

CLOVIS BICYCLE TRANSPORTATION MASTER PLAN

INITIAL STUDY AND NEGATIVE DECLARATION



PREPARED BY:



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FEBRUARY 2011

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1.0 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study and Negative Declaration (ND) prepared pursuant to the California Environmental Quality Act (CEQA), for the Clovis Bicycle Transportation Master Plan. This ND has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Sections 21000 *et seq.*, and the CEQA Guidelines.

If a project is not otherwise statutorily or categorically exempt from CEQA, an Initial Study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with the CEQA Guidelines, Section 15064, an environmental impact report (EIR) must be prepared if the Initial Study indicates that the proposed project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and, therefore, why it does not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

- a) *The Initial Study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or*
- b) *The Initial Study identified potentially significant effects, but:*
 - (1) *Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and*
 - (2) *There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b)(1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on these criteria, the City of Clovis will serve as lead agency for the proposed project.

1.3 AGENCIES THAT MAY USE THIS DOCUMENT

This Initial Study and Negative Declaration may be used by any responsible or trustee agencies that also have review authority over the project. As stated in the CEQA Guidelines Section 15231:

A Final EIR prepared by a lead agency or a Negative Declaration adopted by the lead agency shall be conclusively presumed to comply with CEQA for the purposes of use by responsible agencies

1.0 INTRODUCTION

which were consulted pursuant to Sections 15072 or 15082 unless one of the following conditions occurs:

- a. The EIR or Negative Declaration is finally adjudged in a legal proceeding not to comply with the requirements of CEQA, or*
- b. A subsequent EIR is made necessary by Section 15162 of these Guidelines.*

The various local, state, and federal agencies that may use this document are listed in Section 2.0, "Project Description."

1.4 DOCUMENTS INCORPORATED BY REFERENCE

This Mitigated Negative Declaration utilizes information and incorporates information and analyses provided in the following documents pursuant to CEQA Guidelines Section 15150.

- **City of Clovis General Plan.** The 1993 Clovis General Plan provides a description of the project area setting, and sets forth a plan for the development of the general plan planning area, of which the current project area is part.
- **Environmental Impact Report prepared for the Clovis General Plan (Certified April 26, 1993, SCH No. 199212024).** The General Plan EIR describes potential impacts of development of the project area consistent with the general plan land use map. Some of these impacts (e.g. runoff, aesthetics, etc.) are to be expected with any urban development, and are therefore applicable to the current project.
- **Findings and Statement of Overriding Considerations prepared for the adoption of the Clovis General Plan.** Adoption of the development plan contained in the General Plan is expected to result in certain unavoidable environmental impacts (Air Quality, Biological Resources, Noise, Agriculture, and Transportation) that the City has determined are outweighed by the potential benefits of plan implementation. These impacts are applicable to the project at hand due to the fact that the proposal is consistent with the planned urbanization of the general plan planning area.
- **Loma Vista Specific Plan.** The Southeast Urban Center Specific Plan provides a description of the project area setting, and sets forth a plan for the development of the specific plan planning area, of which the current project area is part.
- **Environmental Impact Report prepared for the Loma Vista Specific Plan (Certified March 3, 2003, SCH No. 2002091061).** The Southeast Urban Center Specific Plan EIR describes potential impacts of development of the project area consistent with the specific plan land use map. Some of these impacts (e.g. runoff, aesthetics, etc.) are to be expected with any urban development, and are therefore applicable to the current project.
- **Findings and Statement of Overriding Considerations prepared for the adoption of the Loma Vista Specific Plan.** Adoption of the development plan contained in the Loma Vista Specific Plan is expected to result in certain unavoidable environmental impacts (Increased light and glare, loss of agricultural resources, air quality impacts, and increased noise) that the City has determined are outweighed by the potential benefits of the plan implementation. These impacts are applicable to the project at hand due to the fact that the proposal is consistent with the planned urbanization of the specific plan planning area.

- **Clovis Municipal Code Title 5 (Public Welfare, Morals And Conduct) and Title 9 (Planning and Zoning Ordinance).** This Code consists of all the regulatory, penal, and administrative laws of general application of the City of Clovis and specifically to development standards, property maintenance and nuisances, necessary for the protection of health and welfare, codified pursuant to the authority contained in Article 2 of Chapter 1 of Part 1 of Division 1 of Title 5 of the Government Code of the State of California.
- **California Health and Safety Code Section 7050.5.** This section states that in the event that human remains are discovered, there shall be no further disturbance of the site of any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has been notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.
- **Section 15064.5 of the CEQA Guidelines.** This section addresses the discovery of human remains, and the disturbance of potential archaeological, cultural, and historical resources. The requirements of Section 15064.5 with regard to the discovery of human remains are identical to the requirements of Health and Safety Code Section 7050.5.
- **City of Clovis 2010-20011 Budget.** The budget provides information about city services, and objectives, annual spending plan for the 2010-2011 fiscal year, debt obligations, and the five-year Community Investment Program.
- **San Joaquin Valley Air Pollution Control District, Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI), and the GAMAQI Technical Document.** The GAMAQI is an advisory document, that provides Lead Agencies, consultants, and Project applicants with uniform procedures for addressing air quality in environmental documents. The latest revisions of the District's CEQA guidance documents (January 10, 2002) are available for download at http://www.valleyair.org/transportation/ceqa_guidance_documents.htm. A printed copy may be obtained at the District's Central Region offices at 1990 E. Gettysburg Ave., Fresno, CA 93726.
- **San Joaquin Valley Air Pollution Control District, Regulation VIII - Fugitive PM10 Prohibitions.** The purpose of Regulation VIII (Fugitive PM10 Prohibitions) is to reduce ambient concentrations of fine particulate matter (PM10) by requiring actions to prevent, reduce or mitigate anthropogenic fugitive dust emissions. Regulation VIII is available for download at <http://www.valleyair.org/rules/1ruleslist.htm#reg8>. A printed copy may be obtained at the District's Central Region offices at 1990 E. Gettysburg Ave., Fresno, CA 93726.
- **City of Clovis Standard Engineering Specifications and Drawings.** The Standard Specifications and Drawings are incorporated by reference in this Initial Study because they have the beneficial effect of minimizing a project's adverse effects on various environmental resources.
- **California Vehicle Code Sections, 21200 through 21212.** California Vehicle Code Sections that govern the use of bicycles on public streets.
- **California Streets and Highways Code, Sections 890 through 894.2.** California Streets and Highways Code sections requiring local agencies to complete a bicycle transportation plan to qualify for grants issued by the California Department of Transportation through the Bicycle Transportation Account (BTA).
- **Draft Clovis Bicycle Transportation Master Plan.** The BTMP establishes goals, polices, implementation actions, and priorities for the development of bicycle facilities in the City. The Draft Clovis Bicycle Transportation Master Plan is available for download at: <http://www.cityofclovis.com>

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All documents incorporated by reference in this Initial Study are available for review at the Clovis Planning and Development Services Department located at 1033 Fifth Street, Clovis, CA 93612 during regular business hours unless otherwise stated.

1.5 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study and draft Mitigated Negative Declaration is to evaluate the potential environmental impacts of the proposed project.

This document is divided into the following sections:

- **1.0 Introduction** – Provides an introduction and describes the purpose and organization of this document;
- **2.0 Project Description** – Provides a detailed description of the proposed project;
- **3.0 Environmental Setting, Impacts and Mitigation Measures** – Describes the environmental setting for each of the environmental subject areas, evaluates a range of impacts classified as “no impact,” “less than significant,” “potentially significant unless mitigation incorporated,” or “potentially significant” in response to the environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less than significant level;
- **4.0 Determination** – Provides the environmental determination for the project;

2.0 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The proposed project is the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is a comprehensive update of the existing Clovis Bicycle Master Plan adopted in 2003. The BTMP establishes goals, policies, implementation actions, and priorities for the development of bicycle facilities in the City. It also makes the City eligible for local, state, and federal funding for bicycle and pedestrian facilities. According to the California Streets and Highways Code, Sections 890 through 894.2, local agencies must complete a bicycle transportation plan to qualify for grants issued by the California Department of Transportation through the Bicycle Transportation Account (BTA). Additionally, Measure "C" requires that jurisdictions have an adopted bicycle transportation plan in place by 2012 to receive funding for bicycle infrastructure.

The BTMP's proposed bikeway network is continuous, well-connected to City destinations, and meant to accommodate all levels of bicyclists (Figure 2.0-2). Major Class I bike path projects may include connecting the Clovis Old Town Trail through Old Town Clovis, connecting Dry Creek Trail south of Alluvial Avenue, and completing the Dry Creek Trail between Sierra Avenue and Shaw Avenue. Class II bike lane projects are proposed on many collector and arterial streets and would fill in gaps in the existing bike lane network. Class III bike routes are proposed on roadways where not enough right-of-way is available for a bicycle lane but the roadway serves as an important link in the bicycle network.

The ultimate goal of providing a city-wide bicycle network, with connections to City of Fresno and County of Fresno bicycle facilities, is to increase the number of persons that bike for both utilitarian and recreational purposes. The BTMP complements the Open Space and Conservation Element of the Clovis General Plan.

This Initial Study evaluates the potential environmental impacts associated with the implementation of the BTMP. A significant portion of the BTMP relates to policies and standards that are not site specific and therefore would not have the potential to degrade environmental quality, impact the environment either individually or cumulatively, or have an adverse environmental effects. Further implementation of specific projects and programs contained in the Plan may require project specific environmental documentation under CEQA at the time the project is considered.

The BTMP consists of the following chapters:

1. Introduction
2. Goals, Policies, and Implementation Actions
3. Relationship to Other Plans
4. Existing Conditions
5. Recommended Network
6. Education, Encouragement, and Enforcement
7. Financing
8. Implementation



Figure 2.1- 1 Regional Location

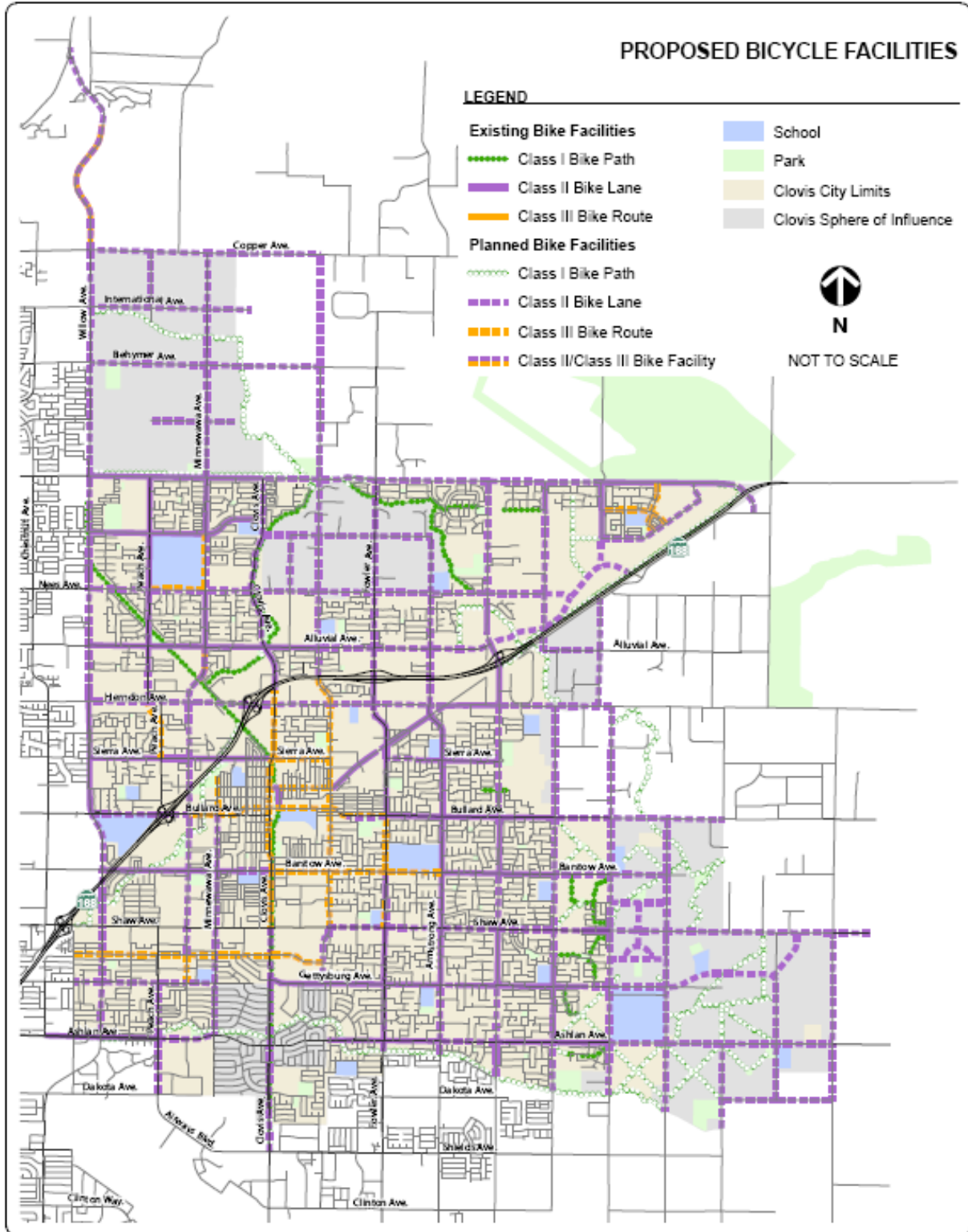


Figure 2.1- 2 Proposed Bicycle Facilities

2.0 PROJECT DESCRIPTION

2.2 SURROUNDING LAND USES AND SETTING

The goals, policies, implementation actions, and priorities for the development of bicycle facilities as identified in the BTMP apply to the incorporated area of Clovis and its sphere of influence. Clovis is surrounded by unincorporated portions of Fresno County on its northerly and easterly boundaries. It is bounded by the City of Fresno along its westerly and southerly borders.

Clovis is one of 15 cities located in the County of Fresno, which is situated in the midst of California's agriculturally rich San Joaquin Valley. Since its incorporation in 1912, Clovis has been a "Gateway to the Sierra."

Dedicated to promoting planned growth while retaining its unique western heritage, the City's population has nearly doubled since 1990, reaching its current populace of approximately 97,000 (California Department of Finance). By 2030, the City of Clovis' population and workforce are anticipated to grow to approximately 149,000 and 77,000, respectively. Currently, Clovis encompasses over 22 square miles of area within its incorporated City limits

Clovis was historically a lumber milling and agricultural community. Its current major industrial areas are found on Clovis Avenue south of Gettysburg Avenue, Tollhouse Road east of Sunnyside Avenue, and Barstow Avenue east of Clovis Avenue. Clovis also has a Research and Technology Business Park located in the vicinity of Temperance and State Route 168. Clovis' regional commercial development is focused along Shaw Avenue, Clovis Avenue, and Herndon Avenue. Clovis' open space and parklands within the incorporated area includes a variety of community parks, pocket parks, and neighborhood parks.

The Clovis General Plan Circulation Element relies on a variety of transportation modes to move people and goods around the City. Primary transportation modes include passenger vehicles, trucks, pedestrians, bicycles, and transit. The street system in Clovis is composed of local streets, collector streets, arterial streets, expressways, and freeways. Local streets provide access to individual parcels. Collector streets "collect" or bring together traffic from local streets to arterial streets that are designated to carry traffic from one area of the community to another. Expressways and freeways carry regional traffic.

2.3 EXISTING ENVIRONMENTAL MEASURES

Environmental measures are methods, measures, or practices that avoid, reduce, or minimize a project's adverse effects on various environmental resources. Based on the underlying authority, they may be applied before, during, or after construction of the project

The following standard environmental measures, which are drawn from City ordinances and other applicable regulations and agency practices, would be implemented as part of the project and incorporated into the City's approval processes for specific individual projects in the future. The City would ensure that these measures are included in any project construction specifications (for example, as conditions of approval of a tentative parcel or subdivision map), as appropriate.

Environmental Measure 1: Measures to Minimize Effects of Construction-Related Noise

The following construction noise control measures per the Clovis Municipal Code (Clovis Municipal Code Section 9.3.228.10 et seq.) will be required to reduce and control noise generated from construction-related activities.

- Noise-generating construction activities shall be restricted to the weekday hours (Monday through Saturday) of operation between 7:00 a.m. to 9:00 p.m. In addition, no construction activity is allowed any time on Sunday or holidays.
- Stationary equipment (e.g., generators) will not be located adjacent to any existing residences unless enclosed in a noise attenuating structure, subject to the approval of the Director.

Environmental Measure 2: Erosion Control Measures to Protect Water Quality

To minimize the mobilization of sediment to adjacent water bodies, the following erosion and sediment control measures will be included in the storm water pollution prevention plan (SWPPP), to be included in the construction specifications and project performance specifications, based on standard City measures and standard dust-reduction measures for each development.

- Cover or apply nontoxic soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more) that could contribute sediment to waterways.
- Enclose and cover exposed stockpiles of dirt or other loose, granular construction materials that could contribute sediment to waterways.
- Contain soil and filter runoff from disturbed areas by berms, vegetated filters, silt fencing, straw wattle, plastic sheeting, catch basins, or other means necessary to prevent the escape of sediment from the disturbed area.
- No earth or organic material shall be deposited or placed where it may be directly carried into a stream, marsh, slough, lagoon, or body of standing water.
- Prohibit the following types of materials from being rinsed or washed into the streets, shoulder areas, or gutters: concrete; solvents and adhesives; thinners; paints; fuels; sawdust; dirt; gasoline; asphalt and concrete saw slurry; heavily chlorinated water.
- Dewatering activities shall be conducted according to the provisions of the SWPPP. No dewatered materials shall be placed in local water bodies or in storm drains leading to such bodies without implementation of proper construction water quality control measures.

Environmental Measure 3: Dust Control Measures to Protect Air Quality

- To control dust emissions generated during construction of future parcels, the following San Joaquin Valley Unified Air Pollution Control District (SJVAPCD) Regulation VIII Control Measures for construction emissions of PM10 are required to be implemented (SJVUAPCD Rule 8021). They include the following:
- Watering—for the purpose of dust control, carry-out, and tracking control—shall be conducted during construction in accordance with the City of Clovis's Storm Water

2.0 PROJECT DESCRIPTION

Management Plan (SWMP) and the project Storm Water Pollution Prevention Plan (SWPPP).

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.
- All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demolition.
- When materials are transported off site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least 2 feet of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.) (Use of blower devices is expressly forbidden.)
- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.

Environmental Measure 4: Measures to Control Construction-Related Emissions

To comply with guidance from the SJVAPCD, the City will incorporate the following measures into the construction specifications and project performance specifications.

- The construction contractor will ensure that all diesel engines are shut off when not in use on the premises to reduce emissions from idling.
- The construction contractor will review and comply with SJVAPCD Rules 8011 to 8081 (Fugitive Dust), 4102 (Nuisance), 4601 (Architectural Coatings), and 4641 (Paving and Maintenance Activities). Current SJVAPCD rules can be found at <http://www.valleyair.org/rules/1ruleslist.htm>.
- The construction contractor will use off-road trucks that are equipped with on-road engines, when possible.
- The construction contractor will use light duty cars and trucks that use alternative fuel or are hybrids, if feasible.

Environmental Measure 5: Measures to Minimize Exposure of People and the Environment to Potentially Hazardous Materials

Construction of the project could create a significant hazard to workers, the public, or the environment through the transport, use or disposal of hazardous materials. Small quantities of potentially toxic substances (such as diesel fuel and hydraulic fluids) would be used and disposed of at the site and transported to and from the site during construction. Accidental releases of small quantities of these substances could contaminate soils and degrade the quality of surface water and groundwater, resulting in a public safety hazard.

To minimize the exposure of people and the environment to potentially hazardous materials, the following measures will be included in the construction specifications and project performance specifications for each parcel that includes the use of hazardous materials, based on the City's standard requirements that construction specifications include descriptions of the SWPPP, dust control measures, and traffic mobilization.

- *Develop and Implement Plans to Reduce Exposure of People and the Environment to Hazardous Conditions Caused by Construction Equipment.* The City/contractor shall demonstrate compliance with Cal OSHA as well as federal standards for the storage and handling of fuels, flammable materials, and common construction-related hazardous materials and for fire prevention. Cal OSHA requirements can be found in the California Labor Code, Division 5, and Chapter 2.5. Federal standards can be found in Occupational Safety and Health Administration Regulations, Standards—29 CFR. These standards are considered to be adequately protective such that significant impacts would not occur. Successful development and implementation of the proper storage and handling of hazardous materials will be measured against the state and federal requirements as verified by the City of Clovis.
- *Develop and Implement a Hazardous Materials Business Plan in Accordance with the Requirements of the County of Fresno Environmental Health System Hazardous Materials Business Plan Program.* The City shall require contractors to develop and implement a Hazardous Materials Business Plan, if required, in accordance with the requirements of the County of Fresno Environmental Health System (EHS) Hazardous Materials Business Plan Program. The Hazardous Materials Business Plan shall be submitted to the County EHS and the City of Clovis Fire Department prior to construction activities and shall address public health and safety issues by providing safety measures, including release prevention measures; employee training, notification, and evacuation procedures; and adequate emergency response protocols and cleanup procedures. A copy of the Hazardous Materials Business Plan shall be maintained on-site, during site construction activities and as determined by the County EHS.
- *Immediately Contain Spills, Excavate Spill-Contaminated Soil, and Dispose at an Approved Facility.* In the event of a spill of hazardous materials in an amount reportable to the Clovis Fire Department (as established by fire department guidelines), the contractor shall immediately control the source of the leak, contain the spill and contact the Clovis Fire Department through the 9-1-1 emergency response number. If required by the fire department or other regulatory agencies, contaminated soils shall be excavated, treated and/or disposed of off-site at a facility approved to accept such soils.

2.0 PROJECT DESCRIPTION

As applicable, each project applicant shall demonstrate compliance with Cal-OSHA for the storage and handling of fuels, flammable materials, and common construction-related hazardous materials and for fire prevention. Cal-OSHA requirements can be found in the California Labor Code, Division 5, Chapter 2.5. Federal standards can be found in Occupational Safety and Health Administration Regulations, Standards—29 CFR.

Environmental Measure 6: Measures to Protect Undiscovered Cultural Resources

If buried cultural resources, such as chipped or ground stone, historic debris, building foundations, or human bone, are inadvertently discovered during ground-disturbing activities, the City shall require that work stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the City of Clovis and other appropriate agencies.

If human remains of Native American origin are discovered during Project construction, it is necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Pub. Res. Code Sec. 5097). If any human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- The Fresno County coroner has been informed and has determined that no investigation of the cause of death is required; and if the remains are of Native American origin,
 - The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
 - The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100) and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission.

Environmental Measure 7: Develop and Implement a Construction Traffic Control Plan

If applicable, the construction contractor, in coordination with the City, will prepare a traffic control plan during the final stage of project design. The purpose of the plan is to insure public safety, provide noise control and dust control. The plan shall be approved by the City of Clovis City Engineer and comply with City of Clovis's local ordinances and standard policies.

The construction traffic control plan will be provided to the City of Clovis for review and approval prior to the start of construction and implemented by construction contractor during all construction phases, and monitored by the project proponents and City.

2.4 REQUIRED PROJECT APPROVALS

The City of Clovis is the Lead Agency. No other agency approvals are required.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

INTRODUCTION

This chapter provides an evaluation of the potential environmental impacts of the proposed Project, including the CEQA Mandatory Findings of Significance. There are 17 specific environmental topics evaluated in this chapter. Other CEQA considerations are evaluated in Chapter 4.0. The environmental topics evaluated in this chapter include:

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

For each issue area, one of four conclusions is made:

- **No Impact:** No Project-related impact to the environment would occur with Project development.
- **Less Than Significant Impact:** The proposed Project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.
- **Less Than Significant Impact with Mitigation Incorporated:** The proposed Project would result in an environmental impact or effect that is potentially significant, but the incorporation of mitigation measure(s) would reduce the Project-related impact to a less than significant level.
- **Potentially Significant Impact:** The proposed Project would result in an environmental impact or effect that is potentially significant, and no mitigation can be identified that would reduce the impact to a less than significant level.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| 3.1 AESTHETICS | | | | |
| <i>Would the Project:</i> | | | | |
| a. Have a substantial effect on a scenic vista or scenic? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION

The City of Clovis is located within the San Joaquin Valley. As a result, the project area and surrounding areas are predominantly flat. The flat topography of the valley floor provides a horizontal panorama providing vistas of the valley. On clear days, the Sierra Nevada Mountains are visible to the east. Aside from the Sierra Nevada and nearby foothills, there are no outstanding focal points or views from the City.

Impacts from the City's urban development to aesthetics resources were previously addressed in the Clovis General Plan (4.12 Aesthetics) and Loma Vista (Southeast Urban Center) Specific Plan (5.1 Aesthetics) EIRs, which include mitigation measures. General Plan Policies 2.1, 2.5, 2.6, and 2.7 of the Land Use Element and Policy 3.2 and 4.3 of the Open Space and Conservation Element help reduce any impacts to aesthetic resources.

The proposed Project is limited to the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is intended guide the development of bikeways within the City with an ultimate goal of increasing the number of persons that bike for both utilitarian and recreational purposes. The BTMP does not include any site specific designs or detailed proposals that would enable assessment of potential impacts to visual resources that may result from its

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implementation. Therefore, site specific environmental review consistent with CEQA will be needed for future projects implementing the BTMP.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The Project may result in significant aesthetic impacts if it substantially affects the view of a scenic corridor, vista, or view open to the public, causes substantial degradation of views from adjacent residences, or results in night lighting that shines into adjacent residences.

Finding

- a) and b) **No Impact.**
- c) and d) **Less Than Significant.**

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| 3.2 AGRICULTURE AND FOREST RESOURCES | | | | |
| <i>Would the Project:</i> | | | | |
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220 (g)) or timberland (as defined in Public Resources | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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| | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| Code section 4526)? | | | | |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

The City of Clovis is located within Fresno County, which is the largest producing agricultural county in the United States and California with a gross crop value in 2008 of \$5,662,895,000.00. The top ten crops in 2008 were grapes, almonds, poultry, milk, tomatoes, cattle, peaches, oranges, garlic, and nectarines.¹

Continuing urban development in the County contributes to a net loss of productive agricultural land. As of 2006, Fresno County contained 2,212,569 acres of agricultural land out of 2,441,620 acres. This included 713,085 acres of Prime Farmland, 478,732 acres of Farmland of Statewide Importance, 98,091 acres of Unique Farmland, and 95,547 acres of Farmland of Local Importance. Between 2004 and 2006, 3,982 acres were converted from agricultural land to urban uses. Of this, 1,691 acres were designated Prime Farmland.²

Impacts from the City's urban development to agriculture resources were previously addressed in the Clovis General Plan (4.7 Agricultural Resources) and Loma Vista (Southeast Urban Center) Specific Plan (5.2 Agricultural Resources) EIRs, which include mitigation measures. General Plan Goal 8 and Policies 7.3 and 8.1 of the Land Use Element, and Policies 5.1 and 5.2 of the Open Space and Conservation Element help reduce any impacts to agricultural resources.

The proposed Project is limited to the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is intended guide the development of bikeways within the City with an ultimate goal of increasing the number of persons that bike for both utilitarian and recreational purposes. The BTMP does not include any site specific designs or detailed proposals that would enable assessment of potential impacts to agriculture or forest resources that may result from its implementation. Therefore, site specific environmental review consistent with CEQA will be needed for future projects which implement the BTMP. However, the proposed bikeways are unlikely to impact agriculture or forest resources.

¹ Fresno County Department of Agriculture, *Agricultural Crop and Livestock Report*, 2008

² California Department of Conservation Division of Land Resource Protection, *2004-2006 Land Use Conversion*

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The Project may result in significant impacts if it converts Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use, conflicts with existing zoning for agricultural use, or a Williamson Act contract, or conflicts with existing zoning for, cause rezoning of, or result in the loss or conversion of forest land or timberland.

Finding

a) through e) No Impact.

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| 3.3 AIR QUALITY | | | | |
| <i>Will the proposal:</i> | | | | |
| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Violate any air quality standards or contribute to an existing or Projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Create objectionable odors? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION

Air Pollution Climatology

The City of Clovis is located in the San Joaquin Valley air basin, which is defined by the Sierra Nevada in the east, the Coast Ranges in the west, and the Tehachapi mountains in the south. The surrounding topographic features restrict air movement through and out of the basin and, as a result, impede the dispersion of pollutants from the basin. Inversion layers are formed in the San Joaquin Valley air basin throughout the year. (An inversion layer is created when a mass of warm dry air sits over cooler air near the ground preventing vertical dispersion of pollutants from the air mass below). During the summer, the San Joaquin Valley experiences daytime temperature inversions at elevations from 2,000 to 2,500 feet above the valley floor. During the winter months, inversions occur from 500 to 1,000 feet above the valley floor (San Joaquin Valley Unified Air Pollution Control District, 1998).

The climate of the area is typical of inland valleys in California with hot dry summers and cool, mild winters. Daytime temperatures in the summer often exceed 100 degrees, with lows in the 60's. In the winter, daytime temperatures are usually in the 50's with lows around 35 degrees. Radiation fog is common in the winter and may persist for days. Winds are predominantly up-valley (from the north) in all seasons, but more so in the summer and spring months. Winds in the fall and winter are generally lighter and more variable in direction (California Air Resources Board, 1974).

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

Ambient Air Quality Standards

Both the U. S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants that represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents.

The federal and California state ambient air quality standards are summarized in **Table 3.3-1** for important pollutants. The federal and state ambient standards were developed independently with differing purposes and methods, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone and PM₁₀.

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**TABLE 3.3-1
FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS**

| <i>Pollutant</i> | Averaging Time | Federal Primary Standard | State Standard |
|-------------------|-----------------------------|--|--|
| Ozone | 1-Hour 8-Hour | -- 0.075 ppm | 0.09 ppm 0.07 ppm |
| Carbon Monoxide | 8-Hour 1-Hour | 9.0 ppm 35.0 ppm | 9.0 ppm 20.0 ppm |
| Nitrogen Dioxide | Annual 1-Hour | 0.05 ppm -- | 0.03 ppm 0.18 ppm |
| Sulfur Dioxide | Annual 24-Hour 1-Hour | 0.03 ppm 0.14 ppm -- | -- 0.05 ppm 0.25 ppm |
| PM ₁₀ | Annual 24-Hour | -- 150 ug/m ³ | 20 ug/m ³ 50 ug/m ³ |
| PM _{2.5} | Annual 24-Hour | 15 ug/m ³ 35 ug/m ³ | 12 ug/m ³ -- |
| Lead | 30-Day Avg. 3-Month Avg. | -- 1.5 ug/m ³ | 1.5 ug/m ³ -- |

Notes: ppm = parts per million; ug/m³ = micrograms per cubic meter.

Source: California Air Resources Board, 2008. Ambient Air Quality Standards (4/01/08), <http://www.arb.ca.gov/aqs/aaqs2.pdf>.

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are injurious in small quantities and are regulated despite the absence of criteria documents. The identification, regulation and monitoring of TACs is relatively recent compared to that for criteria pollutants. Unlike criteria pollutants, TACs are regulated on the basis of risk rather than specification of safe levels of contamination.

Attainment Status

Federal and state air quality laws require identification of areas not meeting the ambient air quality standards. These areas must develop regional air quality plans to eventually attain the standards. The State of California has designated the area air basin as being a severe non-attainment area for 1-hour ozone, nonattainment area for 8-hour ozone, a non-attainment area for PM₁₀ and PM_{2.5}. The EPA has designated the Project area as being a serious non-attainment area for 8-hour ozone, and nonattainment for PM_{2.5}. The air basin is either attainment or unclassified for other ambient standards. The San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) is responsible for establishing and enforcing local air quality rules and regulations that address the requirements of federal and state air quality laws.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The SJVUAPCD has established the following standards of significance (SJVUAPCD, 1998). A Project is considered to have significant impacts on air quality if:

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- 1) A Project results in new direct or indirect emissions of ozone precursors (ROG or NO_x) in excess of 10 tons per year.
- 2) Any Project with the potential to frequently expose members of the public to objectionable odors will be deemed to have a significant impact.
- 3) Any Project with the potential to expose sensitive receptors (including residential areas) or the general public to substantial levels of toxic air contaminants would be deemed to have a potentially significant impact.
- 4) A Project produces a PM₁₀ emission of 15 tons per year (82 pounds per day).

While the SJVUAPCD CEQA guidance recognizes that PM₁₀ is a major air quality issue in the basin, it has to date not established numerical thresholds for significance for PM₁₀. As recommended by the SJVUAPCD, the City uses a PM₁₀ emission of 15 tons per year (82 pounds per day) as a significance threshold. This emission is the SJVUAPCD threshold level at which new stationary sources requiring permits for the SJVUAPCD must provide emissions "offsets". This threshold of significance for PM₁₀ is consistent with the SJVUAPCD's ROG and NO_x thresholds of ten tons per year which are also the offset thresholds established in SJVUAPCD Rule 2201 New and Modified Stationary Source Review Rule.

The SJVUAPCD significance threshold for construction dust impacts is based on the appropriateness of construction dust controls, including compliance with its Regulation VIII fugitive PM₁₀ Prohibitions. The SJVUAPCD guidelines provide feasible control measures for construction emission of PM₁₀ beyond that required by SJVUAPCD regulations. If the appropriate construction controls are to be implemented, then air pollutant emissions for construction activities would be considered less than significant.

An accurate quantification of construction and operational emissions requires detailed site specific and design information. It is only during implementation and construction that specific bikeway projects may have a significant adverse impact on air quality. Future projects may be subject to SJVUAPCD's Regulation VII (Fugitive PM₁₀ Prohibitions), Rule 2010 (Permits Required), Rule 4102 (Nuisance), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

The BTMP is intended to encourage bicycling as a viable mode of transportation and an alternative to using the automobile. Increasing the number of persons that bike would reduce reliance on automobiles and potentially reduce vehicle miles traveled. Reducing vehicle miles traveled would reduce the amount of air pollution attributed to automobiles and have a positive effect on air quality.

Impacts from the City's urban development to air quality were previously addressed in the Clovis General Plan (4.2 Air Quality) and Loma Vista (Southeast Urban Center) Specific Plan (5.3 Air Quality) EIRs, which include mitigation measures. The Goals and Policies contained in the General Plan Air Quality Element, Circulation Element (Policy 1.4 and Goals 3 and 4), and Land Use Element (Goal 1) help reduce potential air quality impacts.

Finding

a) through e) Less Than Significant.

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------------|--|-------------------------------------|-------------------------------------|
| 3.4 BIOLOGICAL RESOURCES | | | | |
| <i>Will the proposal result in impacts to:</i> | | | | |
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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DISCUSSION

The incorporated area of Clovis and its sphere of influence contains urbanized and suburbanized areas, agricultural lands, and grazed grasslands.

Impacts from the City's urban development to biological resources were previously addressed in the Clovis General Plan (4.4 Biological Resources) and Loma Vista (Southeast Urban Center) Specific Plan (5.2 Biological Resources) EIRs, which include mitigation measures. General Plan Open Space and Conservation Element Goal 3 and Policy 3.1 help reduce any impacts to biological resources.

The proposed Project is limited to the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is intended guide the development of bikeways within the City with an ultimate goal of increasing the number of persons that bike for both utilitarian and recreational purposes. The BTMP does not include any site specific designs or detailed proposals that would enable assessment of potential impacts to biological resources that may result from its implementation. Therefore, site specific environmental review consistent with CEQA will be needed for future projects which implement the BTMP.

IMPACTS AND MITIGATION MEASURES

Standards of Significance

The Project would have a significant effect on the biological resources if it would:

- 1) Interfere substantially with the movement of any resident or migratory fish or wildlife species;
- 2) Substantially diminish habitat for fish, wildlife or plants; or
- 3) Substantially affect a rare, threatened, or endangered species of animal or plant or the habitat of the species.

CEQA Guidelines Section 15380 further provides that a plant or animal species may be treated as "rare or endangered" even if not on one of the official lists if, for example, it is likely to become endangered in the foreseeable future. This includes listed species, rare species (both Federal and California), and species that could reasonably be construed as rare.

Finding

a) through d) **Less Than Significant Impact.**

e) and f) **No Impact.**

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------------|--|-------------------------------------|-------------------------------------|
| 3.5 CULTURAL RESOURCES | | | | |
| <i>Will the proposal:</i> | | | | |
| a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION

Mitigation Measures in section 4.13.3 of the Clovis General Plan Environmental Impact Report require evaluation for archaeological, paleontological, and historical structure sensitivity. This mitigation measure resulted in the Clovis General Plan EIR exhibits 48 and 49, which identify archaeological and paleontological levels of sensitivity, and Table 56, which lists historically important sites identified by the Fresno County Library. Section 5.5 of the Loma Vista Specific Plan EIR also identifies impacts to archaeological, paleontological, and historical resources. Mitigation Measures 5.5-1 and 5.5-2 reduce any impacts in the Loma Vista area to a less than significant level.

The proposed Project is limited to the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is intended guide the development of bikeways within the City with an ultimate goal of increasing the number of persons that bike for both utilitarian and recreational purposes. The BTMP does not include any site specific designs or detailed proposals that would enable assessment of potential impacts to cultural resources that may result from its implementation. Therefore, site specific environmental review consistent with CEQA will be needed for future projects which implement the BTMP.

Future Project could lead to the disturbance of undiscovered archaeological and paleontological resources. General Plan Conservation Element Policies 7.1 and 7.2, act to

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preserve historical and archaeological resources, and mitigation measures adopted in association with the General Plan EIR and the Loma Vista Specific Plan EIR reduce potential impacts to a less than significant level.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The Project may have a significant impact on cultural resources if it causes substantial adverse changes in the significance of a historical or archaeological resource as set forth by the California Register of Historic Places and Section 106 of the National Historic Preservation Act; directly or indirectly destroys a unique paleontological resource or site or unique geologic feature; or disturbs any human remains, including those interred in formal cemeteries.

Finding

- a) No Impact.
- b) through d) Less Than Significant

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| 3.6 GEOLOGY AND SOILS | | | | |
| <i>Will the Project:</i> | | | | |
| a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i). Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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| | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

Natural Hazards

The General Plan EIR and the Loma Vista Specific Plan EIR identified no geologic hazards or unstable soil conditions known to exist in the Project area. There are several known faults that exist close enough to the Project to cause potential damage to structures or individuals. The City of Clovis has adopted the California Building Code to govern all construction within the City, further reducing potential impacts in this category by ensuring that urban development is designed to withstand seismic or other geologic hazards.

The proposed Project is limited to the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is intended guide the development of bikeways within the City with an ultimate goal of increasing the number of persons that bike for both utilitarian and recreational purposes. The BTMP does not include any site specific designs or detailed proposals that would enable assessment of potential impacts to geology and soils that may result from its implementation. Therefore, site specific environmental review consistent with CEQA will be needed for future projects which implement the BTMP.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The Project may result in significant earth impacts if it causes substantial erosion or siltation; exposes people and structures to geologic hazards or risk from faults, landslides, unstable soil conditions, etc.; or substantially alters the natural topography or a unique geological or physical feature. Grading that disturbs large amounts of land or sensitive grading areas (e.g. slopes in excess of 20 percent, intermittent drainages) may cause substantial erosion or siltation.

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Finding

a) through e) No Impact

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| 3.7 GREENHOUSE GAS EMISSIONS | | | | |
| <i>Will the proposal:</i> | | | | |
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION

Greenhouse Gas Emissions Background

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG's has been implicated as a driving force for global climate change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and anthropogenic activities which alter the composition of the global atmosphere.

Individual Projects contribute to the cumulative effects of climate change by emitting GHGs during construction and operational phases. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Carbon dioxide is the "reference gas" for climate change, meaning that emissions of GHGs are typically reported in "carbon dioxide-equivalent"

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measures. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs, with much greater heat-absorption potential than carbon dioxide, include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes.

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming, although there is uncertainty concerning the magnitude and rate of the warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.³ Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of greenhouse gases (GHG) would be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

In April 2009, the California Office of Planning and Research published proposed revisions to the California Environmental Quality Act to address GHG emissions. The amendments to CEQA indicate the following:

- Climate action plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
- Local governments are encouraged to quantify the greenhouse gas emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.
- When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies, or recommended by experts.
- New amendments include guidelines for determining methods to mitigate the effects of greenhouse gas emissions in Appendix F of the CEQA Guidelines.

³ California Air Resources Board (ARB), 2006, Climate Change website. (<http://www.arb.ca.gov/cc/120106workshop/intropres12106.pdf>).

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- OPR is clear to state that “to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation.”
- OPR’s emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
- Environmental impact reports (EIRs) must specifically consider a project’s energy use and energy efficiency potential.

On December 30, 2009, the Natural Resources Agency adopted the proposed amendments to the CEQA Guidelines in the California Code of Regulations.

In December 2009, the San Joaquin Valley Air Pollution Control District (SJVAPCD) adopted guidance for addressing GHG impacts in its *Guidance for Valley Land Use Agencies in Addressing GHG Impacts for New Projects Under CEQA*. That guidance focuses mainly on new development projects and industry and there has been a lack of guidance for capital improvement projects, such as street maintenance project, which only have construction related GHG emissions. The guidance relies on performance-based standards, otherwise known as Best Performance Standards (BPS), to assess significance of project-specific GHG emissions on global climate change during the environmental review process. Projects can reduce their GHG emission impacts to a less than significant level by implementing BPS. Projects can also demonstrate compliance with the requirements of AB 32 by demonstrating that their emissions achieve a 29% reduction below “business as usual” (BAU) levels. BAU is a projected GHG emissions inventory assuming no change in existing business practices and without considering implementation of any GHG emission reduction measures.

The proposed Project is limited to the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is intended guide the development of bikeways within the City with an ultimate goal of increasing the number of persons that bike for both utilitarian and recreational purposes. The BTMP does not include any site specific designs or detailed proposals that would enable assessment of potential impacts to climate change that may result from its implementation. Therefore, site specific environmental review consistent with CEQA will be needed for future projects which implement the BTMP.

The BTMP is intended to encourage bicycling as a viable mode of transportation and an alternative to using the automobile. Increasing the number of persons that bike would reduce reliance on automobiles and potentially reduce vehicle miles traveled. Reducing vehicle miles traveled would reduce the amount of greenhouse gas emissions attributed to automobiles and have a positive effect on greenhouse gas reduction.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The Project would have a significant impact if it generates greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or it conflicts with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

Finding

a) b) **Less Than Significant Impact.**

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|-------------------------------------|-------------------------------------|
| 3.8 HAZARDS AND HAZARDOUS MATERIALS | | | | |
| <i>Will the Project:</i> | | | | |
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Impair implementation of or physically interfere with an adopted emergency response plan or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

emergency evacuation plan?

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



DISCUSSION

The General Plan Public Safety Element Policy 2.1 was adopted to reduce the potential safety risks associated with hazardous materials and urban development. Furthermore, the General Plan EIR Safety Section instituted Mitigation Measures 1-8 that reduce potential impacts to a less than significant level by requiring buffers between potential hazards and sensitive receptors, and requiring cooperation between the City and other government regulatory agencies. The proposed Project does not involve activities related to the handling or transport of hazardous materials other than substances to be used during construction. The Project does not involve the construction or operation of hazardous material facilities.

The reader is referred to Section 3.2 (Geology/Soils) for information regarding impacts associated with geologic and seismic hazards, Section 3.3 (Water) for information regarding impacts associated with water quality and flooding, and Section 3.4 (Air Quality) regarding air quality hazards.

The proposed Project is limited to the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is intended guide the development of bikeways within the City with an ultimate goal of increasing the number of persons that bike for both utilitarian and recreational purposes. The BTMP does not include any site specific designs or detailed proposals that would enable assessment of potential impacts from hazards and hazardous materials that may result from its implementation. Therefore, site specific environmental review consistent with CEQA will be needed for future projects which implement the BTMP.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The Project may result in significant hazards if it:

- 1) Creates potential public health hazards;
- 2) Involves the use, production, disposal, or upset (accidents) of materials which pose a hazard to people in the area; interferes with emergency response plans or emergency evacuation plans; or,
- 3) Violates applicable laws intended to protect human health and safety or would expose employees to working situations that do not meet health standards.

Finding

a) and b) **Less than Significant Impact.**

c) through h) **No Impact.**

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| 3.9 HYDROLOGY AND WATER QUALITY | | | | |
| <i>Will the proposal result in:</i> | | | | |
| a. Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

| | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f. Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j. Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

Surface Water

San Joaquin River

The Project is located on the easterly side of the San Joaquin Valley floor about 30 miles east of the main trough of the Valley and about five to seven miles west of the base of the foothills of the Sierra Nevada range. The Kings River Basin lies to the south and the San Joaquin River lies to the north of the Project. The Fresno-Clovis metropolitan area is traversed by three natural stream systems. Each system consists of sub-streams that collect together to a centralized natural drainage channel. These creeks include the Redbank Slough, Fancher and Hog Creek system, the Dry and Dog Creek system, and the Pup Creek/Alluvial Drain system. These three systems convey through the Fresno-Clovis metropolitan areas and drain west into the Fresno Irrigation District (FID) canal and ultimately discharge into the San Joaquin River.

The San Joaquin River is the major surface water feature in the area and is located approximately 8 miles north/northwest of the site. The San Joaquin River basin drains 7,395 square miles, 4,320 square miles of which are in the Sierra Nevada, and 2,273 are in the San Joaquin Valley. According to the U. S. Geological Survey (USGS) flow records from 1951 to 1995, 66 percent of the average San Joaquin River flow comes from three major east-side river basins: the Merced River (15 percent), the Tuolumne River (30 percent), and the Stanislaus River (21 percent). The remaining flow in the San Joaquin River comes from the Bear Creek Basin, which includes Mud and Salt Sloughs, and small ephemeral creeks that drain from the west, including Orestimba Creek, Del Puerto Creek, and various drainage canals.

Kings River

Fresno Irrigation District holds "low flow" rights to the Kings River. While the District is entitled to water at nearly all flows, the percentage of total flow FID may divert is higher at relatively low

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

Kings River flows. Therefore, for a given percent water year, FID receives a greater entitlement if the snow pack melts slowly than if the runoff occurs rapidly.

Fresno Irrigation District has received an average annual entitlement from the Kings River of approximately 452,000 AF. The median entitlement (the minimum amount received in the half of the years with the highest entitlements or the maximum amount received in the half of the years with the lowest entitlements) is 445,000 AF. An annual entitlement of 300,000 AF has occurred or exceeded in 94 percent of the years of record.

The District's annual entitlement can vary widely for similar type water years. The widest scatter has occurred in water years with 60 percent to 70 percent of the historical mean. In this range annual entitlements have varied from 305,000 AF to 420,000 AF. This wide range of entitlement is due to the variability in precipitation and snowmelt.

FID gains entitlement on the Kings River based upon an entitlement with Clovis receiving a pro rata share of these supplies, as described in the conveyance agreement. The Kings River water supply evaluation was based upon unit entitlements in order to help quantify the range of supply that could potentially be made available to Clovis. Entitlement is determined by dividing the annual Kings River entitlement, 452,700 AF by the total district served area, 199,441 acres, which results in a unit entitlement of 2.27 AF/acre. This value is the basis for the current water delivery contract between Clovis and FID.

Groundwater

The City of Clovis is located in the Kings Subbasin of the San Joaquin Valley Groundwater Basin of the Tulare Lake hydrologic region that encompasses approximately 17,000 square miles. The Kings Subbasin covers most of Fresno County and some of Kings and Tulare counties. The total surface area of the Kings Subbasin is 976,000 acres or 1,530 square miles. The northern portion of the San Joaquin Valley drains toward the Delta by the San Joaquin River and its tributaries. The southern portion of the valley is internally drained by the Kings, Kaweah, Tule, and Kern Rivers that flow into the Tulare drainage basin.

Groundwater is the predominate supply of water for agricultural and urban users in the Tulare Lake hydrologic region and accounts for 41% of the total water supply in the hydrologic region. Water levels in most of the sub basin within the San Joaquin Valley have declined steadily as users within these basins have increased their reliance on groundwater.

Groundwater has been and continues to be a major source of water supply for Clovis as well as a majority of other cities, towns, and communities in the Central Valley. The ability of Clovis to continue to utilize groundwater as a water supply source to meet urban demand is dependent on many factors, the most important include: natural and artificial recharge; aquifer characteristics; water level trends; geologic conditions; and water quality.

The City of Clovis is located on the fringe (eastside) of a large cone of depression that underlies the Clovis/Fresno metropolitan area. As a result of this depression, water levels within the Clovis Sphere of Influence have declined, although the rate of decline has varied over the years since the 1950s. Water levels have shown the ability to stabilize and recover during wet periods of the hydrologic cycle.

The Kings Subbasin groundwater aquifer system consists of unconsolidated continental deposits including older Tertiary and Quaternary age overlain by a younger Quaternary deposit. Groundwater recharge within the Kings Subbasin occurs from river and stream seepage, deep

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

percolation of irrigation water, canal seepage, and intentional recharge. The Cities of Fresno and Clovis, Fresno County, Fresno Irrigation District, and Fresno Metropolitan Flood Control District have a cooperative effort to utilize individually owned facilities to recharge groundwater in the greater urban area. Groundwater flow within the Clovis Sphere of Influence generally moves from northeast to the southwest.

Storm Water Management

Locally, the Fresno Metropolitan Flood Control District (FMFCD) has the responsibility for storm water management within the Fresno-Clovis metropolitan area of the proposed Project site. Stormwater runoff that is generated by land development is controlled through a system of pipelines and storm drainage detention basins. The FMFCD has an adopted Storm Drainage and Flood Control Master Plan. Property within the District pays a pro-rata share of the cost of the public drainage system. All property within the boundary of the Project will be required to pay the appropriate drainage fee pursuant to the Drainage Fee Ordinance prior to the approval of a final map and/or issuance of a building fee.

Potential Hydrological and Water Quality impacts were addressed in the General Plan EIR, and goals and mitigation measures were adopted to reduce potential impacts to a less than significant level. General Plan Public Facilities Goal 5 directs the City to maintain its agreement with FMFCD. Mitigation measures in the General Plan EIR (Page 4-43) include requirements for developers to file for permits with State Water Resources Control Board to discharge runoff water to public facilities and show how pollution will be controlled. Also, the City requires a Storm Water Pollution Prevention Plan (SWPPP) with the submittal of construction plans for Projects one acre in size or greater.

Impacts from the City's urban development to hydrology and water quality were previously addressed in the Clovis General Plan (4.3 Hydrology) and Loma Vista (Southeast Urban Center) Specific Plan (5.6 Hydrology and Water Quality) EIRs, which include mitigation measures. General Plan Public Facilities Element goals and polices also helps reduce any impacts to hydrology and water quality.

The proposed Project is limited to the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is intended guide the development of bikeways within the City with an ultimate goal of increasing the number of persons that bike for both utilitarian and recreational purposes. The BTMP does not include any site specific designs or detailed proposals that would enable assessment of potential impacts to hydrology and water quality that may result from its implementation. Therefore, site specific environmental review consistent with CEQA will be needed for future projects which implement the BTMP.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The proposed Project may result in significant impacts if it would violate any water quality standards or waste discharge requirements; substantially deplete groundwater supplies or interfere substantially with ground water recharge; substantially alter the existing drainage pattern if the site; substantially increase the rate or amount of surface runoff; exceed the existing or planned storm water drainage system; provide substantial additional sources of polluted runoff; degrade water quality; place housing or structures within a 100-year flood hazard area; expose people or structures to risks of flooding; and inundation from seiche, tsunami, or mudflow.

Finding

a) through j) **No Impact**

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| 3.10 LAND USE AND PLANNING | | | | |
| <i>Will the proposal:</i> | | | | |
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but no limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

The Project is consistent and implements the goals and policies of the General Plan.

Impacts from the City's urban development to land use and planning were previously addressed in the Clovis General Plan (4.6 Planning) and Loma Vista (Southeast Urban Center) Specific Plan (5.7 Land Use and Planning) EIRs, which include mitigation measures. General Plan Public Land Use Element goals and polices also helps reduce any impacts to land use and planning.

The proposed Project is limited to the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is intended guide the development of bikeways within the City with an ultimate goal of increasing the number of persons that bike for both utilitarian and recreational purposes. The BTMP does not include any site specific designs or detailed proposals that would enable assessment of potential impacts to land use and planning that may result from its implementation. Therefore, site specific environmental review consistent with CEQA will be needed for future projects which implement the BTMP.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The proposed Project may result in significant impacts if it physically divides an established community, conflicts with existing off-site land uses, causes substantial adverse change in the types or intensity of existing or planned land use patterns, or conflicts with any applicable City land use plan, policy or regulation.

Finding

a) through c) No Impact.

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| 3.11 MINERAL RESOURCES | | | | |
| <i>Will the proposal:</i> | | | | |
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

The Clovis General Plan states, "The Clovis Project area does not contain those mineral resources that require managed production, according to the State Mining and Geology Board" (General Plan, Page 6-8).

Project implementation would not use or extract any mineral resources and would not restrict access to known mineral resource areas. Therefore, the Project would have no impact on mineral resources.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The Project would create significant impacts if it results in the loss of availability of a known mineral resource with future value.

Finding

a) b) **No Impact.**

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| 3.12 NOISE | | | | |
| <i>Will the proposal result in:</i> | | | | |
| a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

| | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f. For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

DISCUSSION

The ambient noise environment in the Project area is defined primarily by local traffic. The Clovis General Plan Noise Element sets forth land use compatibility criteria for various community noise levels. The Clovis General Plan sets residential noise standards at 60 CNEL.

Impacts from the City's urban development from noise were previously addressed in the Clovis General Plan (4.5 Noise) and Loma Vista (Southeast Urban Center) Specific Plan (5.8 Noise) EIRs, which include mitigation measures. General Plan Noise Element Goal 1, Goal 2, Goal 4, Goal 5, and the associated policies help reduce any noise impacts. Circulation Element Policy 1.5 also helps reduce noise related impacts.

Construction would result in temporary construction-related noise impacts. These impacts would be short-term in nature and only occur for a limited duration. Existing Measure 1: Measures to Minimize Effects of Construction-Related Noise also help to reduce any potential noise impacts to surrounding uses.

The proposed Project is limited to the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is intended guide the development of bikeways within the City with an ultimate goal of increasing the number of persons that bike for both utilitarian and recreational purposes. The BTMP does not include any site specific designs or detailed proposals that would enable assessment of potential impacts resulting from noise that may result from its implementation. Therefore, site specific environmental review consistent with CEQA will be needed for future projects which implement the BTMP.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

CEQA guidelines and the City of Clovis General Plan Noise Element have been used to establish impact standards for this section. Implementation of the Project would result in significant noise impacts if the Project would result in the following:

- 1) Exposure of persons to or generation of noise levels in excess of standards established in the City of Clovis General Plan.

Finding

a) though e) **Less than Significant Impact.**

f) **No Impact.**

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|------------------------------------|-------------------------------------|
| 3.13 POPULATION AND HOUSING | | | | |
| <i>Would the Project:</i> | | | | |
| a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

Impacts from the City's urban development to population and housing were previously addressed in the Clovis General Plan (4.9 Population/Housing/Employment). General Plan Land Use Element and Housing Element goals and polices also helps reduce any impacts to population and housing.

The proposed Project is not anticipated to generate or result in increased population or an increased demand for housing. The proposed Project is limited to the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is intended guide the development of bikeways within the City with an ultimate goal of increasing the number of persons that bike for both utilitarian and recreational purposes. The BTMP does not include any site specific designs or detailed proposals that would enable assessment of potential impacts to population and housing that may result from its implementation. Therefore, site specific environmental review consistent with CEQA will be needed for future projects which implement the BTMP.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The Project may result in significant impacts if it induces substantial growth, displaces a large number of people, or contributes to a job-housing imbalance.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

Finding

a) through c) No Impact.

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| 3.14 PUBLIC SERVICES | | | | |
| Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| a. Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

Impacts from the City's urban development to public services were previously addressed in the Clovis General Plan (4.11 Public Services) and Loma Vista (Southeast Urban Center) Specific Plan (5.10 Public Services and Utilities) EIRs, which include mitigation measures. General Plan Public Facilities Element goals and polices also helps reduce any impacts to public services.

The proposed Project is limited to the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is intended guide the development of bikeways within the City with an ultimate goal of increasing the number of persons that bike for both utilitarian and recreational purposes. The BTMP does not include any site specific designs or detailed proposals that would enable assessment of potential impacts to public services that may result from its implementation. Therefore, site specific environmental review consistent with CEQA will be needed for future projects which implement the BTMP.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The Project may result in significant public service impacts if it substantially and adversely alters the delivery or provision of fire protection, police protection, schools, facilities maintenance, and other governmental services.

Finding

a) through e) No Impact

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| 3.15 RECREATION | | | | |
| <i>Will the proposal:</i> | | | | |
| a. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Does the Project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION

Impacts from the City's urban development to recreation were previously addressed in the Clovis General Plan (4.14 Parks/Recreation/Trails) and Loma Vista (Southeast Urban Center) Specific Plan (5.11 Recreation) EIRs, which include mitigation measures. General Plan Open Space/Conservation Element goals and polices also help reduce any impacts to recreational resources.

The proposed Project is limited to the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is intended guide the development of bikeways within the City with an ultimate goal of increasing the number of persons that bike for both utilitarian and recreational purposes. The BTMP does not include any site specific designs or detailed proposals that would

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

enable assessment of potential impacts to recreational facilities or their construction. Therefore, site specific environmental review consistent with CEQA will be needed for future projects which implement the BTMP.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The Project may create significant impacts if it creates demand for new expanded parks and recreation facilities, or substantially affects existing recreational opportunities.

Finding

a) and b) **Less Than Significant Impact**

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|-------------------------------------|--------------------------|
| 3.16 TRANSPORTATION/CIRCULATION | | | | |
| <i>Will the proposal result in:</i> | | | | |
| a. Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designed in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

DISCUSSION

The Project is consistent with and implements the General Plan Circulation Element.

Impacts from the City's urban development to utilities and service systems were previously addressed in the Clovis General Plan (4.10 Transportation/Circulation) and Loma Vista (Southeast Urban Center) Specific Plan (5.14 Traffic and Circulation) EIRs, which include mitigation measures. General Plan Circulation Element goals and polices also helps reduce any impacts to transportation and circulation.

The proposed Project is limited to the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is intended guide the development of bikeways within the City with an ultimate goal of increasing the number of persons that bike for both utilitarian and recreational purposes. The BTMP does not include any site specific designs or detailed proposals that would enable assessment of potential impacts to transportation and circulation that may result from its implementation. Therefore, site specific environmental review consistent with CEQA will be needed for future projects which implement the BTMP.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The Project may result in significant transportation/circulation impacts if it:

- 1) Causes an increase in traffic which is substantial in relation to the existing traffic loads and capacity of the road system that are inconsistent with adopted standards;
- 2) Creates traffic conditions which expose people to traffic hazards;
- 3) Substantially interferes or prevents emergency access to the site or surrounding properties;
- 4) Conflicts with adopted policies or plans for alternative transportation.

Finding

a) through f) **Less Than Significant Impact.**

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|------------------------------------|-------------------------------------|
| 3.17 UTILITIES AND SERVICE SYSTEMS | | | | |
| <i>Will the proposal:</i> | | | | |
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

Pacific Gas & Electric (PG&E) provides electricity and natural gas services in the City of Clovis. AT&T/SBC provides telephone service to the City.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

The City's water supply sources include groundwater drawn from the Kings Subbasin of the San Joaquin Valley Groundwater Basin and treated surface water from the Fresno Irrigation District (MID). Surface water is treated at the City of Clovis Surface Water Treatment Facility.

The City of Clovis provides sewer collection service to its residents and businesses. Treatment of wastewater occurs at the Fresno-Clovis Regional Wastewater Treatment Plant (RWTP). The Fresno-Clovis RWTP is operated and maintained by the City of Fresno and operates under a waste discharge requirement issued by the Central Valley Regional Water Quality Control Board. Additionally, the City of Clovis has completed a 2.8 mgd wastewater treatment/water reuse facility, which will service the City's new growth areas.

The Fresno Metropolitan Flood Control District (FMFCD) has the responsibility for storm water management within the Fresno-Clovis metropolitan area of the Project site. Stormwater runoff that is generated by land development is controlled through a system of pipelines and storm drainage detention basins.

Impacts from the City's urban development to utilities and service systems were previously addressed in the Clovis General Plan (4.11 Public Services) and Loma Vista (Southeast Urban Center) Specific Plan (5.10 Public Services and Utilities) EIRs, which include mitigation measures. General Plan Public Facilities Element goals and polices also helps reduce any impacts to utilities and service systems.

The proposed Project is limited to the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is intended guide the development of bikeways within the City with an ultimate goal of increasing the number of persons that bike for both utilitarian and recreational purposes. The BTMP does not include any site specific designs or detailed proposals that would enable assessment of potential impacts to utilities and service systems that may result from its implementation. Therefore, site specific environmental review consistent with CEQA will be needed for future projects which implement the BTMP.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

As identified in the checklist above, the Project may result in significant impacts on utilities and service systems if it substantially and adversely alters the delivery of utilities or substantially increases the demand for utilities.

Finding

a) through g) No Impact.

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| 3.18 MANDATORY FINDINGS OF SIGNIFICANCE | | | | |
| a. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION

The proposed Project is limited to the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is intended guide the development of bikeways within the City with an ultimate goal of increasing the number of persons that bike for both utilitarian and recreational purposes. The BTMP does not include any site specific designs or detailed proposals that would enable a complete environmental assessment of potential impacts that may result from its implementation. Therefore, site specific environmental review consistent with CEQA will be needed for future projects which implement the BTMP.

Finding

a) through c) Less Than Significant Impact

4.0 DETERMINATION

4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist and corresponding discussion in this Initial Study.

The environmental factors checked below would be potentially affected by this project. None of these factors represents a "Potentially Significant Impact" as indicated by this Initial Study.

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

4.2 DETERMINATION FINDINGS

According to the analysis in this Initial Study, based on substantial evidence in the public record, the City of Clovis finds:

- The proposed Project could not have a significant effect on the environment, and a negative declaration will be prepared and attached as Appendix "B."

Signature _____

Date: February 4, 2011

APPENDIX A

Draft Clovis Bicycle Transportation Master Plan

The BTMP establishes goals, polices, implementation actions, and priorities for the development of bicycle facilities in the City. The Draft Clovis Bicycle Transportation Master Plan is available for download at: <http://www.cityofclovis.com>

APPENDIX B



*City of Clovis
Planning and Development
Services
1033 Fifth Street
Clovis CA 93612*

For County Clerk Stamp

DRAFT NEGATIVE DECLARATION

Proposed: February 4, 2011

Filed with: County Clerk and the State Clearinghouse

Agency File No: EA2011-02

Finding: The City of Clovis has determined that the project described below will not have a significant effect on the environment and therefore the preparation of an Environmental Impact Report is not required.

Lead Agency: City of Clovis is the Lead Agency for this project.

Project Title: Clovis Bicycle Transportation Master Plan

Project Location: City-wide

Project Description: The proposed project is the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is a comprehensive update of the existing Clovis Bicycle Master Plan adopted in 2003. The BTMP establishes goals, policies, implementation actions, and priorities for the development of bicycle facilities in the City.

Environmental Assessment: The Initial Study for this project is available for review at the City of Clovis, Planning and Development Services Department, 1033 Fifth Street, Clovis, CA.

Justification for Negative Declaration: The City of Clovis has completed the preparation of an Initial Study for the project described above. The Initial Study did not identify any potentially significant environmental effects that would result from the proposed activity. Accordingly, approval of a Negative Declaration for the project is recommended. The City finds that the proposed activity can be adequately served by City public services. It will not have a negative aesthetic effect, will not affect any rare or endangered species of plant or animal or the habitat of such species, nor interfere with the movement of any resident or migratory fish or wildlife species. It will not adversely affect water quality, contaminate public water supplies, or cause substantial flooding, erosion, or siltation. It will not have a significant effect on air quality, climate change, transportation or circulation systems, noise, light and glare, and land use. No significant cumulative impacts will occur from this project.

Contact Person: Ryan C. Burnett, AICP, Engineering Division Phone: (559) 324-2336

Signature: _____

Date: February 4, 2011



City of Clovis
Department of Planning and
Development Services
CITY HALL · 1033 FIFTH STREET
CLOVIS, CA 93612

FILED

MAY 27 2011

FRESNO COUNTY CLERK
 By *[Signature]*

E201110000134

For County Clerk Stamp

NOTICE OF DETERMINATION

County Clerk
 P.O. Box 1628
 Fresno, CA 93717

Office of Planning and Research
 1400 Tenth Street, Room 121
 Sacramento, CA 95814

Project Title: EA2011-02- Clovis Bicycle Transportation Master Plan

SCIT # 2003101080

Lead Agency: City of Clovis

Project Location: City-wide

Project Description: The proposed project is the adoption of the Clovis Bicycle Transportation Master Plan (BTMP). The BTMP is a comprehensive update of the existing Clovis Bicycle Master Plan adopted in 2003. The BTMP establishes goals, policies, implementation actions, and priorities for the development of bicycle facilities in the City.

Environmental Review: The City prepared an Initial Study and Negative Declaration for the Project in compliance with the California Environmental Quality Act ("CEQA").

City Action: This is to advise that on May 16, 2011, the City Council approved the above described Project and made the following determinations:

1. The Project will not have a potentially significant effect on the environment.
2. A Negative Declaration was prepared for the Project pursuant to the provisions of CEQA.
3. Mitigation Measures were not made a condition of approval of the Project.
4. A Mitigation Reporting and Monitoring Plan was not prepared and adopted for this Project.
5. A Statement of Overriding Considerations was not adopted for this project.
6. Findings were not made pursuant to the provisions of CEQA.

This is to certify that the Initial Study and Negative Declaration with comments and responses and record of Project approvals is available to the general public for review at the Clovis Planning and Development Services Department at the address listed above.

Contact Person: Ryan C. Burnett, AICP, Engineering Division
Phone: (559) 324-2336

Signature: *[Signature]*

Date: May 27, 2011

E201110000134



**City of Clovis
Planning and Development
Services
1033 Fifth Street
Clovis CA 93612**

FILED

MAY 27 2011

FRESNO COUNTY CLERK
By *[Signature]* DEPUTY
E201110000134
For County Clerk Stamp

FINAL NEGATIVE DECLARATION

Proposed: February 4, 2011

Approved: May 16, 2011

Filed with: County Clerk and the State Clearinghouse

Agency File No: EA2011-02

Finding: The City of Clovis has determined that the project described below will not have a significant effect on the environment and therefore the preparation of an Environmental Impact Report is not required.

Lead Agency: City of Clovis is the Lead Agency for this project.

Project Title: Clovis Bicycle Transportation Master Plan

Project Location: City-wide

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Contact Person: Ryan C. Burnett, AICP, Engineering Division Phone: (559) 324-2336

Signature: *[Signature]*

Date: May 27, 2011

E20111000013