

NOTICE OF PREPARATION AND INITIAL STUDY

FOR THE

2014 CLOVIS GENERAL PLAN CIRCULATION ELEMENT UPDATE

(State Clearinghouse No. 2012061069)

APRIL 4, 2022

Prepared for:

City of Clovis | Planning Division
1033 Fifth Street
Clovis, CA 93612
559.324.2347

Prepared by:

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
(916) 580-9818

D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



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NOTICE OF PREPARATION

TO: State Clearinghouse
State Responsible Agencies
State Trustee Agencies
Other Public Agencies
Interested Organizations

FROM: Ricky Caperton, AICP | Deputy City Planner
City of Clovis | Planning Division
1033 Fifth Street
Clovis, CA 93612
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rcaperton@cityofclovis.com

SUBJECT: Notice of Preparation – 2014 Clovis General Plan Circulation Element Update

EIR CONSULTANT

Steve McMurtry, Principal Planner
De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
Phone: (916) 580-9818

An Initial Study has been prepared for the proposed project and is attached to this Notice of Preparation (NOP). The Initial Study lists those issues that will require detailed analysis and technical studies that will need to be evaluated and/or prepared as part of the Environmental Impact Report (EIR). The EIR will consider potential environmental effects of the proposed project to determine the level of significance of the environmental effect, and will analyze these potential effects to the detail necessary to make a determination on the level of significance.

Those environmental issues that have been determined to be less than significant will have a discussion that is limited to a brief explanation of why those effects are not considered potentially significant. In addition, the EIR may also consider those environmental issues which are raised by responsible agencies, trustee agencies, and members of the public or related agencies during the NOP process.

We need to know the views of your agency or organization as to the scope and content of the environmental information germane to your agency's statutory responsibilities or of interest to your organization in connection with the proposed project. Specifically, we are requesting the following:

1. If you are a public agency, state whether your agency will be a responsible or trustee agency for the proposed project and list the permits or approvals from your agency that will be required for the project and its future actions;
2. Identify significant environmental effects and mitigation measures that you believe need to be explored in the EIR with supporting discussion of why you believe these effects may be significant;

3. Describe special studies and other information that you believe are necessary for the City to analyze the significant environmental effects, alternatives, and mitigation measures you have identified;
4. For public agencies that provide infrastructure and public services, identify any facilities that must be provided (both on- and off-site) to provide services to the proposed project;
5. Indicate whether a member(s) from your agency would like to attend a scoping workshop/meeting for public agencies to discuss the scope and content of the EIR's environmental information; and
6. Provide the name, title, and telephone number of the contact person from your agency or organization that we can contact regarding your comments.

Due to the time limits mandated by State law, your response must be sent and received by the City of Clovis by the following deadlines:

- For responsible agencies, not later than 30 days after you receive this notice.
- For all other agencies and organizations, not later than 30 days following the publication of this Notice of Preparation. The 30-day review period begins Monday, April 4, 2022 and ends on Wednesday, May 4, 2022.

If we do not receive a response from your agency or organization, we will presume that your agency or organization has no response to make.

A responsible agency, trustee agency, or other public agency may request a meeting with the City or its representatives in accordance with Section 15082(c) of the CEQA Guidelines. A public scoping meeting and neighborhood meeting will be held during the public review period as follows:

Scoping Meeting: A scoping meeting will be held in-person at the City of Clovis Council Chamber, located at 1033 Fifth Street, Clovis, CA 93612 on Wednesday, April 27, 2022 from 5:30 p.m. to 6:30 p.m. If you have any questions, please contact Ricky Caperton, AICP, Deputy City Planner, at rcaperton@cityofclovis.com. If you prefer to attend virtually, you can either enter this link (<https://bit.ly/3Do2pwT>) into your web browser prior to the start of the meeting or dial in by phone (no video) at 1-844-992-4726 Access Code: 2486 738 6617.

Please send your response to Ricky Caperton, AICP, Deputy City Planner at the City of Clovis | Planning Division, 1033 Fifth Street, Clovis, CA 93612. If you have any questions, please contact Ricky Caperton, AICP, Deputy City Planner at 559.324.2347 or via email at: rcaperton@cityofclovis.com.

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INITIAL STUDY CHECKLIST

PROJECT TITLE

2014 Clovis General Plan Circulation Element Update (SCH 2012061069)

LEAD AGENCY NAME AND ADDRESS

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

CONTACT PERSON

Ricky Caperton, AICP | Deputy City Planner
City of Clovis | Planning Division
1033 Fifth Street
Clovis, CA 93612
559.324.2347
rcaperton@cityofclovis.com

PROJECT LOCATION AND SETTING

The City of Clovis (City) is in the central portion of Fresno County, approximately 6.5 miles northeast of the City of Fresno downtown area. The City is surrounded by portions of unincorporated Fresno County to the north, east, and south and by the City of Fresno to the west and southwest.

The City, its sphere of influence (SOI), and specific areas beyond the City and its SOI (non-SOI Plan Area) are defined and referred to herein as the Plan Area. At the local level, the Plan Area is generally bounded by Copper Avenue on the north, Willow Avenue on the west, Academy Avenue on the east, and Shields Avenue on the south. State Route 168 (SR-168) bisects the City from the southwest to the northeast.

PROJECT BACKGROUND

TRANSPORTATION PLANNING CHANGES

Senate Bill (SB) 743, passed in 2013, resulted in several statewide California Environmental Quality Act (CEQA) changes. It required the California Governor's Office of Planning and Research (OPR) to establish new metrics for determining the significance of transportation impacts of projects within transit priority areas (TPAs) and allows OPR to extend use of the metrics beyond TPAs. TPA means "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a transportation improvement program adopted to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations."

OPR selected Vehicle Miles Traveled (VMT) as the required transportation impact metric and applied their discretion to require its use statewide for determining potential CEQA impacts related to traffic. This legislation also established that aesthetic and parking effects of a residential, mixed-use residential, or employment center projects on an infill site within a TPA are not significant impacts on the environment. The revised CEQA Guidelines that implement this

legislation became effective on December 28, 2018, and state that vehicle Level of Service (LOS) and similar measures related to delay shall not be used as the sole basis for determining the significance of transportation impacts for land use projects. As of July 1, 2020, this requirement applied statewide.

The OPR “Technical Advisory on Evaluating Transportation Impacts in CEQA” (December 2018) includes specifications for VMT methodology and recommendations for significance thresholds, screening of project that may be presumed to have less than significant impacts, and mitigation. OPR’s screening criteria includes the following categories: small projects, projects near transit stations, affordable residential development, redevelopment projects, and local serving retail. For each category, OPR provides recommended screening analysis methods and metrics to consider. It is noted that the OPR screening criteria is a recommendation by OPR, and is generally used as guidance from OPR in the absence of specific screening criteria established by a local jurisdiction. The proposed Project, includes the City of Clovis developing their own specific screening criteria, which has similarities to the OPR recommendations, but is specifically tailored to Clovis.

CITY GUIDELINES AND POLICY CHANGES

Interim Transportation Impact Analysis Guidelines

In response to SB 743, the City of Clovis initiated efforts to establish a framework for analyzing transportation impacts that was both consistent with the State’s mandates, and City policy. This effort led to the development of the Interim Transportation Impact Analysis Guidelines (adopted July 20, 2020, Resolution 20-93), which provides guidance to City staff, applicants, and consultants on the requirements to evaluate transportation impacts for projects in the city for the purpose of determining impacts under the California Environmental Quality Act (CEQA). The Interim Transportation Impact Analysis Guidelines are intended to:

- promote conformance with applicable City and State regulations;
- provide evaluation consistent with CEQA;
- ensure consistency in preparation of studies by applicants and consultants; and
- provide predictability in content for City staff and the public in reviewing studies.

The guidelines are intended to be comprehensive, however, not all aspects of every transportation analysis can be addressed within this framework and the City staff reserves the right to use its judgement to request exemptions and/or to modify requirements for specific projects at the time of the review application.

Project Screening

The Clovis TIA Guidelines provide the following five screening criteria to determine if a project will require a detailed VMT analysis:

1. Small projects
2. Provision of affordable housing
3. Local-serving retail
4. Project located in a High-Quality Transit Area (HQTA)
5. Project located in low VMT area

Small Projects

Projects that generate or attract fewer than 500 vehicle trips per day are presumed to cause a less-than-significant VMT impact. Projects that typically generate 500 vehicle daily trips are shown in Table 2.0-1.

TABLE 2.0-1: SAMPLE SMALL PROJECTS (LESS THAN 500 DAILY TRIPS)

LAND USE TYPE	NUMBER OF UNITS/SQUARE FEET
Single Family Residential	53 Dwelling Units
Townhome/Attached Residential	68 Dwelling Units
Retail	13,250 SF
Light Industrial	100,800 SF

NOTE: CALCULATED TRIP RATES FROM THE ITE TRIP GENERATION MANUAL, 10TH EDITION.

Affordable Housing

Affordable housing is designated as housing for sale or for rent below market rate. Residential projects in high quality transit areas with a high proportion of affordable housing are presumed to have a less-than-significant transportation impact. Projects can only be screened out if they are located in an area supported by a quality walking and biking network with nearby retail and employment opportunities. If a project contains less than 100 percent affordable housing, the portion that is affordable should be screened out of a detailed VMT analysis.

Local-Serving Retail and Public Facilities

Projects that are local-serving retail with 100,000 square feet gross floor area or less are presumed to have a less-than-significant impact. This applies to the entirety of a retail project; for a mixed-use project, this screening criteria should be applied to the retail/commercial component separately to determine if that portion of the project screens out of a detailed VMT analysis.

The determination of local-serving retail is based on location, the characteristics of the project and the vicinity of the site, as well as the envisioned goods and services the retail development would provide. Generally, local-serving retail primarily provides goods and services that most people need on a regular basis and be located close to where people live. Groceries, medicines, fast food and casual restaurants, fitness and beauty services are typical goods and services provided by local-serving retail centers.

The City may require that a project applicant provide a market analysis to demonstrate that the project meets the characteristics of a local-serving retail development based on the goods and services provided relative to the geographic location, the customer base, and other nearby retail uses.

Public services (e.g., police, fire stations, public utilities, neighborhood parks¹) do not generally generate substantial amounts of trips and VMT. Instead, these land uses are often built to support other nearby land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT. However, this presumption would not apply if the

¹ For the purpose of conducting VMT analyses, neighborhood parks are defined as typically including playground equipment, playfields, and picnic facilities; ranging in size of up to 30 acres; and serving as social and recreational focal points for neighborhoods.

project is sited in a location that requires employees or visitors to travel substantial distances and may require a detailed VMT analysis.

High-Quality Transit Area (HQTA)

Projects that are located in a high-quality transit area would not require a detailed VMT analysis. However, this presumption does not apply if the project:

- has a floor area ratio (FAR) of less than 0.75;
- includes substantially more parking for use by residents, customers, or employees of the project than required by the City (per Section 9.32.040 of the Municipal Code) such that it discourages use of alternative modes (transit, biking, walking) by promoting auto ownership and making driving very convenient;
- is inconsistent with the applicable Fresno Council of Governments (Fresno COG) Sustainable Communities Strategy (SCS), as determined by the City; or
- replaces affordable residential units with a smaller number of moderate- or high-income residential units.

A map of the existing High-Quality Transit Areas in the city is provided in Attachment A of the TIA Guidelines.

Project Located in Low VMT Areas

Residential and employment projects that are proposed in areas that generate VMT below adopted City thresholds are presumed to have a less-than-significant VMT impact and thus can be screened out. The City provides screening maps based on transportation analysis zones (TAZs) and results from the Fresno COG travel model. The following types of projects may be screened out of detailed VMT analysis using these criteria:

- Residential projects proposed in TAZs with total daily resident-based VMT per capita that is 13 percent less than the existing average baseline level for Fresno County
- Office or the employment portions of other non-residential uses with total daily employee-based VMT per employee that is 13 percent less than the existing average baseline level for Fresno County

The TAZs that fall into these categories are shown in green in the maps provided in Attachment B of the TIA Guidelines.

Consistency with RTP/SCS

If a proposed project is inconsistent with the adopted Fresno COG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the City will evaluate whether that inconsistency may result in a significant impact on transportation. Therefore, projects that are inconsistent with the RTP/SCS would not qualify for screening out of a detailed VMT analysis.

Circulation Element Update

The Clovis City Council adopted the Clovis General Plan on August 25, 2014. Included in the General Plan is the Circulation Element, which determines the transportation system necessary to accommodate the planned land use and development. The Circulation Element identifies the general location and extent of existing and proposed major transportation facilities, including major thoroughfares, transportation routes, terminals, and other local public utilities and

facilities. The goals and policies in this element are closely correlated with the Land Use Element and are intended to provide a balance between the City's future growth and land use development, roadway size, traffic service levels, and community character.

As the City of Clovis developed the Interim Transportation Impact Analysis Guidelines in response to the requirements of SB 743, it became evident that the City's Circulation Element needed to be updated to be in alignment with the State's mandates, and the Interim Transportation Impact Analysis Guidelines. City staff then embarked on an update to the Circulation Element, which focuses on policy language additions that are aimed at reducing VMT by way of a variety of planning mechanisms.

PROJECT OBJECTIVES

The following objectives were established for the Proposed Project:

- Update City Policy in the Circulation Element to meet the mandates of State law related to conformance with SB 743.
- Establish Transportation Impact Analysis Guidelines to meet the requirements of State law.
- Updates to City Policy and Guidelines should not obstruct and prevent the City from growing in accordance with the City's existing plans for growth.

PROJECT DESCRIPTION

FOCUSED UPDATE

The City of Clovis is preparing a focused update to its existing General Plan. The proposed Project concentrates on policy changes to the Circulation Element only, and does not change any other Element of the General Plan. The proposed Project also includes adoption of the Transportation Impact Analysis Guidelines, which are supportive of the Circulation Element.

The focused General Plan Update does not affect land uses or development patterns, and does not result in any physical development. The key components of the focused General Plan Update include revisions to the goals and policies in the Circulation Element. The following presents the proposed changes in a track change form.

GOALS AND POLICIES

OVERARCHING GOAL: A comprehensive and well-maintained multimodal circulation system that provides for the safe and efficient movement of people and goods, as well as encourages reductions in Vehicle Miles Traveled (VMT) through well-planned pedestrian connections and improved connectivity.

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

Policy 1.1 **Multimodal network.** The city shall plan, design, operate, and maintain the transportation network to promote safe and convenient travel for all users: pedestrians, bicyclists, transit riders, freight, and motorists.

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

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

- Policy 2.1 **Level of service.** The following is the City's level of service (LOS) standards:
- A. Achieve LOS D vehicle traffic operations during the a.m. and p.m. peak hours
 - B. Allow exceptions on a case-by-case basis where lower levels of service would result in other public benefits, such as:
 - i. Preserving agriculture or open space land
 - ii. Preserving the rural/historic character of a neighborhood
 - iii. Preserving or creating a pedestrian-friendly environment in Old Town or mixed-use village districts
 - iv. Avoiding adverse impacts to pedestrians, cyclists, and mass transit riders
 - v. Where right-of-way constraints would make capacity expansion infeasible
- Policy 2.2 **Multimodal LOS.** Monitor the evolution of multimodal level of service (MMLOS) standards. The city may adopt MMLOS standards when appropriate.
- Policy 2.3 **Fair share costs.** New development shall pay its fair share of the cost for circulation improvements in accordance with the city's traffic fee mitigation program.
- Policy 2.4 **Right-of-way dedication.** The city may require right-of-way dedication essential to the circulation system in conjunction with any development or annexation. The City shall request the County of Fresno to apply the same requirements in the Clovis planning area.

- Policy 2.5 **Regional and state roadway funding.** Coordinate with the County of Fresno, City of Fresno, Fresno Council of Governments, and Caltrans to fund roadway improvements adjacent to and within the City's Planning Area.
- Policy 2.6 **Vehicle Miles Traveled.** Development projects shall comply with the City's VMT Transportation Analysis Guidelines and provide the appropriate VMT mitigation measures as determined through the analysis.
- Policy 2.7 **VMT Mitigation Fee Program.** Evaluate the feasibility of a VMT mitigation fee program and explore opportunities for establishing an in-lieu mitigation fee to offset VMT impacts from development.
- Policy 2.8 **Partner with local agencies and stakeholders.** Partner with other local and regional agencies and stakeholders to explore VMT mitigation measures at the regional scale.

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

- Policy 3.1 **Traffic calming.** Employ traffic-calming measures in new developments and existing neighborhoods to control traffic speeds and maintain safety.
- Policy 3.2 **Neighborhood compatibility.** Periodically review and update design standards to ensure that new and redesigned streets are compatible with the context of adjacent neighborhoods.
- Policy 3.3 **Old Town and mixed use village centers.** Transportation decisions on local streets in Old Town and mixed-use village centers shall prioritize pedestrians, then bicyclists, then mass transit, then motorists.
- Policy 3.4 **Road diets.** Minimize roadway width as feasible to serve adjacent neighborhoods while maintaining sufficient space for public safety services.
- Policy 3.5 **Roadway widening.** Only consider street widening or intersection expansions after considering multimodal alternative improvements to non-automotive facilities.
- Policy 3.6 **Soundwalls.** Design roadway networks to disperse traffic to minimize traffic levels. Discourage soundwalls along new collector and local streets when feasible.
- Policy 3.7 **Conflict points.** Minimize the number of and enhance safety at vehicular, pedestrian, and bicycle conflict points.
- Policy 3.8 **Access management.** Minimize access points and curb cuts along arterials and prohibit them within 200 feet of an intersection where possible. Eliminate and/or consolidate driveways when new development occurs or when traffic operation or safety warrants.
- Policy 3.9 **Park-once.** Encourage "park-once" designs where convenient, centralized public parking areas are accompanied by safe, visible, and well-marked access to sidewalks and businesses.

Policy 3.10 **Pedestrian access and circulation.** Entrances at signalized intersections should provide sidewalks on both sides of the entrance that connect to an internal pedestrian pathway to businesses and throughout nonresidential parking lots larger than 50 spaces.

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

Policy 3.12 **Residential orientation.** Where feasible, residential development should face local and collector streets to increase visibility and safety of travelers along the streets, and encourage pedestrian and bicycle access.

Goal 4: A well-planned and maintained pedestrian circulation network that promotes increased use of the City's bicycle, transit, and pedestrian facilities in order to reduce commuting by single-occupancy vehicles whenever possible .

Policy 4.1 **Bike and transit backbone.** The bicycle and transit system should connect Shaw Avenue, Old Town, the Medical Center/R&T Park, and the three Urban Centers.

Policy 4.2 **Priority for new bicycle facilities.** Prioritize investments in the backbone system over other bicycle improvements.

Policy 4.3 **Freeway crossings.** Require separate bicycle and pedestrian crossings for new freeway extensions and encourage separate crossings where Class I facilities are planned to cross existing freeways.

Policy 4.4 **Bicycles and transit.** Coordinate with transit agencies to integrate bicycle access and storage into transit vehicles, bus stops, and activity centers.

Policy 4.5 **Transit stops.** Improve and maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to motorists.

Policy 4.6 **Transit priority corridors.** Prioritize investments for, and transit services and facilities along the transit priority corridors.

Policy 4.7 **Bus rapid transit.** Plan for bus rapid transit and transit-only lanes on transit priority corridors as future ridership levels increase.

Goal 5: A complete system of trails and pathways accessible to all residents focusing on connectivity between adjacent neighborhoods, parks, trails, and goods and services.

Policy 5.1 **Complete street amenities.** Upgrade existing streets and design new streets to include complete street amenities, prioritizing improvements to bicycle and pedestrian connectivity or safety, consistent with the Bicycle Transportation Master Plan and other master plans.

Policy 5.2 **Development-funded facilities.** Require development to fund and construct facilities as shown in the Active Transportation Plan when facilities are in or adjacent to the development.

Policy 5.3 **Pathways.** Encourage pathways and other pedestrian amenities in Urban Centers and new development 10 acres or larger.

Policy 5.4 **Homeowner associations.** The city may require homeowner associations to maintain pathways and other bicycle and pedestrian facilities within the homeowner association area.

Policy 5.5 **Pedestrian access.** Require sidewalks, paths, and crosswalks to provide access to schools, parks, and other activity centers and to provide general pedestrian connectivity throughout the city.

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

Policy 6.1 **Truck routes.** Plan and designate truck routes that minimize truck traffic through or near residential areas.

Policy 6.2 **Land use.** Place industrial and warehousing businesses near freeways and truck routes to minimize truck traffic through or near residential areas.

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

Policy 7.1 **Clovis Avenue extension.** Invest in the extension of Clovis Avenue north to Copper Avenue as funding is available.

Policy 7.2 **Right-of-way for future extensions.** Coordinate with Fresno County, the Fresno Council of Governments, and Caltrans to preserve future right-of-way for extending Clovis Avenue north of Copper Avenue to Auberry Road and future State Route 65.

Policy 7.3 **San Joaquin River crossing.** Collaborate with the Fresno Council of Governments and appropriate agencies to secure a San Joaquin River crossing between State Route 41 and North Fork Road.

Goal 8: Improve and enhance the circulation network in a manner that reduces VMT through improved connectivity by focusing on modes of transportation that promotes the reduction in the use of single-occupancy vehicles whenever feasible.

Policy 8.1 **Transportation Demand Management.** Develop Transportation Demand Management (TDM) measures that promote, enhance, and make available feasible alternative modes of transportation to residents, employees, and visitors.

Policy 8.2 **Transit Routes.** As development occurs in the City's growth areas, continue to evaluate transit routes to determine the most efficient methods of transporting people between residential neighborhoods and goods and services.

Policy 8.3 **Bicycle Lanes.** Partner with any local bicycle advocacy groups to improve the design, location, and functionality of bicycle lanes to encourage safe and efficient travel lanes.

- Policy 8.4 **Connectivity between residential and commercial.** Continue to explore opportunities for increased non-vehicular connectivity between new and existing residential development and commercial uses.
- Policy 8.5 **Community outreach and education.** Explore the feasibility of a community outreach and education program that promotes and highlights opportunities for safe and efficient non-vehicular modes of transportation for commuting and recreation.
- Policy 8.6 **Employer commute programs.** Work with businesses to encourage commuter programs and infrastructure that promotes alternative modes of transportation reducing the use of single-occupancy vehicles, such as additional bicycle racks/lockers, on-site shower facilities, and perks for employees who commute.

REQUESTED ENTITLEMENTS AND OTHER APPROVALS

This analysis may be used for the following direct and indirect approvals and permits associated with adoption and implementation of the proposed Project.

CITY OF CLOVIS

The City of Clovis is the lead agency for the proposed Project. The proposed focused General Plan Update will be presented to the Planning Commission for review and recommendation and to the City Council for comment, review, and consideration for adoption. The City Council has the sole discretionary authority to approve and adopt the proposed focused General Plan Update. In order to approve the proposed Project, the City Council would consider the following actions:

- Certification of the General Plan Supplemental EIR;
- Adoption of required CEQA findings and Statement of Overriding Considerations for the above action;
- Adoption of a Mitigation Monitoring and Reporting Program; and
- Approval of the focused General Plan Update.

This analysis provides a review of environmental effects associated with implementation of the proposed focused General Plan Update, which amends the adopted Clovis General Plan. When considering approval of subsequent activities under the Clovis General Plan, the focused changes to the Circulation Element must be considered. As such, the City of Clovis would utilize this Supplemental EIR, in addition to the existing certified General Plan EIR, as the basis in determining potential environmental effects and the appropriate level of environmental review, if any, of a subsequent activity. Projects or activities successive to this Supplemental EIR, would be proposed under the adopted General Plan and may include, but are not limited to, the following:

- Approval and funding of major projects and capital improvements;
- Future Specific Plan, Planned Unit Development, or Master Plan approvals;
- Annexations;
- Revisions to the Clovis Zoning Ordinance;
- Development plan approvals, such as tentative subdivision maps, variances, conditional use permits, and other land use permits;

- Development Agreements;
- Property rezoning consistent with the General Plan;
- Permit issuances and other approvals necessary for public and private development projects; and
- Issuance of permits and other approvals necessary for implementation of the General Plan.




City approval of the proposed Project would not require any actions or approvals by other public agencies. However, because of the long-range planning nature of the proposed Project, the City would need to coordinate with other long range planning efforts by other agency that operate regionally. These include, but are not necessarily limited to:

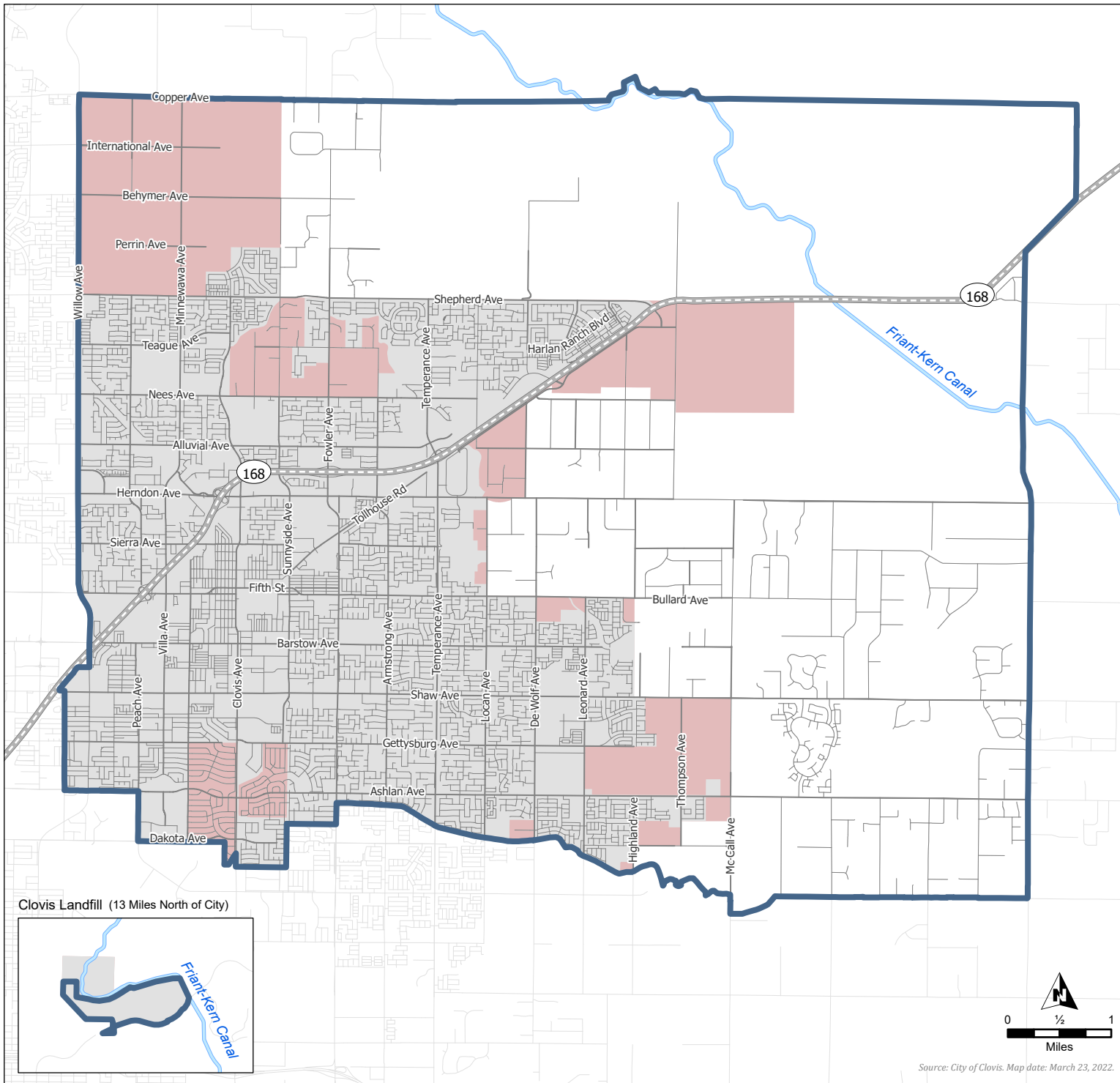
- California Department of Transportation (Caltrans) coordination regarding regional transportation planning efforts.
- Fresno Council of Governments (Fresno COG) coordination regarding regional transportation planning efforts.

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Figure 1 Clovis Planning Area

LEGEND

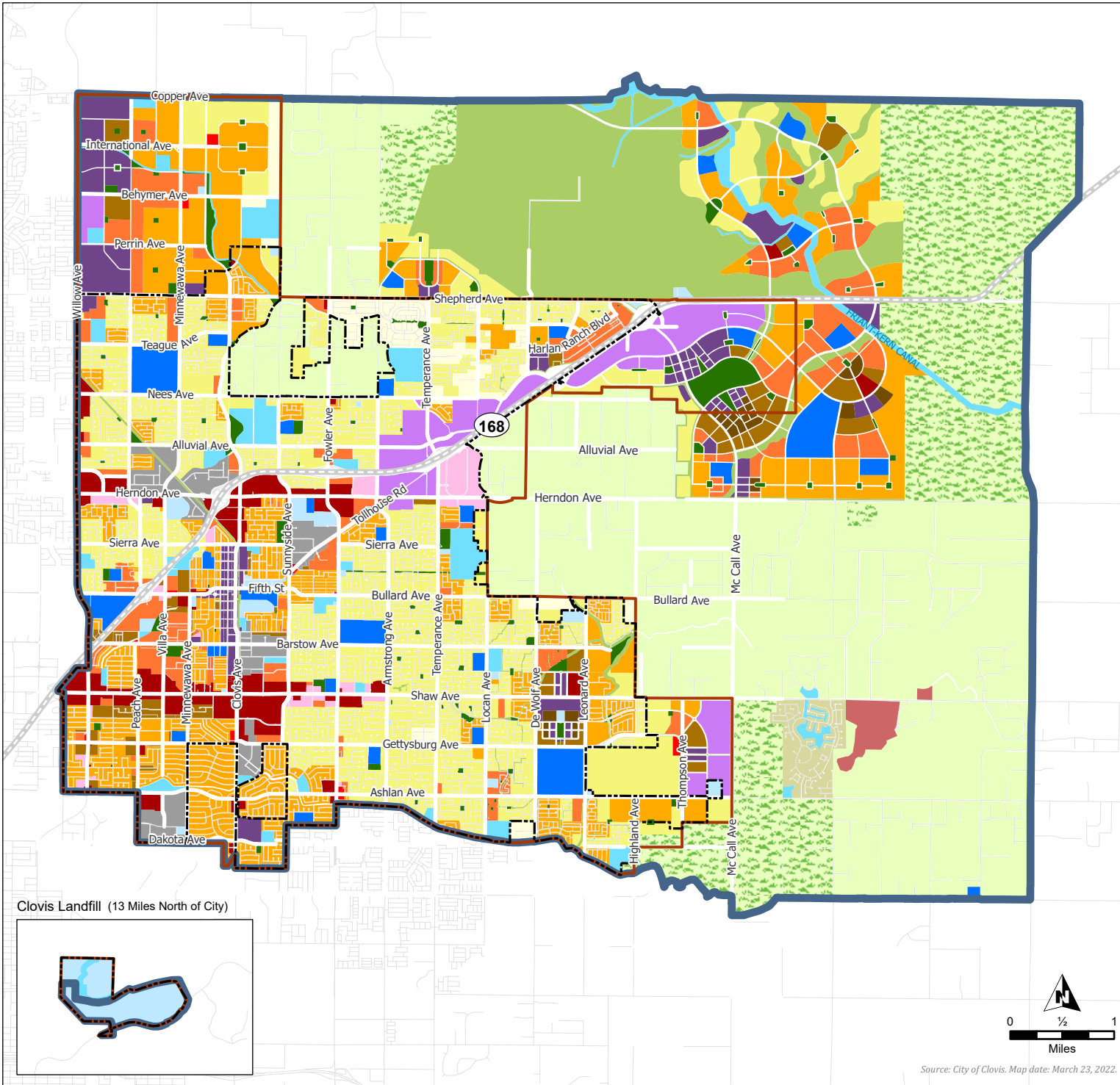
-  Clovis City Limits
-  Clovis Sphere of Influence
-  Planning Area Boundary



Source: City of Clovis. Map date: March 23, 2022.

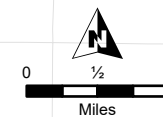
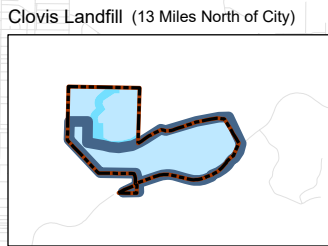
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**Figure 2
Land Use Diagram**



LEGEND

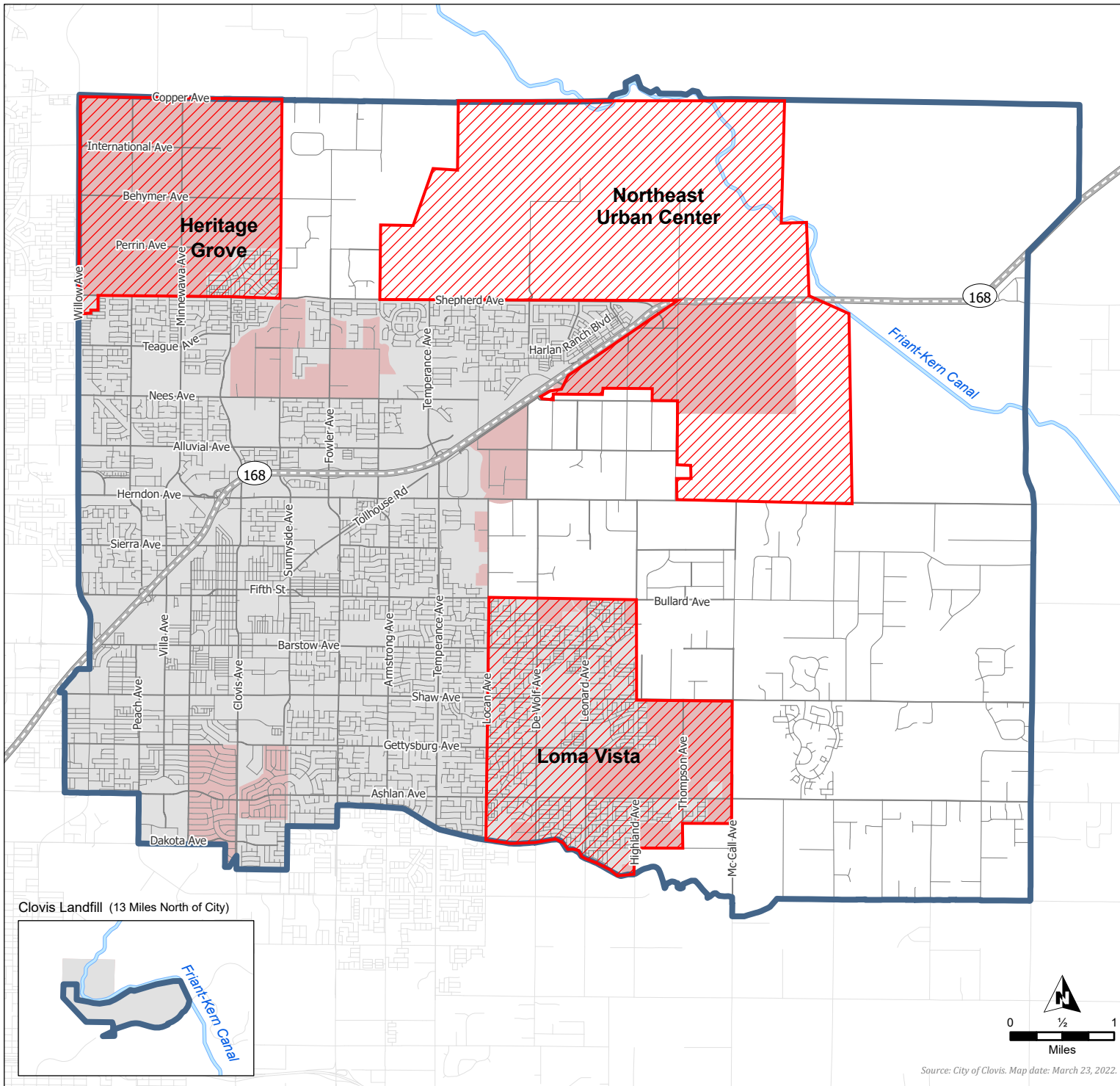
- Clovis City Limits
- Sphere of Influence
- Planning Area Boundary
- State Hwy 168
- AG: Agriculture (1 DU/20 Ac)
- RR: Rural Residential
- VL: Very Low Density Residential (0.6-2.0 DU/Ac)
- L: Low Density Residential (2.1-4.0 DU/Ac)
- M: Medium Density Residential (4.1-7.0 DU/Ac)
- MH: Medium High Density Residential (7.1-15.0 DU/Ac)
- H: High Density Residential (15.1-25.0 DU/Ac)
- VH: Very High Density Residential (25.1-43.0 DU/Ac)
- MU-V: Mixed Use Village
- MU-BC: Mixed Use Business Campus
- O: Office
- I: Industrial
- NC: Neighborhood Commercial
- GC: General Commercial
- OS: Open Space
- P: Public/Quasi-Public Facilities
- PK: Park
- S: School
- W: Water
- C-SP: Special Commercial
- PRC-FC: Planned Rural Community



Source: City of Clovis. Map date: March 23, 2022.

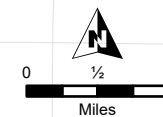
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**Figure 3
Urban Centers**



LEGEND

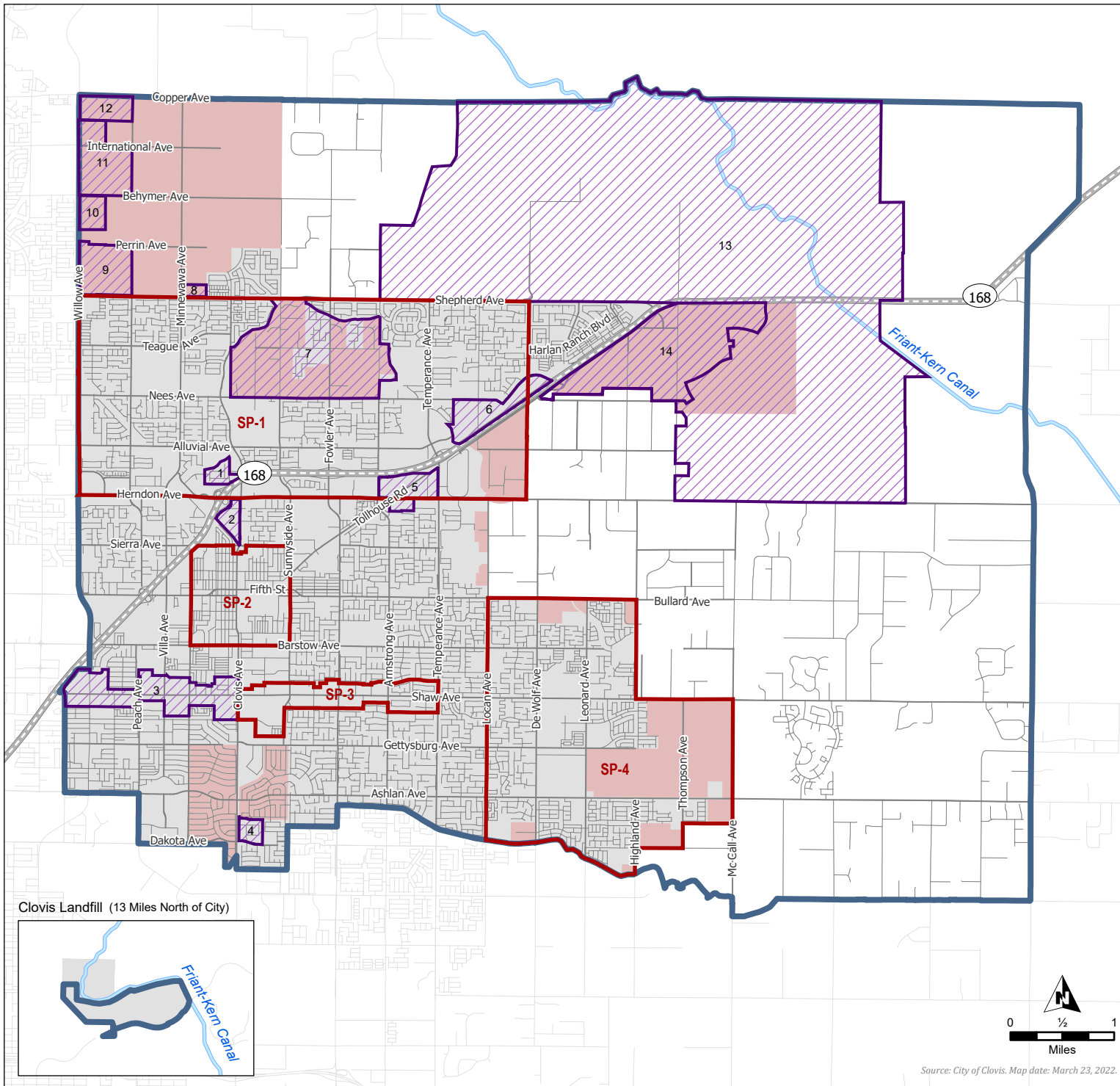
- Urban Centers
- Clovis City Limits
- Clovis Sphere of Influence
- Planning Area Boundary



Source: City of Clovis. Map date: March 23, 2022.

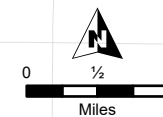
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Figure 4
Focus Area



LEGEND

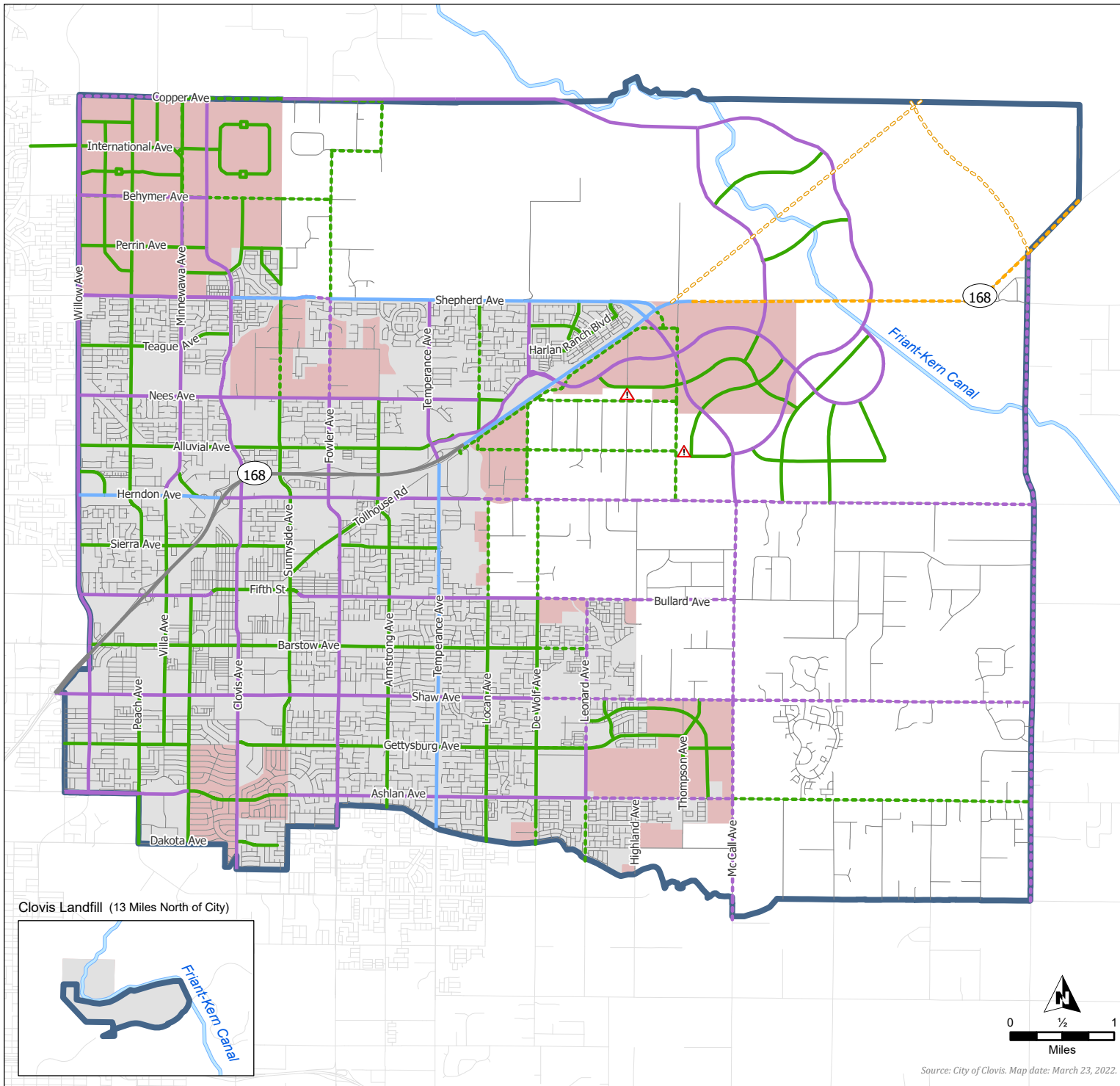
- Specific Plan Areas
- Focus Areas
- Clovis City Limits
- Clovis Sphere of Influence
- Planning Area Boundary



Source: City of Clovis. Map date: March 23, 2022.

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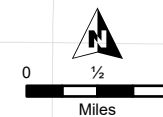
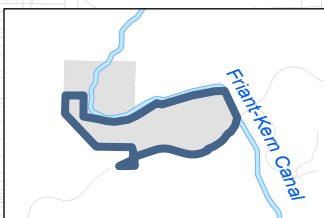
**Figure 5
Circulation Diagram**



LEGEND

- Freeway
- - - Conceptual State Highway
- - - State Highway
- Expressway
- Arterial
- - - Rural County Arterial
- Collector
- - - Rural County Collector
- Local
- Clovis City Limits
- Clovis Sphere of Influence
- Planning Area Boundary
- ▲ Emergency Access Only

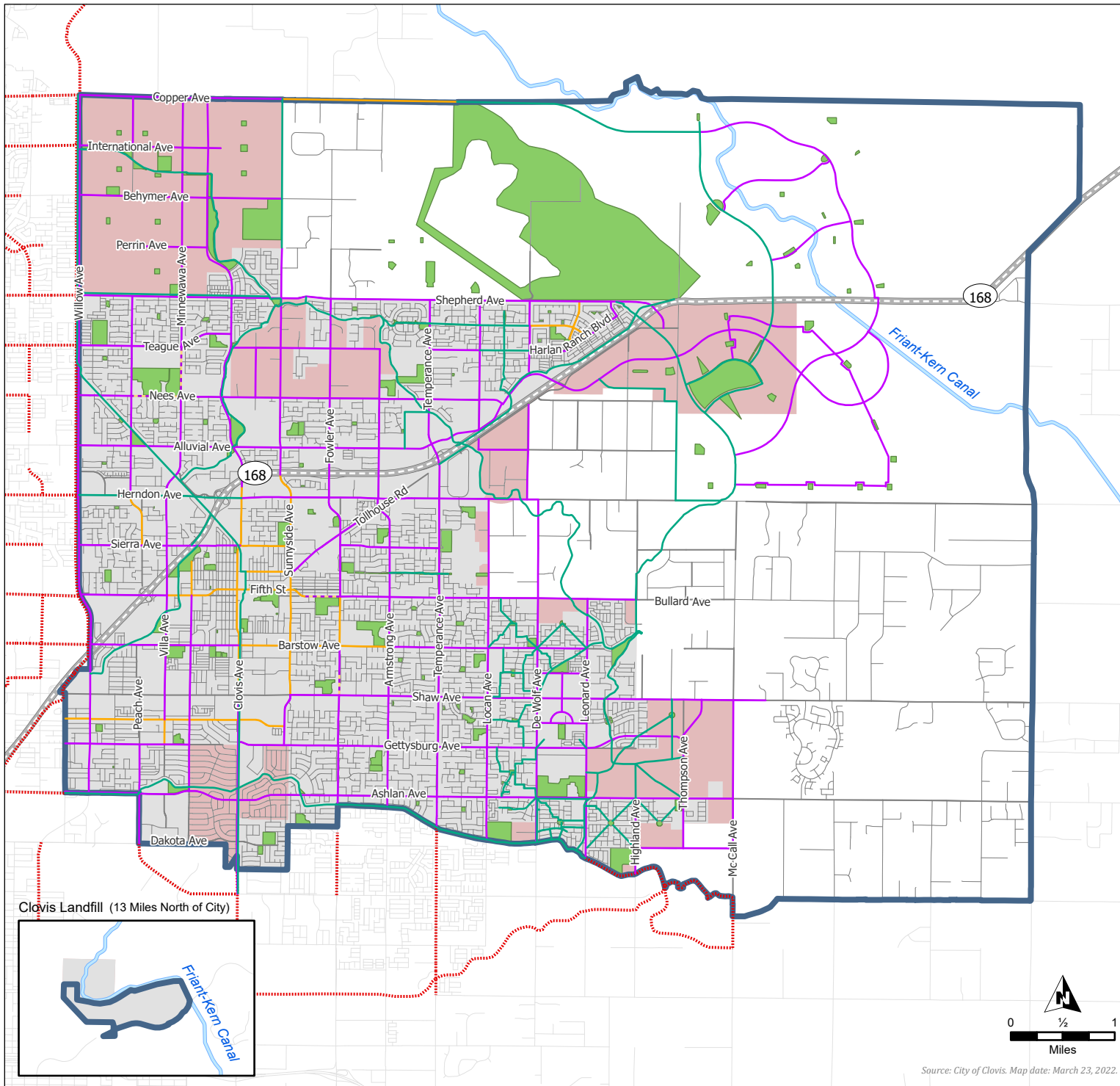
Clovis Landfill (13 Miles North of City)



Source: City of Clovis. Map date: March 23, 2022.

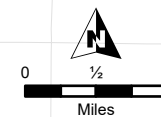
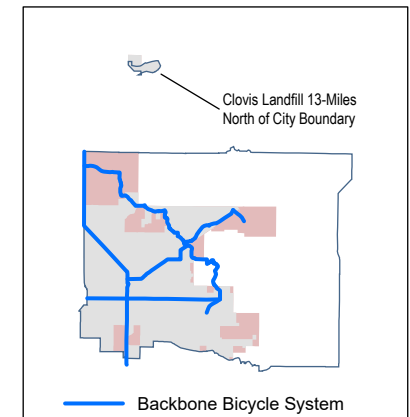
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**Figure 6
Bicycle and Trails System**



LEGEND

- Class I - Multipurpose Trail
- Class II - Bike Lane
- Class III - Bike Route
- - - Class II or III - Bikeway
- - - - - City of Fresno - Existing & Proposed Trail System
- Clovis City Limits
- Clovis Sphere of Influence
- Planning Area Boundary
- City Parks








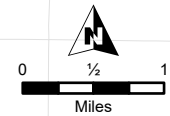
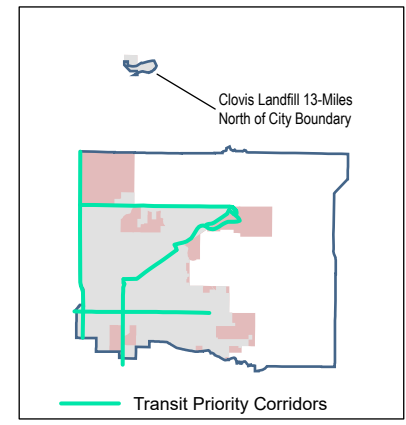
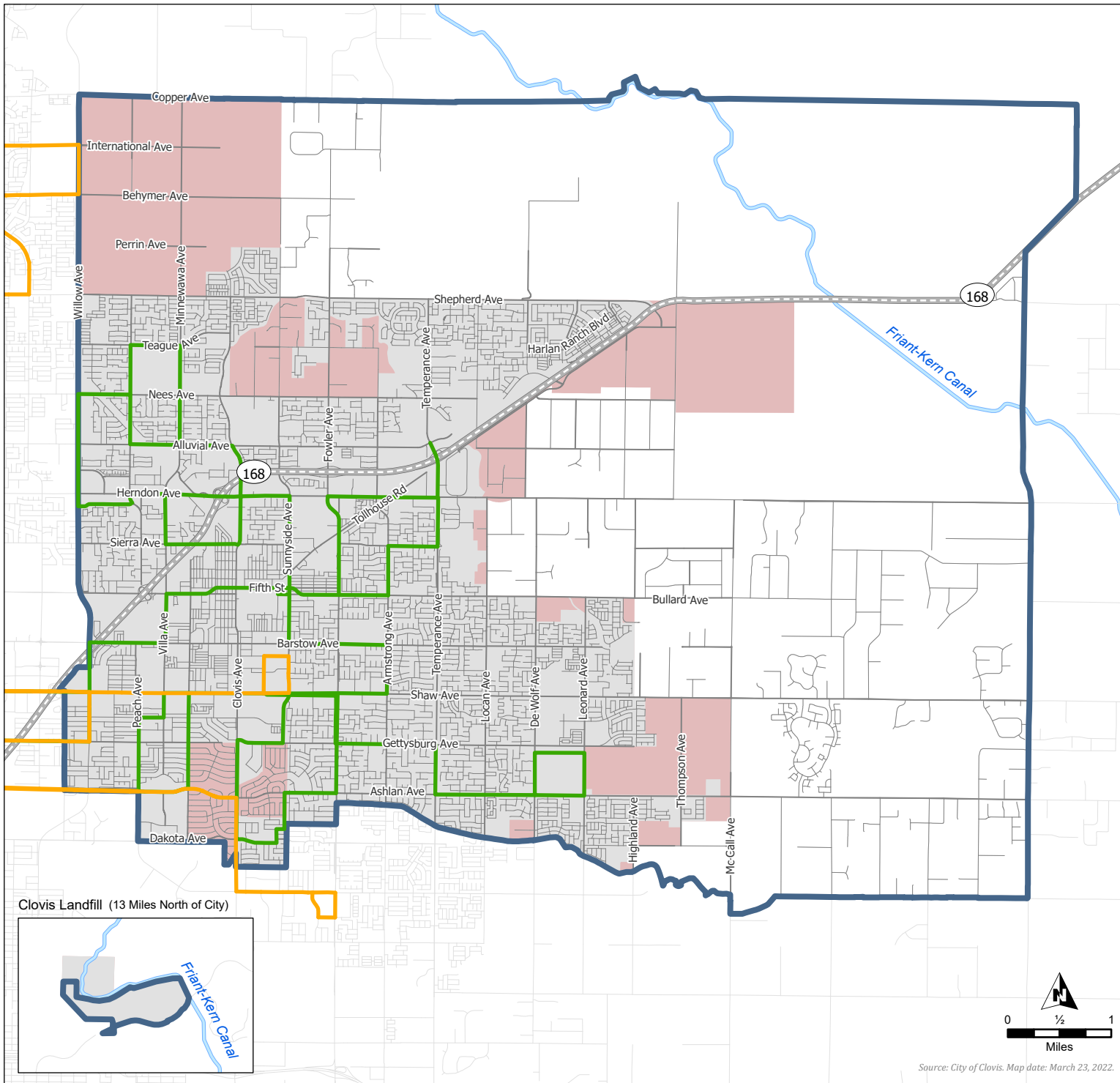
Source: City of Clovis. Map date: March 23, 2022.

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Figure 7 Transit System

LEGEND

-  FAX Routes
-  Clovis Stageline Route
-  Clovis City Limits
-  Clovis Sphere of Influence
-  Planning Area Boundary



Source: City of Clovis. Map date: March 23, 2022.

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

None of the environmental factors listed below would have potentially significant impacts as a result of development of this project, as described on the following pages.

	Aesthetics		Agriculture and Forestry Resources		Air Quality
	Biological Resources		Cultural Resources		Energy
	Geology and Soils		Greenhouse Gasses		Hazards and Hazardous Materials
	Hydrology and Water Quality		Land Use and Planning		Mineral Resources
	Noise		Population and Housing		Public Services
	Recreation	X	Transportation		Tribal Cultural Resources
	Utilities and Service Systems		Wildfire		Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
X	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION , including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

EVALUATION INSTRUCTIONS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

EVALUATION OF ENVIRONMENTAL IMPACTS

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- **Potentially Significant Impact.** This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- **Less than Significant With Mitigation Incorporated.** This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- **Less than Significant Impact.** A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- **No Impact.** These issues were either identified as having no impact on the environment, or they are not relevant to the project.

ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 21 environmental topic areas.

I. AESTHETICS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

Responses to Checklist Questions

Responses a-d): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

CEQA Guidelines Section 15168 provides that the focus of a supplemental analysis on new information can be narrowly on new effects, which had not been considered before, and that if there are no effects on a topic beyond those disclosed in the certified EIR, no further environmental review of that topic would be required.

The City's policy changes will narrowly affect circulation and transportation topics, but will not have a direct or indirect effect on this CEQA topic. Instead, the City's policy changes would result in no anticipated environmental changes to this CEQA topic when compared to the environmental effects discussed under the certified EIR. As such, this CEQA topic has been adequately analyzed in the certified EIR pursuant to applicable legal standards, and does not warrant further environmental review in the supplemental analysis. The proposed project would have **No Impact** relative to this topic.

II. AGRICULTURE AND FORESTRY RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

Responses to Checklist Questions

Responses a-e): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

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III. AIR QUALITY

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

Responses to Checklist Questions

Responses a-d): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

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IV. BIOLOGICAL RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</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?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X

Responses to Checklist Questions

Responses a-d): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

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EIR pursuant to applicable legal standards, and does not warrant further environmental review in the supplemental analysis. The proposed project would have **No Impact** relative to this topic.

V. CULTURAL RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				X
c) Disturb any human remains, including those interred outside of formal cemeteries?				X

Responses to Checklist Questions

Responses a-c): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

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VI. ENERGY

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Responses to Checklist Questions

Responses a-c): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

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VII. GEOLOGY AND SOILS

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

Responses to Checklist Questions

Responses a-c): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

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VIII. GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				X
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?				X

Responses to Checklist Questions

Responses a-c): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

CEQA Guidelines Section 15168 provides that the focus of a supplemental analysis on new information can be narrowly on new effects, which had not been considered before, and that if there are no effects on a topic beyond those disclosed in the certified EIR, no further environmental review of that topic would be required.

The City's policy changes will narrowly affect circulation and transportation topics, but will not have a direct or indirect effect on this CEQA topic. Instead, the City's policy changes would result in no anticipated environmental changes to this CEQA topic when compared to the environmental effects discussed under the certified EIR. As such, this CEQA topic has been adequately analyzed in the certified EIR pursuant to applicable legal standards, and does not warrant further environmental review in the supplemental analysis. The proposed project would have **No Impact** relative to this topic.

IX. HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
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?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?				X
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 or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Responses to Checklist Questions

Responses a-c): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

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The City's policy changes will narrowly affect circulation and transportation topics, but will not have a direct or indirect effect on this CEQA topic. Instead, the City's policy changes would result in no anticipated environmental changes to this CEQA topic when compared to the environmental effects

discussed under the certified EIR. As such, this CEQA topic has been adequately analyzed in the certified EIR pursuant to applicable legal standards, and does not warrant further environmental review in the supplemental analysis. The proposed project would have **No Impact** relative to this topic.

X. HYDROLOGY AND WATER QUALITY

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

Responses to Checklist Questions

Responses a-c): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

CEQA Guidelines Section 15168 provides that the focus of a supplemental analysis on new information can be narrowly on new effects, which had not been considered before, and that if there are no effects on a topic beyond those disclosed in the certified EIR, no further environmental review of that topic would be required.

The City's policy changes will narrowly affect circulation and transportation topics, but will not have a direct or indirect effect on this CEQA topic. Instead, the City's policy changes would result in no anticipated environmental changes to this CEQA topic when compared to the environmental effects

discussed under the certified EIR. As such, this CEQA topic has been adequately analyzed in the certified EIR pursuant to applicable legal standards, and does not warrant further environmental review in the supplemental analysis. The proposed project would have **No Impact** relative to this topic.

XI. LAND USE AND PLANNING

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

Responses to Checklist Questions

Responses a-c): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

CEQA Guidelines Section 15168 provides that the focus of a supplemental analysis on new information can be narrowly on new effects, which had not been considered before, and that if there are no effects on a topic beyond those disclosed in the certified EIR, no further environmental review of that topic would be required.

The City's policy changes will narrowly affect circulation and transportation topics, but will not have a direct or indirect effect on this CEQA topic. Instead, the City's policy changes would result in no anticipated environmental changes to this CEQA topic when compared to the environmental effects discussed under the certified EIR. As such, this CEQA topic has been adequately analyzed in the certified EIR pursuant to applicable legal standards, and does not warrant further environmental review in the supplemental analysis. The proposed project would have **No Impact** relative to this topic.

XII. MINERAL RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</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?				X
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?				X

Responses to Checklist Questions

Responses a-c): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

CEQA Guidelines Section 15168 provides that the focus of a supplemental analysis on new information can be narrowly on new effects, which had not been considered before, and that if there are no effects on a topic beyond those disclosed in the certified EIR, no further environmental review of that topic would be required.

The City's policy changes will narrowly affect circulation and transportation topics, but will not have a direct or indirect effect on this CEQA topic. Instead, the City's policy changes would result in no anticipated environmental changes to this CEQA topic when compared to the environmental effects discussed under the certified EIR. As such, this CEQA topic has been adequately analyzed in the certified EIR pursuant to applicable legal standards, and does not warrant further environmental review in the supplemental analysis. The proposed project would have **No Impact** relative to this topic.

XIII. NOISE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
b) Generation of excessive groundborne vibration or groundborne noise levels?				X
c) For a project located within the vicinity of a private airstrip or 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?				X

Responses to Checklist Questions

Responses a-c): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

CEQA Guidelines Section 15168 provides that the focus of a supplemental analysis on new information can be narrowly on new effects, which had not been considered before, and that if there are no effects on a topic beyond those disclosed in the certified EIR, no further environmental review of that topic would be required.

The City's policy changes will narrowly affect circulation and transportation topics, but will not have a direct or indirect effect on this CEQA topic. Instead, the City's policy changes would result in no anticipated environmental changes to this CEQA topic when compared to the environmental effects discussed under the certified EIR. As such, this CEQA topic has been adequately analyzed in the certified EIR pursuant to applicable legal standards, and does not warrant further environmental review in the supplemental analysis. The proposed project would have **No Impact** relative to this topic.

XIV. POPULATION AND HOUSING

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Responses to Checklist Questions

Responses a-c): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

CEQA Guidelines Section 15168 provides that the focus of a supplemental analysis on new information can be narrowly on new effects, which had not been considered before, and that if there are no effects on a topic beyond those disclosed in the certified EIR, no further environmental review of that topic would be required.

The City's policy changes will narrowly affect circulation and transportation topics, but will not have a direct or indirect effect on this CEQA topic. Instead, the City's policy changes would result in no anticipated environmental changes to this CEQA topic when compared to the environmental effects discussed under the certified EIR. As such, this CEQA topic has been adequately analyzed in the certified EIR pursuant to applicable legal standards, and does not warrant further environmental review in the supplemental analysis. The proposed project would have **No Impact** relative to this topic.

XV. PUBLIC SERVICES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) 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:				
Fire protection?				X
Police protection?				X
Schools?				X
Parks?				X
Other public facilities?				X

Responses to Checklist Questions

Responses a-c): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City’s desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

CEQA Guidelines Section 15168 provides that the focus of a supplemental analysis on new information can be narrowly on new effects, which had not been considered before, and that if there are no effects on a topic beyond those disclosed in the certified EIR, no further environmental review of that topic would be required.

The City’s policy changes will narrowly affect circulation and transportation topics, but will not have a direct or indirect effect on this this CEQA topic. Instead, the City’s policy changes would result in no anticipated environmental changes to this CEQA topic when compared to the environmental effects discussed under the certified EIR. As such, this CEQA topic has been adequately analyzed in the certified EIR pursuant to applicable legal standards, and does not warrant further environmental review in the supplemental analysis. The proposed project would have **No Impact** relative to this topic.

XVI. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</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?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Responses to Checklist Questions

Responses a-c): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

CEQA Guidelines Section 15168 provides that the focus of a supplemental analysis on new information can be narrowly on new effects, which had not been considered before, and that if there are no effects on a topic beyond those disclosed in the certified EIR, no further environmental review of that topic would be required.

The City's policy changes will narrowly affect circulation and transportation topics, but will not have a direct or indirect effect on this CEQA topic. Instead, the City's policy changes would result in no anticipated environmental changes to this CEQA topic when compared to the environmental effects discussed under the certified EIR. As such, this CEQA topic has been adequately analyzed in the certified EIR pursuant to applicable legal standards, and does not warrant further environmental review in the supplemental analysis. The proposed project would have **No Impact** relative to this topic.

XVII. TRANSPORTATION

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	X			
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	X			
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?				X

Existing Setting

Responses a-b): The City adequately analyzed this CEQA topic in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards at that time. However, the state has adopted new regulations related to traffic analysis (SB 743), and the City has responded to these new state requirements by developing new TIA Guidelines and updating the City policies in the Circulation Element. The City's policy changes will narrowly affect circulation and transportation topics, and could have direct or indirect effects that need to be analyzed in more detail to determine the level of significance. As such, this CEQA topic will be analyzed in the supplemental analysis pursuant to applicable legal standards. The proposed project would have **Potentially Significant Impact** relative to this topic. A final significance determination will be made in the supplemental analysis after the detailed review is completed.

Responses c-d): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

CEQA Guidelines Section 15168 provides that the focus of a supplemental analysis on new information can be narrowly on new effects, which had not been considered before, and that if there are no effects on a topic beyond those disclosed in the certified EIR, no further environmental review of that topic would be required.

The City's policy changes will narrowly affect circulation and transportation topics, but will not have a direct or indirect effect on design and emergency access issues related to circulation and transportation. Instead, the City's policy changes would result in no anticipated environmental changes to this CEQA topic when compared to the environmental effects discussed under the certified EIR. As such, this CEQA topic has been adequately analyzed in the certified EIR pursuant to applicable legal standards, and does not warrant further environmental review in the supplemental analysis. The proposed project would have **No Impact** relative to this topic.

XVIII. TRIBAL CULTURAL RESOURCES

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

Responses to Checklist Questions

Responses a-c): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City’s desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

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The City’s policy changes will narrowly affect circulation and transportation topics, but will not have a direct or indirect effect on this CEQA topic. Instead, the City’s policy changes would result in no anticipated environmental changes to this CEQA topic when compared to the environmental effects discussed under the certified EIR. As such, this CEQA topic has been adequately analyzed in the certified EIR pursuant to applicable legal standards, and does not warrant further environmental review in the supplemental analysis. The proposed project would have **No Impact** relative to this topic.

XIX. UTILITIES AND SERVICE SYSTEMS

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

Responses to Checklist Questions

Responses a-c): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

CEQA Guidelines Section 15168 provides that the focus of a supplemental analysis on new information can be narrowly on new effects, which had not been considered before, and that if there are no effects on a topic beyond those disclosed in the certified EIR, no further environmental review of that topic would be required.

The City's policy changes will narrowly affect circulation and transportation topics, but will not have a direct or indirect effect on this CEQA topic. Instead, the City's policy changes would result in no anticipated environmental changes to this CEQA topic when compared to the environmental effects discussed under the certified EIR. As such, this CEQA topic has been adequately analyzed in the certified EIR pursuant to applicable legal standards, and does not warrant further environmental review in the supplemental analysis. The proposed project would have ***No Impact*** relative to this topic.

XX. WILDFIRE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
d) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Responses to Checklist Questions

Responses a-c): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City's desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

CEQA Guidelines Section 15168 provides that the focus of a supplemental analysis on new information can be narrowly on new effects, which had not been considered before, and that if there are no effects on a topic beyond those disclosed in the certified EIR, no further environmental review of that topic would be required.

The City's policy changes will narrowly affect circulation and transportation topics, but will not have a direct or indirect effect on this CEQA topic. Instead, the City's policy changes would result in no anticipated environmental changes to this CEQA topic when compared to the environmental effects discussed under the certified EIR. As such, this CEQA topic has been adequately analyzed in the certified EIR pursuant to applicable legal standards, and does not warrant further environmental review in the supplemental analysis. The proposed project would have **No Impact** relative to this topic.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to substantially 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, substantially 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?				X
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)?	X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

Responses to Checklist Questions

Responses a and c): This CEQA topic has been adequately analyzed in the certified EIR for the General Plan and Development Code Update (State Clearinghouse No. 2012061069) pursuant to applicable legal standards. CEQA Guidelines Section 15162 states that a supplemental analysis must be prepared for a project if there is new information of substantial importance that was not known or could not have been known at the time the previous EIR was certified. The City’s desire to update City policy in the Circulation Element to meet state law related to SB 743 qualifies as new information of substantial importance not known at the time the previous EIR was certified.

CEQA Guidelines Section 15168 provides that the focus of a supplemental analysis on new information can be narrowly on new effects, which had not been considered before, and that if there are no effects on a topic beyond those disclosed in the certified EIR, no further environmental review of that topic would be required.

The City’s policy changes will narrowly affect circulation and transportation topics, but will not have a direct or indirect effect on this CEQA topic. Instead, the City’s policy changes would result in no anticipated environmental changes to this CEQA topic when compared to the environmental effects discussed under the certified EIR. As such, this CEQA topic has been adequately analyzed in the certified EIR pursuant to applicable legal standards, and does not warrant further environmental review in the supplemental analysis. The proposed project would have **No Impact** relative to this topic.

Response b): It has been determined that there will be No Impact related to each CEQA topic except for Transportation, which requires additional environmental review. Transportation will be analyzed in the supplemental analysis pursuant to applicable legal standards, which will include an analysis for the potential for cumulatively considerable effects. A final significance determination will be made in the supplemental analysis after the detailed review is completed. All other CEQA topics do not warrant a cumulative analysis because the proposed project will not result in changes related to the topic.

REFERENCES

City of Clovis. 2014. General Plan, City of Clovis (Adopted August 25, 2014).

City of Clovis. 2014. Draft Program Environmental Impact Report, Volume I: Draft PEIR and Appendix A, General Plan and Development Code Update, State Clearinghouse No. 2012061069. (Certified August 25, 2014).

City of Clovis. 2020. Interim Transportation Impact Analysis Guidelines.