CEQA  
6-FRE-168-7.9  
CLOVIS RESEARCH &  
TECHNOLOGY BUS PK  
SCH 99041096

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

Attention: Michael R. Waiczis

We have reviewed the Draft Environmental Impact Report (DEIR) for the proposed Clovis Research and Technology Business Park. The project is located at the northeast and northwest quadrants of the Temperance Avenue and State Route (SR) 168 alignment in northeast Clovis. Caltrans has the following comments:

- The Transportation/Circulation Element shall be amended to include the realignment of the Alluvial/Temperance Avenue intersection. The current SR 168 design plans indicate that the Alluvial/Temperance intersection will be realigned 160 meters north of the SR 168 westbound ramps/Temperance Avenue intersection and will be completed prior to year 2003.
- Caltrans has purchased access control rights on the east side of Temperance Avenue, which will extend north of the realigned Alluvial/Temperance intersection. The Alluvial/Temperance Avenue intersection is currently designed as a T-intersection. The addition of a fourth leg (westbound approach) will not be allowed due to the access control rights at this location.
- Year 2003 with project scenario has been analyzed using one-hour micro simulation. The interchange will operate at or above the adopted level of service standard of "C" or better with project in the year 2003 provided the following changes are applied to the proposed lane configurations detailed in figure 3.2-10 on page 3.2-37.
- Restripe SR 168 eastbound off-ramp to include an exclusive left-turn pocket and one shared left/through/right lane. This shall be the responsibility of the project.
- A southbound dual right at SR 168 westbound on-ramp/Temperance Avenue intersection will not be allowed since the SR 168 westbound on-ramp will provide for one high occupancy vehicle lane and one mixed flow lane in the year 2003. Analysis shows the intersection will operate at or above the adopted level of service standard of "C" with the proposed striping for the SR 168 construction project.



- A northbound exclusive right-turn lane at the Alluvial/Temperance intersection may not be constructable because of right-of-way constraints and access control.
- A dual northbound left turn lane is required at the Alluvial/Temperance Avenue intersection as shown in figure 3.2-10. This will require some roadway widening within the existing right-of-way and will be 100% funded by the project.
- Year 2020 plus project scenario could not be analyzed due to substantial shortcomings in the projected future peak hour traffic volumes. Mitigation will be evaluated and addressed once the future traffic volumes have been revised. The following discrepancies shall be addressed:
  - Southbound PM peak hour volumes at the SR 168 westbound ramps/Temperance Avenue intersection are lower than 2003 plus project.
  - Southbound and eastbound PM peak hour volumes at the SR 168 eastbound ramps/Temperance Avenue intersection are lower than 2003 plus project.
  - Northbound AM peak hour volumes at the SR 168 westbound ramps/Temperance Avenue intersection are lower than 2003 plus project.
  - Northbound and eastbound AM peak hour volumes at the SR 168 eastbound ramps/Temperance Avenue intersection are lower than 2003 plus project.
  - SR 168 eastbound ramps/Temperance Avenue and SR 168 westbound ramps/Temperance Avenue intersection peak hour volumes are significantly different than peak hour traffic volume forecasts for Caltrans segment 5 traffic analysis.

Please send an amended traffic impact study for our review prior to staff's recommendations to the City Council. Questions regarding the traffic study review need to be referred to Roger Barnes, Traffic Engineer, at (559) 444-2514. If you have any other questions, please call me at (559) 445-6666.

Sincerely,



MOSES STITES  
Office of Transportation Planning



San Joaquin Valley  
Air Pollution Control District

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JUN - 9 1999

CITY OF CLOVIS  
PLANNING DEPT.

June 7, 1999

990231

Mike Waiczis  
City of Clovis Planning Division  
Clovis City Hall  
1033 Fifth Street  
Clovis, CA 93612

Subject: Draft Environmental Impact Report for the proposed Research and  
Technology Business Park Project in the City of Clovis

Dear Mr. Waiczis:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the above referenced Draft Environmental Impact Report (DEIR) and concurs with the conclusion that the project's air quality impacts would be significant and unavoidable. Overall, the air quality section of the DEIR is well prepared and provides the reader with sufficient information to understand the air quality implications of the project. The District offers the following comments regarding the DEIR:

The intersection at Temperance and Alluvial is predicted to experience a level of service (LOS) rating of F without mitigation. Intersections with LOS ratings of E or F can potentially cause CO hotspots. The City of Clovis should ensure that the measures proposed in the DEIR to maintain LOS at level D or better are adopted and implemented to avoid any potential CO problems.

Thank you for the opportunity to comment on this project. If you have any questions, or require further information, please call me at (559) 230-5814.

Sincerely,

A handwritten signature in black ink, appearing to read "Darren Palm".

Darren Palm  
Environmental Planner

David L. Crow  
Executive Director/Air Pollution Control Officer

Northern Region Office  
4230 Kiernan Avenue, Suite 130  
Modesto, CA 95356-9321  
(209) 557-6400 ♦ FAX (209) 557-6475

Central Region Office  
1990 East Gettysburg Avenue  
Fresno, CA 93726-0244  
(559) 230-6000 ♦ FAX (559) 230-6061

Southern Region Office  
2700 M Street, Suite 275  
Bakersfield, CA 93301-2370  
(661) 326-6900 ♦ FAX (661) 326-6985



FRESNO METROPOLITAN FLOOD CONTROL DISTRICT  
File No. 210.83 "7D"  
550.30 "7D"

May 28, 1999

Mike Waiczis, A.I.C.P.  
Associate Planner  
Clovis City Hall  
1033 Fifth Street  
Clovis, CA 93612

Gentlemen,

**Draft E.I.R. Comments for The City of Clovis  
Research and Technology Business Park Project**

The drainage comments for the project on Pages (xiii and xiv), "G" labeled "Drainage", all are consistent with our letter dated October 13, 1998.

There is a word error on Page (xiii), second paragraph, third line down, the word "this" needs to be changed to "these". The same correction also needs to be made on Page 3.5-8.

It also seems that the exhibit maps shown on Sheets ES-1 and ES-2 do not reflect the study area to Armstrong Avenue. Most of the recent Research and Technology Park plans show the boundary over to Armstrong Avenue.

Thank you for the opportunity to comment. Please contact us if you need any further information.

Very truly yours,

Bob Notley  
Senior Design Tech

BN/sl

sherry99\bob\waiczis-ltr



Public Works & Development Services Department  
Carolina Jimenez-Hogg  
Director

May 28, 1999

Mr. Mike Waiczis  
City of Clovis  
1033 Fifth Street  
Clovis, CA 93612

RECEIVED  
JUN 01 1999

CITY OF CLOVIS  
PLANNING DEPT.

Dear Mr. Waiczis:

**SUBJECT:** Review of the DEIR for the City of Clovis Research & Technology Business Park Project.

The Fresno County Public Works & Development Services Department, Design Division, has reviewed the above referenced project and offers the following comments:

1. The scope of the traffic study is limited to roadways and intersections within the City's sphere of influence. It appears that the project may impact some roadways and intersections within the County's jurisdiction outside the City's sphere.
2. Project trip generation is not shown. A comparison of traffic volumes between with and without project traffic is needed. Page 3.2-13, No. 2 says figures 3.2-4 and 3.2-5 depict without project traffic but in fact they represent with project volumes.
3. The project should specifically analyze impacts to the following:
  - a. Temperance @ Shepherd
  - b. Willow @ Shepherd
  - c. Copper @ Willow
  - d. Willow Avenue, Shepherd to Copper
4. The County would only require an analysis of the above roadways and intersections if the project generates 100 trips or more a day on any roadway segment and 10 or more peak hour trips at any intersection. If project trips fall below the aforementioned thresholds, then an analysis is not required.

Mr. Mike Waiczis  
May 28, 1999  
Page 2

If you have any questions regarding comments on the above referenced project, please call Stan Nakagawa, in the Design Division, at (559) 262-4866 or me at (559) 262-4329.

Thank you for the opportunity to comment on this project.

Very truly yours,

A handwritten signature in black ink that reads "Elizabeth Le". The signature is written in a cursive style with a large, prominent "L" at the end.

Elizabeth Le  
Staff Analyst

EL:nm  
G:\DEVS&PLN\PLANNING\Elizabeth\Clovis R&T Business Park DEIR.doc

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JUN - 7 1999  
CITY OF CLOVIS  
PLANNING DEPT.

Mr. Michael R. Waiczis, AICP, Assoc. City Planner  
Planning & Development Services Dept.  
City of Clovis  
1033 Fifth Street  
Clovis, California 93612

Lance W. Johnson  
2291 Alluvial Ave  
Clovis, California 93611  
298-7037 Phone

June 7, 1999  
Via Hand Delivery

Dear Mr. Waiczis  
Subject: Draft Environmental Impact Report; Clovis Research and Technology  
Business Park, Comments

The following are my comments on the referenced document and the process leading up to, and since its public release. These comments are inclusive of, but not limited to, the following associated, related and contingent public documents:

- City of Clovis, Research & Technology Business Park, Alternative Analysis, Thomas Cooke Associates, in consultation with, Economic Planning Systems, June 17, 1998
- City of Clovis, , June 1, 1998 Letter of Invitation to, and Minutes of the affected property owners meeting, June 18, 1998.
- City of Clovis, Research & Technology Business Park, Feasibility Study, Findings and Recommendations, Thomas Cooke Associates, in consultation with, Economic Planning Systems, July 16, 1998.
- Citizens Petition to the Clovis City Council, August 3, 1998
- Agenda and Minutes, Clovis City Council Meeting, August 13, 1998.
- City of Clovis, October 14, 1998 Letter of Invitation to, and Minutes of the affected property owners meeting, October 28, 1998,
- Notice of Availability and Public Review of a Draft Environmental Impact Report, City of Clovis Research and Technology Business Park, April 30, 1999
- Draft Environmental Impact Report, Clovis Research and Technology Business Park, Prepared for the City of Clovis by Land Use Associates, April 1999.
- Citizen Meeting Notice, City of Clovis, May 10, 1999 regarding a public meeting, May 19, 1999, and
- Minutes of Citizens Meeting, May 19, 1999, regarding the proposed project.

The foregoing documents are included here in by reference.

### **General Comments**

As presented the Draft Environmental Impact Report on the City of Clovis, Research and Technology Business Park, here in after referred to as DEIR is defective. The DEIR fails to fully disclose, define, describe and analyze environmental impacts identified in the document. The document further fails to even mention, much less analyze numerous other environmental impacts. And finally proposed mitigation for the project's environmental impacts are either inadequate or completely omitted.

Further, the project's process has been fraught with inclusion of nonproperty owners, or their legitimately, documented, designated representatives, at property owner meetings and representations by City of Clovis staff which are either inconsistent with or contradictory to representations made and analyses conducted in the DEIR. In addition, during meetings since release of the DEIR city staff have tacitly acknowledged deficiencies in the DEIR and the process.

Finally, the DEIR fails to address impacts, and appropriate mitigation, that have previously been identified and acknowledged as necessary by city consultants and staff at public meetings.

### **Specific Comments**

#### **Process Deficiencies**

**Participation by nonlandowners:** The project's conceptual development process and the parallel process leading up to and through release of the DEIR included several public meetings represented by the city as being for, and with, only land owners, or their designated representatives, of properties within the project area. At several, if not all, such meetings, at least one nonlandowner was allowed to participate without documentation as to being a designated representative. This despite this matter being brought to the attention to city staff.

**Initial Study Failures to Identify Impacts:** The proposed project's Initial Study (IS) fails to identify environmental impacts which were subsequently omitted from review in the DEIR. These include:

- Impacts to population, and existing land uses and housing,
- Water supplies including sources, available quantities, quality, and impacts to existing regional and local users, and
- Impacts to biological resources including wetlands, wildlife dispersal and migration corridors as well as species either listed under or candidate for listing under the state and federal Endangered Species Acts.

The Initial Study upon which the scope of the DEIR was based, and the analyses therein, was therefore incomplete, inadequate and defective

#### **DEIR Deficiencies**

##### **Failure to Evaluate Biological Impacts:**

1)The project area is the seasonal, or perennial home of several state and federal listed and candidate Endangered Species Act (ESA) species including but not limited to:

- San Joaquin Kit Fox,
- Red Wing Black Bird,
- Tri-colored Black Bird, and
- Fairey Shrimp.

The IS states there are no wetlands, vernal pools or T&E species present. The DEIR, based upon the IS finding, completely omits discussion of the impacts to ESA species or the mitigation for said impacts

2) The project area is within the designated critical habitat of numerous ESA species which separate from those listed above, includes but is not limited to:

- Giant Garter Snake,
- Blunt Nose Leopard Lizard, and
- various listed and candidate species of Kangaroo Rat

The DEIR omits discussion of these impacts and mitigation for same.

3) The project area provides roosting, nesting and migratory routes for various species of resident and migratory waterfowl including but not limited to several species of ducks, geese and shore birds. The DEIR omits discussion of these impacts and mitigation for same.

**Failure to Fully Analyze Traffic Impacts:** 1). The DEIR fails to analyze project traffic impacts on Alluvial and Armstrong Avenues prior to build out of the project. For example, the DEIR does not provide a description or timing, much less an analysis, of improvements to Alluvial or Armstrong Avenues that are necessary even in the Phase I of the project. Rather the DEIR only discusses actions to be taken on Temperance Avenue and at the immediate intersection of Temperance and Alluvial this despite identifying 10+ fold increase in traffic in the vicinity of the intersection of Alluvial and Armstrong Avenues by the year 2003 .

2). The DEIR notes significant increase in overall traffic resulting from the project as opposed to currently proposed R-1 land uses. The DEIR fails to adequately describe resultant impacts to the areas already degraded air quality. Nor does the DEIR propose mitigation for such air quality impacts

**Failure to Identify Impacts to Existing Water Supplies and Water Users:** 1) California state law requires that all new proposed developments, or changes to currently proposed developments, have an identified source of water and to not exacerbate water supply deficiencies. The San Joaquin Valley in general, and the Fresno-Clovis area in particular overlies an over drafted groundwater basin. Further, surface water supplies to the area are diminishing due to various regulatory actions

The DEIR and the IS fails to identify reductions in the availability and use of surface water sources, and related groundwater recharge, and an increased reliance on ground water. The DEIR discounts the effects of the project on these factors and assumes that groundwater will be the source of water and such supplies are adequate and will not be impacted by the project. These assumptions are not supported by the data.

Overall the DEIR ignores impacts to existing overdraft conditions and the reduction and losses to groundwater recharge occurring as a result of the proposed project.

Appropriate Mitigation: direct recharge, in the immediate vicinity, of a quantity of water equal to that used by the project is necessary to reduce the impact to less than significant levels.



2) The DEIR states that the Enterprise Canal is concrete lined and permanently flowing. Neither statement is correct. The Enterprise Canal is earth lined throughout the project area. The canal also operates seasonally and depending upon available water supplies can be expected to be dry for periods of 1 to as long as 5 months.

**Failure to Mitigate for Project Impacts:** Alluvial Avenue is currently a narrow two lane road with an existing paved width of 20-21 feet and a Right of Way (ROW) width of sixty feet. As noted in the DEIR development, of Phase I of the project would lead to an increase in traffic peak hourly traffic counts from the current level of 25 vehicles per hour to over 200 in the year 2003. This would increase further to nearly 500 vehicles per hour in year 2020.

To deal with even the Phase I, 2003, traffic loads all or part of Alluvial would be widened to a divided four lane road with a total ROW of 130 feet. The ROW is proposed to be inclusive of a twenty foot wide green belt on the south side and a linear park, with bike path, with a stated minimum width of 30 feet on the north side. Two alternative alignments are considered, one straight and one curving into Temperance. Neither the timing nor the preferred alignment of this proposed street widening are specified in the DEIR.

Assuming the straight alignment the proposed widening of Alluvial would cause the north ROW boundary to be, in the best case within 10 feet, or less, of most if not all existing residences. In the worst case said ROW would literally pass directly through existing residences.

In addition to the above impacts, assuming the curved Alluvial alignment the ROW would pass directly through at least two, possibly three, existing residences.

In all cases essentially all properties on the north side of Alluvial would be rendered in violation of city building code minimum front set backs and/or be rendered uninhabitable, unsalable or all of the above as a direct result of the widening of Alluvial. Given that such widening is a necessary condition of Phase I of the proposed project mitigation, as a project related activity, is required.

This very issue was raised during the land owner meeting at which the Feasibility Report was presented. It is notable that city staff and consultants openly acknowledged the problem and the need for these properties to be "redeveloped" (e.g. bought out) if Alluvial is to be widened as proposed and as necessary.

CEQA requires disclosure of such impacts and in that context the DEIR should have discussed and analyzed the impacts of the Alluvial widening. The DEIR should also have proposed appropriate mitigation. Given that most of the impacted properties are a part of later Phases of the project but they will be impacted in Phase I, it is the responsibility of the project's proponent, the City of Clovis, to identify these impacts as an unavoidable result of the project and to provide appropriate mitigation.

Mr. Michael R. Waiczis, AICP, June 7, 1999, Page 5 of 5 Pages

### **Selective Use of Referenced Documents**

The DEIR while referencing, for instance, the July 1998 R&T Park Feasibility Study, incorporates only that document's Executive Summary rather than the full report. In so doing the DEIR is misleading and incomplete due to the omission of several key drawing including but not limited to the proposed cross section of Alluvial Avenue which are required for a reviewer properly evaluate the DEIR.

### **Incomplete Sourcing**

Chapter 5, Page 5-1 lists sources used in development of the DEIR. Missing from this list is at least the California Department of Fish & Game, the U.S. Fish & Wildlife Service and the Native Species Biodiversity Data Base. These sources and data review would have identified the biological issues noted above

As such, sourcing for preparation of the document was incomplete.

### **Need for Redraft and Recirculation**

Given the deficiencies of the DEIR identified above the document should be redrafted and recirculated for additional public review.

In closing understand that I do support the project. It is an appropriate and excellent use of the land and would portend to bring many new jobs to the area. However it is incumbent upon the City of Clovis to prepare an accurate and complete EIR and to address impacts of the proposed project.

If you have any questions please do not hesitate to call me.

Sincerely

Lance W. Johnson, P.E.

To: Michael R. Waiczis  
AICP, Associate Planner  
City of Clovis Planning and Development Services Dept  
1033 Fifth Street  
Clovis, CA 93612

May, 23, 1999

From: Mark Der Matoian  
1063 N. Filbert  
Clovis, CA 93611  
(559) 298-1442

**Comments, questions and requests concerning the Draft  
Environmental Impact Report for the Clovis Research and  
Technology Business Park.**

Upon careful review of the Draft EIR, I wish to submit the following questions, requests, concerns and comments to the EIR:

The first three are concerning the overall project, its goals, effects and impacts, and the EIR itself

1. My first comment is one of support of the project in concept and theory. This type of development is forward thinking and can have many positive impacts for the city of Clovis and its residents.
2. My second is that the majority of the negative impacts will affect the residents of three nearby neighborhoods. These people purchased their homes under a general plan that called for low-density housing and agriculture as the predominant uses surrounding these areas. That land use designation was and is an important factor in quality of life and property values for nearby residents. As one of those residents, I have no wish to stop this project. I do however wish to see that it is planned and developed with the same spirit of community and quality of life that attracted me to Clovis.
3. The "level of significance" sections, of all but one of the impact categories, state that with the implementation of listed mitigation potential impacts will be reduced to a less than significant level. In many cases, those mitigation measures are not

specified and not detailed to the extent needed to proceed with a general plan amendment or in compliance with CEQA requirements. Without specific requirements, there is not an actual mitigation plan on which to base these statements. Simply stating that we will determine what to mitigate and how to mitigate it later is not the purpose of an EIR. Without detailed required mitigation, this document is incomplete and inadequate.

Related to this is the absence of a Mixed Use zoning ordinance that is specific to this project, as called for in the document. This project is specific in nature. Details of this ordinance may be critical in achieving mitigation required by this document. True impacts of the project cannot be definitively determined prior to the adoption of this ordinance. This ordinance should be adopted prior to the approval of the EIR.

With these requests, I am asking the governing body to incorporate limitations and restrictions into this document and the general plan amendment in order to avoid unintended by right use by future projects.

Questions 4 through 18 relate to specific areas of the EIR.

4. Pages 4-1 through 4-12, Alternatives

There is one alternative that was not studied, and it is not apparent as to why. That would be to locate this project on, or to include lands already zoned for, commercial, mixed use or light industrial. Areas may exist that are more compatible in land use, and that will generate less impacts to surrounding residents, if any. This alternative should be analyzed and discussed in the document.

5. Pages 4-1 through 4-12, Alternatives

The Reduced Development Alternative is dismissed out of hand. It states that such an alternative would increase demands on water, police and school services. That would be compared to the project. This study is to provide for a change in the general plan, and a rezoning of affected lands. If the Single family residences are located as a buffer between the existing residences, there is no need to change the general plan disposition and zoning for these lands. Simply leave them as they are now. That area in effect ceases to be part of the project. As such, it cannot be the cause of "increased" demands for services as the existing general plan already takes these land use impacts into account. This alternative would also help to keep a good job/housing balance.

6. Pages 4-1 through 4-12, Alternatives

Another significant omission of the EIR is the increased demand for housing that will be placed on the city of Clovis due to this project. This project is estimated to add 4,520 additional jobs to the City of Clovis, 3,255 for the reduced development alternative. Where will these people live?

As stated by city staff in the informal meeting held May 19, 1999, there is no industry like this anywhere nearby. As a result, many of the needed R&T employees do not currently live in this area, and will need to relocate nearby. Further proof of this is provided by the marketing plan for this project, which directly encourages relocation. It has been designed to induce people to move to Clovis, as evidenced by the sample flyers distributed, and comments made by city staff at the May 19<sup>th</sup> meeting.

These new residents represent an increased demand for all services. These are the same services that are cited in the rejection of the Reduced Development Alternative. Page xii of the summary contains reference to the increase in employees, and its corresponding demand on District schools. Whether these residents live near the project or not, they create an increase in demand for services that are regarded as negative in their environmental impact. What are the impacts of that migration? It needs to be in this EIR as an impact of this project.

The Reduced Development Alternative creates 1265 fewer jobs. Many of those would have result in relocations to the city of Clovis. The number of saved relocations needs to be estimated and compared to the 187 units of single family residence cited as the reason for rejection of the Reduced Development Alternative. This analysis may prove that the rejected alternative does not represent an "increase" in impacts. When coupled with the reasoning expressed in paragraph 2 of this comment section, the reduced development alternative may very well be the lower impact alternative. This must be determined before selection of an alternative, approval of the document, and amendment to the General Plan.

The viability of a smaller housing tract, as would be needed for a buffer, may be questioned. While it may not be effective for a more dense, lower cost tract, as economy of scale is very important in developments of that type, larger or custom home lots would lend themselves well to such a development. Such a development should mesh well with the custom home subdivision east of Armstrong, much of it directly abutting the buffer area.

7. Page 2-4, paragraph below section 2-B-3

The reasoning behind the decision to expand the project beyond the area recommended in the feasibility study is not detailed. The desire of a landowner to participate for profit does not in and of itself translate into a need to expand the project. No rationale is given for the need for an additional 36.2 acres to be included. This seems to indicate that the exact size of the project and number of acres of mixed use are not critical to the success or viability of the project. If there is a correlation, please provide it in the document. This issue indirectly relates to the Reduced Development Alternative.

8. Page 2-7, section 2-C-1 and 2

Use of the word “would”. In order to be definitive, or a requirement, the word “will” or “shall” needs to be used in these instances, as in this case.

9. Page 2-7, Section 2-C-4, permitted uses, Item 3

The clause “and motorists on SR 168” expands the scope of the retail portion of this project beyond that stated in the project description. The retail/commercial and Hotel uses are stated to be in support of the R&T Park. This clause allows these portions of the project to be developed prior to any actual primary use, and therefore prior to any need as stated in the Purpose. This will in effect transform the project into a hub for independent retail, commercial and hotel development, which is not consistent with the goals of this project or the general plan

A requirement for percentage of completed development of R&T sections must be included as a prerequisite to retail/commercial or Hotel development in order to maintain the secondary and ancillary nature of such development.

Furthermore, any such development needs to have limitations as to location. Limiting such development to occur within a specific proximity to the freeway interchange will assure that these uses will not encroach on adjacent neighborhoods.

10. Page 2-7, Section 2-C-4, Site Coverage

The use of the word “shall” in this paragraph makes the recommendation mandatory. Use of this verbiage need to be uniform throughout the document.

11. Page 3.1-7, Impact Analysis

There was a requirement for 6.3 acres of park to be provided with the development of 35.9 acres of high-density housing. The project converts this to UP TO 12 acres of open space for the additional 138 acres of development. This may not provide the same functionality as park acreage, and there is no requirement to provide any, as no minimum amount will be specified in the EIR as mitigation. The open space designation should be listed as specific park acreage and specific open space buffer, with minimums and maximums for the benefit of the residents, not the benefit of the development.

12. Pages 3.2-1 to 3.2-40

The traffic analysis has two key elements missing. The first is the analysis of and disposition of the intersection of Armstrong and Nees. The 2020 projections show increased traffic due to the project west on Nees from Temperance and north on Armstrong from Alluvial. How will this effect operation at the intersection of Armstrong and Nees?

13. Pages 3.2-1 to 3.2-40

There is no mention of the effect of increased traffic on Dry Creek elementary school, located on the north east corner of Armstrong and Nees. The effects on school related traffic are not documented. More importantly, the effects on pedestrian traffic, the children attending the school is not analyzed and mitigated for. These issues need to be addressed in the EIR to determine if and when mitigation is necessary.

14. Pages 3.2-1 to 3.2-40

There is no mention of the effect of increased truck traffic, which will occur since there is no rail nearby. This may be significant in light to medium trucks on surface streets from local suppliers, transport to offsite warehousing recurrent deliveries.

15. Pages 3.4-1 and 3.4-2

Paragraph 2 on page 3.4-1 states “The flatness of the land permits frequent views of the Sierra Nevada Foothills to the east and of open sky”. This also allows for views of the Sierra Nevadas themselves. These views are not just frequent, but continuous.

The last paragraph on that same page states that the visual character will be “radically changed” The following four paragraphs discuss altering views with the formation of an urban skyline due to multistory construction, and mentions the potential for taller buildings adjacent too single family back yards.

On page 3.4-2, under mitigation, section one, a setback of 200 feet is advised, not required, and allows for decreasing this distance. From ground level, a two-story building 200 feet away will still block views of the Sierras. They can do so up to 1000 feet away. The minimum setback distance needs to be increased, based on a visual study determining the correct distance needed to allow a continued view of the Sierras, and needs to be made mandatory by replacing the word should with shall.

16. Page 3.4-3, section 2, building heights

The word should in sentence 2 needs to be changed to shall.

One rationale stated to allow a five-story hotel is to allow view rooms of the Sierra Nevadas. This is the same view discussed in comment 10. Allowing higher buildings in order to give temporary guests views that will then be degraded for existing residents, (by those very same buildings), is unacceptable. Limiting the location of the hotel to a set proximity from the highway interchange will help assure that this does not happen.

17. Page 3.4-3, section 3, service and OUTDOOR storage areas

This paragraph mentions outdoor equipment. Use of outdoor equipment for manufacturing and production will adversely affect noise levels. There is no analysis of noise levels generated by this project. Without such a study, this document appears incomplete, and does not study all impacts to determine significance and needed mitigation.



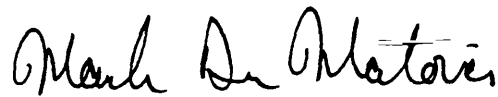
On page ix of the summary, section 4 cites the possible need for time limitations for certain types of operations that will generate noise. It uses the phrase "could be limited" in reference to trucking operations. Any such mitigation needs to be a requirement, not a potential possibility. The time frame used as an example, 7am to 9pm, would allow for noisy operations in the evenings and nights. How does that affect quiet backyards and children trying to study in nearby homes? Such a restriction needs to be a requirement and be between the hours of 7am and 7pm. A process for exceptions should be included for businesses beyond a set proximity.

At a recent informal public meeting, city staff stated that these types of developments usually conduct manufacturing or production activities indoors. This paragraph indicates that they may be outdoors as well. This document does not directly and definitively address the key issue of noise. It needs to provide a noise/sound study as a supplement to the EIR.

18. Summary page vii

The proposed mitigation for air quality, Item 2, sixth bullet, would require work times in direct conflict with mitigation discussed on page ix, item 4, concerning undesirable noise in the morning and evenings.

It is my understanding that these questions and comments will be answered individually prior to the approval of a final document or plan amendment. I would appreciate a courtesy copy before the final EIR is published. If you have any questions or wish for me to clarify any statements, please feel free to contact me.



Mark Der Matoian

cc: Clovis Mayor Harry Armstrong  
Clovis City Council Members

May 25, 1999

City of Clovis  
Mike Waiczis  
Associate Planner

RE: Mixed Use designation (GPA99-5)

Mike,

As I stated at the meeting on Wednesday May 19, 1999, I have these additional concerns:

1. Noise generated by the businesses directly adjacent to the residential homes i.e. loading docks, motors, and fans etc. The first tier of businesses should have a restriction on this type of noise producing activity.

2. Height limitation of the buildings adjacent to the residential homes should be restricted to two floors. Preferably single story.

3. The type and height of fence separating the homes and the (green space) buffer should be at the discretion of the homeowners.

I appreciate the open communications that the city representatives have had with the residential homeowners. I feel this plan will be of benefit to the City and the homeowners. I plan to be part of this neighborhood in the future.

Thank you for the opportunity for my comments.

GINO ROBERTI  
2428 CANYON DR.  
MODESTO, CA 95351  
209-538 4466

**RECEIVED**  
MAY 26 1999  
CITY OF CLOVIS  
PLANNING DEPT.

To: Michael R. Waiczis  
AICP, Associate Planner  
City of Clovis Planning and Development Services Dept.  
1033 Fifth Street  
Clovis, Ca 96312

May 31, 1999

RECEIVED  
JUN - 7 1999

CITY OF CLOVIS  
PLANNING DEPT.

From: Susan Chapman  
2140 Goshen Ave  
Clovis, Ca 93611  
(559)-297-1266

**GPA99-5 CLOVIS RESEARCH AND TECHNOLOGY PARK  
COMMENTS, CONCERNS, REQUESTS:**

First of all, let me say that the concept in theory is great for Clovis. It's the location and lack of support for the existing, residences and business parks I've got doubts about. To have a project of this magnitude encroaching on a residential area, will bring down the property values and quality of life for the residence who already live in the area, if it's not planned out properly. Would you want this in your neighborhood? Isn't there a need for an adult recreational area in Clovis? Why not a golf course, or something more in keeping with the landscape and the view of the hills? There is a need for a larger buffer between residential areas?

After attending the Clovis Planning Committee meeting held 5/27/99 my position on the proposed "Mixed Use Area" is one of concern. We recently purchased a RJ Hill home in this area: with the advertised "CLOVIS WAY OF LIFE" being a major deciding factor. This area was zoned for low-density housing and agriculture use at the time of purchase. It's with this in mind that we moved to Clovis. A view of the hills and a country feel to the area is what attracted us to Clovis. Simply put the landscape. It was not my intention to come home from work down a street lined with 5 story buildings, a sixty five-foot hotel, retail shops, convention center, and all the noise, lights and congestion this will bring. If this were the type of area where I wanted to live, I would have moved to Pinedale. I'm not totally opposed to the plan, however I feel there is more research and thought that needs to go into this before it proceeds any further.

**My concerns are:**

- Has this been carefully thought out?  
If you build it they will come? (FIELDS OF DREAMS) Are we building on speculation? If so, there are several buildings in existence that are still sitting vacant. Are there firm commitments from companies to build/occupy these buildings?
- Why aren't we supporting the areas already zoned for "mixed use" and the existing business parks? The area between Ashlan, and Dakota Ave. for example still has several empty locations for such a development. Why isn't the City supporting this business park? Are we unable to get businesses to move in there? Why build all the way out here and have more half-filled business parks?

- There is a need for a larger buffer between residential areas. Shouldn't this project stay closer to Herndon Ave. where there is easier access to the 168, and further away from the families and schools that already exist and have been planned for? Why did the city allow this residential area to be built in the first place, if these plans were in the works?
- If I read the EIR correctly, it has a second alternative, Phase II, which calls out for a smaller Business Park, more single home residential development, with a larger open park area. Wouldn't this make more sense to build a smaller, less profile business park, since the city has already allowed developers to build homes out here? Phase II should be given more consideration.
- Please provide a comparison of residential property values, in similar areas such as the one being proposed.
 

It's been my observation that the residential areas surrounding business parks, such as the one being proposed have gone down in property value. Typically in areas like the one you're proposing, the existing housing turns into rental properties for those who are fortunate to purchase elsewhere. The majority of the homes become rentals for transient workers. Those coming here from the Bay Area are use to paying 3-4 times more for rent. It's my fear that my neighborhood will become run down by people renting until they find a more desirable area in which to purchase a home. I thought, when we bought our home we were moving into a desirable area, somewhere with pleasing surroundings, a place we'd be proud to call home, not an embarrassment.
- An on going construction zone:  
Heavy equipment /traffic /the dust / noise /early morning late evening/weekend construction going on around us for years to come. How will this be monitored? There needs to be guidelines set for the hours and days in which this would occur, and precautions need to be made to insure that surrounding residence lives, and safety are not disrupted by this.
- What is the long-term goal for the area inclusive of Armstrong, Fowler, Nees and Alluvial?  
The land to the North and West butting up to the existing RJ Hill homes currently has homes there. What will become of it? Will this remain residential? Are there plans for a development like the one at Herndon & Palm, where those people are looking out their back window into a building, and hearing the sounds of traffic and people coming and going from the restaurants and retail outlets?
- Wouldn't this drive out longer time Clovis residence into out lining areas to get away from this, And discourage new growth of Clovis residence if they knew this could happen to them?

We moved out here to get away from the work environment, not to come home to it. I'm not in a position financially to purchase elsewhere, and with the current plans for this area it's unlikely that I would get what I paid for my home. There are several homes in the areas that are currently up for sale (which is unsettling). Is this, you have to break some eggs to make an omelet philosophy, if so again I ask why was this development ever allowed to happen? It's a new housing tract. Having grown up in the Silicon Valley, I watched the orchards be torn out. The train tracks and small country roads be replaced by expressways, highways and large electronics companies. I realize that growth and progress are inevitable, however it's my concern that this be done in a manner in keeping with "The Clovis Way of Life" that has been promoted and which ultimately influenced my decision to move here and become part of this community.

We could have purchased the same home in Fresno for approx. \$40,000.00 less, but chose Clovis for it's family atmosphere and it's western way of life. This is not consistent with what Clovis has stood for, and for what I hope it will continue to stand for. If projects like this are allowed to pop up in areas zoned residential, we will not have people wanting to move here. I feel that I'm being put in a situation where I'm going to regret my decision, and become an unfortunate casualty of progress. It's my hopes that this will not happen. It's not my intention to sound totally negative to the plans, however my home is the biggest investment I have, and there was a great deal of thought and research that went into the decision to move out here. I have lived in this area for the past 14 years and I like what Clovis has done to keep its community clean and family oriented.

It's my understanding that these questions and concerns will be addressed and answered prior to the approval of a final document or plan amendment.

I hope my comments and concerns will be taken into consideration. If you have any questions, please feel free to contact me.

Thank you

Sincerely,

A handwritten signature in black ink, appearing to read 'Susan Chapman', with a large, stylized initial 'S'.

Susan Chapman

cc: Clovis Mayor Harry Armstrong  
Clovis City Council Members

CLOVIS PLANNING COMMISSION MINUTES  
May 27, 1999

A regular meeting of the Clovis Planning Commission was called to order at 7:00 p.m. by Chair Pro Tem Willoughby in the Council Chambers of the City of Clovis.

City Planner Kroll noted for the record that Chairperson Eide would arrive late for tonight's meeting.

Present: Commissioners Ashbeck, Wallace, Willoughby, Chairperson Eide

Absent: Commissioner Walden

Staff: Dwight Kroll, AICP, City Planner  
Michael Waiczis, AICP, Associate Planner  
Bill Burmeister, Associate Civil Engineer

#### APPROVAL OF MINUTES

The minutes for the Planning Commission meeting of May 13, 1999, were approved as submitted.

#### COMMUNICATIONS AND REFERRALS

City Planner Kroll indicated that Item G, OA99-1, had been requested to be moved to the front of the agenda.

#### BUSINESS FROM THE FLOOR

None.

#### PUBLIC HEARINGS

City Planner Kroll indicated that at this time Item G would be moved to the front of the agenda.

- G) OA99-1, A request to amend the City of Clovis Municipal Code pertaining to parking commercial vehicles in residential districts. City of Clovis, applicant.

At this point the meeting was opened to those persons wishing to speak in favor of OA99-1.

Dean Menard, Corporal Clovis Police Department, presented the staff report on this item and indicated that staff recommends approval of OA99-1.

David Wolfe, Assistant City Attorney, spoke in favor of this Ordinance Amendment and indicated the purpose of these changes is to provide a more clear understanding of the commercial vehicle parking restrictions by the citizens and staff. Mr. Wolfe recommended that

commercial vehicles be designated as those exceeding a “one ton” manufacturer’s rating. Mr. Wolfe requested that the following change be made to Exhibit “A” to read as follows:

- 9-3.30613d. The keeping or maintaining of commercial vehicles as set forth in Section 4-5.1014 of the Municipal Code, shall be prohibited in all residential districts except the R-A district. In the R-A district, such vehicles shall be permitted as allowed by the district in the front yard provided they are behind the required front setback and are screened by solid five (5) foot fence. Nonconforming status shall not be granted.

Commissioner Ashbeck indicated that a letter had been received by the Commission from George Flynn requesting that the Planning Commission reject a change to the wording of the ordinance that substitutes a manufacturer’s rating for the actual cargo capacity of the vehicles covered.

At this point the meeting was opened to those persons wishing to speak in opposition.

George Flynn, 412 Timmy, outlined the letter he had sent to the Commission in opposition to this amendment. Mr. Flynn requested that the Planning Commission reject a change to the wording of the ordinance that substitutes a manufacturer’s rating for the actual cargo capacity of the vehicles covered. Mr. Flynn indicated that this is in reality a quality of life issue. Mr. Flynn spoke in regard to one ton trucks and their definition and felt these trucks are aesthetically detrimental to the City of Clovis. Mr. Flynn indicated that he would like the ordinance to read that one ton capacity be the rule in suburban neighborhoods.

Robert Wallert, 2484 Woodworth, gave a brief history of how the original Ordinance Amendment has come about. Mr. Wallert indicated that the ordinance should read “one ton pick-up trucks” not just “one ton trucks”.

At this point the public portion of the hearing was closed.

Commissioner Wallace indicated that this ordinance amendment could be discriminatory against small business owners. Mr. Wallace stated that he does not see any reason to change the ordinance as it exists now. Mr. Wallace recommended that the word “capacity” be added as the key word to this ordinance, zoning ordinance, and parking restrictions.

Commissioner Ashbeck stated that she could not find a justification to change the existing ordinance. The reference to one ton size and commercial vehicles is still unclear.

Chair Pro Tem Willoughby indicated that the total vehicle weight and the payload should be clearly identified in this ordinance.

At this point the Commission by a consensus of 3-0-2 voted to continue this item to the June 10, 1999, Planning Commission meeting.

*At 7:50 p.m. Chairperson Eide arrived.*

A) P.C. Res. 99-18, Third General Plan Amendment Cycle for 1999:

GPA99-5, A request to amend the Clovis General Plan and Herndon-Shepherd Specific Plan to re-designate portions of a 180 acre project site designated from Low Density Residential, High Density Residential, and Park/Open Space to Mixed-Use, add Mixed Use Area 36 to the list of mixed use areas in the Clovis General Plan, and provide for a primary use of Research and Technology Business Park, a Secondary Use of 15% Commercial/Retail, and Special Uses of Hotels, Convention Center, and Open Space in Mixed Use Area 36. The project site is generally bounded by SR 168 on the south, Armstrong Avenue on the west, Nees Avenue on the north, and the Enterprise Canal on the east. City of Clovis, applicant.

City Planner Kroll gave a brief outline of the General Plan Amendment process.

Associate Planner Waiczis presented the staff report on this item and indicated that staff recommended approval of GPA99-5.

Commission Ashbeck indicated that the impact on the Housing Element should be examined.

At this point the meeting was opened to anyone wishing to speak in favor of this item.

Mike Dozier, Community Development Director, spoke in favor of GPA99-5.

At this point the meeting was opened to those persons wishing to speak in opposition.

Mark Der Matoian, 1063 N. Filbert, indicated he is not necessarily speaking in opposition. Mr. Der Matoian indicated his concerns focus on the fact that as each piece of the R & T Park is approved, that the ability of the residents to coexist with this park should be considered. Mr. Der Matoian indicated that he would like his written comments to be included in the EIR.

Kathryn Papenhausen, 7585 E. Nees, expressed concerns with negative traffic impacts from this proposed project. Ms. Papenhausen requested that her neighborhood be notified of upcoming development in this area. Ms. Papenhausen expressed a concern with the accuracy of the map being used in relation to the EIR.

Stuart Gregory Farley, 2316 El Paso, stated that he would be opposed to this change to the General Plan. Mr. Farley indicated that noise control should be implemented.

Marsha Pope, 2350 Houston, indicated that she and about 90 percent of the residents in her area were in favor of this general plan amendment and this is a positive project for the City of Clovis.

Gregg Boe, 2272 Cromwell, spoke in opposition and expressed concerns with businesses being built directly behind his home and creating a negative impact on his residence.

At this point the public portion of the hearing was closed.



Commissioner Wallace indicated that a letter had been received from Mr. Roberti outlining concerns with this proposal. Mr. Wallace indicated that the benefits will outweigh the negative impacts and he would be in favor of GPA99-5.

Commissioner Ashbeck indicated she would also support this general plan amendment. Commissioner Ashbeck made the following comments: The impact on the City's Housing Element should be addressed, using housing as a buffer is not a good idea, and the mitigation measures should protect the existing residences.

Chairperson Eide commented in regard to the affect on the City's Housing Element and the mitigation measures and indicated she would be in favor of this general plan amendment.

Commissioner Willoughby stated he would also support this general plan amendment.

At this point the Commission by a consensus of 4-0-1(Walden absent) voted for approval of GPA99-5.

GPA99-6, A request to amend the Clovis General Plan and Herndon-Shepherd Specific Plan to provide for an additional access point from Herndon Avenue onto property located in Mixed Use Area No. 14. Mixed Use Area 14 is located generally north of Herndon Avenue between Clovis and Sunnyside Avenues. City of Clovis, applicant. *(This item has been withdrawn)*

City Planner Kroll indicated that GPA99-6 had been withdrawn.

At this point a motion was made by Commissioner Ashbeck, seconded by Chairperson Eide, to adopt P.C. Res. 99-18, recommending the following action on the Third General Plan Amendment for 1999:

GPA99-5      4-0-1 (Walden absent) consensus for approval and recommending certification of the Draft EIR.

This motion was passed by a vote of 4-0-1:

AYES:            Commissioners Ashbeck, Wallace, Willoughby, Chairperson Eide  
NOES:            None  
ABSENT:        Commissioner Walden

B)      R98-8, A request to approve a rezone of approximately 29.5 acres located at the northeast corner of Herndon and Willow Avenues from the R-A (Low Density Single Family Residential minimum lot size 24,000 square foot) Zone District to the C-2 (Community Commercial) Zone District. Edward J. Donaghy, owner; Paynter Realty & Investments, Inc., applicant.

City Planner Kroll presented the staff report on this item and indicated that staff recommends conditional approval of R98-8.

At this point the meeting was opened to anyone wishing to speak in favor of this item.

Dave Paynter, applicant, spoke in favor of this request and indicated that he had filed the rezoning to bring the land into conformance with the General Plan. Mr. Paynter indicated that they are aware of the petition included in staff's report from residents in the area expressing concerns with this development. Mr. Paynter indicated they were in agreement with the conditions of approval.

At this point the meeting was opened to those persons wishing to speak in opposition.

Gary Peters, 762 W. Birch, indicated that the neighborhood has representatives who have met with Mr. Paynter. Mr. Peters stated that his main concern focuses on the traffic circulation for this proposed development. Mr. Peters indicated that the residents would like to see a master plan developed showing how traffic will circulate through this area.

City Planner Kroll indicated that staff and Mr. Paynter would be happy to visit their neighborhood to discuss the concepts of this proposal.

Mr. Paynter, indicated that the access locations have already been predetermined by the City of Clovis.

Pete Conrad, 697 W. Chennault, expressed concerns with the traffic circulation and access points. Mr. Conrad indicated that he has not seen a traffic plan for this entire area and this is a big concern. Mr. Conrad does not want this area to end up looking like the Fresno and Shaw area in Fresno.

Alan Weaver, City Engineer, indicated that a traffic study is in the process so the location of signalized intersections and access points have not yet been identified.

Pat Mayfield, 721 W. Birch, expressed concerns with access off of Willow and stated that they will not be able to enter their residential area safely. Mr. Mayfield indicated there is no buffer between the residential area and the trucking route.

Chuck Mahr, 742 W. Birch, stated that they would not have bought in this area if they knew two story apartments would be built adjacent to their back yards. Mr. Mahr indicated that this is poor planning.

Robert Figueroa, 687 Chennault, indicated he was concerned with the flood drainage capacity and water quality in this area.

At this point the public portion of the hearing was closed.

Commissioner Willoughby indicated that the rezone request is consistent with the General Plan designation. A specific development proposal is not being considered at this time. This rezone is conditioned upon the applicant developing a conceptual development plan during the site plan review process.

Commissioner Wallace stated that this project will work and would vote to approve R98-8. Commissioner Wallace encouraged the applicant to work with the property owners in the area.

Commissioner Ashbeck indicated that she is not comfortable with approving a rezone that leaves a 40 foot strip behind a single family residential area. Commissioner Ashbeck also stated that she does not like the way the street comes through and she would not be in favor of this rezone.

Chairperson Eide indicated that she agreed with Commissioner Ashbeck, and she would not be in favor of this rezone.

Mr. Paynter indicated that he would commit to 40 feet of landscaping on this small strip of land. Mr. Paynter stated that he would prefer that this item come back before the Commission in two weeks.

At this point the Commission by a consensus of 4-0-1 (Walden absent) continued this item to the June 10, 1999, Planning Commission meeting.

- C) R99-6, P.C. Res. 99-19, A request to approve a rezone of approximately 18.77 acres located on the southeast corner of Ashlan and Temperance Avenues from the R-A (Low Density Single Family Residential minimum lot size 24,000 square foot) Zone District to the R-1-7500 (Low Density Single Family Residential minimum lot size 7,500 square foot) or more restrictive Zone District. Ronald Flake and Rick Flake owners; Centex Homes, applicant.

City Planner Kroll presented the staff report on this item and indicated that staff recommends conditional approval of R99-6.

At this point the meeting was opened to anyone wishing to speak in favor of this item.

Cliff Ronk, Centex Homes, indicated they were in agreement with staff's report except for Condition 4 requiring a covenant, which is on property over which they have no control.

City Planner Kroll indicated they would like to keep this condition in place for the rezoning and delete it from the tract map conditions.

Mr. Ronk indicated he would not have a problem with keeping this condition in place.

At this point the meeting was opened to those persons wishing to speak in opposition.

There being no one wishing to speak in opposition, the public portion of the hearing was closed.

At this point a motion was made by Commissioner Ashbeck, seconded by Commissioner Willoughby, to adopt P.C. Res. 99-19, recommending approval of R99-6, subject to the conditions of approval listed in Exhibit "A" of staff's report. This motion was passed by a vote of 4-0-1:

AYES: Commissioners Ashbeck, Wallace, Willoughby, Chairperson Eide  
NOES: None  
ABSENT: Commissioner Walden

- D) TM4904, P.C. Res. 99-20, A request to approve a 63 lot single family residential tentative tract map for the property located on the southeast corner of Ashlan and Temperance Avenues. Ronald Flake and Rick Flake, owners; Centex Homes, applicant.
- E) V99-3, P.C. Res. 99-21, A request to approve a variance to the development standards of the R-1-7500 (Low Density Single Family Residential minimum lot size 7,500 square foot) Zone District to allow for deviation from the required lot depth to width ratio for lots nos. 10 and 11 of TM4940 located at the southeast corner of Ashlan and Temperance Avenues. Ronald Flake and Rick Flake, owners; Centex Homes, applicant.

City Planner Kroll presented the staff reports on these items and indicated that staff recommends conditional approval of TM4904 and V99-3. City Planner Kroll indicated staff would recommend removing Condition 12 from TM4904.

At this point the meeting was opened to anyone wishing to speak in favor of these items.

Cliff Ronk, Centex Homes, applicant, indicated they support staff's report and requested that the recreational vehicle access requirement be waived for 25 percent of the lots.

At this point the meeting was opened to those persons wishing to speak in opposition.

There being no one present wishing to speak in opposition, at this point the public portion of the hearing was closed.

At this point a motion was made by Commissioner Ashbeck, seconded by Commissioner Willoughby, to adopt P.C. Res. 99-20, for approval of TM4904, including deletion of Condition 12 and Condition 2 to read as follows:

Placement of houses on individual lots will require the approval of the Director of Planning and Development Services. No less than 25 percent of the lots shall have adequate side yard width on the garage side or access to the rear yard in the case of a corner lot to permit vehicular access to the rear (10 foot minimum), clear of all eaves, utility meters, and other obstructions. Front yard setback adjustments will also be required to provide variation in the overall visual aspects. All front yard setbacks shall be measured from the front lot line.

This motion was passed by a vote of 4-0-1:

AYES: Commissioners Ashbeck, Wallace, Willoughby, Chairperson Eide  
NOES: None  
ABSENT: Commissioner Walden

At this point a motion was made by Commissioner Ashbeck, seconded by Commissioner Willoughby, to adopt P.C. Res. 99-21, for approval of V99-3, subject to the conditions of approval listed in Exhibit "A" of staff's report. This motion was passed by a vote of 4-0-1:

AYES: Commissioners Ashbeck, Wallace, Willoughby, Chairperson Eide  
NOES: None  
ABSENT: Commissioner Walden

F) V99-2, P.C. Res. 99-22, A request to approve a variance to the development standards of the R-1 (Low Density Single Family Residential minimum lot size 7,500 square foot) Zone District to allow for a reduction in the required 100 foot average lot depth for Parcel D of a proposed parcel split for the property located at 450 W. Alluvial Avenue. Greg Johnson, owner/applicant. *(Continued from the May 13, 1999, Planning Commission meeting)*

City Planner Kroll presented the staff report on this item and indicated that staff recommends conditional approval of V99-2.

At this point the meeting was opened to anyone wishing to speak in favor of this item.

Greg Johnson, 450 W. Alluvial, spoke in favor of this variance request.

There being no one present wishing to speak in opposition, at this point the public portion of the hearing was closed.

At this point a motion was made by Commissioner Wallace, seconded by Commissioner Willoughby, to adopt P.C. Res. 99-22, for approval of V99-2, subject to the conditions of approval listed in Exhibit "A" of staff's report. This motion was passed by a vote of 4-0-1:

AYES: Commissioners Ashbeck, Wallace, Willoughby, Chairperson Eide  
NOES: None  
ABSENT: Commissioner Walden

OLD BUSINESS

None.

NEW BUSINESS

None.

CITY PLANNER/CITY ENGINEER

City Planner Kroll discussed upcoming agenda items.

PLANNING COMMISSION MEMBERS

None.

ADJOURNMENT AT 10:25 p.m. to the Planning Commission meeting on June 24, 1999.