

## 2. Introduction

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### 2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. This Draft Program Environmental Impact Report (Draft PEIR) has been prepared to satisfy CEQA and the State CEQA Guidelines. The environmental impact report (EIR) is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage, and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth-inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

Because approval of the proposed Clovis General Plan and Development Code Update (General Plan Update) is a discretionary action by a public agency, the project is subject to the CEQA review process, and the City of Clovis, as the first public agency to act on the project, becomes the lead agency for the project. Pursuant to CEQA Section 21067, the lead agency means “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment.” As the CEQA lead agency, the City of Clovis has the principal responsibility for approval of the General Plan Update; determining the method of CEQA compliance; preparing and certifying the EIR that describes potential environmental impacts of the proposed project; providing a Statement of Overriding Considerations for all environmental impacts that cannot be mitigated to a less than significant level; and adopting a Mitigation Monitoring Plan to ensure that all required mitigation measures are implemented during the course of the project.

This Draft PEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act of 1970, as amended (Public Resources Code Section 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (herein referenced as CEQA Guidelines), as amended (California Code of Regulations Sections 15000 et seq.)

The overall purpose of this Draft PEIR is to inform the lead agency, responsible agencies, decision makers, and the general public of the environmental effects of implementation of the General Plan Update. This Draft PEIR addresses the potential environmental effects of the project, including effects that may be significant and adverse; evaluates a number of alternatives to the project; and identifies mitigation measures to reduce or avoid adverse effects. The intent of this Draft PEIR is to provide sufficient information on the potential environmental impacts of the General Plan Update to allow the City of Clovis to make an informed decision regarding approval of the

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project. Specific discretionary actions to be reviewed by the City are described in Section 3.4, *Intended Uses of the EIR*.

### 2.2 NOTICE OF PREPARATION AND INITIAL STUDY

The City of Clovis determined that a Program EIR would be required for this project and issued a Notice of Preparation (NOP) and Initial Study on June 20, 2012 (see Appendix A), to the State Clearinghouse, responsible agencies, and interested parties. Comments received during the public review period, which extended from June 20, 2012, to July 19, 2012, are in Appendix B.

The NOP process is used to help determine the scope of the environmental issues to be addressed in the Draft PEIR. Based on this process and the Initial Study for the project, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered Potentially Significant are addressed in this Draft PEIR. Issues identified as Less Than Significant or No Impact are not addressed beyond the discussion in the Initial Study. Refer to the Initial Study in Appendix A for discussion of how these initial determinations were made.

Eight agencies/interested parties responded to the NOP. This Draft PEIR has taken into consideration those responses. Table 2-1 summarizes the issues identified by the commenting agencies, along with a reference to the section(s) of this Draft PEIR where the issues are addressed.

**Table 2-1 NOP Comment Summary**

Commenting Agency/Person	Date	Comment Type	Comment Summary	Issue Addressed In:
Native American Heritage Commission Dave Singleton, Program Analyst	6/22/12	Cultural Resources	<ul style="list-style-type: none"> <li>▪ NAHC provided a summary of state and federal statutes relating to Native American cultural resources.</li> <li>▪ Stated that the NAHC Sacred Lands File search did not identify Native American cultural resources within the project area.</li> <li>▪ NAHC provided the consultation list of tribes in the Area of Potential Effect for the project area and requested that the lead agency contact the Native American contacts provided.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Section 5.5, <i>Cultural Resources</i></li> </ul>
San Joaquin Valley Air Pollution Control District Arnaud Marjollet, Permit Services Manager	7/2/12	Air Quality	<ul style="list-style-type: none"> <li>▪ Requested that future project approvals be further reviewed for potential health risks, including the exposure of sensitive receptors to toxic air contaminants.</li> <li>▪ Stated that construction emissions would have a potentially significant impact on air quality, but impacts could be reduced to less than significant with mitigation incorporated.</li> <li>▪ Requested that as a condition of project approval, a requirement that off-road construction equipment used onsite for future development projects achieve fleet average emissions equal to or less than the Tier II emissions standard of 4.8 NO<sub>x</sub> grams per (brake) horsepower-hour.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Section 5.3, <i>Air Quality</i></li> </ul>

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Table 2-1 NOP Comment Summary

Commenting Agency/Person	Date	Comment Type	Comment Summary	Issue Addressed In:
			<ul style="list-style-type: none"> <li>▪ Stated that future individual development projects could be subject to various district rules and regulations, including Rule 9510 (Indirect Source Review), Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations), and Rule 4002 (National Emissions Standards for Hazardous Air Pollutants).</li> <li>▪ Stated that given the size of the project, it is reasonable to conclude that mobile source emissions resulting from growth and development would have significant impacts on air quality. To reduce project-related air quality impacts, the General Plan should include design standards that reduce vehicle miles traveled.</li> </ul>	
<p><b>County of Fresno Department of Public Health</b> Glenn Allen, Supervising Environmental Health Specialist</p>	7/13/12	NA	<ul style="list-style-type: none"> <li>▪ Stated that the County of Fresno Department of Public Health concurs with the probable environmental effects outlined in the NOP and has no additional comments to offer at this time.</li> </ul>	NA
<p><b>California Department of Transportation (Caltrans)</b> Michael Navarro, Office of Transportation Planning</p>	7/17/12	Air Quality, Noise and Transportation and Traffic	<ul style="list-style-type: none"> <li>▪ Outlined a number of improvements that would be required for State Route 168 (SR-168) given development trends in the City of Clovis.</li> <li>▪ Stated that funding is not currently available for SR-168 improvements and that development should not occur without the needed infrastructure.</li> <li>▪ Stated that development will need to fund SR-168 improvements to accommodate increased demand. Funding could be in the form of developer improvements or the creation of a fee program.</li> <li>▪ Stated that numerous access points appear to be at-grade intersections, which in turn will require that the City's local road network be carefully laid out and that there be consideration for future overcrossings to allow connectivity to both sides of SR-65.</li> <li>▪ Expressed concern about providing institutional uses next to the SR-168 Route Adoption alignment. More specifically, there is a potential air quality risk of placing sensitive land uses adjacent to or in close proximity of high-volume roadways.</li> <li>▪ Stated that along with relocating schools and</li> </ul>	<ul style="list-style-type: none"> <li>▪ Section 5.3, <i>Air Quality</i>;</li> <li>▪ Section 5.12, <i>Noise</i>;</li> <li>▪ Section 5.16, <i>Transportation and Traffic</i></li> <li>▪ Section 2.2.1, <i>Expanded Discussion</i></li> </ul>

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**Table 2-1 NOP Comment Summary**

Commenting Agency/Person	Date	Comment Type	Comment Summary	Issue Addressed In:
			<p>other sensitive receptors away from freeways, that wider right-of-way should be part of the planning process for air and noise issues along SR-168.</p> <ul style="list-style-type: none"> <li>▪ Stated that the provision of soundwalls should be included at the expense of the developers.</li> <li>▪ Stated that the traffic study should not predict fewer peak hour trips based on some "new urban form."</li> <li>▪ Requested that Caltrans be provided a scope of work as well as the assumptions that will be used prior to commencing the traffic study.</li> </ul>	
<p><b>Fresno Metropolitan Flood Control District</b> Jerry Lakeman, District Engineer</p>	<p>7/19/12</p>	<p>Hydrology and Water Quality, Project Components and Land Uses, and Recreation</p>	<ul style="list-style-type: none"> <li>▪ Stated that portions of the Plan Area are also downstream of Fancher Creek Dam and Redbank Creek Dam and that these facilities should be included in the flood hazard discussion of the Draft PEIR.</li> <li>▪ Stated that designation of the Big Dry Creek Reservoir as a potential future regional park would require federal approval from the US Army Corps of Engineers.</li> <li>▪ Outlined a number of comments on the existing land use, general plan land use, and proposed land use diagrams.</li> <li>▪ Stated that the Draft PEIR should identify mitigation measures to minimize adverse land uses, water quality and quantity impacts of water runoff associated with the General Plan Update.</li> <li>▪ Stated that future amendments to the Storm Drain and Flood Control Master Plan will be necessary to accommodate the proposed General Plan Update.</li> <li>▪ Stated that all local, state, and federal laws and ordinances with respect to stormwater quality should be complied with.</li> <li>▪ Stated that all future development that would be accommodated by the General Plan Update should be encouraged to select and implement stormwater quality controls recommended in the Fresno-Clovis Storm Water Quality Management, Construction and Post-Construction Guidelines.</li> <li>▪ Stated that the Draft PEIR should identify mitigation to ensure that the rate and volume of stormwater discharge is minimized or reduced.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Chapter 3, <i>Project Description</i>;</li> <li>▪ Section 5.9, <i>Hydrology and Water Quality</i>;</li> <li>▪ Section 5.15, <i>Recreation</i>;</li> <li>▪ Section 5.17, <i>Utilities and Service Systems</i></li> </ul>

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**Table 2-1 NOP Comment Summary**

Commenting Agency/Person	Date	Comment Type	Comment Summary	Issue Addressed In:
Fresno Historical Society Dietrich, Glasrud, Mallek & Aune	7/19/12	Historic Resources	<ul style="list-style-type: none"> <li>Stated that to the extent that the project may impact historic or heritage resources in the City of Clovis, such resources should be identified and documented, and appropriate mitigation measures should be evaluated.</li> </ul>	<ul style="list-style-type: none"> <li>Section 5.5, <i>Cultural Resources</i></li> </ul>
Fresno Local Agency Formation Commission Jeff Witte, Executive Officer	7/24/12	Agricultural Resources and Land Use and Planning	<ul style="list-style-type: none"> <li>Stated that in order to address the loss of prime agricultural lands, the City through its Draft PEIR should consider various types of development options/alternatives aimed at increasing urban densities. These may include concepts incorporating walkable communities, mixed-use concepts, multi-story buildings, etc., in order to allow for higher overall residential densities—thus reducing the conversion of and expansion onto prime agricultural lands.</li> <li>Stated that with respect to how prime agricultural land is defined, the Draft PEIR should consider the definition of "Prime Agricultural Land" as listed within the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Act) (California Government Code Section 56064). This definition differs from the California Department of Conservation's Farmland Mapping and Monitoring Program definition of Prime Farmland and may be considered to be more inclusive.</li> <li>Stated that for LAFCo purposes, the Draft PEIR must consider the loss of Prime Agricultural Land as defined by the act.</li> <li>Stated that a Service and Delivery Plan that will identify how the City will provide additional needed services (fire, police, water, sewer, solid waste, parks, and other services) will be required for consideration as part of any SOI revision or annexation.</li> <li>Stated that in respect to the Plan Area boundaries, especially in the northeast portion of the plan, the Draft PEIR needs to look at future traffic impacts, drainage and associated impacts with development of the Plan Area on the property immediately north of the Plan Area boundaries.</li> </ul>	<ul style="list-style-type: none"> <li>Section 5.2, <i>Agriculture and Forestry Resources</i>;</li> <li>Section 5.14, <i>Public Services</i>;</li> <li>Section 5.9, <i>Hydrology and Water Quality</i>;</li> <li>Section 5.16, <i>Transportation and Traffic</i></li> </ul>
Central Valley Flood Protection Board James Herota, Staff Environmental Scientist	8/1/12	Hydrology and Flood Hazards	<ul style="list-style-type: none"> <li>Stated that the proposed project is within the regulated areas or streams of the Dry and Dog Creeks, which are under the jurisdiction of the Central Valley Flood Protection District (Board).</li> <li>Provided a list of development activities that require a board permit prior to starting work within areas under the board's jurisdiction.</li> </ul>	<ul style="list-style-type: none"> <li>Section 5.9, <i>Hydrology and Water Quality</i></li> </ul>

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**Table 2-1 NOP Comment Summary**

Commenting Agency/Person	Date	Comment Type	Comment Summary	Issue Addressed In:
			<ul style="list-style-type: none"> <li>▪ Provided a summary of potential impacts to flood control channels from woody vegetation encroaching into the channel.</li> <li>▪ Stated that the proposed project should include measures for channel and levee improvements and maintenance to prevent and/or reduce hydraulic impacts (e.g., impediment or rerouting of flood flows, increased sediment accumulation).</li> </ul>	
<p><b>U.S. Army Corp of Engineers</b> Paul Maniccia, Chief of California South Branch</p>	8/4/12	Biological Resources	<ul style="list-style-type: none"> <li>▪ Concerned about impacts to waters of the United States.</li> <li>▪ Suggests applicant prepare a wetlands delineation to ascertain the extent of waters of the United States within the Plan Area.</li> <li>▪ Any project features requiring the discharge of dredge or fill material into the waters of the United States should be mitigated to the extent possible.</li> <li>▪ Stated that project alternatives should avoid impacts to wetlands or water of the United States.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Section 5.4, <i>Biological Resources</i></li> </ul>

Prior to preparation of the Draft PEIR, a public scoping meeting was held on June 27, 2012, to determine the concerns of responsible and trustee agencies and the community regarding the proposed project. The scoping meeting was held at the City of Clovis and was attended by a number of community members and interested parties (see Appendix C for scoping meeting sign-in sheet). Table 2-2 summarizes the issues identified at the scoping meeting and references to the section(s) of this Draft PEIR where the issues are addressed.

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**Table 2-2 Scoping Meeting Comment Summary**

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In
Clovis Police Department	Public Services	<ul style="list-style-type: none"> <li>Concern with the provision of adequate service (not just police service, but also ancillary issues like fueling) when growth occurs outward.</li> </ul>	<ul style="list-style-type: none"> <li>Section 5.14, <i>Public Services</i></li> </ul>
Fresno County Local Area Formation Commission	Land Use and Planning	<ul style="list-style-type: none"> <li>Inquired if the Draft PEIR would consider impacts to the northwest urbanization on areas north of Copper Avenue (e.g., disrupt an existing community).</li> <li>Inquired if Draft PEIR will analyze impacts due to urbanization up to the Plan Area boundary (e.g., induced growth impact).</li> </ul>	<ul style="list-style-type: none"> <li>Section 5.10, <i>Land Use and Planning</i>;</li> <li>Chapter 10, <i>Growth-Inducing Impacts of the Proposed Project</i></li> </ul>
Fresno Irrigation District	Hydrology and Water Supply	<ul style="list-style-type: none"> <li>Concern with further depletion of groundwater supply within Fresno Irrigation District's service boundary and outside as well.</li> <li>Concern that much of the development is up-gradient from water district.</li> <li>Concern with flooding issues with regard to development north and east of Friant-Kern Canal.</li> </ul>	<ul style="list-style-type: none"> <li>Section 5.9, <i>Hydrology and Water Quality</i>;</li> <li>Section 5.17, <i>Utilities and Service Systems</i></li> </ul>
Clovis Public Utilities Department	Transportation and Traffic	<ul style="list-style-type: none"> <li>Inquired if traffic analysis will look at impacts to arterial systems and their adequacy (e.g., one-lane bottlenecks).</li> </ul>	<ul style="list-style-type: none"> <li>Section 5.16, <i>Transportation and Traffic</i></li> </ul>
Rob Wooley, Clovis City Manager	Transportation and Traffic	<ul style="list-style-type: none"> <li>Inquired about the potential implications on intersections as a result of the extension of State Route 65.</li> <li>Concern with growth in three different areas simultaneously.</li> </ul>	<ul style="list-style-type: none"> <li>Section 5.10, <i>Land Use and Planning</i>;</li> <li>Section 5.16, <i>Transportation and Traffic</i></li> </ul>
Fresno Metropolitan Flood Control District	Utilities and Service Systems, Transportation and Planning	<ul style="list-style-type: none"> <li>Concern with impact of densification (i.e., if water facilities need to be increased, this could have an impact on roadways and vice-versa).</li> </ul>	<ul style="list-style-type: none"> <li>Section 5.16, <i>Transportation and Traffic</i>;</li> <li>Section 5.17, <i>Utilities and Service Systems</i></li> </ul>

**2.2.1 Expanded Discussion**

This section provides additional explanation regarding some of the comments received in response to the NOP and comments voiced at the public scoping meeting. This section is referenced in Table 2-1 and 2-2, as applicable.

Caltrans submitted an NOP comment primarily regarding transportation and traffic impacts of the proposed project (see Table 2-1). The comment letter identified a number of improvements to State Route 168 (SR-168) to accommodate existing and future demand. Many of the improvement projects identified discuss providing additional turn lanes on ramps. Since this is a programmatic EIR, the traffic impact analysis was conducted at a roadway segment level, which provides information on the number of lanes needed on roadways but does not provide the level of detail necessary to identify the number of turn lanes needed at any intersection, including ramps.

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Nevertheless, it is possible that additional turn lanes or capacity enhancements to ramp terminal intersections may be necessary to facilitate traffic operations with the buildout of the proposed General Plan Update. The traffic impact analysis identifies that SR-168 would need to be improved to an access-controlled freeway facility in 2035 up to Shepherd Avenue, which would include an interchange at Owens Mountain Parkway (formerly SR-168/Nees Avenue) (see Appendix L). In addition, the traffic analysis concludes that by full buildout, interchanges at Shepherd Avenue and a future “Dockery Avenue” would also likely be necessary. This addresses Caltrans’s comment on the need for future interchanges at SR-168/Nees Avenue and SR- 168/Shepherd Avenue.

### 2.3 SCOPE OF THIS DRAFT PEIR

Based upon the Initial Study and Environmental Checklist Form (see Appendix A), the City of Clovis staff determined that a Draft PEIR should be prepared for the proposed project. The scope of the Draft PEIR was determined based upon the City’s Initial Study, comments received in response to the NOP, and comments received at the scoping meeting conducted by the City. Pursuant to Sections 15126.2 and 15126.4 of the State CEQA Guidelines, the Draft PEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce these impacts to levels of insignificance or eliminate the impacts altogether.

This Draft PEIR has been prepared to evaluate potentially significant impacts associated with implementation of the General Plan Update. The information in Chapter 3, *Project Description*, establishes the basis for analyzing future project-related environmental impacts. The General Plan Update’s policies and programs, existing regulations, and mitigation measures have been identified that either reduce or eliminate potentially significant impacts. The focus of the impact analysis is on areas that propose physical changes to the existing environment that may result in environmental impacts (e.g., areas where land use changes are proposed) and on ensuring that development and improvement activities are consistent with the General Plan Update. In addition, the Draft PEIR describes a range of reasonable alternatives to the project that could feasibly attain the basic objectives of the project, while substantially avoiding or lessening any of the significant impacts of the proposed project, and evaluates the comparative merits of the alternatives and the proposed project.

#### 2.3.1 Impacts Considered Less Than Significant

No environmental impact categories were identified as being less than significantly affected by, or affecting the proposed General Plan Update. This determination was made by the City of Clovis in its preparation of the Initial Study (see Appendix A).

#### 2.3.2 Potentially Significant Adverse Impacts

All seventeen environmental factors have been identified as potentially significant impacts if the proposed project is implemented. These factors are:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources

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- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

### 2.3.3 Unavoidable Significant Adverse Impacts

This Draft PEIR identifies nine environmental topics with significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. If the City of Clovis, as the lead agency, determines that unavoidable significant adverse impacts will result from the project, the City of Clovis must prepare a “Statement of Overriding Considerations” before it can approve the project. A Statement of Overriding Considerations states that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits of the project outweigh the adverse effects and, therefore, the adverse effects are considered acceptable. The impacts that were found in the Draft PEIR to be significant and unavoidable are:

- **Agricultural Resources**  
**2035 Scenario and Full Buildout**
  - **Impact 5.5-1** Buildout of the proposed General Plan Update would convert 2,651 acres of Prime Farmland, 1,528 acres of Farmland of Statewide Importance, and 1,411 acres of Unique Farmland to nonagricultural land uses.
  - **Impact 5.5-2:** The General Plan Update would change the land use designation of 4,610 acres designated for agriculture to other land use designations.
  - **Impact 5.2-3:** General Plan Update buildout would convert 3,047 acres of farmland bearing Williamson act contracts to nonagricultural land uses.
- **Air Quality**  
**2035 Scenario and Full Buildout**

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- **Impact 5.3-1** The General Plan Update would be consistent with the San Joaquin Valley Air Pollution Control District (SJVAPCD) control measure; however, development associated with the buildout of the General Plan Update would exceed the SJVAPCD significance thresholds and be inconsistent with the applicable air quality management plans.
  - **Impact 5.3-2** Construction activities associated with buildout of the General Plan Update would generate short-term emissions in exceedance of SJVAPCD'S significance threshold criteria and would contribute to the ozone and particulate matter nonattainment designations of the San Joaquin Valley Air Basin (SJVAB).
  - **Impact 5.3-3** Implementation of the land use plan of the proposed General Plan Update would generate long-term emissions that would exceed the SJVAPCD's significance threshold criteria and cumulatively contribute to the ozone and particulate matter nonattainment designations of the SJVAB.
- **Cultural Resources**  
**2035 Scenario and Full Buildout**
    - **Impact 5.5-1** The proposed General Plan Update would allow development in areas that have historic resources identified by previous cultural resource surveys and the Fresno County List of Historic Places. Development in these areas would, therefore, potentially cause the disturbance of historic resources in the Plan Area.
- **Greenhouse Gas Emissions**  
**2035 Scenario and Full Buildout**
    - **Impact 5.7-1** Implementation of the proposed General Plan Update would result in a substantial increase in GHG emissions for year 2035 and Full Buildout compared to existing conditions. Additionally, although community-wide GHG emissions of the proposed General Plan Update at year 2035 and Full Buildout would be less under adjusted BAU conditions compared to BAU conditions, the proposed General Plan Update would not meet the SJVAPD threshold of 29 percent below BAU and would also not meet the long-term reduction target of Executive Order S-03-05.
- **Hydrology and Water Quality**  
**2035 Scenario and Full Buildout**
    - **Impact 5.9-2** Development pursuant to the General Plan Update would increase the demand on groundwater use and also increase impervious surfaces in the Plan Area, which would impact opportunities for groundwater recharge.
- **Noise**  
**2035 Scenario and Full Buildout**
    - **Impact 5.12-1** Traffic-related noise impacts related to the implementation of the General Plan are significant.
    - **Impact 5.12-4** Buildout of the individual land uses and projects for implementation of the General Plan could expose sensitive uses to strong groundborne vibration.

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- **Impact 5.12-5** Construction activities associated with buildout of the individual land uses and projects for implementation of the General Plan Update would substantially elevate noise levels in the vicinity of noise-sensitive land uses.
- **Population and Housing**
  - **Full Buildout**
    - **Impact 5.13-1** Under the 2035 Scenario, buildout of the General Plan Update would result in similar population growth as projected by the Fresno COG; however, full buildout of the proposed project would increase population in the Plan Area by over 150 percent by year 2080, which is also beyond Fresno COG’s planning horizon.
- **Transportation and Traffic**
  - **2035 Scenario and Full Buildout**
    - **Impact 5.16-1** Upon implementation of the land uses and circulation element in the General Plan, several roadway segments in the City of Clovis, City of Fresno, and County of Fresno are projected to operate at unacceptable LOS.
- **Utilities and Service Systems**
  - **2035 Scenario and Full Buildout**
    - **Impact 5.17-1** Projected water supply is inadequate to meet projected water demand at both 2035 Scenario and Full Buildout of the proposed General Plan Update.

These impacts are individually analyzed in Section 5.2, *Agriculture and Forestry Resources*; Section 5.3, *Air Quality*; Section 5.5, *Cultural Resources*; Section 5.7, *Greenhouse Gas Emissions*; Section 5.9, *Hydrology and Water Quality*; Section 5.12, *Noise*; Section 5.13, *Population and Housing*; Section 5.16, *Transportation and Traffic*; and Section 5.17, *Utilities and Service Systems*, and summarized in Chapter 6 of this Draft PEIR.

## 2.4 INCORPORATION BY REFERENCE

All documents cited or referenced are incorporated into the Draft PEIR in accordance with CEQA Guidelines Sections 15148 and 15150, including but not limited to:

- City of Clovis 1993 General Plan
- City of Clovis Municipal Code

In each instance where a document is incorporated by reference for purposes of this report, the Draft PEIR shall briefly summarize the incorporated document or briefly summarize the incorporated data if the document cannot be summarized. In addition, the Draft PEIR shall explain the relationship between the incorporated part of the referenced document and the Draft PEIR.

This Draft PEIR also relies upon previously adopted regional and statewide plans and programs, agency standards, and background studies in its analyses, such as the San Joaquin Valley Air Pollution Control District’s air quality management plans, and the SJVAPCD’s “Guide for Assessing and Mitigating Air Quality Impacts.”

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Chapter 13, *Bibliography*, provides a complete list of references utilized in preparing this Draft PEIR. All of the documents listed above that are incorporated by reference are available for review at:

City of Clovis Planning Division  
1033 Fifth Street  
Clovis, CA 93612

## 2.5 FINAL PEIR CERTIFICATION

This Draft PEIR is being circulated for public review for a period of 45 days. Interested agencies and members of the public are invited to provide written comments on the Draft PEIR to the City of Clovis at the address shown below and on the title page of this document. Upon completion of the 45-day review period, the City will review all written comments received and prepare a written response for each comment. A Final PEIR (Final PEIR) will incorporate all of the comments received, responses to the comments, and any changes to the Draft PEIR that result from the comments received. The Final PEIR will be presented to the City for potential certification as the environmental document for the project. All persons who commented on the Draft PEIR will be notified of the availability of the Final PEIR and the date of the Clovis Planning Commission and City Council public hearings concerning potential certification of the Final PEIR.

The Draft PEIR is available to the general public for review at these locations:

City of Clovis Planning Division  
1033 Fifth Street  
Clovis, CA 93612

Clovis Regional Library  
1155 Fifth Street  
Clovis, CA 93612

All comments received from agencies and individuals on the Draft PEIR will be accepted during the 45-day public review period. All comments on the Draft PEIR should be sent to:

Dwight Kroll, Director of Planning and Development Services  
City of Clovis Planning Division  
1033 Fifth Street  
Clovis, CA 93612  
dwightk@cityofclovis.com

All public agencies that submit comments during the 45-day public review period on the Draft PEIR will receive written responses to their comments at least 10 days prior to final action on the proposed project. If the City Council decides to certify the Final PEIR, it will make the necessary findings required by CEQA and the CEQA Guidelines regarding the extent and nature of the impacts as presented in the Final PEIR. The Final PEIR must be certified by the City prior to making a decision to approve the proposed project. Public input is encouraged at all public hearings and meetings before the City Council and Planning Commission concerning the proposed project.

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### 2.6 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring and reporting program for any project for which it has made findings pursuant to Public Resources Code 21081 or adopted a Negative Declaration pursuant to 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Negative Declaration.

The Mitigation Monitoring and Reporting Program for the General Plan Update will be completed in conjunction with the Final PEIR and prior to consideration of the proposed project by the Clovis City Council.

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## 3. Project Description

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### 3.1 PROJECT LOCATION

The City of Clovis (City) is in the central portion of Fresno County, approximately 6.5 miles northeast of the City of Fresno downtown area. As shown in Figure 3-1, *Regional Location*, the City is surrounded by portions of unincorporated Fresno County to the north, east, and south and by the City of Fresno to the west and southwest. The City, its sphere of influence (SOI), and specific areas beyond the City and its SOI (non-SOI Plan Area) are defined and referred to herein as the Plan Area (see Figure 3-2, *Aerial Photograph*). At the local level, the Plan Area is generally bounded by Copper Avenue on the north, Willow Avenue on the west, Academy Avenue on the east, and Shields Avenue on the south. State Route 168 (SR-168) bisects the City from the southwest to the northeast. These boundaries are roughly the same as those established in the current General Plan, which was adopted in 1993.

### 3.2 STATEMENT OF OBJECTIVES

The following objectives, which are associated with the Guiding Principles adopted by the Clovis City Council in June 2012, have been established for the Clovis General Plan and Development Code Update and will aid decision makers in their review of the project and associated environmental impacts:

- Preserve the authenticity of Old Town and plan new development that creates a sense of community and place.
- Preserve the character and quality of life of existing residential neighborhoods.
- Accommodate 80 years of growth in the Clovis Planning Area in a sustainable urban development pattern.
- Develop complete communities in urban centers that accommodate growth while maintaining the small town character and feel of Clovis.
- Balance residential growth with employment generating development to ensure fiscal sustainability.
- Create housing, employment, and lifestyle opportunities for all ages and incomes of residents.
- Use and design public open space resources for trails, parks, and recreation.

## 3. Project Description

### 3.3 PROJECT CHARACTERISTICS

“Project,” as defined by CEQA Guidelines Section 15378(a), means “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700.” The CEQA Guidelines further explain that a project refers to the activity that is being approved and that may be subject to several discretionary approvals by governmental agencies (Section 15378[c]).

#### 3.3.1 Current General Plan

The current general plan was adopted on April 26, 1993, and consists of the following eight elements and their respective goals, policies, and actions:

- **Land Use Element:** The Land Use Element is a guide or “blueprint” for the City’s future development. It designates the distribution and general location of land uses, such as residential, retail, industrial, open space, recreation, and public uses. The Land Use Element also addresses the permitted density and intensity of the various land use designations.
- **Circulation Element:** The Circulation Element identifies the general location and extent of existing and proposed major transportation facilities, including major thoroughfares, transportation routes, terminals, and other local public utilities and facilities. The goals and policies in this element are closely correlated with the Land Use Element and are intended to provide a balance between the City’s future growth and land use development, roadway size, traffic service levels, and community character.
- **Housing Element:** The Housing Element assesses current and projected housing needs and sets out policies and proposals for the improvement of housing and the provision of adequate sites for housing to meet the needs of all economic segments of the City. This element is a stand-alone document that was approved by the California Department of Housing and Community Development in July 2008 and updated in 2010, separately from the rest of the general plan elements. Other general plan elements were prepared consistently with the goals and policies of the Housing Element.
- **Public Facilities Element:** The Public Facilities Element defines policies and actions for public facility services and activities, including infrastructure (water, wastewater, and drainage), educational facilities, civic institutions, and cultural support facilities. This element identifies the public facilities needs of Clovis and ensures infrastructure and community services expand and maintain adequate levels of service as the City’s population and demand grows.
- **Open Space/Conservation Element:** The Open Space/Conservation Element provides direction regarding preservation of open space and the conservation of resources. This element combines the City’s 1986 Parks and Recreation Element with the state-mandated Open Space and Conservation Element. Agricultural lands (soils), wildlife, and water resources are addressed in this element.

### 3. Project Description

- **Safety Element:** The Safety Element establishes policies and programs to protect the community from risks associated with hazards such as seismic and geologic activity, floods, and fires. The Safety Element assesses natural and manmade hazards in the community and includes policies to address those hazards. The intent is to promote public safety by careful and innovative design techniques that reduce risks to residents, properties, and visitors of Clovis.
- **Noise Element:** The Noise Element identifies and appraises noise-sensitive land uses and noise sources and defines areas of noise impact for the purpose of developing policies to protect the City from excessive noise intrusion. The element provides a systematic approach to measuring and modelling noise, establishing noise standards, controlling major noise sources, and planning for noise regulations through local and state noise ordinances and standards.
- **Air Quality Element:** The Air Quality Element addresses air quality in the context of local land use planning. The element discusses local attainment of air pollutants; indirect transportation and area-wide control measures, and goals to achieve air quality, transportation, and public exposure standards.

#### 3.3.1.1 EXISTING LAND USES

The Plan Area encompasses approximately 47,805 acres (75 square miles). The total acreage includes the parcelized land acreage (43,570 acres) and non-parcelized, right-of-way acreage (4,235 acres) in the overall Plan Area. As shown in Figure 3-3, Existing Land Use, the Plan Area comprises a number of existing land uses, with agricultural, rural residential, and single-family residential making up the majority. Commercial and industrial uses are primarily found along the City’s major corridors (e.g. Shaw, Clovis, and Herndon Avenues). Table 3-1, Existing Land Use Statistical Summary, provides a statistical summary of the existing land uses within the Plan Area.

**Table 3-1 Existing Land Use Statistical Summary**

Land Use	Acres	Units	Population	Building SF	Employment
<b>City Boundary</b>					
Agriculture	611	6	17	114,730	229
Commercial Recreation	2	—	—	—	—
Commercial	656	16	42	6,417,111	14,260
Drainage Basin	441	104	274	118,758	—
Hotel	14	—	—	376,951	377
Industrial	355	—	—	2,962,487	5,655
Multifamily Residential	534	7,190	18,942	—	—
Mobile Home	98	876	2,308	—	—
Office	129	292	769	993,978	3,976
Park	229	11	29	15,395	—
Public	572 <sup>1</sup>	159	419	789,272	4,090
Right-of-Way	3,239 <sup>2</sup>	—	—	—	—
Rural Residential	962	752	2,090	—	—
School	626	—	—	—	695
Single-Family Residential	5,233	26,550	73,701	—	—
Storage	66	110	290	487,899	49

### 3. Project Description

**Table 3-1 Existing Land Use Statistical Summary**

Land Use	Acres	Units	Population	Building SF	Employment
Utilities	19	—	—	3,663	—
Vacant	940	—	—	92,626	—
Water	133	—	—	—	—
<b>Subtotal</b>	<b>14,859</b>	<b>36,066</b>	<b>98,881</b>	<b>12,372,870</b>	<b>29,331</b>
<b>Sphere of Influence (SOI)</b>					
Agriculture	3,231	42	117	149,414	299
Commercial	8	—	—	76,827	171
Office	—	—	—	2,968	12
Park	1	—	—	—	—
Public	40	—	—	—	15
Right-of-Way	399 <sup>3</sup>	—	—	—	—
Rural Residential	1,465	733	2,037	—	—
Single-Family Residential	364	1,363	3,788	—	—
Storage	19	—	—	—	—
Vacant	103	—	—	—	—
Water	3	—	—	—	—
<b>Subtotal</b>	<b>5,633</b>	<b>2,138</b>	<b>5,942</b>	<b>229,209</b>	<b>497</b>
<b>Non-SOI Plan Area</b>					
Agriculture	14,841	26	72	210,211	644
Commercial Recreation	50	—	—	—	—
Drainage Basin	2,983	—	—	—	—
Park	42	—	—	—	—
Right-of-Way	796 <sup>4</sup>	—	—	—	—
Rural Residential	8,147	2,453	6,817	—	—
School	16	—	—	—	15
Single-Family Residential	162	729	2,026	—	—
Utilities	2	—	—	—	—
Vacant	205	—	—	—	—
Water	69	—	—	—	—
<b>Subtotal</b>	<b>27,313</b>	<b>3,208</b>	<b>8,915</b>	<b>210,211</b>	<b>659</b>
<b>GRAND TOTAL</b>	<b>47,805<sup>5</sup></b>	<b>41,412</b>	<b>113,738</b>	<b>12,812,290</b>	<b>30,487</b>

<sup>1</sup> Total acreage for public uses includes 217 acres for the Clovis landfill, which is 13 miles north of the City at 15679 Auberry Road in Fresno County.

<sup>2</sup> Right-of-way acreage includes the parcelized (98 acres) and non-parcelized right-of-way (3,141 acres) acreages.

<sup>3</sup> Right-of-way acreage includes the parcelized (43 acres) and non-parcelized right-of-way (356 acres) acreages.

<sup>4</sup> Right-of-way acreage includes the parcelized (58 acres) and non-parcelized right-of-way (738 acres) acreages.

<sup>5</sup> Total acreage includes the parcelized land acreage (43,569 acres) and nonparcelized right-of-way acreage (4,236) in the overall Plan Area.

The three generalized areas of the Plan Area are described below and shown in Figure 3-2, *Aerial Photograph*. The extension of the Plan Area beyond the City and SOI boundaries secures Clovis’s role in the region. The larger Plan Area enables Clovis to influence the decisions that directly affect the City; preserve right-of-way for regional transportation routes; and leverage control of development design, phasing, and infrastructure provision in outlying areas. The Plan Area also offers opportunities for employment and sustainable quality neighborhoods in all three growth areas along major transportation corridors.

### 3. Project Description

Figure 3-1

### Regional Location

-  City of Clovis
-  Plan Area Boundary
-  County Boundary



# CLOVIS GENERAL PLAN

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CLO-1.4 6.20.12  
0 2.5 5 Miles



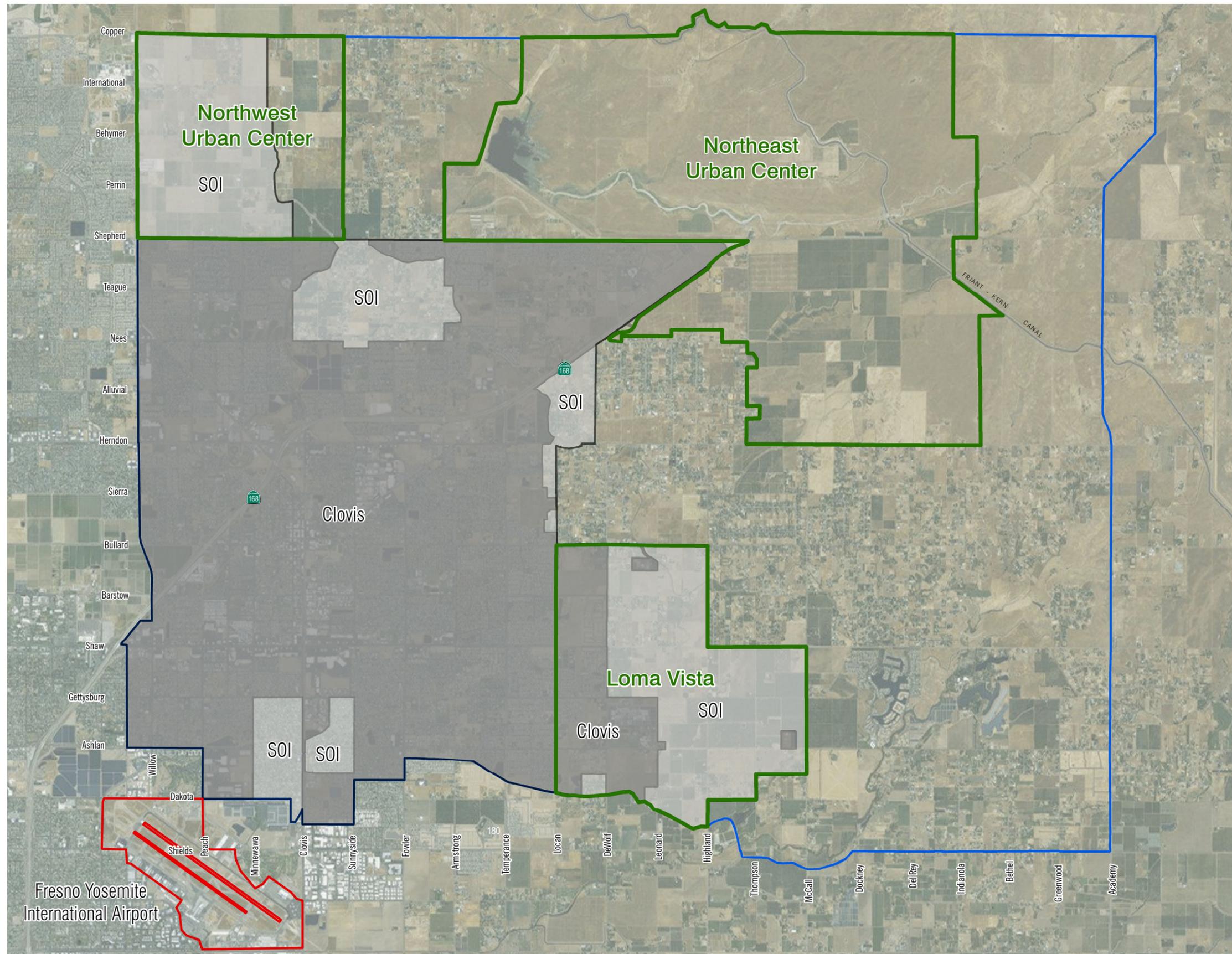
### 3. Project Description

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### 3. Project Description

Figure 3-2

### Aerial Photograph

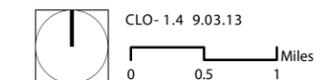


-  Urban Center Boundary
-  Plan Area Boundary
-  City Boundary
-  Sphere of Influence Boundary
-  Fresno Yosemite International Airport



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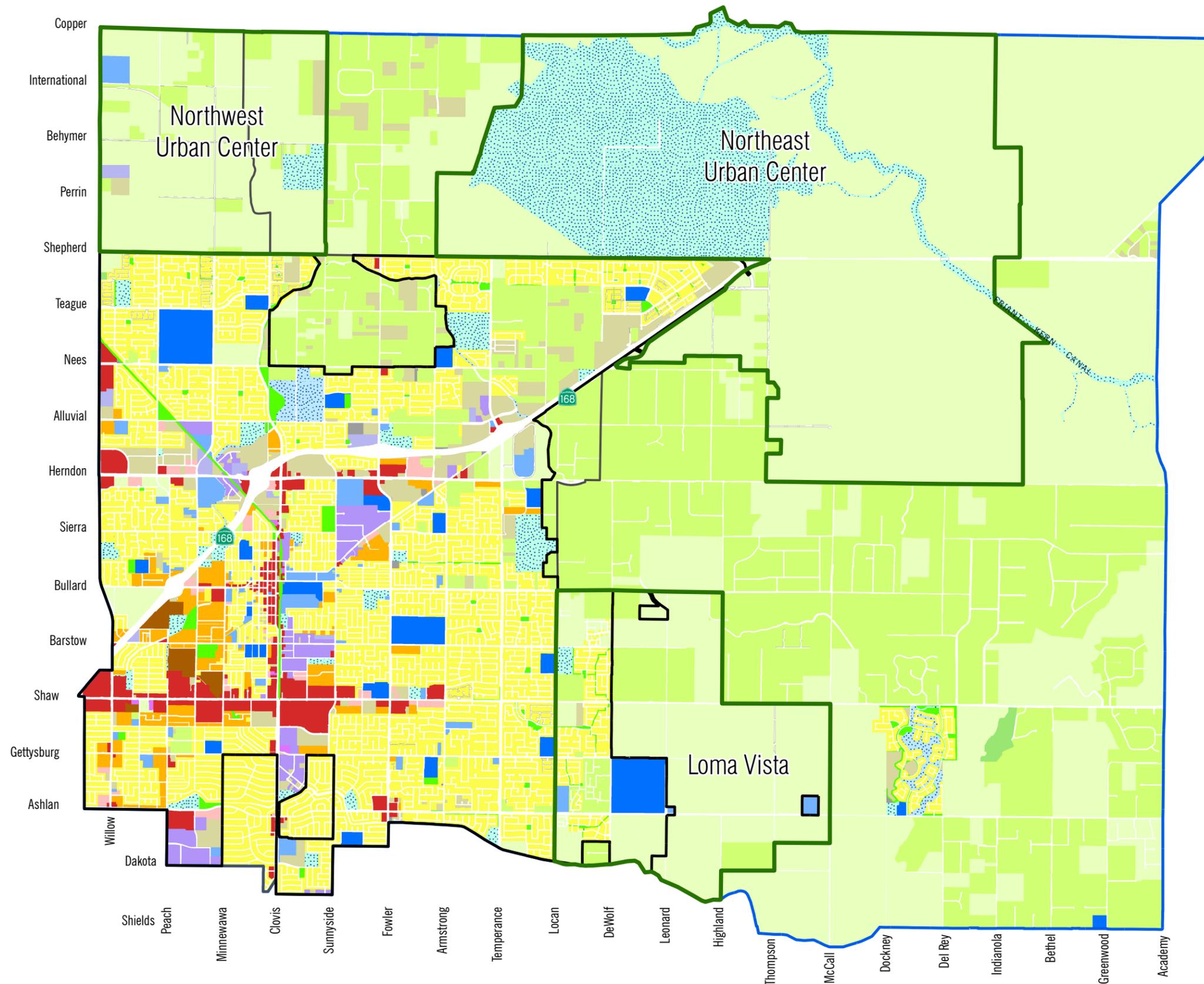


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### 3. Project Description

Figure 3-3

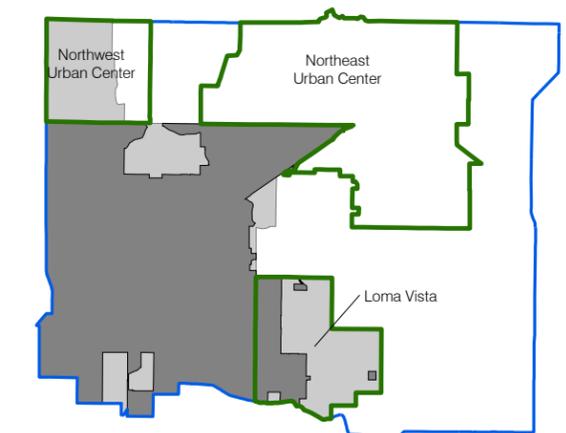


#### Existing Land Use

Existing Land Use Category

- |  |             |  |             |
|--|-------------|--|-------------|
|  | Agriculture |  | Utilities   |
|  | Rural Res   |  | Public      |
|  | SFR         |  | School      |
|  | MFR         |  | Comm Rec    |
|  | Mobile Home |  | OS          |
|  | Commercial  |  | Park        |
|  | Hotel       |  | Vacant      |
|  | Office      |  | Water       |
|  | Industrial  |  | Drain Basin |
|  | Storage     |  | ROW         |

#### Key Map



- City Boundary
- Sphere of Influence Boundary
- Urban Center Boundary
- Plan Area Boundary



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### 3. Project Description

#### City Boundary

The majority of the City is urbanized, with residential and nonresidential development, mobility, and public facilities all contributing to Clovis’s existing built environment. The City’s incorporated boundaries encompass approximately 14,859 acres (23 square miles). As shown in Figure 3-3, *Existing Land Use*, residential land uses occupy almost half of the land within the current City boundaries, accounting for 6,828 acres, of which 962 acres are rural residential land uses. Other land uses that make up the City include agriculture (611 acres), commercial (656 acres), industrial (355 acres), office (129 acres), public/park (1,411 acres), vacant (940 acres), utilities (515 acres), and right-of-way (3,239 acres). The majority of the commercial uses are concentrated along Shaw and Clovis Avenues.

The City’s incorporated boundaries include 217 acres for the Clovis landfill, which is approximately 13 miles north of the City at 15679 Auberry Road in Fresno County. Although this area may be omitted from maps and figures in the General Plan Update and this Draft PEIR, the land area is considered when evaluating potential impacts of the proposed project. The 217 acres are included in the acreage figures cited in the Public land use category.

#### Sphere of Influence

The City’s SOI encompasses approximately 5,633 acres (9 square miles) within unincorporated Fresno County. As shown in Figure 3-3, *Existing Land Use*, the majority of the SOI consists of agricultural lands (3,231 acres) and rural residential uses (1,465 acres).

#### Non-SOI Plan Area

The non-SOI Plan Area encompasses approximately 27,313 acres (43 square miles) of unincorporated Fresno County. As shown in Figure 3-3, *Existing Land Use*, the majority of this area consists of agricultural (14,841 acres) and rural residential uses (8,147 acres). A master-planned, residential community with a manmade lake (Quail Lake) exists in the southeast portion, and the Friant-Kern Canal traverses the northern portion of the rural area in a northwest to southeast direction (see Figure 3-3, *Existing Land Use*). The canal is a Central Valley project aqueduct managed by the United States Bureau of Reclamation to convey water to augment irrigation capacity in Fresno, Tulare, and Kern counties.

#### 3.3.1.2 CURRENT GENERAL PLAN LAND USE DESIGNATIONS

Figure 3-4, *Current General Plan Land Use Plan*, shows the land use designations of the current 1993 General Plan. Table 3-2 presents a breakdown of current General Plan land use designations and statistics in the Plan Area.

**Table 3-2 Current General Plan Land Use Designations and Statistics**

Land Use Designation	Acres	% of Total
<b>City Boundary</b>	<b>14,859</b>	<b>—</b>
Rural Residential	17	0%
Very Low Density Residential	574	4%
Low Density Residential	4,184	28%
Medium Density Residential	1,662	11%

### 3. Project Description

**Table 3-2 Current General Plan Land Use Designations and Statistics**

Land Use Designation	Acres	% of Total
Medium High Density Residential	635	4%
High Density Residential	265	2%
Commercial	530	4%
Office	84	1%
Industrial	462	3%
Mixed Use/Business Campus	1,316	9%
Park	178	1%
School	679	5%
Public/Quasi-Public Facilities	451	3%
Open Space	79	1%
Water	559	4%
Right-of-Way	3,185 <sup>1</sup>	21%
<b>Sphere of Influence (SOI)</b>	<b>5,633</b>	<b>—</b>
Agriculture	389	7%
Rural Residential	1,019	18%
Very Low Density Residential	254	5%
Low Density Residential	1,588	28%
Medium Density Residential	805	14%
Medium High Density Residential	115	2%
High Density Residential	113	2%
Very High Density Residential	21	0%
Commercial	45	1%
Industrial	210	4%
Mixed Use/Business Campus	290	5%
Park	69	1%
School	34	1%
Public Facilities	62	1%
Open Space	93	2%
Right-of-Way	527 <sup>1</sup>	9%
<b>Non-SOI Plan Area</b>	<b>27,313</b>	<b>—</b>
Agriculture	9,810	36%
Rural Residential	10,194	37%
Very Low Density Residential	1,464	5%
Low Density Residential	1,303	5%
Medium Density Residential	324	1%
Medium High Density Residential	71	0%
High Density Residential	49	0%
Village Center	14	0%
Transit Center	127	0%
Commercial	49	0%
Industrial	305	1%
Park	336	1%
School	240	1%
Open Space	1,463	5%
Water Basin	776	3%
Right-of-Way	787 <sup>1</sup>	3%
<b>TOTAL</b>	<b>47,805<sup>2</sup></b>	<b>100%</b>

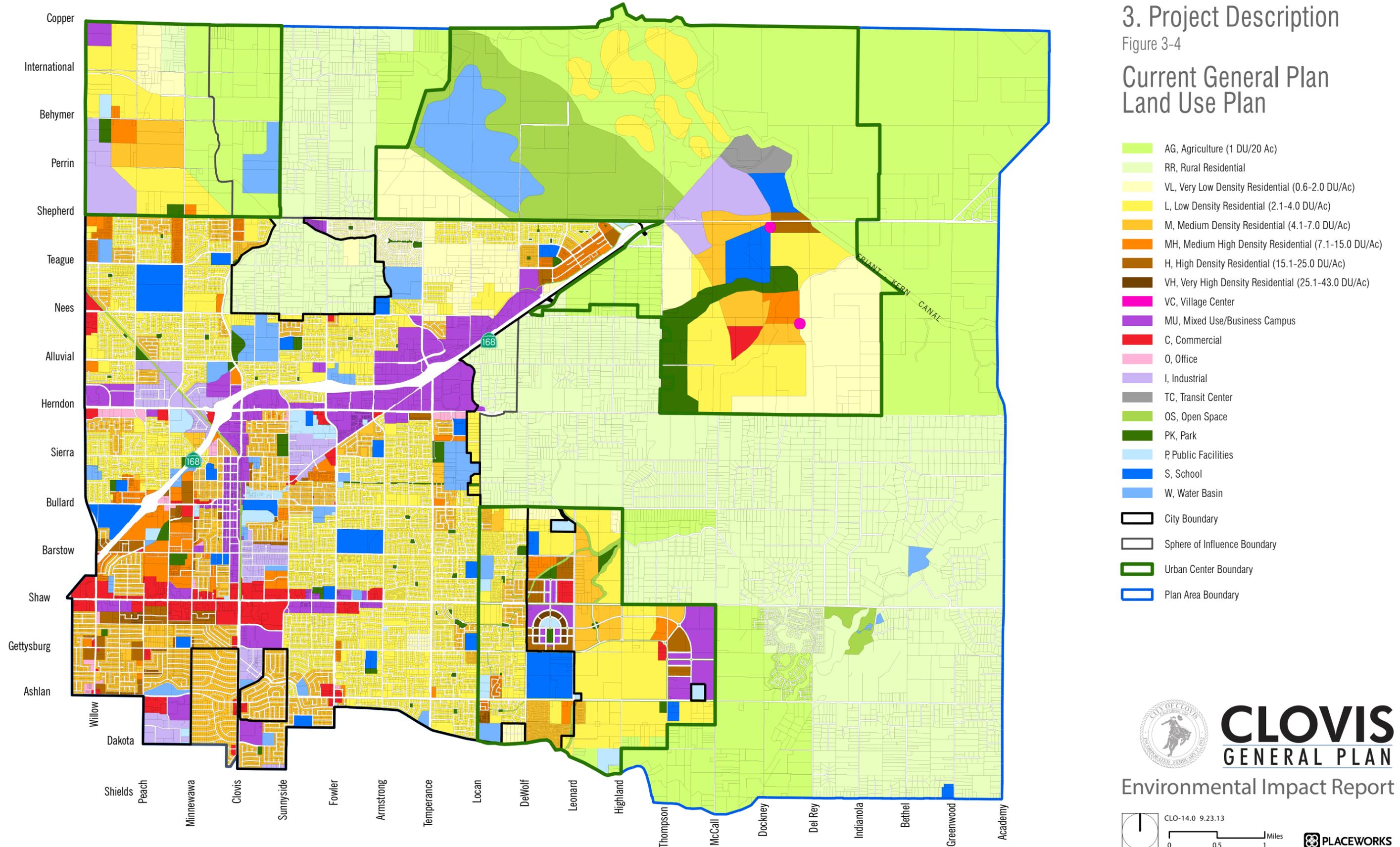
<sup>1</sup> Includes parcelized and non-parcelized right-of-way acreages.

<sup>2</sup> Total acreage represents the parcelized (43,569 acres) and non-parcelized right-of-way (4,236) acreages in the overall Plan Area.

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Figure 3-4

## Current General Plan Land Use Plan



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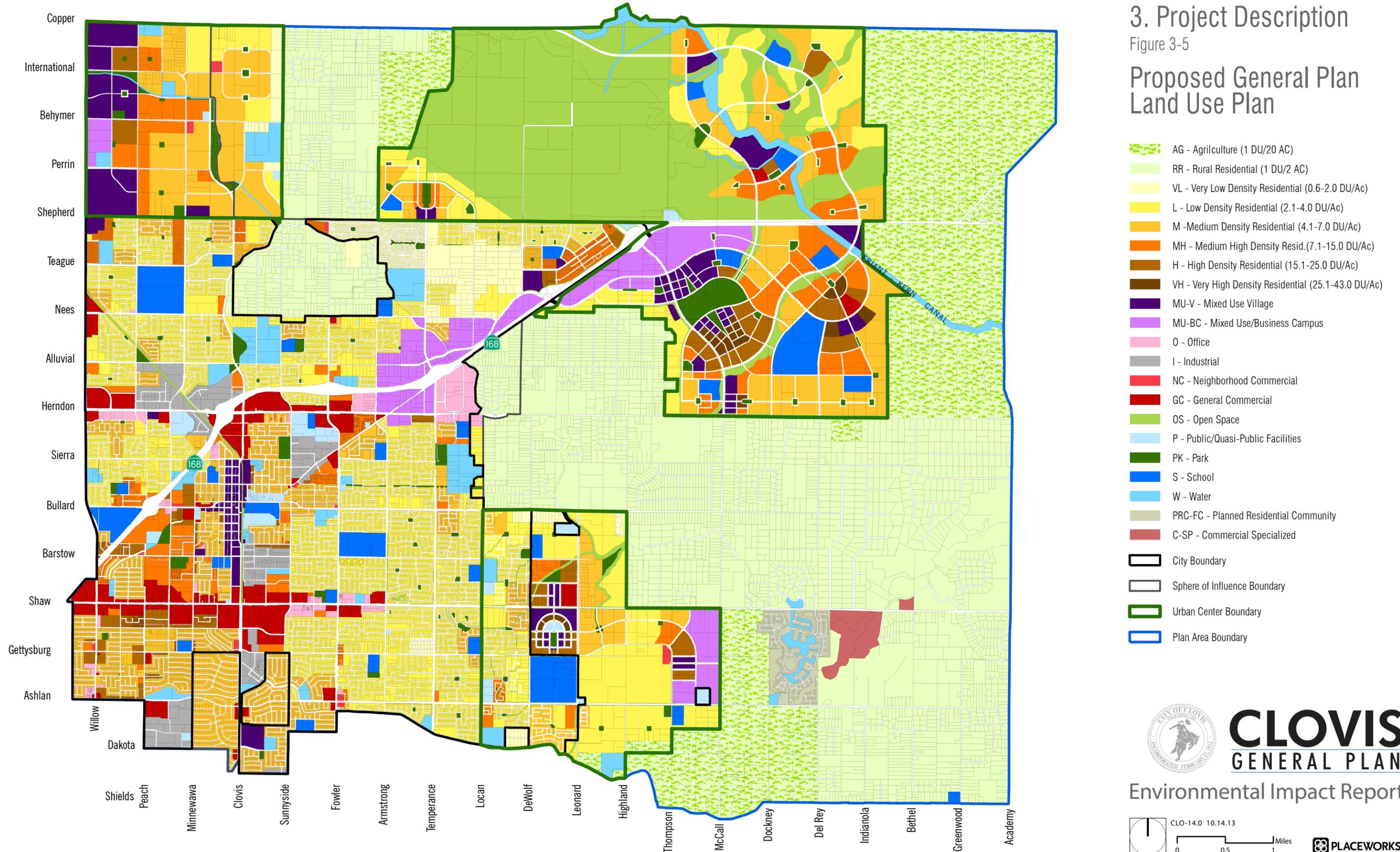
### 3. Project Description

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### 3. Project Description

Figure 3-5

## Proposed General Plan Land Use Plan



- AG - Agriculture (1 DU/20 AC)
- RR - Rural Residential (1 DU/2 AC)
- VL - Very Low Density Residential (0.6-2.0 DU/Ac)
- L - Low Density Residential (2.1-4.0 DU/Ac)
- M -Medium Density Residential (4.1-7.0 DU/Ac)
- MH - Medium High Density Resid.(7.1-15.0 DU/Ac)
- H - High Density Residential (15.1-25.0 DU/Ac)
- VH - Very High Density Residential (25.1-43.0 DU/Ac)
- MU-V - Mixed Use Village
- MU-BC - Mixed Use/Business Campus
- O - Office
- I - Industrial
- NC - Neighborhood Commercial
- GC - General Commercial
- OS - Open Space
- P - Public/Quasi-Public Facilities
- PK - Park
- S - School
- W - Water
- PRC-FC - Planned Residential Community
- C-SP - Commercial Specialized
- City Boundary
- Sphere of Influence Boundary
- Urban Center Boundary
- Plan Area Boundary



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As shown in Figure 3-4, *Current General Plan Land Use Plan*, and Table 3-2, *Current General Plan Land Use Designations and Statistics*, 16 land use designations currently regulate development in the City, and 18 regulate development in the SOI and non-SOI Plan Area. By far, the two largest land use designations within the City boundaries are Low Density and Medium Density Residential, comprising almost 40 percent of the City. The SOI is similarly characterized by lower density residential, with the two aforementioned designations representing roughly 42 percent of the SOI, and Rural Residential representing another 18 percent. Agricultural and Rural Residential land use designations make up the majority (73 percent) of the remaining non-SOI Plan Area.

### 3.3.2 Description of the Project

The proposed project is a comprehensive update to the current City of Clovis General Plan and Development Code. The General Plan Update is intended to guide growth and development (e.g. infill development, redevelopment, and revitalization/restoration) within the Plan Area through 2035 and beyond, and the update to the Development Code is intended to consolidate and compile amendments adopted since the 1970s into a reorganized and reformatted document that also reflects changes to the General Plan. Following is a description of the two project components: the General Plan Update and Development Code Update. Figure 3-5, *Proposed General Plan Land Use Plan*, shows the preferred distribution of land uses that would be implemented on adoption of the General Plan Update.

### 3.3.3 General Plan Update

The General Plan Update involves a revision to the current land use map and all elements except Housing, and adds a new Economic Development Element. It would guide growth and development (e.g. infill development, redevelopment, and revitalization/restoration) within the Plan Area by designating land uses in the proposed land use map (see Figure 3-5, *Proposed General Plan Land Uses*) and through implementation of the goals and policies of the General Plan Update. The General Plan Update is guided by a set of objectives drawn from the Guiding Principles adopted by the Clovis City Council in April 2011. The objectives are outlined above in Section 3.2, *Statement of Objectives*.

The General Plan Update is meant to be a framework for guiding planning and development in Clovis through 2035 and beyond and can be thought of as the blueprint for the Plan Area's growth and development. The update is comprehensive both in its geography and subject matter. It addresses the entire territory within the Plan Area's boundary and the full spectrum of issues associated with management of the Plan Area. The General Plan Update also includes forecasts of long-term conditions and outlines development goals and policies; exhibits and diagrams; and the objectives, principles, standards, and plan proposals throughout its various elements.

The General Plan Update consists of the following elements: Land Use, Circulation, Public Facilities and Services, Open Space and Conservation, Environmental Safety (includes noise), Air Quality, and Economic Development. The current Housing Element was updated and adopted in 2010. The Housing Element is subject to specific laws and time frames dictated by the state. Therefore, it is not included as a part of this comprehensive update. However, the Housing Element will be reformatted and integrated into the General Plan Update.

Figure 3-5, *Proposed General Plan Land Uses*, shows the 19 proposed land use designations of the General Plan Update. Land use designations define the type and nature of development that would be allowed in a given

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location of the Plan Area. The land use designations and patterns shown in Figure 3-5 are intended to provide the basis for more detailed zoning designations and development intensities, requirements, and standards established in the City’s Development Code.

Table 3-3, *Proposed Land Use Designations*, outlines the proposed land use designations and summarizes the acreage and total percentage of each land use designation within the entire Plan Area. As shown and noted in the table, two areas in the non-SOI Plan Area apply Fresno County land use designations: Planned Rural Community and Special Commercial.

**Table 3-3 Proposed Land Use Designations**

Land Use Designation	Acres	% of Total
<b>City Boundary</b>	<b>14,859</b>	<b>—</b>
Rural Residential	17	<1%
Very Low Density Residential	563	4%
Low Density Residential	4,127	28%
Medium Density Residential	1,622	11%
Medium High Density Residential	752	5%
High Density Residential	255	2%
General Commercial	816	6%
Neighborhood Commercial	19	<1%
Office	277	2%
Industrial	548	4%
Mixed Use Business Campus	419	3%
Mixed Use Village	190	1%
Park	181	1%
School	679	5%
Public/Quasi-Public Facilities	229	3%
Open Space	117	1%
Water	552	4%
Right-of-Way <sup>1</sup>	3,279	22%
<b>Sphere of Influence (SOI)</b>	<b>5,633</b>	<b>—</b>
Agriculture	68	1%
Rural Residential	941	17%
Very Low Density Residential	108	2%
Low Density Residential	1,068	19%
Medium Density Residential	1,143	20%
Medium High Density Residential	336	6%
High Density Residential	191	3%
Very High Density Residential	21	<1%
General Commercial	35	<1%
Neighborhood Commercial	15	<1%
Office	69	1%
Mixed Use Business Campus	185	3%
Mixed Use Village	488	9%
Park	118	2%
School	34	1%
Public/Quasi-Public Facilities	46	1%
Open Space	93	2%
Water	55	1%
Right-of-Way <sup>1</sup>	617	11%

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**Table 3-3 Proposed Land Use Designations**

Land Use Designation	Acres	% of Total
<b>Non-SOI Plan Area</b>	<b>27,313</b>	<b>—</b>
Agriculture	5,521	20%
Rural Residential	10,147	37%
Very Low Density Residential	104	<1%
Low Density Residential	1,044	4%
Medium Density Residential	1,635	6%
Medium High Density	663	2%
High Density Residential	286	1%
Very High Density Residential	102	<1%
General Commercial	30	<1%
Neighborhood Commercial	9	<1%
Mixed Use Business Campus	360	1%
Mixed Use Village	324	1%
Park	235	1%
School	361	1%
Public/Quasi-Public Facilities	11	<1%
Open Space	4,067	15%
Water	427	2%
Planned Rural Community <sup>2</sup>	325	1%
Special Commercial <sup>2</sup>	170	1%
Right-of-Way <sup>1</sup>	1,493	5%
<b>TOTAL</b>	<b>47,805<sup>3</sup></b>	<b>100%</b>

<sup>1</sup> Includes parcelized and nonparcelized right-of-way acreages.

<sup>2</sup> Non-SOI Plan Areas that apply Fresno County land use designations.

<sup>3</sup> Total acreage includes the parcelized (43,569 acres) and nonparcelized right-of-way (4,236) acreages in the overall Plan Area.

It is important to note that the General Plan Update is a regulatory document that sets forth the framework for future growth and development in the Plan Area and does not directly result in development in and of itself. Before any development can occur in the Plan Area, it is required to be analyzed for conformance with the General Plan, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

#### 3.3.3.1 GENERAL PLAN BUILDOUT SCENARIOS

The California Environmental Quality Act (CEQA) requires that an EIR analyze the potential environmental impacts and identify feasible mitigation measures for significant impacts for the entire project. Buildout per the proposed land uses for the entire Plan Area (Figure 3-5, *Proposed General Plan Land Uses*), however, may not occur for 70 to 80 years. Quantified, meaningful analysis would not be feasible for that time period. For example, technical studies rely on data sets and models driven by growth projections generated by the State of California and the Fresno Council of Governments for the regional transportation plan (RTP) and regional housing needs assessment (RHNA), and are currently set on a 2035 horizon. Technological advances that will likely affect the impact analysis beyond approximately 20 years are also speculative. And finally, it would not be reasonable to require and amortize the cost for mitigation for infrastructure for full buildout, which is highly speculative.

This Draft PEIR, therefore, analyzes the potential environmental impacts of two scenarios—1) the projected development by 2035, and 2) development at full buildout (anticipated to be many years beyond 2035)—in

### 3. Project Description

comparison to existing conditions. Statistical assumptions to be used for these buildout scenarios are detailed in Table 3-4, *Buildout Statistical Summary*. As shown in Table 3-4, the General Plan Update anticipates that most of the growth would occur within the SOI and non-SOI Plan Area.

- **2035 Scenario.** Although development would be allowed in accordance with the General Plan Land Use Plan anywhere within the Plan Area, this scenario assumes that the majority of development would occur within the City and SOI. Assumed development also encompasses a portion of the area east of Harlan Ranch and SR-168. The statistical analysis also assumes a limited amount of development beyond these focused areas of development. For analytical purposes, the 2035 scenario projections include the following by subarea:
  - Loma Vista: 9,000 housing units
  - Northwest Urban Village Center: 4,100 housing units
  - Northeast Urban Village Center: 4,200 housing units.
- **Full Buildout.** This scenario assumes full buildout of the projected land uses within the entire Plan Area. The acreage figures provided in Table 3-3 reflect the full buildout.

**Table 3-4 Buildout Statistical Summary**

Scenario	Acres	Units	Household	Population	Employment <sup>1</sup>	Building SF
<b>Existing Conditions (2013)</b>	<b>47,805</b>	<b>42,000</b>	<b>40,500</b>	<b>115,000</b>	<b>31,500<sup>a</sup></b>	<b>13,050,000</b>
City Boundary	14,859	36,500	35,000	100,000	30,000	12,600,000
SOI	5,633	2,000	2,000	6,000	1,000	200,000
Non-SOI Plan Area	27,313	3,500	3,500	9,000	500	210,000
<b>Proposed General Plan Update (2035 Scenario)</b>	<b>47,805</b>	<b>67,200</b>	<b>63,900</b>	<b>184,100</b>	<b>62,400</b>	<b>37,410,000</b>
City Boundary	14,859	45,400	43,100	124,400	50,000	30,625,000
SOI	5,633	13,200	12,600	36,100	6,300	2,545,000
Non-SOI Plan Area	27,313	8,600	8,200	23,600	6,100	4,240,000
<b>Proposed General Plan Update (Full Buildout)</b>	<b>47,805</b>	<b>107,100</b>	<b>101,800</b>	<b>294,300</b>	<b>106,900</b>	<b>51,300,000</b>
City Boundary	14,859	46,000	43,700	126,800	63,200	32,300,000
SOI	5,633	22,600	21,500	61,800	15,000	7,700,000
Non-SOI Plan Area	27,313	38,500	36,600	105,700	28,700	11,300,000

Notes: SF = square feet

<sup>1</sup> At the time this Draft PEIR was prepared, the most recent employment data was for 2011.

### 3. Project Description

#### 3.3.3.2 PROPOSED GENERAL PLAN POLICIES

Table 3-5 includes all of the proposed policies for each of the elements in the General Plan Update. These policies are meant to govern the development and growth decisions of the City.

**Table 3-5 General Plan Update Policies**

Policy No.	Policies
<b>Land Use Element</b>	
<b>Goal 1:</b>	<b>The quality of buildings and neighborhoods within the older parts of Clovis is in the same class as the quality of those in recently developed areas.</b>
1.1	<b>Long term plans.</b> Establish and implement long term plans for areas identified on Figure LU-5 as older areas that may not be on par with recently developed areas.
1.2	<b>Open to changes.</b> Be open to potential changes in land use, circulation, and development standards to reposition areas identified on Figure LU-5 if necessary for revitalization and redevelopment.
1.3	<b>Priority for public investments.</b> Assign a high priority to public investments (infrastructure, services, facilities, and open space) in areas identified in Figure LU-5.
1.4	<b>Code enforcement.</b> Prioritize code enforcement activity in areas identified in Figure LU-5.
1.5	<b>Revision cycle.</b> Revisit and, if necessary, revise the map in Figure LU-5 at least once every three years.
1.6	<b>New retail development.</b> Require that new discretionary projects with over 150,000 square feet in retail space be supported by an independent market study showing the viability of the project. The study shall identify whether the new retail development will shift market share from one area of Clovis to another. If there will be a significant shift in market share, the study must include an analysis of potential vacancies that may result from the retail development and include a reuse plan for those vacancies. The study shall be subject to independent review and approval by the Director of Planning and Development Services.
<b>Goal 2:</b>	<b>A thriving Old Town continues to be the authentic heart of the community.</b>
2.1	<b>Primary location for celebrations.</b> Designate Old Town as the primary location for major public celebrations.
2.2	<b>Diverse businesses and activities.</b> Encourage a diverse range of businesses and activities in Old Town, including businesses that operate in daytime and evening hours.
2.3	<b>Walkability and human scale.</b> Maintain the walkability of Old Town and expand the human-scale building form and pedestrian orientation to areas south of Fifth Street (specifically, this means attached buildings fronting onto the right-of-way instead of on-site parking).
2.4	<b>Public spaces.</b> Create and maintain public spaces in Old Town.
2.5	<b>Independent retailers.</b> Encourage independent retailers that complement the authenticity of Old Town.
2.6	<b>Regional destination.</b> Promote and market Old Town as a regional destination.
<b>Goal 3:</b>	<b>Orderly and sustainable outward growth into three Urban Centers with neighborhoods that provide a balanced mix of land uses and development types to support a community lifestyle and small town character.</b>
3.1	<b>Planning for the entire Urban Center.</b> Require a comprehensive design document (such as a master plan, specific plan, or design guidelines) for each Urban Center prior to authorizing new development. In addition to any statutory requirements, each document should provide direction on: <ul style="list-style-type: none"> <li>A. Consistency with the General Plan</li> <li>B. Visual appearance</li> <li>C. A mix of housing types, tenure options, and price points</li> <li>D. Non-vehicular circulation within and connections to the remainder of Clovis and adjacent communities</li> <li>E. Centralized public services, community park, open space, trails, and recreation facilities</li> <li>F. Adequate provision of educational facilities</li> </ul>

### 3. Project Description

**Table 3-5 General Plan Update Policies**

Policy No.	Policies
3.2	<p><b>Individual development project.</b> When projects are proposed in an Urban Center, require a conceptual master plan to show how a proposed project could relate to possible future development of adjacent and nearby properties. The conceptual master plan should generally cover about 160 acres or the adjacent area bounded by major arterials, canals, or other major geographical features. The conceptual master plan should address:</p> <ul style="list-style-type: none"> <li>A. Compliance with the comprehensive design document (see Policy 3.1)</li> <li>B. A consistent design theme</li> <li>C. A mix of housing types</li> <li>D. Adequate supply and distribution of neighborhood parks</li> <li>E. Safe and direct pedestrian and bicycle linkages between residential areas and school sites, parks, and community activity centers</li> </ul>
3.3	<p><b>Completion of Loma Vista.</b> The City prioritizes the completion of Loma Vista while allowing growth to proceed elsewhere in the Clovis Planning Area in accordance with agreements with the County of Fresno and LAFCo policies.</p>
3.4	<p><b>Infrastructure investment.</b> The City may invest in infrastructure in the Northeast and Northwest Urban Centers if and when the City is satisfied that the investment is fiscally neutral or beneficial and that there will be adequate funding to provide public services.</p>
3.5	<p><b>Fiscal sustainability.</b> The City shall require establishment of community facility districts, lighting and landscaping maintenance districts, special districts, and other special funding or financing tools in conjunction with or as a condition of development, building or permit approval, or annexation or sphere of influence amendments when necessary to ensure that new development is fiscally neutral or beneficial.</p>
3.6	<p><b>Mix of housing types and sizes.</b> Development is encouraged to provide a mix of housing types, unit sizes, and densities at the block level. To accomplish this, individual projects five acres or larger may be developed at densities equivalent to one designation higher or lower than the assigned designation, provided that the density across an individual project remains consistent with the General Plan.</p>
3.7	<p><b>Urban Village Neighborhood Concept.</b> Residential developments in Urban Centers must contribute to and become a part of a neighborhood by incorporating a central park feature, a school complex, a hierarchy of streets, pedestrian pathways, or other neighborhood amenities. Higher density residential should be next to lands designated Mixed Use Village. The City may also require the application of the urban village neighborhood concept in areas outside of an Urban Center.</p>
3.8	<p><b>Land use compatibility.</b> Within Urban Centers, new development that is immediately adjacent to properties designated for rural residential and agricultural uses shall bear the major responsibility of achieving land use compatibility and buffering.</p>
3.9	<p><b>Connected development.</b> New development in Urban Centers must fully improve roadway, pedestrian, and bicycle systems within and adjacent to the proposed project and connect to existing urbanized development.</p>
<b>Goal 4:</b>	<b>Orderly development of the General Plan outside of the city boundary.</b>
4.1	<p><b>Clovis leadership.</b> The city shall take a leadership role in the land use planning for the sphere of influence and entire Clovis General Plan Area.</p>
4.2	<p><b>Surface water entitlements.</b> The city should not approve annexation unless any and all surface water entitlements are retained; any and all surface water entitlements shall be transferred to the city upon development.</p>
4.3	<p><b>Future environmental clearance.</b> The city shall monitor development and plan for additional environmental clearance as development levels approach those evaluated in the General Plan EIR.</p>
<b>Goal 5:</b>	<b>A city with housing, employment, and lifestyle opportunities for all ages and incomes of residents.</b>
5.1	<p><b>Housing variety in developments.</b> The Clovis General Plan has been planned to provide a variety of housing product types suitable to each stage of a person's life. Each development should contribute to a diversity of housing sizes and types within the standards appropriate to the land use designation. This policy does not apply to projects smaller than five acres.</p>
5.2	<p><b>Ownership and rental.</b> Encourage a mixture of both ownership and rental options to meet varied preferences and income affordability needs.</p>
5.3	<p><b>Innovative housing.</b> Encourage innovative housing product types, including multigenerational, cooperative, and variations on live-work housing.</p>
5.4	<p><b>Transit oriented development.</b> Encourage the provision of retail and employment opportunities in areas served by transit, recognizing the needs of the transit-dependent population.</p>

### 3. Project Description

**Table 3-5 General Plan Update Policies**

Policy No.	Policies
5.5	<b>Jobs for residents.</b> Encourage development that provides job opportunities in industries and occupations currently underserved in Clovis.
5.6	<b>Workforce housing.</b> Encourage the development of workforce housing that serves the needs of those working in Clovis.
<b>Goal 6:</b>	<b>A city that grows and develops in a manner that implements its vision, sustains the integrity of its guiding principles, and requires few and infrequent amendments to the General Plan.</b>
6.1	<p><b>Amendment criteria.</b> The City Council may approve amendments to the General Plan when the City Council is satisfied that the following conditions are met:</p> <ul style="list-style-type: none"> <li>A. The proposed change is and will be fiscally neutral or positive.</li> <li>B. The proposed change can be adequately served by public facilities and would not negatively impact service on existing development or the ability to service future development.</li> <li>C. The proposed change is consistent with the Urban Village Neighborhood Concept when within an Urban Center.</li> <li>D. General Plan amendments proposing a change from industrial, mixed-use business campus, or office (employment generating) land use designations to non-employment-generating land use designation shall be accompanied by an analysis of the potential impacts on the City's current and long-term jobs-housing ratio, as well as an evaluation on the change or loss in the types of jobs.</li> <li>E. This policy does not apply to: <ul style="list-style-type: none"> <li>i. County designations within the Clovis Planning Area or changes made by the City Council outside of the sphere boundary to reflect changes made by the County of Fresno.</li> <li>ii. Changes initiated by public agencies (such as school districts, flood control) for use by public agencies.</li> <li>iii. Changes initiated by the city within a specific plan.</li> </ul> </li> </ul>
6.2	<p><b>Smart growth.</b> The city is committed to the following smart growth goals.</p> <ul style="list-style-type: none"> <li>A. Create a range of housing opportunities and choices</li> <li>B. Create walkable neighborhoods</li> <li>C. Encourage community and stakeholder collaboration</li> <li>D. Foster distinctive, attractive communities with a strong sense of place</li> <li>E. Make development decisions predictable, fair, and cost-effective</li> <li>F. Mix land uses</li> <li>G. Preserve open space, farmland, natural beauty, and critical environmental areas</li> <li>H. Provide a variety of transportation choices</li> <li>I. Strengthen and direct development toward existing communities</li> <li>J. Take advantage of compact building design</li> <li>K. Enhance the economic vitality of the region</li> <li>L. Support actions that encourage environmental resource management</li> </ul>
<b>Economic Development Element</b>	
<b>Goal 1:</b>	<b>Regionally and globally competitive office and industrial employment centers that deliver desirable career opportunities for residents, create wealth-building opportunities for entrepreneurs, and attract private investment.</b>
1.1	<b>Economic development objectives.</b> Invest in economic development to: 1) attract jobs suited for the skills and education of current and future City residents; 2) work with regional partners to provide opportunities for the labor force to improve its skills and education; and 3) attract businesses that increase Clovis' stake and participation in growing sectors of the regional and global economy.
1.2	<b>Jobs-housing ratio.</b> Improve the city's job-housing ratio by promoting growth in jobs suited to the skills and education of current and future residents with the objective of an equal number of jobs and employed residents.
1.3	<b>Two-way communication.</b> Continuously improve two-way communication with the Clovis business community and emphasize customer service to existing businesses as part of our competitive advantage.
1.4	<b>Regional clusters.</b> Attract new and expanding businesses to increase Clovis' share of growing sectors of the regional and global economy.
1.5	<b>Workforce housing.</b> Collaborate with residents, housing providers, and the development community to provide housing opportunities for the local workforce.
1.6	<b>Retail as an attractor.</b> Encourage a mix of retail goods, dining, entertainment, and retail services that provide a full continuum of goods and services in order to support efforts to attract new office and industrial employers.

### 3. Project Description

**Table 3-5 General Plan Update Policies**

Policy No.	Policies
1.7	<b>Life-long learning.</b> Collaborate with partners who provide life-long learning to ensure that residents and the local workforce have access to education and career training at all stages of life.
1.8	<b>Infrastructure investments.</b> Invest in infrastructure expansions and upgrades to ensure that developable land remains available in the mixed-use business campus areas; invest in infrastructure upgrades to ensure that existing office and industrial areas are able to support expansions and redevelopment in response to changing market conditions.
1.9	<b>Land availability.</b> Collaborate with property owners and, as appropriate, purchase land to ensure that the Sierra Gateway Commerce Center will be available for development as the Research and Technology Park approaches buildout.
1.10	<b>Land use integrity.</b> Maintain and improve the competitive advantages of a Clovis business location by restricting the use of properties in the mixed-use business campus areas to office-based and manufacturing businesses; minimize and limit ancillary businesses to those that are subordinate to and serve the primary businesses.
<b>Goal 2:</b>	<b>A thriving local economy enriched by its connections and linkages to regional assets and to the national and global communication and transportation networks.</b>
2.1	<b>Transportation linkages.</b> Maintain and improve transportation linkages between freeways and the existing and planned office, industrial, and mixed-use business campus areas.
2.2	<b>Communications and technology.</b> Regularly monitor trends in communications and technology and ensure that Clovis has communication infrastructure appropriate for a thriving economy.
2.3	<b>Clovis Community Medical Center.</b> Maintain and enhance a collaborative relationship with Clovis Community Medical Center and other medical service providers to expand and attract health care businesses.
2.4	<b>Fresno Yosemite International Airport.</b> Maintain and grow connections to and relationships with Fresno Yosemite International Airport; capitalize on its proximity for economic development.
2.5	<b>Fresno State University.</b> Maintain and enhance direct relationships with Fresno State University; build on relationships with and proximity to the university to support existing businesses and attract new business to Clovis.
2.6	<b>Education linkages.</b> Improve and use relationships with the Clovis, Fresno, and Sanger Unified School Districts; Willow International Community College; and other current and future educational institutions and organizations to enhance the education, skills, and qualifications of the regional and local labor force.
2.7	<b>Transportation planning.</b> Strive to make the city and regional transportation planning and investment processes open and responsive to the local business community.
2.8	<b>Regional organizations.</b> Strive to have Clovis residents and business operators appointed to the governing bodies of regional economic development service providers and organizations.
<b>Goal 3</b>	<b>Distinctive commercial destinations, corridors, and centers that provide a wide variety of unique shopping, dining, and entertainment opportunities for residents and visitors.</b>
3.1	<b>Quality of life.</b> Promote retail development with the primary objective of improving the quality of life by providing a full range of goods and services in Clovis.
3.2	<b>Convenience goods and services.</b> Encourage businesses providing convenience goods and services to locate in retail centers in neighborhoods and communities throughout the city.
3.3	<b>Comparison goods.</b> Encourage comparison goods businesses to locate in areas that are planned for larger community- and regional-scale shopping centers and that are served by adequate roadways.
3.4	<b>Large-scale retail centers.</b> Require community- and regional-scale retail centers and districts to create a pedestrian-friendly, human-scale atmosphere with street furniture, shading, landscaping, and gathering spaces that enhance the experience of shopping and socializing. Such centers and districts should provide entertainment and dining in addition to retail sales and services.
3.5	<b>Neighborhood-scale retail centers.</b> Require neighborhood-scale centers and districts to provide street furniture, shading, landscaping, pedestrian circulation, and gathering spaces that enhance the experience of shopping.
3.6	<b>Regionally competitive retail destinations.</b> Those proposing new development and redevelopment of community and regional-scale retail centers and districts should demonstrate how their projects will create appropriately unique, functional, and sustainable places that will add value to the city and compete well with the quality of place in other centers and districts in the region.

### 3. Project Description

**Table 3-5 General Plan Update Policies**

Policy No.	Policies
3.7	<b>Retail trends.</b> Anticipate the emptying of big box stores and changing trends in retailing; proactively evaluate development policies and adopt plans appropriate to minimize negative consequences and capitalize on new retail opportunities.
<b>Goal 4:</b>	<b>An overnight tourism destination known throughout the western United States.</b>
4.1	<b>Public image.</b> Promote a public image associated with the Sierra Nevada, healthy living, and active lifestyles, and promote closer ties to the mountain lake communities.
4.2	<b>Center for cycling.</b> Promote Clovis as a cycling center and a launching point for regional cycling opportunities, such as the "Climb to Kaiser" and the "California Classic Century Ride."
4.3	<b>Local, regional, and statewide events.</b> Continue to collaborate with and support local organizations hosting local tourism events and activities, such as the Clovis Rodeo, Big Hat Days, the Friday Night Farmers Market, Clovis Fest, California Interscholastic Federation Track meet and other regional and statewide events at Clovis Unified School District facilities, and other current and future events and activities.
4.4	<b>Tourism branding and marketing strategy.</b> Invest in tourism based on an adopted tourism branding and marketing strategy.
<b>Goal 5:</b>	<b>A mix of land uses and types of development sufficient to support a fiscally balanced city able to invest in and pay for maintaining and improving public facilities and services and enhancing the quality of life.</b>
5.1	<b>Decision making.</b> Incorporate the full short-term and long-term economic and fiscal implications of proposed actions into decision making.
5.2	<b>Return on investment.</b> The city may forego or postpone investment in new public facilities and infrastructure until the city is satisfied that the investment will be repaid by new revenues.
5.3	<b>Economic and residential balance.</b> Regularly monitor the pace of residential and non-residential development and the impact on municipal revenues, expenditures, reserves, and debt levels. The city may alter the investment of public resources, re-evaluate development fees, review development policies, and undertake other appropriate measures to ensure that the city's growth and development generate sustainable fiscal balances.
5.4	<b>Long-term funding.</b> Require those requesting city funds to establish or renew a program or project lasting more than one fiscal year to identify and disclose if and how the program or project will be funded in subsequent years.
5.5	<b>Staff time and costs.</b> Periodically assess the accuracy of projections for staff time and city resources, and use the assessment results to improve fiscal decision making.
<b>Goal 6:</b>	<b>Institutional capacity to achieve economic development goals and realize the community's vision.</b>
6.1	<b>Economic development strategy.</b> Prioritize the allocation of public resources among various economic development efforts based on an adopted economic development strategy.
6.2	<b>Adequate staffing and funding.</b> Invest sufficient resources to provide adequate staff and funding to implement the economic development strategy and achieve economic development goals.
6.3	<b>Performance measurement.</b> Continuously measure the performance of economic development activities and adjust programs and projects as necessary, based on performance benchmarks and targets established in the economic development strategy.
6.4	<b>Municipal investment tied to measurable objectives.</b> Invest municipal resources to achieve economic development goals through other agencies and the private sector when governed by an agreement contingent upon achieving measurable objectives.
6.5	<b>Effective partnering.</b> Collaborate with regional economic development partners to achieve economic development goals, pursuant to measurable and effective agreements.
6.6	<b>Communication.</b> Communicate Clovis' economic development strengths, opportunities, successes, and activities to residents, local businesses, and economic development stakeholders.
6.7	<b>Long-term thinking.</b> The city may prioritize investments in economic development, which may generate long-term returns, versus investments in shorter-term projects and programs.

### 3. Project Description

**Table 3-5 General Plan Update Policies**

Policy No.	Policies
<b>Circulation Element</b>	
<b>Goal 1:</b>	<b>A context-sensitive and “complete streets” transportation network that prioritizes effective connectivity and accommodates a comprehensive range of mobility needs.</b>
1.1	<b>Multimodal network.</b> The city shall plan, design, operate, and maintain the transportation network to promote safe and convenient travel for all users: pedestrians, bicyclists, transit riders, freight, and motorists.
1.2	<b>Transportation decisions.</b> Decisions should balance the comfort, convenience, and safety of pedestrians, bicyclists, and motorists.
1.3	<b>Age and mobility.</b> The design of roadways shall consider all potential users, including children, seniors, and persons with disabilities.
1.4	<b>Jobs and housing.</b> Encourage infill development that would provide jobs and services closer to housing, and vice versa, to reduce citywide vehicle miles travelled and effectively utilize the existing transportation infrastructure.
1.5	<b>Neighborhood connectivity.</b> The transportation network shall provide multimodal access between neighborhoods and neighborhood-serving uses (educational, recreational, or neighborhood commercial uses).
1.6	<b>Internal circulation.</b> New development shall utilize a grid or modified-grid street pattern. Areas designated for residential and mixed-use village developments should feature short block lengths of 200 to 600 feet.
1.7	<b>Narrow streets.</b> The City may permit curb-to-curb dimensions that are narrower than current standards on local streets to promote pedestrian and bicycle connectivity and enhance safety.
1.8	<b>Network completion.</b> New development shall complete the extension of stub streets planned to connect to adjacent streets.
<b>Goal 2:</b>	<b>A roadway network that is well planned, funded, and maintained.</b>
2.1	<b>Level of service.</b> The following is the City’s level of service (LOS) standards: <ul style="list-style-type: none"> <li>A. Achieve LOS D vehicle traffic operations during the a.m. and p.m. peak hours</li> <li>B. Allow exceptions on a case-by-case basis where lower levels of service would result in other public benefits, such as: <ul style="list-style-type: none"> <li>i. Preserving agriculture or open space land</li> <li>ii. Preserving the rural/historic character of a neighborhood</li> <li>iii. Preserving or creating a pedestrian-friendly environment in Old Town or mixed-use village districts</li> <li>iv. Avoiding adverse impacts to pedestrians, cyclists, and mass transit riders</li> <li>v. Where right-of-way constraints would make capacity expansion infeasible</li> </ul> </li> </ul>
2.2	<b>Multimodal LOS.</b> Monitor the evolution of multimodal level of service (MMLOS) standards. The city may adopt MMLOS standards when appropriate.
2.3	<b>Fair share costs.</b> New development shall pay its fair share of the cost for circulation improvements in accordance with the city’s traffic fee mitigation program.
2.4	<b>Right-of-way dedication.</b> The city may require right-of-way dedication essential to the circulation system in conjunction with any development or annexation. The City shall request the County of Fresno to apply the same requirements in the Clovis planning area.
2.5	<b>Regional and state roadway funding.</b> Coordinate with the County of Fresno, City of Fresno, Fresno Council of Governments, and Caltrans to fund roadway improvements adjacent to and within the City’s Planning Area.
<b>Goal 3:</b>	<b>A multimodal transportation network that is safe and comfortable in the context of adjacent neighborhoods.</b>
3.1	<b>Traffic calming.</b> Employ traffic-calming measures in new developments and existing neighborhoods to control traffic speeds and maintain safety.
3.2	<b>Neighborhood Compatibility.</b> Periodically review and update design standards to ensure that new and redesigned streets are compatible with the context of adjacent neighborhoods.
3.3	<b>Old Town and Mixed Use Village Centers.</b> Transportation decisions on local streets in Old Town and mixed-use village centers shall prioritize pedestrians, then bicyclists, then mass transit, then motorists.
3.4	<b>Road diets.</b> Minimize roadway width as feasible to serve adjacent neighborhoods.
3.5	<b>Roadway widening.</b> Only consider street widening or intersection expansions after considering multimodal alternative improvements to non-automotive facilities.

### 3. Project Description

**Table 3-5 General Plan Update Policies**

Policy No.	Policies
3.6	<b>Soundwalls.</b> Design roadway networks to disperse traffic to minimize traffic levels. Discourage soundwalls along new collector and local streets when feasible.
3.7	<b>Conflict points.</b> Minimize the number of and enhance safety at vehicular, pedestrian, and bicycle conflict points.
3.8	<b>Access management.</b> Minimize access points and curb cuts along arterials and prohibit them within 200 feet of an intersection where possible. Eliminate and/or consolidate driveways when new development occurs or when traffic operation or safety warrants.
3.9	<b>Park-once.</b> Encourage “park-once” designs where convenient, centralized public parking areas are accompanied by safe, visible, and well-marked access to sidewalks and businesses.
3.10	<b>Pedestrian access and circulation.</b> Entrances at signalized intersections should provide sidewalks on both sides of the entrance that connect to an internal pedestrian pathway to businesses and throughout nonresidential parking lots larger than 50 spaces.
3.11	<b>Right-of-way design.</b> Design landscaped parkways, medians, and right-of-ways as aesthetic buffers to improve the community’s appearance and encourage non-motorized transportation.
3.12	<b>Residential orientation.</b> Where feasible, residential development should face local and collector streets to increase visibility and safety of travelers along the streets, and encourage pedestrian and bicycle access.
<b>Goal 4:</b>	<b>A bicycle and transit system that serves as a functional alternative to commuting by car.</b>
4.1	<b>Bike and transit backbone.</b> The bicycle and transit system should connect Shaw Avenue, Old Town, the Medical Center/R&T Park, and the three Urban Centers.
4.2	<b>Priority for new bicycle facilities.</b> Prioritize investments in the backbone system over other bicycle improvements.
4.3	<b>Freeway crossings.</b> Require separate bicycle and pedestrian crossings for new freeway extensions and encourage separate crossings where Class I facilities are planned to cross existing freeways.
4.4	<b>Bicycles and transit.</b> Coordinate with transit agencies to integrate bicycle access and storage into transit vehicles, bus stops, and activity centers.
4.5	<b>Transit stops.</b> Improve and maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to motorists.
4.6	<b>Transit priority corridors.</b> Prioritize investments for, and transit services and facilities along the transit priority corridors.
4.7	<b>Bus rapid transit.</b> Plan for bus rapid transit and transit-only lanes on transit priority corridors as future ridership levels increase.
<b>Goal 5:</b>	<b>A complete system of trails and pathways accessible to all residents.</b>
5.1	<b>Complete street amenities.</b> Upgrade existing streets and design new streets to include complete street amenities, prioritizing improvements to bicycle and pedestrian connectivity or safety (consistent with the Bicycle Transportation Master Plan and other master plans).
5.2	<b>Development-funded facilities.</b> Require development to fund and construct facilities as shown in the Bicycle Transportation Plan when facilities are in or adjacent to the development.
5.3	<b>Pathways.</b> Encourage pathways and other pedestrian amenities in Urban Centers and new development 10 acres or larger.
5.4	<b>Homeowner associations.</b> The city may require homeowner associations to maintain pathways and other bicycle and pedestrian facilities within the homeowner association area.
5.5	<b>Pedestrian access.</b> Require sidewalks, paths, and crosswalks to provide access to schools, parks, and other activity centers and to provide general pedestrian connectivity throughout the city.
<b>Goal 6:</b>	<b>Safe and efficient goods movement with minimal impacts on local roads and neighborhoods.</b>
6.1	<b>Truck routes.</b> Plan and designate truck routes that minimize truck traffic through or near residential areas.
6.2	<b>Land use.</b> Place industrial and warehousing businesses near freeways and truck routes to minimize truck traffic through or near residential areas.
<b>Goal 7:</b>	<b>A regional transportation system that connects Clovis to the San Joaquin Valley region.</b>
7.1	<b>Clovis Avenue extension.</b> Invest in the extension of Clovis Avenue north to Copper Avenue as funding is available.

### 3. Project Description

**Table 3-5 General Plan Update Policies**

Policy No.	Policies
7.2	<b>Right-of-way for future extensions.</b> Coordinate with Fresno County, the Fresno Council of Governments, and Caltrans to preserve future right-of-way for extending Clovis Avenue north of Copper Avenue to Auberry Road and future State Route 65.
7.3	<b>San Joaquin River crossing.</b> Collaborate with the Fresno Council of Governments and appropriate agencies to secure a San Joaquin River crossing between State Route 41 and North Fork Road.
<b>Public Facilities and Services Element</b>	
<b>Goal 1:</b>	<b>Reliable and cost-effective infrastructure systems that permit the city to sustainably manage its diverse water resources and needs.</b>
1.1	<b>New development.</b> New development shall pay its fair share of public facility and infrastructure improvements.
1.2	<b>Water supply.</b> Require that new development demonstrate contractual and actual water supplies.
1.3	<b>Annexation.</b> Prior to annexation, the city must find that adequate water service and wastewater treatment and disposal capacity can be provided for the proposed annexation.
1.4	<b>Development-funded facilities.</b> The City may require developments to install onsite or offsite facilities that are in excess of a development's fair share. However, the City shall establish a funding mechanism for future development to reimburse the original development for the amount in excess of the fair share costs.
1.5	<b>Reclaimed water.</b> Use reclaimed water to reduce the demands for new water supplies. Support the expansion of reclaimed water infrastructure throughout Clovis and require new development to install reclaimed water infrastructure.
1.6	<b>Master plans.</b> Periodically update water, recycled water, wastewater, and stormwater master plans and require all new development to be consistent with the current master plans.
<b>Goal 2:</b>	<b>A cost-effective, integrated waste management system that meets or exceeds state recycling and waste diversion mandates.</b>
2.1	<b>Solid waste source reduction.</b> Promote maximum use of solid waste source reduction, reuse, and recycling; composting; and the environmentally-safe transformation of wastes.
2.2	<b>Waste diversion rate.</b> Meet the state's current and future waste diversion goals through the city's recycling and diversion programs.
2.3	<b>Expanded recycling.</b> Increase recycling by commercial, industrial, and multifamily generators.
2.4	<b>Green and household hazardous materials waste.</b> Encourage citywide participation in green waste reduction and household hazardous waste disposal programs.
2.5	<b>Clovis landfill.</b> Maintain at least 15 years of ongoing landfill capacity.
2.6	<b>Solid waste facility encroachment.</b> Protect existing or planned solid waste facilities from encroachment by incompatible land uses that may be allowed through discretionary land use permits or changes in land use or zoning designations.
<b>Goal 3:</b>	<b>Great schools and high quality educational and training facilities and programs that define Clovis as the preeminent community for families and a skilled workforce.</b>
3.1	<b>Academic excellence.</b> Advocate for the continued pursuit of academic excellence in schools serving the Clovis community.
3.2	<b>School location.</b> Coordinate with the school districts to locate primary school facilities to maximize access, walkability, and safety while minimizing impacts to surrounding neighborhoods. Continue to foster the campus approach when siting secondary schools.
3.3	<b>Educational partners.</b> Partner with educational institutions throughout the region to expand the range and quality of educational offerings available to the community.
3.4	<b>Joint use of facilities.</b> Partner with public and private educational institutions to jointly use facilities for both civic and educational purposes.
3.5	<b>Workforce training.</b> Collaborate with industrial organizations, businesses, and educational institutions to create opportunities for workforce training.
<b>Goal 4:</b>	<b>Community facilities and programs that connect members of all ages and abilities to a broad range of cultural, informational, and recreational resources.</b>
4.1	<b>Cultural facilities.</b> Encourage the establishment of a broad range of facilities and events that expose Clovis residents to a variety of cultures, the arts, history, and technology.

### 3. Project Description

**Table 3-5 General Plan Update Policies**

Policy No.	Policies
4.2	<b>Libraries and community centers.</b> Design and program libraries and community centers as focal points for community engagement and information for residents of all ages and abilities.
4.3	<b>Lifelong learning.</b> Enhance and expand Clovis' library facilities to meet the evolving educational and lifelong learning needs of the community. Coordinate with local educational institutions to offer courses and learning opportunities outside the classroom.
4.4	<b>Recreation programs.</b> Provide and/or sponsor recreational programs and services that are accessible and affordable to residents of all ages and abilities and encourage active and healthy living.
4.5	<b>Youth programs.</b> Coordinate with public and private schools, local nonprofits, service clubs, and other agencies to provide opportunities for youth to explore and enjoy sports, creative and performing arts, future career paths, civic activities, and volunteer opportunities.
4.6	<b>Senior programs.</b> Collaborate with service providers to provide a wide variety of senior services and programs, including daily opportunities for seniors to have physical activity, social interaction, and mental stimulation.
4.7	<b>Childcare and childhood development.</b> Encourage efforts to expand the overall capacity of and access to local childcare and early childhood development centers.
4.8	<b>Access to community facilities.</b> Improve transit connections to community facilities for people who are transit-dependent.
<b>Goal 5:</b>	<b>A community that promotes a physical, social, and business environment that improves the health and well-being of its citizens.</b>
5.1	<b>Community education.</b> Provide and/or support the provision of campaigns that motivate healthy lifestyles and teach residents about the benefits of physical activity and healthy eating habits. Emphasize abuse prevention education for children in coordination with schools and the fire department.
5.2	<b>School meal program.</b> Encourage the school districts to provide healthy food choices and minimize the sale of unhealthy food options and ingredients.
5.3	<b>Healthy and local food venues.</b> Encourage stores and restaurants to offer and promote healthy food options, with a focus on underserved areas and areas near schools. Support incentives that encourage the development of retail venues that sell local, fresh produce.
5.4	<b>Restrict unhealthy options.</b> Discourage new liquor and tobacco stores and fast food restaurants near schools and in areas with an existing high concentration of such stores.
5.5	<b>Health and social services.</b> Support the permitting of sites for and services from organizations providing a broad range of health, prevention, and treatment services that reach individuals and families commensurate with the needs in Clovis. Locations of sites should be consistent with the Development Code.
5.6	<b>Healthy workplace.</b> Encourage building design and employment programs and policies that maintain and improve the health and well-being of employees.
5.7	<b>Multiagency coordination.</b> Coordinate the activities and communications between code enforcement, fire, police, and public health agencies in the City of Clovis and County of Fresno to proactively identify and ameliorate hazardous building and living conditions that create chronic health problems.
5.8	<b>Access to medical facilities.</b> Work with healthcare providers to improve transit connections to local and regional healthcare facilities for people who are transit dependent.
5.9	<b>Proximity to emergency medical services.</b> Require senior care facilities and other services providers that may need frequent emergency medical services to locate in proximity to fire stations and medical service providers.
<b>Goal 6:</b>	<b>High quality emergency services that establish a real and perceived sense of safety and security for Clovis residents, businesses, and visitors.</b>
6.1	<b>Fire and police service.</b> Maintain staffing, facilities, and training activities to effectively respond to emergency and general public service calls.
6.2	<b>Resource allocation.</b> Periodically conduct service level studies to analyze crime and emergency service performance data, to evaluate the effectiveness of prevention and reduction strategies, and to allocate resources accordingly.
6.3	<b>Emergency medical calls.</b> Explore options to lessen the demand on fire and police services or expand reimbursement programs to ensure the service pays for measured impacts.

### 3. Project Description

**Table 3-5 General Plan Update Policies**

Policy No.	Policies
6.4	<b>Skilled medical facilities.</b> Consider options to offset or apportion the higher cost of providing emergency medical service to facilities with existing skilled medical personnel on staff.
6.5	<b>Public safety hot spots.</b> Prioritize improvement and enforcement activities to minimize existing and prevent future public safety hot spots. Reevaluate siting and development standards for facilities that generate high demands for service calls.
6.6	<b>Interagency support.</b> Participate in mutual aid system and automatic aid agreements to back up and supplement capabilities to respond to emergencies.
6.7	<b>Interagency communications.</b> Maintain an effective communication system between emergency service providers within Clovis and neighboring jurisdictions.
6.8	<b>Emergency preparedness planning.</b> Maintain an emergency operations plan, an emergency operations center, and a hazard mitigation plan to prepare for actual or threatened conditions of disaster or extreme peril.
6.9	<b>Community outreach.</b> Conduct outreach in the community to promote personal and public safety in daily life and in cases of emergency. Regularly update and inform the public on the real levels of crime and safety to strengthen their perceived sense of personal security.
<b>Environmental Safety Element</b>	
<b>Goal 1:</b>	<b>Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by natural hazards.</b>
1.1	<b>Flood zone.</b> Prohibit development within the 100-year flood zone and dam inundation areas unless adequate mitigation is provided against flood hazards. Participate in the National Flood Insurance Program.
1.2	<b>Water system for fire hazards.</b> Maintain a water system to provide adequate peak water supply and system redundancy for firefighting services.
1.3	<b>Geologic and seismic risk.</b> Prohibit development on unstable terrain, excessively steep slopes, and other areas deemed hazardous due to geologic and seismic hazards unless acceptable mitigation measures are implemented. Require that underground utilities be designed to withstand seismic forces and accommodate ground settlement.
1.4	<b>Facilities that use hazardous materials.</b> Prohibit facilities using, storing, or otherwise involved with hazardous or toxic materials to be located in the 100-year flood zone unless all standards of elevation, flood proofing, and storage have been implemented.
1.5	<b>Critical and public facilities.</b> Locate and design critical and public facilities to minimize their exposure and susceptibility to flooding, seismic and geological effects, fire, and explosions. Ensure critical use facilities (e.g., hospital, police, and fire facilities) can remain operational during an emergency.
1.6	<b>Public information and emergency preparedness.</b> Provide the public with accurate and reliable information regarding natural hazards to prevent and mitigate potential risks and exposure for life and property. Continue to conduct programs to inform the general public of the City's emergency preparedness and disaster response procedures.
<b>Goal 2:</b>	<b>A community that protects the public and environment from hazardous materials and waste.</b>
2.1	<b>Safe storage and maintenance.</b> The use and storage of hazardous materials shall comply with applicable federal, state, and local laws to prevent and mitigate hazardous materials releases.
2.2	<b>Mitigation and remediation of groundwater contamination.</b> Actively participate in local and regional efforts directed at mitigating environmental exposure to and cleaning up contaminated groundwater.
2.3	<b>Truck routes for hazardous materials.</b> Maintain designated truck routes for the transportation of hazardous materials through the City. Discourage routes that pass through residential neighborhoods to the maximum extent feasible.
2.4	<b>Hazardous materials response team.</b> Maintain a Type 1 hazardous materials response team serving the City of Clovis.
2.5	<b>Safer Alternatives.</b> Minimize the use of hazardous materials by encouraging the selection of non-toxic alternatives that do not pose a threat to the environment.
2.6	<b>Community education.</b> Provide educational resources to residents and businesses to promote safe practices related to the use, storage, transportation, and disposal of hazardous materials.
<b>Goal 3:</b>	<b>An environment in which minimized noise contributes to the public's health, safety, and welfare.</b>
3.1	<b>Land use compatibility.</b> Approve development and require mitigation measures to ensure existing and future land use compatibility as shown in the Noise Level Exposure and Land Use Compatibility Matrix and the city's noise ordinance.
3.2	<b>Land use and traffic patterns.</b> Discourage land use and traffic patterns that would expose sensitive land uses or noise-sensitive areas to unacceptable noise levels.

### 3. Project Description

**Table 3-5 General Plan Update Policies**

Policy No.	Policies
3.3	<b>New residential.</b> When new residential development is proposed adjacent to land designated for industrial or commercial uses, require the proposed development to assess potential noise impacts and fund feasible noise-related mitigation measures.
3.4	<b>Acoustical study.</b> Require an acoustical study for proposed projects that have the potential to exceed acceptable noise thresholds or are exposed to existing or future noise levels in excess of the thresholds in the city's noise ordinance.
3.5	<b>Site and building design.</b> Minimize noise impacts by requiring appropriate site, circulation, equipment, and building design, and sound walls, landscaping, and other buffers.
3.6	<b>Noise impacts.</b> Minimize or eliminate persistent, periodic, or impulsive noise impacts of business operations.
3.7	<b>Mixed-use buildings.</b> Require that mixed-use structures be designed to prevent transfer of noise and vibration between uses.
3.8	<b>Existing uses.</b> Require the use of noise abatement devices for existing uses that exceed acceptable noise thresholds.
3.9	<b>Caltrans facilities.</b> Coordinate with Caltrans to ensure the inclusion of noise mitigation measures in the design of new highway projects or improvements to existing facilities.
3.10	<b>Airport changes.</b> Coordinate with the Fresno Yosemite International Airport to minimize noise impacts on properties in Clovis due to changes in flight patterns or airport expansion.
3.11	<b>Airport land use compatibility.</b> Approve land uses in a manner that is consistent with the Fresno Yosemite International Airport Land Use Compatibility Plan.
3.12	<b>Truck traffic.</b> Plan and maintain truck routes that avoid noise-sensitive land uses and areas. Encourage business delivery areas to be located away from residential properties and to mitigate associated noise impacts.
3.13	<b>Small aircraft and helicopters.</b> Minimize the noise impact of small aircraft and helicopters on residential neighborhoods.
3.14	<b>Control sound at the source.</b> Prioritize using noise mitigation measures to control sound at the source before buffers, soundwalls, and other perimeter measures.
<b>Open Space and Conservation Element</b>	
<b>Goal 1:</b>	<b>Park and recreation facilities that are environmentally and fiscally sustainable and meet the needs of existing and future residents.</b>
1.1	<b>Parkland standard.</b> Provide a minimum of 4 acres of public parkland for every 1,000 residents.
1.2	<b>Existing parks.</b> Upgrade and rehabilitate existing parks as necessary to meet the needs of the community and as the financial resources of the city allow.
1.3	<b>New parks and recreation facilities.</b> Provide a variety of parks and recreation facilities in underserved and growing areas of the community.
1.4	<b>Joint use of education facilities.</b> Provide a balanced system of parks and recreation facilities through joint use of facilities owned by school districts.
1.5	<b>Multipurpose open space.</b> Design public facilities as multipurpose open space and recreation to serve the community's infrastructure needs while preserving and enhancing open space and water features. Prioritize the use of existing basins for existing areas, and for future areas prioritize the development of separate park facilities available year round.
1.6	<b>Linkages.</b> Link open space, parks, and recreation facilities by incorporating flood control channels into the city's bicycle and trail system.
1.7	<b>Sustainability.</b> Develop new and maintain existing parks and recreation facilities to achieve fiscal and environmental sustainability.
1.8	<b>Funding.</b> Require new development to provide pocket and neighborhood parks, dedicate land for area parks, and pay impact fees for community and regional parks. Require new development to establish lighting and landscape maintenance districts to fund operations and maintenance.
1.9	<b>Master plan.</b> Periodically update the Parks Master Plan to direct the implementation of the city's open space facilities.
<b>Goal 2:</b>	<b>Natural, agricultural, and historic resources that are preserved and promoted as key features for civic pride and identity.</b>
2.1	<b>Stewardship.</b> Promote responsible planning and management of land and resources among property owners.
2.2	<b>New development.</b> Encourage new development to incorporate on-site natural resources and low impact development techniques.

### 3. Project Description

**Table 3-5 General Plan Update Policies**

Policy No.	Policies
2.3	<b>Visual resources.</b> Maintain public views of open spaces, parks, and natural features. Enhance views along roadways and trails. Preserve Clovis' viewshed of the surrounding foothills and orient new development to capitalize on views of the Sierra Nevada.
2.4	<b>Agricultural lands.</b> Preserve the city's agricultural legacy through the Agricultural land use designation, memorialize agricultural history and culture, and facilitate thoughtful conversion of lands to development.
2.5	<b>Right to farm.</b> Support, encourage, and protect agricultural operations within Clovis and recognize their right to farm.
2.6	<b>Biological resources.</b> Support the protection of biological resources through the conservation of high quality habitat area.
2.7	<b>Native plants.</b> Encourage the use of native and climate-appropriate plant species and prohibit the use of plant species known to be invasive.
2.8	<b>Urban forest.</b> Maintain and enhance a diverse and healthy urban forest on public and private lands.
2.9	<b>National and state historic resources.</b> Preserve historical sites and buildings of state or national significance in accordance with the Secretary of Interior Standards for Historic Rehabilitation.
2.10	<b>Local historic resources.</b> Encourage property owners to maintain the historic integrity of the site by (listed in order of preference): preservation, adaptive reuse, or memorialization.
2.11	<b>Old Town.</b> Prioritize the preservation of the historic character and resources of Old Town.
2.12	<b>Public education.</b> Support public education efforts for residents and visitors about the unique historic, natural, and cultural resources in Clovis.
<b>Goal 3:</b>	<b>A built environment that conserves and protects the use and quality of water and energy resources.</b>
3.1	<b>Stormwater management.</b> Encourage the use of low impact development techniques that retain or mimic natural features for stormwater management.
3.2	<b>Stormwater pollution.</b> Minimize the use of non-point source pollutants and stormwater runoff.
3.3	<b>Well water.</b> Prohibit the use of new private wells in new development.
3.4	<b>Drought-tolerant landscaping.</b> Promote water conservation through the use of drought-tolerant landscaping on existing and new residential properties. Require drought-tolerant landscaping for all new commercial and industrial development and city-maintained landscaping, unless used for recreation purposes.
3.5	<b>Energy and water conservation.</b> Encourage new development and substantial rehabilitation projects to exceed energy and water conservation and reduction standards set in the California Building Code.
3.6	<b>Renewable Energy.</b> Promote the use of renewable and sustainable energy sources to serve public and private sector development.
3.7	<b>Construction and design.</b> Encourage new construction to incorporate energy efficient building and site design strategies.
<b>Air Quality Element</b>	
<b>Goal 1:</b>	<b>A local environment that is protected from air pollution and emissions.</b>
1.1	<b>Land use and transportation.</b> Reduce greenhouse gas and other local pollutant emissions through mixed use and transit-oriented development and well-designed transit, pedestrian, and bicycle systems.
1.2	<b>Sensitive Land Uses.</b> Prohibit, without sufficient mitigation, the future siting of sensitive land uses within the distances of emission sources as defined by the California Air Resources Board.
1.3	<b>Construction activities.</b> Encourage the use of best management practices during construction activities to reduce emissions of criteria pollutants as outlined by the San Joaquin Valley Air Pollution Control District (SJVAPCD).
1.4	<b>City buildings.</b> Require that municipal buildings be designed to exceed energy and water conservation and reduction standards set in the California Building Code.
1.5	<b>Fleet operations.</b> Purchase low- or zero-emission vehicles for the city's fleet where feasible. Use clean fuel sources for city-owned mass transit vehicles, trucks, and heavy equipment where feasible.
1.6	<b>Alternative fuel infrastructure.</b> Encourage public and private activity and employment centers to incorporate electric charging and alternative fuel stations.
1.7	<b>Employment measures.</b> Encourage employers to provide programs, scheduling options, incentives, and information to reduce vehicle miles traveled by employees.
1.8	<b>Trees.</b> Maintain or plant trees where appropriate to provide shade, absorb carbon, improve oxygenation, slow stormwater runoff, and reduce the heat island effect.

### 3. Project Description

**Table 3-5 General Plan Update Policies**

Policy No.	Policies
<b>Goal 2:</b>	<b>A region with healthy air quality and lower greenhouse gas emissions.</b>
2.1	<b>Regional coordination.</b> Support regional efforts to reduce air pollution (criteria air pollutants and greenhouse gas emissions) and collaborate with other agencies to improve air quality at the emission source and reduce vehicle miles traveled.
2.2	<b>Cross-jurisdictional issues.</b> Collaborate with regional agencies and surrounding jurisdictions to address cross-jurisdictional transportation and air quality issues.
2.3	<b>Valleywide programs.</b> Establish parallel air quality programs and implementation measures with other communities across the San Joaquin Valley.
2.4	<b>Public participation.</b> Encourage participation of local citizens, the business community, and interested groups and individuals in air quality planning and implementation.
2.5	<b>Public education.</b> Promote programs that educate the public about regional air quality issues and solutions.
2.6	<b>Innovative mitigation.</b> Encourage innovative mitigation measures to reduce air quality impacts by coordinating with the SJVAPCD, project applicants, and other interested parties.

#### 3.3.3.3 DEVELOPMENT CODE UPDATE

The Development Code is intended to implement the goals, policies, and actions of the Clovis General Plan and applicable specific plans by providing standards for orderly growth and development that establish and maintain the community’s history and quality characteristics in appropriate locations. The Development Code Update reflects changes to the General Plan and the revised land use and zoning designations. The update compiles existing information and past code amendments in an easy-to-reference manner, provides a procedures guide, updates land uses to contemporary standards, and proposes limited land use and development standard policy modifications.

### 3.4 INTENDED USES OF THE EIR

This is a Program EIR (PEIR) that examines the potential environmental impacts of the proposed General Plan and Development Code Update. This Draft PEIR is also being prepared to address various actions by the City and others to adopt and implement the General Plan and Development Code Update. It is the intent of the Draft PEIR to enable the City of Clovis, other responsible agencies, and interested parties to evaluate the environmental impacts of the proposed project, thereby enabling them to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project and related uses of this PEIR project are:

### 3. Project Description

Lead Agency	Action
City of Clovis City Council	<ul style="list-style-type: none"> <li>• Adoption of the Clovis General Plan and Development Code Update</li> <li>• Certification of PEIR</li> <li>• Adoption of Findings of Fact and Statement of Overriding Considerations (if required)</li> <li>• Adoption of the Mitigation Monitoring Program</li> <li>• Adoption of any ordinances, guidelines, programs, actions, or other mechanisms that implement the Clovis General Plan and Development Code Update</li> </ul>
County of Fresno	<ul style="list-style-type: none"> <li>• For review of amendments and other discretionary actions needed to comply with the General Plan Update and the Memorandum of Understanding</li> </ul>
Fresno County Local Agency Formation Commission (LAFCO)	<ul style="list-style-type: none"> <li>• For amendments to the Sphere of Influence</li> </ul>

# 4. Environmental Setting

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## 4.1 INTRODUCTION

The purpose of this section is to provide, pursuant to provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, from both a local and a regional perspective.” The environmental setting will provide a description of physical conditions that will serve as a baseline from which the lead agency will determine the significance of environmental impacts resulting from the Clovis General Plan and Development Code Update (proposed project).

## 4.2 REGIONAL ENVIRONMENTAL SETTING

### 4.2.1 Regional Location

The City of Clovis (City) is in the central portion of Fresno County, approximately 6.5 miles northeast of the City of Fresno downtown area (see Figure 3-1, *Regional Location*). The City is in the San Joaquin Valley, and the foothills of the Sierra Nevada begin several miles northeast of the City. Clovis is in the northeast part of the Fresno Metropolitan Area and is one of two incorporated cities—the other being Fresno—in the metropolitan area. As shown in Figure 3-1, the City is surrounded by portions of unincorporated Fresno County to the north, east, and south and by the City of Fresno to the west and southwest. The City, its sphere of influence (SOI), and specific areas beyond the City and its SOI (non-SOI Plan Area) are defined and referred to herein as the Plan Area (see Figure 3-2, *Citywide Aerial*).

### 4.2.2 Regional Planning Considerations

#### 4.2.2.1 AIR QUALITY AND GLOBAL CLIMATE CHANGE

The Plan Area lies within the San Joaquin Valley Air Basin (SJVAB), which is the second largest air basin in the state. The SJVAB is defined by the Sierra Nevada in the east, the Coast Ranges in the west, and the Tehachapi Mountains in the south. The San Joaquin Valley opens to the Pacific Ocean at the Carquinez Straits where the San Joaquin-Sacramento Delta empties into the San Francisco Bay. The SJVAB encompasses eight counties, which are divided into three regions in California’s central valley: San Joaquin, Stanislaus, and Merced Counties in the northern region; Madera, Fresno, and Kings Counties in the central region; and Tulare County and the valley portion of Kern County in the southern region. Air pollution in the SJVAB comes from a variety of sources, including industrial facilities, vehicles, and consumer products. The SJVAB is a nonattainment area for the federal and state ambient air quality standards (AAQS) for ozone (O<sub>3</sub>) and coarse inhalable particulate matter (PM<sub>10</sub>). The SJVAB is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD), which controls stationary sources of air pollution in the SJVAB and implements transportation-control measures and indirect source-

## 4. Environmental Setting

control programs to reduce mobile-source emissions. SJVAPCD and the transportation planning agencies of the eight counties in the SJVAB entered into a memorandum of understanding (MOU) to ensure a coordinated approach in the development and implementation of transportation plans for the region. SJVAPCD has adopted several attainment plans to achieve conformity under the California AAQS and National AAQS. In accordance with the California Clean Air Act, SJVAPCD must update the Air Quality Attainment Plans once every three years to address deficiencies in interim measures of progress.

Assembly Bill 32 (AB 32), the Global Warming Solutions Act, was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of greenhouse gas emissions. AB 32 follows the first tier of emissions reduction targets established in Executive Order S-3-05, signed on June 1, 2005, which requires the state's global-warming emissions to be reduced to 1990 levels by the year 2020. Projected GHG emissions in California are estimated at 596 million metric tons of CO<sub>2</sub>-equivalent (CO<sub>2</sub>e) pollutants. The California Air Resources Board (CARB) approved a 2020 emissions limit of 427 million metric tons (471 million tons) of CO<sub>2</sub>e for the state. The 2020 target requires emissions reductions of 169 million metric tons, approximately 30 percent of the projected emissions. Pursuant to the requirements of AB 32, the state's reduction in global warming emissions will be accomplished through an enforceable statewide cap on global warming emissions that was phased in starting in 2012. In order to effectively implement the cap, CARB adopted the Scoping Plan in December 2008, which identified the greenhouse gas emissions reduction targets and reduction strategies for the various emission sectors within the state.

The proposed project's consistency with SJVAPCD's Air Quality Attainment Plans and SB 32 is analyzed in detail in Sections 5.2, *Air Quality*, and 5.7, *Greenhouse Gas Emissions*.

### 4.2.2.2 FRESNO COUNCIL OF GOVERNMENTS

The Fresno Council of Governments (COG) is a council of governments representing the cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selman and the County of Fresno. Fresno COG is the federally recognized metropolitan planning organization (MPO) for this region. Fresno COG fosters intergovernmental communication and coordination, undertakes comprehensive regional planning with an emphasis on transportation, provides for citizen involvement in the planning process, and supplies technical services to its member governments. Fresno COG's primary functions are transportation planning and programming. As the region's MPO, Fresno COG cooperates with other COGs in the valley, SJVAPCD, the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. Fresno COG has developed regional plans to achieve specific regional objectives. The plans most applicable to the proposed project are discussed below.

### Regional Transportation Plan

Fresno COG has adopted a Regional Transportation Plan (RTP) to help coordinate development of the region's transportation improvements over the next 25 years. On July 29, 2010, Fresno COG adopted the 2011 Regional Transportation Plan: Long-Range Transportation Vision for the Fresno County region from 2010 to 2035. The RTP guides how and where people and goods will travel by identifying both existing and needed transportation facilities, and sets policies for a wide variety of transportation options and projects. The proposed project's consistency with the applicable RTP policies is analyzed in detail in Section 5.10, *Land Use and Planning*.

## 4. Environmental Setting

### Federal Transportation Improvement Program

The eight San Joaquin Valley MPOs, including Fresno COG, entered into a MOU to ensure a coordinated transportation/air-quality planning approach. The MOU defines a cooperative process designed to achieve compliance with air-quality conformity provisions of current legislation. A second MOU between the eight MPOs ensures a coordinated, cooperative transportation-planning process on issues of mutual concern. One of the planning/programming efforts addressed in a cooperative effort was the preparation and implementation of the federally required Transportation Improvement Programs (TIP).

Fresno COG prepares and maintains the Federal Transportation Improvement Program (FTIP) that covers the eight San Joaquin Valley counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings, and Kern). The Fresno COG prepares the FTIP in cooperation with its member agencies and transit operators, state and federal agencies, and with public involvement. The program includes a listing of all transportation-related projects requiring federal funding or other approval by the federal transportation agencies. The FTIP also lists nonfederal, regionally significant projects for information and air-quality modeling purposes. Projects included in the FTIP are consistent with Fresno COG's RTP and are part of the area's overall strategy for providing mobility, congestion relief, and reduction of transportation-related air pollution in support of efforts to attain federal air-quality standards for the region.

The proposed project's consistency with the FTIP is analyzed in detail in Section 5.16, *Transportation and Traffic*.

### San Joaquin Valley Blueprint

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

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

The proposed project's consistency with the Valley Blueprint's 12 Smart Growth Principles is analyzed in detail in Section 5.10, *Land Use and Planning*.

## 4. Environmental Setting

### Fresno Yosemite International Airport Land Use Compatibility Plan

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

ALUC is not an implementing agency in the manner of local governments, nor does it issue permits for a project such as those required by local governments. However, pursuant to California Public Utilities Code Section 21676, local governments are required to submit all general plan amendments and zone changes that occur in the ALUC planning areas for consistency review by ALUC. If such an amendment or change is deemed inconsistent with the ALUC plan, a local government may override the ALUC decision by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes stated in Section 21670(a)(2) of the Public Utilities Code: "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards in areas around public airports to the extent that these areas are not already devoted to incompatible uses."

As shown in Figure 3-2, *Citywide Aerial*, the Fresno Yosemite International Airport is just outside the Plan Area's southwestern boundary. A small portion of the southwestern boundary is within the Airport Influence Area of the Fresno Yosemite International Airport. Portions of the southwestern boundary also fall within the safety compatibility and noise contour zones of this airport.

The proposed project's consistency with the ALUCP is analyzed in detail in Sections 5.8, *Hazards and Hazardous Materials*; 5.10, *Land Use and Planning*; 5.12, *Noise*; and 5.16, *Transportation and Traffic*.

## 4.3 LOCAL ENVIRONMENTAL SETTING

### 4.3.1 Location and Land Use

#### 4.3.1.1 LOCATION

At the local level, the Plan Area is generally bounded by Copper Avenue on the north, Willow Avenue on the west, Academy Avenue on the east, and Shields Avenue on the south (see Figure 3-2, *Citywide Aerial*). State Route 168 (SR-168) bisects the City from the southwest to the northeast. These boundaries are roughly the same as those established in the current General Plan, which was adopted in 1993.

## 4. Environmental Setting

### 4.3.1.2 EXISTING LAND USES

The Plan Area encompasses approximately 47,805 acres (75 square miles). As shown in Figure 3-3, *Existing Land Uses*, the Plan Area comprises a number of existing land uses, with agricultural, rural residential and single-family residential making up the majority. Commercial and industrial uses are primarily found along the City's major corridors (e.g. Shaw, Clovis, and Herndon Avenues). Table 3-1, *Existing Land Use Statistical Summary*, provides a statistical summary of the existing land uses within the Plan Area.

The three generalized areas of the Plan Area are described below and shown in Figure 3-2, *Citywide Aerial*. The extension of the Plan Area beyond the City and SOI boundaries secures Clovis's role in the region. The larger Plan Area enables Clovis to influence the decisions that directly affect the City; safeguard the preservation of right-of-way for regional transportation routes; and leverage control of development design, phasing, and infrastructure provision in outlying areas. The Plan Area also offers opportunities for employment and sustainable quality neighborhoods in all three growth areas along major transportation corridors.

#### City Boundary

The majority of the City is urbanized, with residential and nonresidential development, mobility, and public facilities all contributing to Clovis's existing built environment. The City's incorporated boundaries encompass approximately 14,859 acres (23 square miles). As shown in Figure 3-3, residential land uses occupy almost half of the land within the current City boundaries, accounting for 6,828 acres (962 of these acres are rural residential land uses). Other land uses that make up the City include agriculture (611 acres), commercial (656 acres), industrial (355 acres), office (129 acres), public/park (1,411 acres), vacant (940 acres), utilities (515 acres), and right-of-way (3,239 acres). The majority of the commercial uses are generally concentrated along Shaw and Clovis Avenues.

The City's incorporated boundaries include 217 acres for the Clovis landfill, which is approximately 13 miles north of the City at 15679 Auberry Road in Fresno County. Although this area may be omitted from maps and figures in the General Plan Update and this Draft PEIR, the land area is considered when evaluating potential impacts. The 217 acres are included in the acreage figures cited in the public land use category.

#### Sphere of Influence

The City's SOI encompasses approximately 5,633 acres (9 square miles) within unincorporated Fresno County. As shown in Figure 3-3, the majority of the SOI consists of agricultural lands (3,231 acres) and rural residential uses (1,465 acres).

#### Non-SOI Plan Area

The non-SOI Plan Area encompasses approximately 27,313 acres (43 square miles) within unincorporated Fresno County. As shown in Figure 3-3, the majority of the rural areas consist of agricultural land (14,841 acres) and rural residential uses (8,147 acres). A master-planned residential community with a manmade lake (Quail Lake) exists in the southeast portion, and the Friant-Kern Canal traverses the northern portion of the rural area in a northwest to southeast direction (see Figure 3-3). The canal is a Central Valley project aqueduct managed by the United States Bureau of Reclamation to augment irrigation capacity in Fresno, Tulare, and Kern counties.

## 4. Environmental Setting

### Existing Surrounding Land Uses

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

### 4.3.2 Environmental Resources and Infrastructure

#### 4.3.2.1 AGRICULTURAL RESOURCES

As shown in Figure 3-3, *Existing Land Uses*, and Table 3-1, *Existing Land Use Statistical Summary*, the Plan Area comprises a number of land uses, with agricultural composing a good portion of the area, specifically within the City's SOI and the rural areas outside the City and its SOI. According to the Division of Land Resource Protection's Important Farmland data for Fresno County (2012), portions of the Plan Area are designated Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. As of 2012, the Plan Area contained 3,974 acres of Prime Farmland, 2,080 acres of Farmland of Statewide Importance, 1,982 acres of Unique Farmland, and 8,452 acres of Farmland of Local Importance. Although rapid urban expansion over the past few decades has resulted in significant loss of farmland in the Plan Area, some farms remain. Many of these farms are conserved through the California Land Conservation Act, known as the Williamson Act. In the Plan Area there are 6,948 acres of lands under Williamson Act contracts, of which approximately 25 percent have filed not to renew their contracts upon completion of their 10-year commitment.

The Clovis region, and much of California, is currently under severe drought conditions. Agricultural irrigation water in the Fresno – Clovis region is obtained from two sources: surface water from the San Joaquin and Kings rivers; and local groundwater from the Kings Groundwater Subbasin. The Fresno Irrigation District (FID), a surface water supplier, ended water deliveries in water year 2013 on July 31 and in some areas on July 15; by contrast, water deliveries in 2010 and 2011 extended to October 31 of each year (FID 2013). FID is currently storing 13,000 acre-feet of water as an emergency water supply for several small San Joaquin Valley communities that may have little to no surface water or groundwater supplies available this year (FID 2014).<sup>1</sup>

The US Bureau of Reclamation, operator of the Central Valley Project – a system of reservoirs, canals, and other water conveyance infrastructure serving the Sacramento and San Joaquin Valleys – announced on February 21, 2014 that it would deliver zero water in 2014 from Millerton Reservoir on the San Joaquin River (USBR 2014).

Groundwater depletion in the Central Valley between 2003 and 2010 is estimated at over 16 million acre-feet. Freshwater loss, including groundwater depletion, from the Sacramento and San Joaquin River Basins between November 2011 and November 2013 is estimated at about 16 million acre-feet (UCCHM 2014).

The potential impacts of the proposed project on agricultural resources are analyzed in Section 5.2, *Agriculture and Forestry Resources*.

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<sup>1</sup> One acre-foot is about 325,851 gallons.

## 4. Environmental Setting

### 4.3.2.2 BIOLOGICAL RESOURCES

The majority of the area within the current City boundary is urbanized. However, other portions of the Plan Area (SOI and the rural areas outside the City and its SOI) contain undeveloped grasslands and hillsides. Natural biotic habitats, though not extensive within the Plan Area, are represented by remnant grasslands potentially supporting populations of state- and federal-listed species. Of particular significance to future growth of the Plan Area are vernal pools in grassland habitats of the Plan Area. Such pools could harbor populations of vernal pool fairy shrimp, California tiger salamanders, San Joaquin orcutt grass, and succulent owl's-clover, all federally listed species. The sparse riparian habitat of the grasslands may also include occasional elderberry bushes, which provide possible habitat for the federally threatened valley elderberry longhorn beetle. Additionally, according to the US Fish and Wildlife Services National Wetlands Inventory, there are a number of designated wetlands (e.g. blue line streams, stream beds, vernal pools, ponds) in the northern and northwestern portions of the Plan Area (USFWS 2012). The wetlands occur mostly in the undeveloped hillside areas.

The potential impacts of the proposed project on biological resources are analyzed in Section 5.4, *Biological Resources*.

### 4.3.2.3 CULTURAL RESOURCES

Archaeological resources are the physical remains of past human activities and can be either prehistoric or historic. As a part of the cultural resources study conducted by SWCA Environmental Consultants for the proposed project, the California Historical Resources Information System and Southern San Joaquin Valley Information Center records search identified 60 previously recorded cultural resources in the Plan Area (SWCA 2012). Of these, 25 are prehistoric archaeological sites; 4 are historic archaeological sites; 1 is a combined prehistoric/historic archaeological site; and 30 are historic buildings, structures, or objects. The resources are primarily outside the incorporated boundaries of the City. Of these 60 resources, 11 have been determined to be eligible for the National Register of Historic Places (NRHP), and are also eligible for or listed in the California Register of Historic Resources (CRHR). Additionally, creeks, drainages, and sloughs exist in portions of the Plan Area, which are a common characteristic of archeological sites and represent potential for significant archeological resources. Therefore, other archeological remains may occur throughout the Plan Area, although the area of their distribution is not known.

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. Although no known or significant paleontological resources have been discovered within the City's boundaries, unique paleontological resources may be present within the Plan Area, especially in areas of undetermined significance where sedimentary formations are exposed.

Historical resources are buildings, structures, objects, sites, and districts of significance in history, archaeology, architecture, and culture. Known potential historical resources in the Plan Area include but are not limited to the 1912 First State Bank Building, the former Clovis High School Building built in 1920, and Tarpey Depot. The 1912 First State Bank Building in Old Town Clovis is currently home to the Clovis Museum, which is maintained by the Clovis-Big Dry Creek Historical Society. The former Clovis High School Building, built in 1920 by William Weeks, is currently home to the San Joaquin Valley College of Law. Tarpey Depot, the last remnant of the 26-mile Minarets and Western Railroad that ran between Fresno and present-day Friant, houses the City's Visitors Center.

## 4. Environmental Setting

The small Victorian structure of the Tarpey Depot was relocated to Clovis from Fresno and carefully restored by the City. Additionally, as noted above, 11 buildings and structures of the 60 recorded cultural resources in the Plan Area have been determined eligible for the NRHP and are also eligible for or listed in the CRHR. Furthermore, the records search conducted as a part of the cultural resources study prepared by SWCA indicates that the Plan Area contains a large number of buildings and structures (mostly within the City boundaries) that have a particularly high potential to be designated historic buildings and structures of state or local significance.

The potential impacts of the proposed project on cultural resources are analyzed in Section 5.5, *Cultural Resources*.

### 4.3.2.4 CLIMATE AND AIR QUALITY

As noted above, the Plan Area is within the SJVAB. The SJVAB is a nonattainment area for the federal and state AAQS for ozone (O<sub>3</sub>) and coarse inhalable particulate matter (PM<sub>10</sub>). Although marine air generally flows into the SJVAB from the San Joaquin River Delta, the region's topographic features restrict air movement through and out of the basin. The SJVAB has an inland Mediterranean climate averaging 260 sunny days per year. The San Joaquin Valley floor is characterized by warm, dry summers and cool winters. Summer high temperatures often exceed 100°F, averaging low 90s in the northern valley and high 90s in the south. In the entire SJVAB, high daily temperature readings in summer average 95°F. Over the last 30 years, the SJVAB averaged 106 days a year 90°F or hotter, and 40 days a year 100°F or hotter. The daily summer temperature variation can be as high as 30°F. In winter, storm systems from the Pacific Ocean bring a marine influence to the SJVAB. Winters are mild and temperatures below freezing are unusual. Average temperatures in the winter are in the 50s, but highs in the 30s and 40s can occur on days with persistent fog and low clouds. The average daily low temperature is 45°F.

Please refer to Section 5.3, *Air Quality*, for further information concerning existing air quality conditions, an analysis of the project's impacts on local air quality, and an evaluation of consistency with the SJVAPCD's Air Quality Attainment Plans.

### 4.3.2.5 GEOLOGY AND LANDFORM

The Plan Area is in the San Joaquin Valley; the foothills of the Sierra Nevada begin several miles east/northeast of the Plan Area. The San Joaquin Valley is one of two valleys comprising the Great Valley Geomorphic Province, an alluvial plain approximately 400 miles long and 50 miles wide. The Plan Area is underlain by Quaternary alluvial fan sedimentary deposits and Pleistocene nonmarine sedimentary deposits (CGS 2011). The Plan Area is on a very slight southwest slope of 0.2 percent grade, with elevations ranging from 335 feet above mean sea level (amsl) in the southwest to 584 feet amsl in the northeast. The terrain in the eastern and northeastern parts of the Plan Area is cut by numerous gullies and small canyons.

There are no Alquist-Priolo fault zones in or near the Plan Area (CGS 2007). The nearest Alquist-Priolo fault zone is the San Andreas Fault, approximately 80 miles southwest of the Plan Area. Other major active faults and fault zones (Owens Valley, Suture) lie at quite some distance to the east, west, and south of the Plan Area. The nearest, the Owens Valley Fault, lies approximately 68 miles to the northeast.

Refer to Section 5.6, *Geology and Soils*, for additional information concerning the Plan Area's existing geological conditions and an analysis of project impacts on geology and soils.

## 4. Environmental Setting

### 4.3.2.6 HYDROLOGY

#### Regional Drainage

The Plan Area is in two hydrologic areas: the part of the Plan Area southeast of the Friant-Kern Canal is in the Fresno Hydrologic Area, and the remainder of the Plan Area is in the Academy Hydrologic Area. The Fresno Hydrologic Area is bounded by the San Joaquin River Watershed to the north, and the San Joaquin River forms the northwest boundary of the Fresno Hydrologic Area. The Kings River and Kings River Watershed lie south of the Fresno Hydrologic Area.

#### Local Surface Waters and Drainage

The Plan Area is within the drainages of three streams: from north to south, Dry Creek, Dog Creek, and Redbank Slough. Dry Creek discharges into the Herndon Canal in the City of Fresno west of Clovis. Dog Creek is a tributary of Redbank Slough, which discharges into Mill Ditch south of Clovis. A network of storm drains in the Plan Area discharge into retention basins: 26 retention basins within the City boundary and 5 basins within the areas outside the City boundary. Most of the east and northeastern parts of the Plan Area are not served by retention basins. Those areas drain to streams that discharge into reservoirs, including Big Dry Creek Reservoir in the north-central part of the Plan Area and Redbank Reservoir in the southeast part of the Plan Area. The local stormwater drainage system consists of channels, storm drains, retention basins, pump stations, and outfalls that discharge to groundwater, irrigation canals, creeks, and the San Joaquin River.

#### Groundwater

Clovis is underlain by the Kings Groundwater Basin, which spans 1,530 square miles of central Fresno County and small areas of northern Kings and Tulare counties. The Kings Subbasin has been identified as critically overdrafted. Recent dry years have exacerbated the situation and minimized recharge.

#### *Groundwater Quality*

Groundwater quality in the Plan Area is fairly consistent. The Plan Area currently has a number of wells that are treated to remove dibromochloropropane (DBCP), a pesticide formerly used as a soil fumigant. The overall level of DBCP appears to be decreasing in most wells. Some of the wells affected by DBCP are also contaminated with trichloropropane, used as a component of pesticides and as an industrial solvent.

#### Flood Hazards

Parts of the Plan Area are within 100-year flood zones designated by the Federal Emergency Management Agency. Additionally, much of central and western Clovis, as well as the northwest parts of the Plan Area, are in the dam inundation area for Big Dry Creek Reservoir. Parts of the southeast portion of the Plan Area are in the dam inundation area for the Redbank Reservoir and Fancher Creek Reservoir.

Section 5.9, *Hydrology and Water Quality*, analyzes the project's impacts on storm drainage, water quality, flooding, and groundwater. Water resources are also discussed in Section 5.17, *Utilities and Service Systems*.

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### 4.3.2.7 NOISE

The Plan Area is impacted by a multitude of existing noise sources. Mobile sources, especially cars and trucks, are the most common and significant source of noise in most communities, including Clovis. In addition to these mobile sources, air traffic from the nearby Fresno Yosemite International Airport contributes to the noise environment in the Plan Area. Major mobile and stationary noise sources affecting the City include: vehicular and truck traffic along major corridors such as SR-168 and along major arterials such as Herndon, Shaw, Ashlan, Willow, and Fowler Avenues; air traffic from Fresno Yosemite International Airport; and commercial operations and schools.

Refer to Section 5.12, *Noise*, for further information concerning existing noise conditions in the Plan Area and an analysis of the proposed project's impacts on the local and regional noise environment.

### 4.3.2.8 SCENIC FEATURES

The City's physical setting on the San Joaquin Valley floor affords scenic views of the Sierra Nevada and stretches of open space and undeveloped land in the rural parts of the Plan Area and beyond to the north and east. Poor air quality, however, often obscures views of the surrounding mountain range, especially during winter when particulates and ozone are trapped by a dense layer of hot air close to the San Joaquin Valley floor. Views of the Sierra Nevada occasionally improve in the summer months when strong winds push some pollutants to the south of the Valley. On clear visibility days, the mountains provide Clovis residents and visitors with a scenic backdrop and orienting features that physically and culturally define the community.

Additionally, according to the California Scenic Highway Mapping System of Caltrans, SR-168, which bisects the Plan Area in a southwest to northeast direction (see Figure 3-2, *Citywide Aerial*), is considered an Eligible State Scenic Highway—Not Officially Designated (Caltrans 2007).

Section 5.1, *Aesthetics*, discusses the scenic vistas and community character of the Plan Area and the project's potential to impact visual resources in the Plan Area.

### 4.3.2.9 PUBLIC SERVICES AND UTILITIES

The Plan Area is in an urbanized area with existing public services and utilities, as discussed below.

#### Public Services

Clovis's fire protection services are provided by the Clovis Fire Department, which currently has five stations throughout the City. The SOI and non-SOI Plan Area is served by Battalion 17 of the Fresno County Fire Protection District, which operates four fire stations in Fresno County, with two in the Plan Area.

Police protection within the City boundaries is provided by the Clovis Police Department. The remainder of the Plan Area is served by the Fresno County Sheriff's Department.

The Clovis Unified School District, Sanger Unified School District, and Fresno Unified School District provide service to the Plan Area. Additionally, there are a number of private schools throughout the Plan Area.

## 4. Environmental Setting

Residents of the Plan Area are served by the 34-branch Fresno County Library system and the San Joaquin Valley Library System—a cooperative network of 10 public library jurisdictions—for access to books, periodicals, and other materials. The Clovis Regional Library is in downtown Clovis. Several more nearby branches (e.g., Sunnyside, Mosqueda, Cedar-Clinton, Politi, and Woodward Park) are available to residents of the Plan Area.

### Utilities and Service Systems

The Plan Area's water supply sources include groundwater drawn from the Kings Subbasin of the San Joaquin Valley Groundwater Basin, treated surface water from the Fresno Irrigation District, and recycled water. The City's Public Utilities Department provides water supply to residents and businesses within the City's boundaries, and the remainder of the Plan Area (areas outside the City boundary) is served by the Fresno Irrigation District and County of Fresno.

Clovis's surface water is treated at the City's Surface Water Treatment Plant, and its wastewater is treated at the Clovis Water Reuse Facility and Fresno-Clovis Regional Water Reclamation facility, which is operated and maintained by the City of Fresno. As detailed in the Clovis Wastewater Collection System Master Plan, Herndon, Fowler, Sierra, and Peach service areas discharge wastewater to regional trunk sewers directed to the Fresno-Clovis Regional Water Reclamation Facility. The Northwest, Northeast, and Southeast service areas discharge to the Clovis Water Reuse Facility. Planned expansion of the Clovis Water Reuse Facility will increase capacity from 2.8 to 8.4 million gallons per day, which will more adequately serve the City's growth areas. Farther out from the City's urban areas, most of the properties in rural residential and agricultural areas rely on individual septic tanks and leach fields.

The City's Public Utilities Department provides solid waste collection and disposal services within City limits, and private haulers provide contracted service to residents and businesses in unincorporated areas of the City's SOI. City recycling and green waste services are contracted with Allied Waste. Residential and commercial solid waste is transported to the Clovis Landfill.

Pacific Gas & Electric provides electricity and natural gas to businesses and residents of the Plan Area.

The proposed project's impact on the provision of public services and utilities and service systems is analyzed in Sections 5.14, *Public Services*, and 5.17, *Utilities and Service Systems*, respectively.

### 4.3.2.10 TRANSPORTATION, TRAFFIC, AND CIRCULATION

#### Regional and Local Circulation

Regional circulation to and through the Plan Area is provided by State Route 168 (SR-168) passing northeast-southwest through the Plan Area (see Figure 3-1, *Regional Location*). SR-168 begins in southeast Fresno at the interchange with SR-180, continues northeast into the Sierra Nevada, and ends at Huntington Lake. As shown in Figure 3-1, other major highways in the region and in close proximity include SR-180 extending east-west; SR-41 extending north-south; and SR-99 extending northwest-southeast. Although the circulation network serving the Plan Area is essentially a grid system of roadways generally oriented in north-south and east-west, Herndon, Shaw, Ashlan, Willow, and Fowler Avenues are the only continuous roadways that span the entire length of the Plan Area. The Plan Area's arterial system links these roadways, and, in conjunction with the north-south and

## 4. Environmental Setting

east-west network of roadways, extends local access to neighboring unincorporated county areas, the City of Fresno, SR-168, SR-180, SR-41, and SR-99. Within the City, seven arterials (north-south include Willow, Clovis, Armstrong, Temperance, and Fowler Avenues, and east-west include Herndon, Shaw, and Ashlan Avenues) provide direct connections between regional highways, making them preferred routes for residents and passersby.

### Public Transit

The Plan Area is directly served by two transit lines: Stageline and Round Up, which are operated by the City of Clovis Transit Services Department. Stageline is a fixed-route transit system with five routes crisscrossing the City and connecting major destinations to each other and to residential areas. Stageline operates seven days a week with varying hours depending on the route. Stageline links riders to Fresno along the Fresno Area Express Route 28. Round Up is a demand-response service for riders who call in advance to schedule trips for a dollar per ride for service within the Plan Area. All Stageline and Round Up buses are ADA accessible and are being replaced with compressed natural gas and clean-burning diesel vehicles.

### Pedestrian and Bicycle Circulation/Trails

The Plan Area has an extensive network of pedestrian and bicycle trails. The Old Town Trail is the first phase in a 4.6-mile walk along Clovis Avenue, through Old Town, to Herndon Avenue. The trail connects to Sugar Pine Trail and Woodward Park. Old Town Clovis also connects to regional motor/bicycle trails leading to Yosemite, the Sierra National Forest, and Shaver Lake, taking travelers through the Central Valley, Fresno County, Kings Canyon, and Sequoia National Park. Other trails in the Plan Area include Dry Creek Trail, which starts and stops along a natural creek bed, and the Enterprise Trail, a wide trail meandering along a historic agricultural irrigation canal. The community of Loma Vista, in the Plan Area's southeast area, provides an additional network of trails and paseos to facilitate access to its walkable community centers.

### Air Travel

As shown in Figure 3-2, *Citywide Aerial*, the Fresno Yosemite International Airport is just outside the Plan Area's southwestern boundary. The airport is easily accessible to Clovis residents for their air travel needs. The airport covers approximately 2,150 acres, has two runways and one helipad, and is the major air transportation center for the San Joaquin Valley. Although nine carriers offer service to Fresno with 48 daily nonstop departures, the majority of air traffic in and out of the airport is private (87 percent), with the remaining air traffic associated with commercial (approximately 7 percent) and military (6 percent).

A detailed discussion of the existing traffic conditions and the project's impacts on the transportation and circulation system is provided in Section 5.16, *Transportation and Traffic*.

## 4.4 GENERAL PLAN AND ZONING

### General Plan

The current General Plan for the City of Clovis was adopted on April 26, 1993, and consists of eight elements: Land Use, Circulation, Housing, Public Facilities, Open Space/Conservation, Safety, Noise, and Air Quality. Figure 3-4, *Current General Plan Land Use Plan*, shows the existing land use designations of the current General

## 4. Environmental Setting

Plan. Table 3-2, *Current General Plan Land Use Designations and Statistics*, presents a breakdown of current General Plan land use designations in the Plan Area. As shown in Figure 3-4 and Table 3-2, 16 land use designations currently regulate development in the City, and 18 regulate development in the SOI. By far the two largest land use designations within the City boundaries are Low Density and Medium Density Residential, comprising almost 40 percent of the City. The SOI is similarly characterized by lower density residential, with the two aforementioned designations representing roughly 42 percent of the SOI. Rural Residential represents another 18 percent.

The general plan designations in effect for the non-SOI Plan Area are those of the Fresno County General Plan adopted in 2000. Those designations are shown on Figure 3-4, *Current General Plan Land Use*.

### Zoning

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

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

However, the City of Clovis also has a few prezone designations for areas outside of the City limits, including two Single Family Residential (R1-AH) parcels in the northern SOI area, and several residential (Single Family and Low, Medium, and High Density Residential), commercial (Central Trading District and Planned Commercial Center), and public facilities uses in the areas of Loma Vista outside of the City limits.

The proposed project is an update to the Clovis General Plan. Land use changes and consistency with local and regional policies and plans are discussed in Section 5.10, *Land Use and Planning*.

## 4.5 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15355 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." Cumulative impacts are the change caused by the incremental impact of an individual project compounded with the incremental impacts from closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor, but collectively significant projects taking place over a period of time.

## 4. Environmental Setting

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed when the project's incremental effect is considerable. It further states that this discussion of cumulative impacts shall reflect the severity of the impacts and the likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The CEQA Guidelines (Section 15130 [b][1]) state that the information utilized in an analysis of cumulative impacts should come from one of two sources:

- 1) A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- 2) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

The cumulative impact analysis in this Draft PEIR uses method No. 2. The proposed project consists of a comprehensive update to the Clovis General Plan and Development Code. Consistent with Section 15130(b)(1)(B) of the CEQA Guidelines, this Draft PEIR analyzes the environmental impacts associated with cumulative development pursuant to future development that would be accommodated by the proposed project. As a result, this Draft PEIR addresses the cumulative impacts of development within the Plan Area, which includes the City (incorporated area), its sphere of influence (SOI), non-SOI Plan Area (see Figure 3-2, *Citywide Aerial*), and the greater Fresno County area surrounding it, as appropriate. In most cases, the potential for cumulative impacts is contiguous with the City boundary, since the City is the service provider for various City services and public utilities.

Potential cumulative impacts related to traffic, air quality, and noise, which have the potential for impacts beyond the Plan Area, have been addressed through use of the Traffic Demand Forecast Model (TDFM) used by Fehr & Peers for the proposed project, which was developed consistent with and based on the Fresno COG's RTP to forecast cumulative growth within the Plan Area and regionally. Regional growth outside of the Plan Area has accounted for traffic, air quality, and noise impacts through use of the TDFM, which is a socioeconomic traffic model that uses regional growth projections to calculate future traffic volumes. The growth projections adopted by the City and surrounding area are used for the cumulative impact analyses of this Draft PEIR.

Please refer to Chapter 5, *Environmental Analysis*, for a discussion of the environmental impacts associated with cumulative development pursuant to implementation of the Clovis General Plan Update.

### 4.6 REFERENCES

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