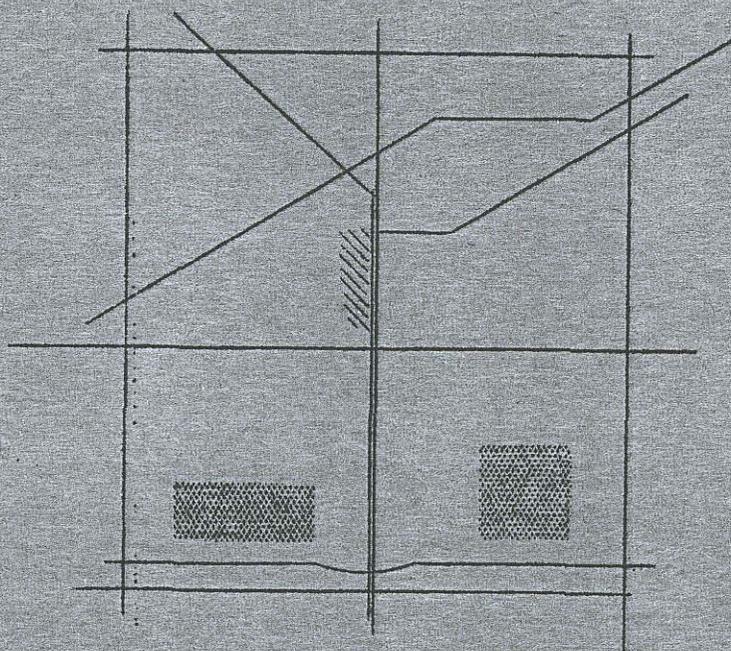


THE CLOVIS
PRELIMINARY GENERAL PLAN



PUBLIC HEARINGS

JANUARY 28 - FEBRUARY 11

1963

CLOVIS, CALIFORNIA

CLOVIS GENERAL PLAN STUDY

PUBLIC HEARINGS

ON THE

PRELIMINARY GENERAL PLAN

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This report, together with the accompanying map, constitutes the Clovis Preliminary General Plan. The Planning Commission has studied it carefully during the many phases of its preparation, and now presents it to the people of the Clovis General Plan area for their consideration. In the public hearings to follow, any suggestion for improvement or refinement will be welcome. It is the desire of the Planning Commission to make the General Plan (the Preliminary General Plan after its adoption by the City Council) as realistic and as workable as possible. For only if it meets the needs felt by the majority of the people involved can the General Plan serve as the guide it is intended to be.

After the Preliminary Plan has been adopted, it should be continually studied, refined, and kept up to date. If this is done conscientiously, the Clovis General Plan area should profit much from the guidance that the General Plan will offer. Periodic revision will be required to keep it in good working order.

Although the General Plan should serve as a guide to the development of a community, it was never meant to be a dictator. As the times and trends change, so also must planning change. But with a General Plan upon which to base action, the change can be orderly and efficient rather than erratic and wasteful.

GOALS

1. To enhance individual choice and initiative while insuring public health, safety, and welfare for all.
2. To achieve a balance between land resources and the social and economic needs of the people.
3. To help guide, in an orderly manner, the growth of each of the six communities in the Clovis General Plan area through balanced patterns of land use.
4. To provide for the efficient and economical movement of people and goods within the area through an adequate circulation system.
5. To eliminate and prevent urban and rural blight and slums and to encourage attractive urban and semi-rural communities throughout the General Plan area.

6. To encourage a diversified economic base and to protect and foster, whenever possible, desirable public and private investments in land and improvements.
7. To protect existing public facilities and to encourage proper development of new facilities needed in the future.
8. To assist in the development of desirable educational, cultural, and recreational facilities.

PRINCIPLES

1. All land uses should be protected from the encroachment and adverse effects of other uses.
2. All uses should be located on land best suited to their particular needs, and should be logically grouped and related to each other.
3. A proper relationship between building bulk and open spaces should be established by the formation of building intensity ratios for all urban land uses. The Zoning Ordinance will do much to accomplish this.
4. To create a more aesthetically pleasing appearance, the urban and semi-rural communities should be encouraged to incorporate into their developments basic principles of good design.

ASSUMPTIONS

1. Population, labor force, and economic activity will continue to increase in the United States, the Pacific Coast Region, the State of California, and the central San Joaquin Valley.
2. The rich soil of the valley will continue to be the principle economic base. The foothill and mountain areas on the east of the valley will continue to provide a major portion of the recreational needs of the region.
3. Agriculture will continue as the major economic activity in the region, but the economic base will gradually broaden, with the locating of varied industrial types in the area, to meet the demands of an increased population.
4. Consumer oriented industrial plants will locate in the area in order to meet the demand of an increased population.
5. The Southern Pacific Railroad will retain its present location in the General Plan area. Suggestions made in 1956-57 concerning an eastward relocation of the present right-of-way have proved illusory. Recent developments in air and land transportation seem to indicate that if, in the future, the railroad ceases to divide the city as it does at present, it will not be because of relocation.
6. It is assumed that the number of people and automobiles in California will continue to increase sharply. This increase will stimulate the development of an efficient system of limited access highways to serve the needs of the major north-south and east-west traffic movements.

7. The number of schools, libraries, hospitals, and other public facilities will be increased to fulfill the needs of an ever-increasing population.
8. Park and recreational facilities will be expanded to meet the needs of a growing population whose leisure time will increase.
9. The Clovis General Plan area bears a close relationship to Fresno State College, located immediately to the west of the city of Clovis. This facility will continue to grow in the years ahead.
10. According to the latest research study, the Clovis General Plan area will have a population of 65,000 within the next twenty years.
11. Although tied to the so-called Fresno-Clovis Metropolitan area in general considerations (street and highway plan, airports, etc.), the Clovis General Plan area will develop as a separate unit with the city of Clovis as its central core. The area, as well as the city, is generally unsympathetic toward the entangling alliances known in local government as Special Use Districts.
12. Nevertheless, cooperation with other jurisdictions in the Fresno-Clovis Metropolitan area in such fields as general planning, transportation and communication is necessary and advantageous. Such cooperation will continue to aid in the development of an integrated urban area in the Central Valley.

LAND USE ELEMENT (General.)

The preliminary General Plan indicates only residential areas of high and low density. Variations of these are not indicated in the accompanying map.

Regarding commercial zoning, the central trading district is shown as well as the community shopping center districts which include both light commercial and commercial and professional (C-P).

Industrial zoning is limited to light and heavy designations.

LAND USE ELEMENT (Location)

Residential. Low density residential is located generally between Nees and Eerndon, and between Willow and Temperance. A second low density area is located between Sierra and Dakota, and Fowler and Temperance. These low density districts are located just within the northern and eastern limits of the Plan area.

High density residential is located south and west of the Clovis central trading district, as well as immediately to the north and east.

Commercial. The central core professional and commercial site of downtown Clovis is in the central trading district of the Clovis General Plan area.

Shopping center districts on Shaw Avenue are shown between Winery and Clovis. Additional neighborhood and community shopping districts in the outlying areas will be indicated when urban development requires them.

Heavy and Light Industrial. The following industrial districts are outlined on the General Plan area map. Heavy industrial is distinguished from light industrial.

1. Triangle between Southern Pacific Railroad, Herndon, and Clovis.
2. The Toll House Industrial Triangle.
3. The industrial quadrangle between Barstow and Shaw, and Clovis and Sunnyside.
4. Narrow strips of industrial zoning east of Clovis between Barstow and Sierra.

Industrial Reserve. The following areas are set aside tentatively as space into which industrial locations may expand.

1. South of the industrial quadrangle. (M-2 and M-1)
2. South of the industrial triangle. (M-1)

PUBLIC FACILITIES ELEMENT

Public high schools each serving up to 2200 students (grades 10, 11, 12) located as follows:

1. In the center of the Clovis General Plan area at Barstow and North Sunnyside.
2. Slightly south of the area at East Shields and North Fowler.
3. Slightly north and west of the area at North Chestnut and Alluvial.

Public intermediate grade schools serving up to 1200 students (grades 6, 7, 8) located as follows:

1. In the center of the Clovis General Plan area at the site of the present Clovis High School.
2. Near the southeast corner of the area at East Ashlan and North Armstrong.
3. Near the northwest corner of the area at North Willow and West Alluvial.

Public elementary grade schools serving up to 800 students (grades K to 5) located as follows:

1. In addition to the five existing elementary schools, five are planned for the future, giving fairly adequate coverage for the General Plan area. Their tentative locations are at or near the following intersections: Alluvial and Minnewawa; Bullard and North Armstrong; Ashlan and Fowler; and Ashlan and Minnewawa; Barstow and Peach.

2. An elementary school site at Sierra and Sunnyside.
3. One proposed elementary school north of the area at Sunnyside and Nees.
4. An existing elementary school north of the area at North Armstrong and Nees.
5. One proposed elementary school south of the area at Shields and Armstrong.

PARKS AND RECREATION

Work on this aspect has not been firmed up at present, but work is being done in the following areas:

1. Park development on city property at Villa and Barstow. The City Council has this under consideration at the present time and work is progressing on it.
2. Proposed area-wide park near the Fresno airport facility.

CIRCULATION ELEMENT

1. Clovis diagonal (especially from Barstow and Willow to North Temperance near Alluvial). Five major interchanges are planned as follows:
 - a. Barstow and Willow
 - b. Bullard and Peach
 - c. Herndon and Clovis
 - d. One fourth mile east of Herndon and Fowler
 - e. North Temperance near Alluvial
2. Expressways (106 to 190 feet)
 - a. Temperance (plan lines are being established at the present time)
 - b. Herndon from Highway 99 to Clovis Interchange
3. Major Highways (106 to 190 feet)
 - a. Bullard between Peach and Clovis
 - b. Clovis
 - c. Ashlan
 - d. Shaw
 - e. Willow

NOTE: The diagonal should be located below grade from Willow and Shaw to Clovis and/or from Clovis to Temperance. These depressed sections would give maximum latitude and resiliency to the planning of land uses along that route. The city should make every effort to persuade the Highway Department to this point of view. Detailed planning of this part of the diagonal should begin within the next year. Representatives of the State Division of Highways have seen the preliminary General Plan map and have promised all possible consideration and cooperation with respect to this freeway location.

CITY FACILITIES

After informal discussion with the City Superintendent on this subject, there appears to be no reason why city facilities cannot be expanded to meet the needs of the entire Clovis General Plan area.

EFFECTUATION OF THE GENERAL PLAN

A preliminary General Plan presents a guide for the physical development of the planning area. It is not an end in itself, however, and will have meaning only to the extent that it is utilized in guiding public and private development toward achieving a well balanced community. This effectuation requires the support and understanding of public officials, local groups and organizations, and the citizenry of the area. With this kind of backing the Clovis General Plan area cannot help but become an attractive place in the central valley.

The following points summarize the principle processes for the realization of the General Plan. They fall into two major categories: One concerned with the regulation of private property, and the other with public improvements.

THE REGULATION OF PRIVATE PROPERTY

(1) ZONING. Zoning is concerned with the regulation of land uses and with the use, height, and area of buildings in the interest of promoting the health, safety, and general welfare of the community. Since zoning is an important effectuation tool of the General Plan, it should, therefore, be in conformance with the goals and principles set forth in the Clovis General Plan.

(2) SUBDIVISION CONTROL. Subdivision control, like zoning, is an important means of putting the Plan into effect. Through this kind of control, the quality of new residential developments, including the proper location of streets and public facilities, is determined. The Clovis Subdivision Ordinance, reflecting state law in this matter, is the basis of subdivision approval, and the proposed subdivision review administrative procedure should act as a strong aid in this respect.

PUBLIC IMPROVEMENTS

(1) CAPITAL IMPROVEMENT PROGRAMMING. Capital improvement programming is the scheduling of selected capital improvements needed by local governmental agencies during any given period, but usually planned from five to eight years in advance. Such programming represents an attempt to schedule needed public improvements on the basis of necessity and financial ability and should be coordinated with the General Plan. Capital improvements of vital concern to the General Plan include streets, water and sewer installations and extensions, parks and playgrounds and similar public facilities.

(2) URBAN RENEWAL. A vigorous urban renewal program is essential if the spread of urban blight is to be contained and eliminated. Such a program generally provides for the redevelopment of slum areas, the rehabilitation of declining sections, and, most importantly, the conservation of presently unaffected areas. In addition, it is usually financed in part by federal funds.

If a jurisdiction is not contemplating such an urban redevelopment program in the immediate future, the conservation of unaffected areas becomes even more important. The zoning and subdivision policies and procedures referred to above must be given greater weight as they can do much if used wisely to arrest the future growth of urban as well as rural blight and decay. Much attention should be given in this respect to the peripheral areas of a city. These so-called "rurban" areas (combination of the words "rural" and "urban") present difficult problems because of the overlapping of political jurisdictions. Consisting of areas into which the city may in the future expand, they warrant very careful attention. It should be noted that the downtown area is not the only place in which slum conditions exist.

DEVELOPMENT POLICIES

In addition, certain development policies should be established by the commission and council if the objectives of the plan are to be realized. For example, policies discouraging haphazard and unwarranted urbanization of agricultural lands and regulations concerning the urbanization of areas with inadequate municipal services should be formulated.

The proposals presented in the Clovis General Plan reflect the needs of the population in the plan area for the next fifteen to twenty years. With inevitable growth confronting the area, it is clearly within the public interest that such growth be provided for in an orderly manner through a wholesome cooperation of public authority and individual interests.

The harmful influences of random dispersion of industrial and residential development are well known to both the rural and urban dweller. As noted above, the scattering of urban development into agricultural areas creates financial burdens for the farmer in the form of increased taxation, bond issues and assessments, while the urban dweller finds the cost of services excessive or the services insufficient or completely lacking.

Although some agricultural areas in the Clovis General Plan area are ultimately destined to become urbanized, the transition should be an orderly one, with a minimum of economic disruption. To this end, the city should strive to utilize for urban development those areas that can presently be economically and effectively served by existing services and facilities. Only when these areas have been exhausted should development proceed further into the land adjacent to urban Clovis. If these policies of transition are kept in mind, no great problems should be encountered as the inevitable growth of the City of Clovis continues into these outlying areas.

PROPOSED DEVELOPMENT STANDARDS

RESIDENTIAL DENSITIES

Low Density	R-A to R-1 inc.	0 - 17 persons/acre
High Density	R-2 to R-4 inc.	18 - 31 persons/acre

of the population in the plan area for the next fifteen to twenty years. With inevitable growth confronting the area, it is clearly within the public interest that such growth be provided for in an orderly manner through a wholesome cooperation of public authority and individual interests.

<u>COMMERCIAL</u>	<u>Neighborhood</u>	<u>Community</u>	<u>Central District</u>
<u>Service Radius</u>	1/2 mile	1 mile	1/2 mile
<u>Acres</u>	1 - 5	5 - 20	Downtown area
<u>Parking Ratio</u>	3 to 1	4 to 1	Varies
<u>Supporting Population</u>	to 3000	to 10,000	Area population

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SCHOOLS

	Elementary	Intermediate Grade	High School
Service Radius (walking)	1/2 - 3/4 mile	1 - 2 miles	2 miles
Site Size	10 acres	20 acres	40-50 acres

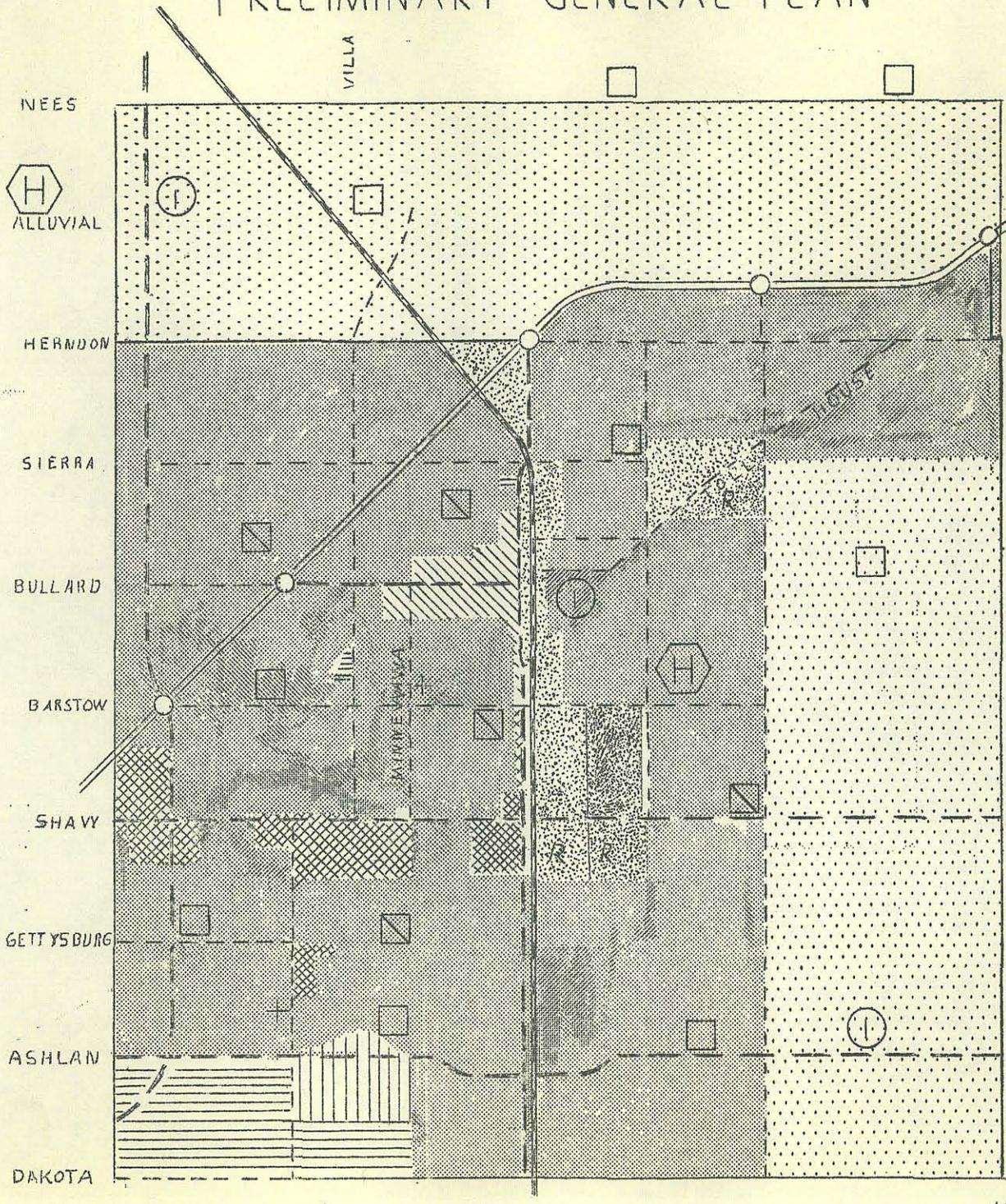
FIRE STATIONS

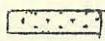
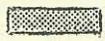
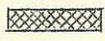
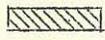
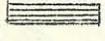
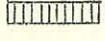
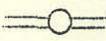
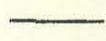
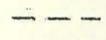
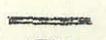
Built-up Commercial and Industrial Areas	3/4 mile
Built-up Urban Areas	1 1/2 miles
Scattered Urban Areas	1 1/2 - 3 miles

HIGHWAYS

	Right of Way	No. of Lanes	Lane Width
Freeway	200 - 300 feet	4 - 8	12 feet
Expressway	106 - 190 feet	4 - 6	12 feet
Major Street	106 - 190 feet	4 - 6	12 feet

THE CLOVIS PRELIMINARY GENERAL PLAN



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|--|---|
| <ul style="list-style-type: none">  LOW RESIDENTIAL  HIGH RESIDENTIAL  SHOPPING CENTER  CENTRAL BUSINESS  LIGHT INDUSTRIAL  HEAVY INDUSTRIAL  INDUSTRIAL RESERVE  RECREATION  PUBLIC | <ul style="list-style-type: none">  FREEWAY  EXPRESSWAY  MAJOR HIGHWAY  COLLECTOR HIGHWAY  RAILROAD  HIGH SCHOOL PRO.  INTERMEDIATE SCHOOL PRO.  ELEMENTARY - PRO.  ELEMENTARY EXISTING |
|--|---|



SCALE 1 1/2" = 1 MI.

THE CLOVIS PLANNING COMMISSION
HENRY YOSTMEYER, CHAIRMAN
KARL SVENSON, CONSULTANT