



**GENERAL PLAN**  
**CITY OF CLOVIS**  
AUGUST 2014



# City of Clovis General Plan

---

Adopted August 25, 2014



Prepared by:



# Acknowledgements

---

## City Council

Mayor Lynne Ashbeck  
Mayor Pro Tem Nathan Magsig  
Council Member Harry Armstrong  
Council Member Jose Flores  
Council Member Bob Whalen

## Planning Commission

Vongsavanh Mouanoutoua, Chair  
Amy Hatcher  
Paul Hinkle  
Pam Kallsen  
Michael Pawlowski

## General Plan Advisory Committee

Brett Hedrick, Chair  
Raj Brar  
Kevin Castanos  
Todd Cook  
Dianne Dickerson  
Mike Dozier  
Tal Eslick  
Kim Grant  
Jeff Harris  
Brian Heryford  
Paul Hinkle  
Ike Ikeda  
Goldie Lewis  
Christine Lingenfelter  
Patti Lippert  
Brent McCaffrey  
Sayre Miller  
Tod Newman  
Grant Petersen  
Shawn Stevenson  
Robert Watts, Jr.  
Don Ulrich  
Tim Ikeda

## City Staff

### City Management & Administration

Robert Woolley, City Manager  
John Holt, Assistant City Manager  
David Wolfe, City Attorney

### Planning and Development Services

Dwight Kroll, Director of Planning & Devt Services  
Steven White, City Engineer  
Bryan Araki, Acting Deputy City Planner  
George Gonzalez, Associate Planner  
David E. Fey (Former Deputy City Planner)

### Additional City Departments

Tina Sumner, Comm & Econ Devt Director  
Micheal Despain, Fire Chief  
Matt Basgall, Police Chief  
Robert Ford, General Services Director  
Jamie Hughson, Finance Director  
Luke Serpa, Public Utilities Director

## Consultant Team

### PlaceWorks, Planning and Project Lead

Brian Judd, Principal-in-Charge  
Colin Drukker, Assoc Principal, Project Manager  
Stephen Gunnells, Chief Economist

### Fehr & Peers, Transportation

David Robinson, Senior Associate  
Rob Hananouchi, Senior Transportation Planner

# Table of Contents

## **INTRODUCTION**

---

Purpose  
General Plan Elements  
General Plan Vision

## **LAND USE ELEMENT**

---

|   |  |
|---|--|
| Purpose                                   | Tables   |
| Key Issues                                | LU-1. Buildout Summary                         |
| Goals and Policies                        | LU-2. Land Use Designations                    |
| Clovis Planning Area and Buildout Summary | LU-3. General Plan and Zoning Consistency      |
| Land Use Designations                     | LU-4. Mixed-Use Focus Areas and Specific Plans |
| Urban Centers                             |  |
| Focus Areas and Specific Plans            | Figures  |
|   | LU-1. Clovis Planning Area                     |
|   | LU-2. Land Use Diagram                         |
|   | LU-3. Urban Centers                            |
|   | LU-4. Focus Areas and Specific Plans           |
|   | LU-5. Improvement Areas                        |

## **ECONOMIC DEVELOPMENT ELEMENT**

---

Purpose  
Key Issues  
Goals and Policies

## **CIRCULATION ELEMENT**

---

|                    |                                |
|--------------------|--------------------------------|
| Purpose            | Figures                        |
| Key Issues         | C-1. Circulation Diagram       |
| Goals and Policies | C-2. Bicycle and Trails System |
|                    | C-3. Transit System            |

## **HOUSING ELEMENT**

---

Under separate cover

# Table of Contents

## **PUBLIC FACILITIES AND SERVICES ELEMENT**

---

|                    |                         |
|--------------------|-------------------------|
| Purpose            | Figures                 |
| Key Issues         | PF-1. Wastewater System |
| Goals and Policies | PF-2. Water System      |
|                    | PF-3. Stormwater System |
|                    | PF-4. Public Facilities |

## **ENVIRONMENTAL SAFETY ELEMENT**

---

|                    |   |
|--------------------|---|
| Purpose            | Tables  |
| Key Issues         | ES-1. Interior and Exterior Noise Standards   |
| Goals and Policies | Energy Average (CNEL)                         |
|                    | ES-2. Land Use and Noise Compatibility Matrix |
|                    | Figures                                       |
|                    | ES-1. Water Bodies and Flood Zones            |
|                    | ES-2. Fire Hazard Zones                       |
|                    | ES-3. Regional Faults                         |
|                    | ES-4. Future Noise Contours                   |
|                    | ES-5. Airport Noise Contours                  |
|                    | ES-6. Airport Safety Compatibility Zones      |

## **OPEN SPACE AND CONSERVATION ELEMENT**

---

|                    |   |
|--------------------|---|
| Purpose            | Figures                                 |
| Key Issues         | OS-1. Parks, Recreation, and Open Space |
| Goals and Policies |   |

## **AIR QUALITY ELEMENT**

---

|                    |  |
|--------------------|--|
| Purpose            |  |
| Key Issues         |  |
| Goals and Policies |  |

---

# Introduction

Since the City's incorporation over 100 years ago in 1912, Clovis remains a community that values its citizens, its way of life, and its future as a leader and innovator in the San Joaquin Valley. This General Plan continues this tradition by building on the strengths of previous planning efforts, staying true to the community's values and vision, and addressing future needs in a changing world.

This plan focuses on the preservation and enhancement of the existing Clovis community while allowing the continued development of three Urban Centers to ensure the long-term viability of the Clovis we know and love. The Urban Centers—key components that are carried forward from the 1993 plan—are unique sub-communities of Clovis that enable the City to grow while maintaining authentic, small town character and overall livability.

Another important focus of this General Plan is to provide a document that is approachable and easy to use. This plan focuses on providing clear, consistent, and substantive goals and policy direction to guide community members, staff, and elected officials when making decisions about Clovis' future.

## Purpose

The General Plan establishes a comprehensive framework through which the City manages its growth and development to ensure it efficiently and effectively provides public facilities and services. With great public facilities and services, Clovis delivers and continually enhances a high quality of life and a desirable business climate, maintaining its position as the premier community of choice in the San Joaquin Valley.

Great communities develop over time, and Clovis is no exception. In addition, great communities are the product of countless individual decisions by residents, businesses, investors, tourists, and organizations, as well as numerous collective decisions through elected and appointed officials and public sector staff. The purpose of the General Plan is to provide a common vision for the future of Clovis and to provide coordination for the many individual and collective decisions that, over time, will lead to the envisioned future.

The General Plan guides land use and development for the entire Clovis Planning Area and is expected to accommodate 80 years of growth. The City anticipates that the Plan will be reviewed and evaluated periodically, but that this General Plan will probably not need a comprehensive update until 2035.

The General Plan is comprised of eight topical elements and an overall Vision. Whereas the elements address a single topical issue, the Vision provides the common framework tying all of the General Plan together into a unified whole.

## General Plan Elements

The elements establish the goals and policies relevant to land use, growth, and development for each topic. The goals and policies in each element are intended to provide a framework for municipal decision-making. Equally as important though, the City intends the goals and policies to guide and help inform decisions of those investing in Clovis—residents, businesses, and organizations. The specific elements are:

1. Land Use
2. Economic Development
3. Circulation
4. Housing
5. Public Facilities and Services
6. Environmental Safety
7. Open Space and Conservation
8. Air Quality

## General Plan Vision

### Vision Statement

A City that is committed to the Clovis Community Family, their needs, their values, and a quality way of life for all; reflecting that commitment in how it develops and in the activities it undertakes.

### Community Values and Guiding Principles

One word symbolizes Clovis of the past, present, and future more than any other: FAMILY—not only the conventional definition, but all of the individuals and households who make Clovis their home or work place. In other words: The Clovis Community Family.

The physical place called Clovis will continue to reflect the central value of The Community Family as it moves through this century. The Vision for Clovis is the building block of our neighborhoods, schools, and civic institutions and provides the motivation for everything the City and its leaders do jointly to shape the future.

The Clovis Community Family idea embraces the following guiding principles:

#### Small Town Character

Preserve the authenticity of Old Town and plan new development that creates a sense of community and place.

#### Education

Support access to superior lifelong education for all Clovis residents.

#### Long-term Governance

Create a sustainable community through incorporating long-term thinking into short-term decision-making.

**Lifecycle Community**

Create housing, employment, and lifestyle opportunities for all ages and incomes of residents.

**Social Capital**

Strengthen social networks that create pride and a commitment to action within the Clovis community.

**Public Parks, Open Space & Trails**

Use and design public open space resources for trails, parks, and recreation where people live, work, and play.

**Natural Resources**

Foster stewardship as a primary means of conserving and enhancing natural resources, and promoting connections to the Sierra.

**Economic Prosperity**

Foster economic growth.

**Regional Engagement**

Support regional efforts to work interconnectedly to improve the economy and the quality of life in the San Joaquin Valley.

These principals shaped the Clovis of today and remain valid for guiding its future. The dynamics of growth will make some dimensions of our vision easier to achieve and others more difficult. Through this Vision for Clovis, the citizens of Clovis acknowledge their ownership of these beliefs and express a unity of purpose in sustaining them.

With this Vision as its foundation, the task of the General Plan is to answer the question, “How can Clovis continue to grow and sustain the values that make it special?”

**Relevant Plans and Analysis**

This plan provides the broad policy framework for and takes precedence over more detailed zoning and planning documents. This includes the development code, specific plans, master plans, management plans, subdivisions, and design guidelines.

This General Plan is accompanied by an environmental impact report (EIR) prepared in accordance with the California Environmental Quality Act (CEQA). The EIR contains a tremendous amount of background information and analysis with which readers can use to understand the context and conditions at the time of this General Plan’s preparation. The EIR also contains an assessment of the potential environmental effects associated with implementation of this General Plan, including ways to avoid or reduce these impacts.

## Acknowledgements

The City Council began this General Plan Update effort in February 2009. To ensure that this effort was guided by the citizens and stakeholders of Clovis, the City Council appointed a 21-member General Plan Advisory Committee (GPAC). The GPAC held 28 public meetings between 2009 and 2014 and assisted the Planning Commission and City Council in confirming the vision, establishing guiding principles, updating the land use diagram, and refining goals and policies.

The GPAC process, which also included substantial input from the general public, ultimately led to a general plan that reflects the interests, needs, and responsibilities of the general public, service providers, the business community, and the development community. GPAC members are listed below and are thanked immensely for their service.

|                  |                        |                   |
|------------------|------------------------|-------------------|
| Raj Brar         | Brett Hedrick          | Brent McCaffrey   |
| Kevin Castanos   | Brian Heryford         | Sayre Miller      |
| Todd Cook        | Paul Hinkle            | Tod Newman        |
| Dianne Dickerson | Ike Ikeda              | Grant Petersen    |
| Mike Dozier      | Tim Ikeda              | Shawn Stevenson   |
| Tal Eslick       | Goldie Lewis           | Don Ulrich        |
| Kim Grant        | Christine Lingenfelter | Robert Watts, Jr. |
| Jeff Harris      | Patti Lippert          |                   |

---

# Land Use Element

## Purpose

The land use element establishes the general distribution, location, and extent of future land uses and provides standards for the intensity and density of the built environment. It establishes policies to guide land use, development, and redevelopment.

## Key Issues

The land use element maintains Clovis' tradition of responsible planning and well-managed growth to preserve the quality of life in existing neighborhoods and ensure the development of new neighborhoods with an equally high quality of life. The goals and policies seek to foster more compact development patterns that can reduce the number, length, and duration of auto trips. The element also balances residential growth with economic and employment growth.

## Goals and Policies

**OVERARCHING GOAL:** A complete community and a sustainable city that maintains its small town character and premier quality of life through balanced growth, development, and reinvestment.

- Goal 1:** The quality of buildings and neighborhoods within the older parts of Clovis is in the same class as the quality of those in recently developed areas.
- Goal 2:** A thriving Old Town continues to be the authentic heart of the community.
- Goal 3:** Orderly and sustainable outward growth into three urban centers with neighborhoods that provide a balanced mix of land uses and development types to support a community lifestyle and small town character.
- Goal 4:** Orderly development of the General Plan outside of the city boundary.
- Goal 5:** A city with housing, employment, and lifestyle opportunities for all ages and incomes of residents.
- Goal 6:** A city that grows and develops in a manner that implements its vision, sustains the integrity of its guiding principles, and requires few and infrequent amendments to the General Plan.

**Goal 1: The quality of buildings and neighborhoods within the older parts of Clovis is in the same class as the quality of those in recently developed areas.**

Policy 1.1 **Long term plans.** Establish and implement long term plans for areas identified on Figure LU-5 as older areas that may not be on par with recently developed areas.

Policy 1.2 **Open to changes.** Be open to potential changes in land use, circulation, and development standards to reposition areas identified on Figure LU-5 if necessary for revitalization and redevelopment.

Policy 1.3 **Priority for public investments.** Assign a high priority to public investments (infrastructure, services, facilities, and open space) in areas identified in Figure LU-5.

Policy 1.4 **Code enforcement.** Prioritize code enforcement activity in areas identified in Figure LU-5.

Policy 1.5 **Revision cycle.** Revisit and, if necessary, revise the map in Figure LU-5 at least once every three years.

**Goal 2: A thriving Old Town continues to be the authentic heart of the community.**

Policy 2.1 **Primary location for celebrations.** Designate Old Town as the primary location for major public celebrations.

Policy 2.2 **Diverse businesses and activities.** Encourage a diverse range of businesses and activities in Old Town, including businesses that operate in daytime and evening hours.

Policy 2.3 **Walkability and human scale.** Maintain the walkability of Old Town and expand the human-scale building form and pedestrian orientation to areas south of Fifth Street (specifically, this means attached buildings fronting onto the right-of-way instead of on-site parking).

Policy 2.4 **Public spaces.** Create and maintain public spaces in Old Town.

Policy 2.5 **Independent retailers.** Encourage independent retailers that complement the authenticity of Old Town.

Policy 2.6 **Regional destination.** Promote and market Old Town as a regional destination.

**Goal 3: Orderly and sustainable outward growth into three Urban Centers with neighborhoods that provide a balanced mix of land uses and development types to support a community lifestyle and small town character.**

**Policy 3.1 Planning for the entire Urban Center.** Require a comprehensive design document (such as a master plan, specific plan, or design guidelines) for each Urban Center prior to authorizing new development. In addition to any statutory requirements, each document should provide direction on:

- A. Consistency with the General Plan
- B. Visual appearance
- C. A mix of housing types, tenure options, and price points
- D. Non-vehicular circulation within and connections to the remainder of Clovis and adjacent communities
- E. Centralized public services, community park, open space, trails, and recreation facilities
- F. Adequate provision of educational facilities

**Policy 3.2 Individual development project.** When projects are proposed in an Urban Center, require a conceptual master plan to show how a proposed project could relate to possible future development of adjacent and nearby properties. The conceptual master plan should generally cover about 160 acres or the adjacent area bounded by major arterials, canals, or other major geographical features. The conceptual master plan should address:

- A. Compliance with the comprehensive design document (see Policy 3.1)
- B. A consistent design theme
- C. A mix of housing types
- D. Adequate supply and distribution of neighborhood parks
- E. Safe and direct pedestrian and bicycle linkages between residential areas and school sites, parks, and community activity centers

**Policy 3.3 Completion of Loma Vista.** The City prioritizes the completion of Loma Vista while allowing growth to proceed elsewhere in the Clovis Planning Area in accordance with agreements with the County of Fresno and LAFCo policies.

**Policy 3.4 Infrastructure investment.** The City may invest in infrastructure in the Northeast and Northwest Urban Centers if and when the City is satisfied that the investment is fiscally neutral or beneficial and that there will be adequate funding to provide public services.

- Policy 3.5 **Fiscal sustainability.** The City shall require establishment of community facility districts, lighting and landscaping maintenance districts, special districts, and other special funding or financing tools in conjunction with or as a condition of development, building or permit approval, or annexation or sphere of influence amendments when necessary to ensure that new development is fiscally neutral or beneficial.
- Policy 3.6 **Mix of housing types and sizes.** Development is encouraged to provide a mix of housing types, unit sizes, and densities at the block level. To accomplish this, individual projects five acres or larger may be developed at densities equivalent to one designation higher or lower than the assigned designation, provided that the density across an individual project remains consistent with the General Plan.
- Policy 3.7 **Urban Village Neighborhood Concept.** Residential developments in Urban Centers must contribute to and become a part of a neighborhood by incorporating a central park feature, a school complex, a hierarchy of streets, pedestrian pathways, or other neighborhood amenities. Higher density residential should be next to lands designated Mixed Use Village. The City may also require the application of the urban village neighborhood concept in areas outside of an Urban Center.
- Policy 3.8 **Land use compatibility.** Within Urban Centers, new development that is immediately adjacent to properties designated for rural residential and agricultural uses shall bear the major responsibility of achieving land use compatibility and buffering.
- Policy 3.9 **Connected development.** New development in Urban Centers must fully improve roadway, pedestrian, and bicycle systems within and adjacent to the proposed project and connect to existing urbanized development.

**Goal 4: Orderly development of the General Plan outside of the city boundary.**

- Policy 4.1 **Clovis leadership.** The city shall take a leadership role in the land use planning for the sphere of influence and entire Clovis General Plan Area.
- Policy 4.2 **Surface water entitlements.** The city should not approve annexation unless any and all surface water entitlements are retained; any and all surface water entitlements shall be transferred to the city upon development.
- Policy 4.3 **Future environmental clearance.** The city shall monitor development and plan for additional environmental clearance as development levels approach those evaluated in the General Plan EIR.
- Policy 4.4 **Farmland conservation.** Participate in regional farmland conservation, including the establishment of comprehensive agricultural preserves or easements, through efforts such as the Fresno County Model Farmland Conservation Program or the San Joaquin Valley Greenprint.

**Goal 5: A city with housing, employment, and lifestyle opportunities for all ages and incomes of residents.**

**Policy 5.1 Housing variety in developments.** The Clovis General Plan has been planned to provide a variety of housing product types suitable to each stage of a person's life. Each development should contribute to a diversity of housing sizes and types within the standards appropriate to the land use designation. This policy does not apply to projects smaller than five acres.

**Policy 5.2 Ownership and rental.** Encourage a mixture of both ownership and rental options to meet varied preferences and income affordability needs.

**Policy 5.3 Innovative housing.** Encourage innovative housing product types, including multigenerational, cooperative, and variations on live-work housing.

**Policy 5.4 Transit oriented development.** Encourage the provision of retail and employment opportunities in areas served by transit, recognizing the needs of the transit-dependent population.

**Policy 5.5 Jobs for residents.** Encourage development that provides job opportunities in industries and occupations currently underserved in Clovis.

**Policy 5.6 Workforce housing.** Encourage the development of workforce housing that serves the needs of those working in Clovis.

**Goal 6: A city that grows and develops in a manner that implements its vision, sustains the integrity of its guiding principles, and requires few and infrequent amendments to the General Plan.**

**Policy 6.1 Amendment criteria.** The City Council may approve amendments to the General Plan when the City Council is satisfied that the following conditions are met:

- A. The proposed change is and will be fiscally neutral or positive.
- B. The proposed change can be adequately served by public facilities and would not negatively impact service on existing development or the ability to service future development.
- C. The proposed change is consistent with the Urban Village Neighborhood Concept when within an Urban Center.
- D. General Plan amendments proposing a change from industrial, mixed-use business campus, or office (employment generating) land use designations to non-employment-generating land use designation shall be accompanied by an analysis of the potential impacts on the City's current and long-term jobs-housing ratio, as well as an evaluation on the change or loss in the types of jobs.
- E. This policy does not apply to:
  - i. County designations within the Clovis Planning Area or changes made by the City Council outside of the sphere boundary to reflect changes made by the County of Fresno.
  - ii. Changes initiated by public agencies (such as school districts, flood control) for use by public agencies.
  - iii. Changes initiated by the city within a specific plan.

**Policy 6.2 Smart growth.** The city is committed to the following smart growth goals.

- A. Create a range of housing opportunities and choices
- B. Create walkable neighborhoods
- C. Encourage community and stakeholder collaboration
- D. Foster distinctive, attractive communities with a strong sense of place
- E. Make development decisions predictable, fair, and cost-effective
- F. Mix land uses
- G. Preserve open space, farmland, natural beauty, and critical environmental areas
- H. Provide a variety of transportation choices
- I. Strengthen and direct development toward existing communities
- J. Take advantage of compact building design
- K. Enhance the economic vitality of the region
- L. Support actions that encourage environmental resource management

## Clovis Planning Area and Buildout Summary

### Clovis Planning Area

The Clovis Planning Area encompasses approximately 47,805 acres (75 square miles). The total acreage includes the parcelized land acreage (43,570 acres) and non-parcelized, right-of-way (ROW) acreage (4,235 acres). The City's incorporated boundaries include 217 acres for the Clovis landfill, which is approximately 13 miles north of the City in Fresno County.

The three generalized areas of the planning area are: the incorporated boundaries of the City of Clovis, the unincorporated portions of the Clovis Sphere of Influence (SOI), and unincorporated areas outside of the current SOI (see Figure LU-1). The extension of the planning area beyond the City and SOI boundaries enables Clovis to influence the decisions that directly affect the City; preserve ROW for regional transportation routes; and leverage control of development design, phasing, and infrastructure provision in outlying areas. The Planning Area also offers opportunities for employment and sustainable, high quality neighborhoods in all three Urban Centers.

### General Plan Buildout

The General Plan plans and forecasts the ultimate buildout of the entire planning area to allow for proper phasing and funding of public services and infrastructure consistent with the General Plan goals and policies. The Land Use Diagram (Figure LU-2) illustrates the proposed land uses for the entire planning area and Table LU-1 lists the estimated level of development at buildout. It is important to note that buildout of the entire General Plan area is not expected to occur for at least 70 years.

**Table LU-1. Buildout Summary**

| Scenario   | Acres         | Units          | Population     | Employment                | Building SF <sup>1</sup> |
|--|---------------|----------------|----------------|---------------------------|--------------------------|
| <b>Existing Conditions (2013)</b>  | <b>47,805</b> | <b>42,000</b>  | <b>115,000</b> | <b>31,500<sup>2</sup></b> | <b>13,050,000</b>        |
| City Boundary  | 14,859        | 36,500         | 100,000        | 30,000                    | 12,600,000               |
| SOI  | 5,633         | 2,000          | 6,000          | 1,000                     | 200,000                  |
| Planning Area beyond City and SOI  | 27,313        | 3,500          | 9,000          | 500                       | 210,000                  |
| <b>General Plan Buildout</b>   | <b>47,805</b> | <b>107,100</b> | <b>294,300</b> | <b>106,900</b>            | <b>51,300,000</b>        |
| City Boundary  | 14,859        | 46,000         | 126,800        | 63,200                    | 32,300,000               |
| SOI  | 5,633         | 22,600         | 61,800         | 15,000                    | 7,700,000                |
| Planning Area beyond City and SOI  | 27,313        | 38,500         | 105,700        | 28,700                    | 11,300,000               |
| Notes:   |               |                |                |                           |                          |
| 1. SF = square feet  |               |                |                |                           |                          |
| 2. At the time this General Plan was prepared, the most recent employment data was for 2011. |               |                |                |                           |                          |

To ensure that the City can support existing and new development as growth occurs, the City shall monitor residential and non-residential development on an annual basis. Such monitoring shall also maintain consistency with the General Plan Environmental Impact Report. As stated in Policy 4.3 of the Land Use Element, the City shall plan for additional environmental clearance as development levels approach those evaluated in the General Plan EIR (for year 2035 and full buildout).

### Land Use Designations

The Land Use Diagram (Figure LU-2) serves as the graphic guide for the development and management of lands within the Clovis planning area. Together with the description of the Land Use, Focus Area, and Specific Plan designations (Tables LU-2 and LU-4), the Diagram depicts the general location, intensity, and use of lands. The land use patterns and areas identified are intended to provide the basis for more detailed land use districts, densities, requirements, and standards established in the Development Code. Table LU-3 shows the zoning districts that correspond to each land use designation.

**Table LU-2. Land Use Designations**

| Land Use Designation and Density / Intensity Range | Description of Typical Uses   |
|--|---|
| <b>Residential</b>                                 |   |
| Agricultural (AG)<br>1 du/20 ac max                | Conservation of productive agricultural lands.  |
| Rural Residential (RR)<br>1 du/2 ac max            | Very low density residential uses and small scale agricultural operations. Rural residential uses may be dispersed uniformly across the land or be sited so to leave more acreage for orchards, pastures, or other agricultural or open space activities. |
| Very Low Density (VL)<br>0.6–2.0 du/ac             | Large lot single family residences and appurtenant structures within an identifiable residential neighborhood.  |
| Low Density (L)<br>2.1–4.0 du/ac                   | Conventional single family detached houses.   |
| Medium Density (M)<br>4.1–7.0 du/ac                | Detached and attached single family homes, patio homes, or zero lot line homes.   |
| Medium High Density (MH)<br>7.1–15.0 du/ac         | Small lot single family detached homes, townhouses , duplexes, and apartments.  |
| High Density (H)<br>15.1–25.0 du/ac                | Small lot single family detached homes, townhouses, apartments, stacked flats, and other building types with 4 or more units.   |
| Very High Density (VH)<br>25.1–43.0 du/ac          | Small lot single family detached homes, townhouses, apartments, stacked flats, and other building types with 10 or more units.  |

**Table LU-2. Land Use Designations**

| <b>Land Use Designation and Density / Intensity Range</b>           | <b>Description of Typical Uses</b>   |
|---|--|
| <b>Commercial and Employment</b>                                    |  |
| Office (O)<br>Max FAR 3.0   | Professional offices, corporate headquarters, research and development, medical facilities, hotels, and limited related retail uses.   |
| Industrial (I)<br>Max FAR 2.0                                       | Light/heavy industrial, business park, and research and development uses.  |
| Neighborhood Commercial (NC)<br>Max FAR 0.50                        | Neighborhood-scale shopping facilities conveniently located near residential areas. These developments are typically anchored by supermarkets and drugstores. A wide range of other uses including banks, restaurants, service businesses and other related activities are generally found in these planned centers. |
| General Commercial (GC)<br>Max FAR 1.50                             | Community- or regional-scale centers that may be anchored by large format stores as well as a variety of retail outlets and restaurant and entertainment uses. Hotels and motels are also appropriate.   |
| <b>Special Use</b>  |  |
| Mixed Use Village (MU-V)<br>Max FAR 4.0<br>15.1–43.0 du/ac          | Vertical or horizontal mix of commercial, office, and/or residential uses on the same parcel. Retail is preferred on the ground floor. Office uses and attached single family and multiple family housing should be above the ground floor when in a mixed-use building.   |
| Mixed Use/Business Campus (MU-BC)<br>Max FAR 4.0<br>15.1–25.0 du/ac | Higher intensity mix of employment generating businesses drawing from land uses permitted in the Office and Industrial designations. Live/work is also permitted. Commercial uses are generally prohibited except as uses clearly ancillary to the employment-generating office and industrial uses.                 |
| Open Space (OS)   | Active and passive open space opportunities along multi-use corridors, canals, large easements, and commercial recreational uses.  |
| Public/Quasi-Public Facilities (P)<br>Max FAR 1.0                   | Public and quasi-public uses such as city hall facilities, maintenance yards, cemeteries, churches, meeting halls and the rodeo grounds.   |
| Park (PK)   | Existing and proposed park sites.  |
| School (S)  | Existing or proposed school sites. Public and private schools are a permitted use in all single family residential areas. More specific sites may be identified through the master planning of each Urban Center.  |
| Water (W)   | Existing and planned water retention and other flood control facilities.   |

**Table LU-2. Land Use Designations**

| Land Use Designation and Density / Intensity Range                    | Description of Typical Uses  |
|---|--|
| <b>Fresno County Designations</b>                                     |  |
| Planned Residential Community (PRC-FC)<br>Max FAR 0.50, 1.0–2.0 du/ac | A variety of housing types in a semi-rural environment with public services and locally-oriented commercial uses such as grocery stores, restaurants, offices, and small retail shops. |
| Commercial Specialized (C-SP)<br>Max FAR 1.0                          | Uncommon or specialized commercial activities that are not within any other commercial land designation, such as drive-in theaters and recreation-related commercial uses.             |

**Table LU-3. General Plan and Zoning Consistency**

| General Plan Land Use Designation | Zoning District  |
|-----------------------------------|--|
| <b>Residential</b>                |  |
| Agricultural (AG)                 | Agricultural (A)   |
| Rural Residential (RR)            | Rural Residential (RR)   |
| Very Low Density (VL)             | Single-Family Residential (R-A, R-1-A, R-1-AH)   |
| Low Density (L)                   | Single-Family Residential (R-1, R-1-B, R-1-C)  |
| Medium Density (M)                | Single-Family Residential (R-1)<br>Single Family Medium Density (R-1-MD)<br>Single-Family Planned Residential Development (R-1-PRD)<br>Mobile Home Park, Single Family (MHP)<br>Urban Center (U-C) |
| Medium High Density (MH)          | Medium Density Multi-Family (R-2, R-2-A)<br>Single-Family Planned Residential Development (R-1-PRD)<br>Urban Center (U-C)  |
| High Density (H)                  | High Density Multi-Family (R-3, R-3-A)<br>Multi-Family Very High Density (R4)<br>Urban Center (U-C)  |
| Very High Density (VH)            | Multi-Family Very High Density (R4)  |

**Table LU-3. General Plan and Zoning Consistency**

| General Plan Land Use Designation  | Zoning District   |
|--|---|
| <b>Commercial and Employment</b>   |   |
| Office (O)   | Administrative/Professional Office (C-P)<br>Urban Center (U-C)  |
| Industrial (I)   | Commercial and Light Manufacturing (C-M)<br>Light Manufacturing (M-1)<br>Heavy Manufacturing (M-2)<br>Industrial Park (M-P)<br>Research and Technology Business Park (R-T)                      |
| Neighborhood Commercial (NC)   | Neighborhood Commercial (C-1)   |
| General Commercial (GC)  | Community Commercial (C-2)<br>Downtown Commercial (C-3)<br>Urban Center (U-C)<br>Planned Commercial Center (P-C-C)<br>Commercial Recreation (C-R)   |
| <b>Special Use</b>   |   |
| Mixed Use Village (MU-V)   | All residential districts that permit more than 15 units per acre<br>All commercial districts<br>All industrial districts except for Heavy Manufacturing (M-2)<br>All special purpose districts |
| Mixed Use/Business Campus (MU-BC)  | Administrative/Professional Office (C-P)<br>All industrial districts<br>Urban Center (U-C)  |
| Open Space (OS)  | Open Space Conservation (O)   |
| Public/Quasi-Public Facilities (P)   | Commercial Recreation (C-R)<br>Public Facilities (PF)   |
| Park (PK)  | Open Space Conservation (O)<br>Urban Center (U-C)   |
| School (S)   | Public Facilities (PF)  |
| Water (W)  | Public Facilities (PF)  |
| <p>Note: The City may also assign a focus area (through policy), specific plan designation (through policy or by ordinance) or an overlay zone (by ordinance) that allows for a different mix and range of uses and development intensity.</p> |   |

## Urban Centers

The General Plan identifies three areas as Urban Centers to focus where outward growth may occur and to ensure that such growth is high quality, fiscally sustainable, balanced, and helps implement the General Plan's goals and policies. Each Urban Center can be implemented by either a specific plan or a master development plan, either of which requires coordinated land use and infrastructure planning. Figure LU-3 identifies the three Urban Centers: Loma Vista, Northwest, and Northeast.

### Loma Vista Urban Center

The Loma Vista Urban Center is implemented by the Loma Vista Specific Plan. This Specific Plan outlines guiding principles and a comprehensive land use plan to promote a high quality residential community focused around two community centers, a business campus, and the Reagan Educational Center.

### Northwest Urban Center

The General Plan provides fairly specific land use planning for the Northwest Urban Center, with policies that require a comprehensive design document to provide additional development and land use guidance. The General Plan also envisions that the comprehensive design document for the Northwest Urban Center will:

- Use San Joaquin Valley-appropriate plantings
- Capitalize on views of Owens Mountain and the Sierra Nevada
- Achieve compact development patterns that integrate a variety of housing types, sizes, and densities at the neighborhood and community level
- Eliminate as feasible the use of sound walls separating neighborhoods from roads
- Develop a well-connected grid system of roads
- Prohibit retail land uses within a quarter mile of any Clovis Unified School District campus.

### Northeast Urban Center

The General Plan provides fairly specific land use planning for the Northeast Urban Center, with policies that require a comprehensive design document to provide additional development and land use guidance. The General Plan envisions that the comprehensive design document (such as a master plan or specific plan), for the Northeast Urban Center will:

- Create a series of urban villages that are distinct but that, taken together, contribute to a common public identity for the Northeast Urban Center
- Develop major arterials that are not on a grid pattern; rather, the major arterials flow with the land and capitalize on vistas of the Sierra Nevada and pristine local viewsheds
- Provide other streets in a well-connected grid system
- Connect neighborhoods, community centers, parks, schools, and commercial districts with a robust non-vehicular circulation system

### Focus Areas and Specific Plans

Some areas of the City’s Planning Area merit additional flexibility and direction regarding urban form and design, finely-tuned site planning, the development of mixed uses, and coordinated land use planning for areas that are under multiple ownerships. The City has two tools that augment the General Plan land use designations for specific sites: focus areas and specific plans. Table LU-4 and Figure LU-4 describe and map the boundaries for land that is assigned a focus area and/or specific plan.

**Focus Area.** A focus area assignment complements a property’s General Plan land use designation and may expand permissible uses, introduce new policy requirements, augment development standards, or simply call attention to a complex property.

**Specific Plan.** A specific plan is a planning document that provides customized standards and criteria for the development of a particular area. A specific plan establishes the planning concept, design and development guidelines, administrative procedures, and implementation measures necessary to achieve the orderly and compatible development of a project area while maintaining consistency with and implementing the goals and policies of the General Plan.

**Table LU-4. Mixed-Use Focus Areas and Specific Plans**

| Area | Primary Land Uses   | Additional Uses Allowed  | Design Features and Other Direction  |
|------|---|--|--|
| 1    | Industrial  | <ul style="list-style-type: none"> <li>- Office</li> <li>- Medium High Density Residential (limited to 20% of the focus area acreage)</li> </ul> | Dry Creek Trail <ul style="list-style-type: none"> <li>- Require ped/bicycle connections to trail</li> <li>- Preserve the view corridor along trail</li> <li>- Enhanced landscaping along trail</li> <li>- Orient building views to the trail</li> </ul>   |
| 2    | General Commercial  | <ul style="list-style-type: none"> <li>- High Density Residential</li> <li>- Mixed Use</li> <li>- 4-story buildings max</li> </ul>               | Residential <ul style="list-style-type: none"> <li>- Only permitted as a part of a vertically-mixed use building above first/ground floor</li> <li>- Shall not be within 100 feet of Clovis Avenue or Herndon Avenue</li> <li>- Should not be within 500 feet of the freeway (excludes offramps)</li> </ul>      |
| 3    | General Commercial  | <ul style="list-style-type: none"> <li>- High Density Residential</li> <li>- Live/Work</li> <li>- Mixed-Use</li> </ul>                           | <ul style="list-style-type: none"> <li>- Subject to the Shaw Corridor Overlay Zone and Commercial Corridors Pattern Book</li> </ul>  |
| 4    | Business Park<br>Commercial<br>Specialty Retail<br>Office | <ul style="list-style-type: none"> <li>- Medium High Density Residential (limited to 60% of the focus area acreage)</li> </ul>                   | <ul style="list-style-type: none"> <li>- Preservation of existing tower as a historic monument (functional if possible)</li> <li>- Special consideration as gateway to Clovis</li> <li>- Pedestrian friendly site plan</li> <li>- Require pedestrian/bicycle connections to the Clovis Old Town Trail</li> </ul> |

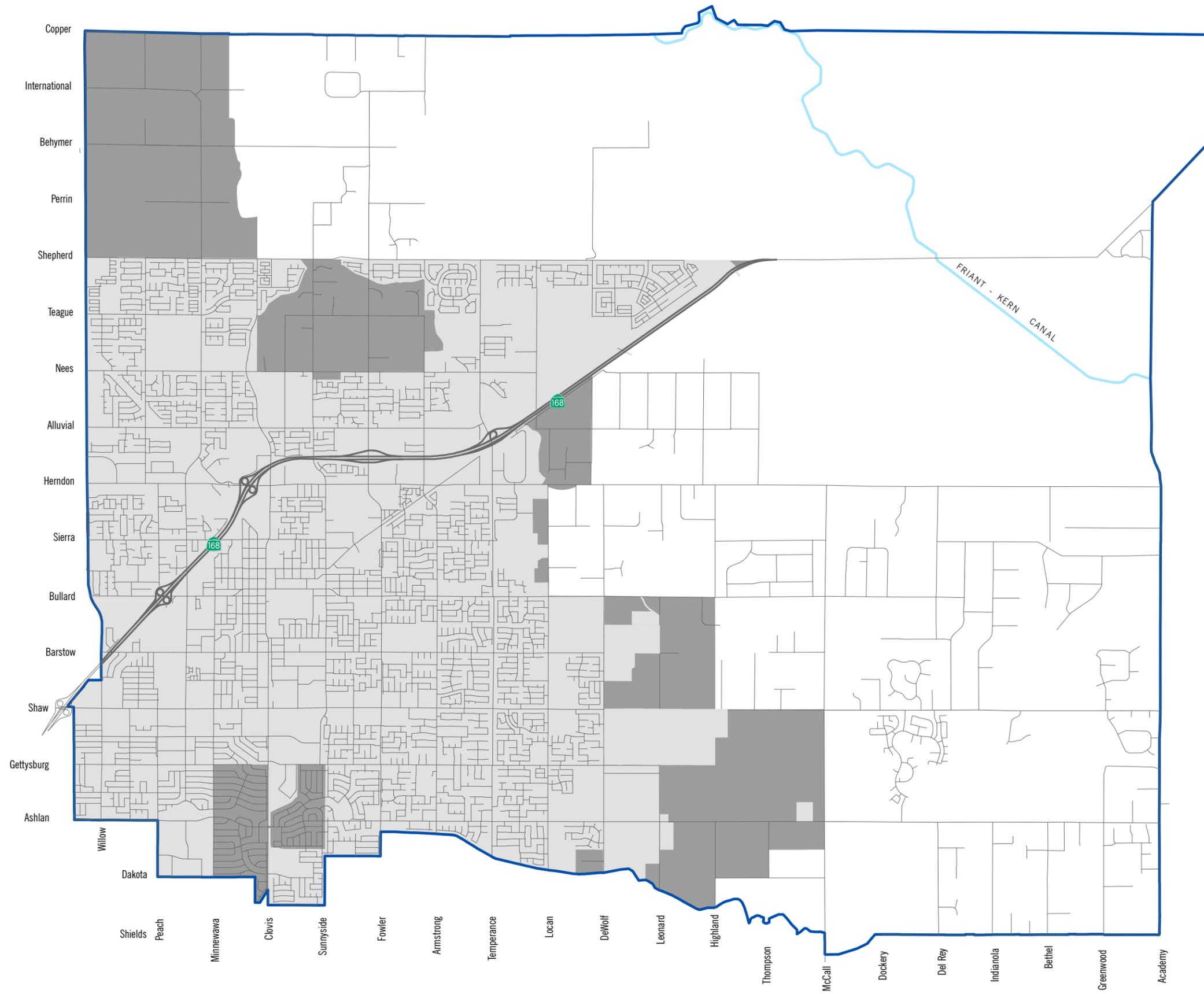
**Table LU-4. Mixed-Use Focus Areas and Specific Plans**

| Area | Primary Land Uses                               | Additional Uses Allowed  | Design Features and Other Direction  |
|------|---|--|--|
| 5    | Business Park<br>Commercial<br>Office           | - Medium High Density Residential (limited to 25% of the focus area acreage) | - Master plan required   |
| 6    | Research and Technology Business Park   Phase 3 | - Live/Work<br>- Existing residential uses                                   | - Existing residential uses as of 2014 shall continue to be permitted uses. Live/work uses are permitted south of Nees Avenue on Locan Avenue. No other new residential is permitted.  |
| 7    | Residential                                     | Neighborhood Commercial  | - Master plan required<br>- Future development shall respect the rural residential character of the focus area   |
| 8    | Commercial                                      | - High Density Residential<br>- Senior Housing<br>- Mixed Use<br>- Office    | - Master plan required<br>- Retail space shall not exceed 130,000 square feet (non-retail commercial space is unrestricted)  |
| 9    | Commercial                                      | - Office<br>- Residential  | - Master plan required<br>- Retail space shall not exceed 400,000 square feet (non-retail commercial space is unrestricted)  |
| 10   | Office  | - Medium Density Residential (limited to 25% of the focus area acreage)      | - Master plan required   |
| 11   | Office<br>Business Incubator                    | - Medium Density Residential (10 net acres max)                              | - Master plan required<br>- Development and site design must consider the common boundary with adjacent educational campuses (Willow International Community College and Clovis Unified facilities), church campus, and orientation to canal, trails, and open space<br>- Retail space shall not exceed 150,000 square feet (non-retail commercial space is unrestricted)<br>- Proposed land uses must consider potential for college-related economic development |
| 12   | Commercial                                      | - Office<br>- Residential  | - Master plan required<br>- Site design must consider the focus area as a gateway to Clovis and common boundary with Clovis Unified facilities   |

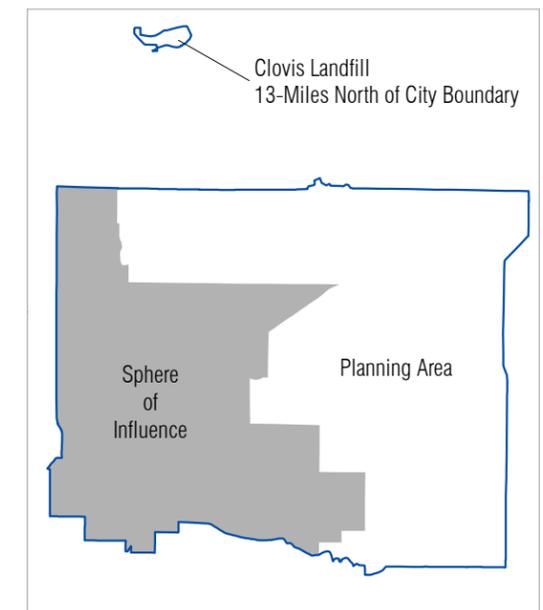
**Table LU-4. Mixed-Use Focus Areas and Specific Plans**

| Area  | Primary Land Uses              | Additional Uses Allowed   | Design Features and Other Direction   |
|---|--------------------------------|---|---|
| 13  | Urban Center                   | - As indicated by General Plan  | - Master plan required<br>- Development should give special consideration to buffering of residential adjacent to the focus area and design features for the focus area as a gateway to Clovis      |
| 14  | Office<br>Light Industrial     | Freeway Commercial  | Boundary of focus area can be adjusted as part of the master plan for Focus Area 13, but the commercial space shall not exceed 375,000 square feet in areas designated as Mixed Use/Business Campus |
| SP-1  | Herndon-Shepherd Specific Plan | Land use shall be dictated by the General Plan. Policies in the specific plan shall remain in effect. Any conflict between the specific plan and General Plan shall be resolved by the Director of Planning and Development Services. |   |
| SP-2  | Central Clovis Specific Plan   | The specific plan’s land use plan and policies shall guide development. Any conflict between the specific plan and General Plan shall be resolved by the Director of Planning and Development Services.                               |   |
| SP-3  | Shaw Avenue Specific Plan      | Land use shall be dictated by the General Plan. Policies in the specific plan shall remain in effect. Any conflict between the specific plan and General Plan shall be resolved by the Director of Planning and Development Services. |   |
| SP-4  | Loma Vista Specific Plan       | The specific plan’s land use plan and policies shall guide development. Any conflict between the specific plan and General Plan shall be resolved by the Director of Planning and Development Services.                               |   |
| <p><b>Notes:</b></p> <ol style="list-style-type: none"> <li>1. Primary Land Uses: Generally supports underlying land use designation but may emphasize a specific character.</li> <li>2. Additional Uses Allowed: Should complement primary land use and character and/or serve as logical connections to or buffers for/from surrounding land uses.</li> <li>3. Design Features and Other Direction: Special design features and other requirements or conditions for future development.</li> <li>4. Master plan required: A master plan shall be required for the entire focus area at the time of the first submittal for development of any portion of the focus area.</li> <li>5. Specific plans listed above remain in effect. Upon adoption of this General Plan, the following specific and area plans are retired: Clovis Corridor Specific Plan, East Sierra Specific Plan, Magill Heights Specific Plan, Southeast Area Specific Plan, Northwest Area Plan, Temperance/Locan Specific Plan, and Clovis Avenue Railroad Corridor Area Plan.</li> <li>6. The amount of retail square feet permitted in Focus Areas 9, 10, 11, and 12 can be increased without a General Plan Amendment if the Director of Planning and Development Services is satisfied that there is a permanent reduction of retail development (through zoning or development) on adjacent lands in the City of Fresno. The maximum amount of increase in retail space (commensurate with a permanent reduction in Fresno) is 220,000 square feet (total among all of the Focus Areas listed in this note). The permanent reduction shall be measured based on zoning and development in the City of Fresno as of the adoption date of the 2014 Clovis General Plan.</li> </ol> |                                |   |   |

### Figure LU-1 Clovis Planning Area



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

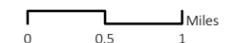


# CLOVIS

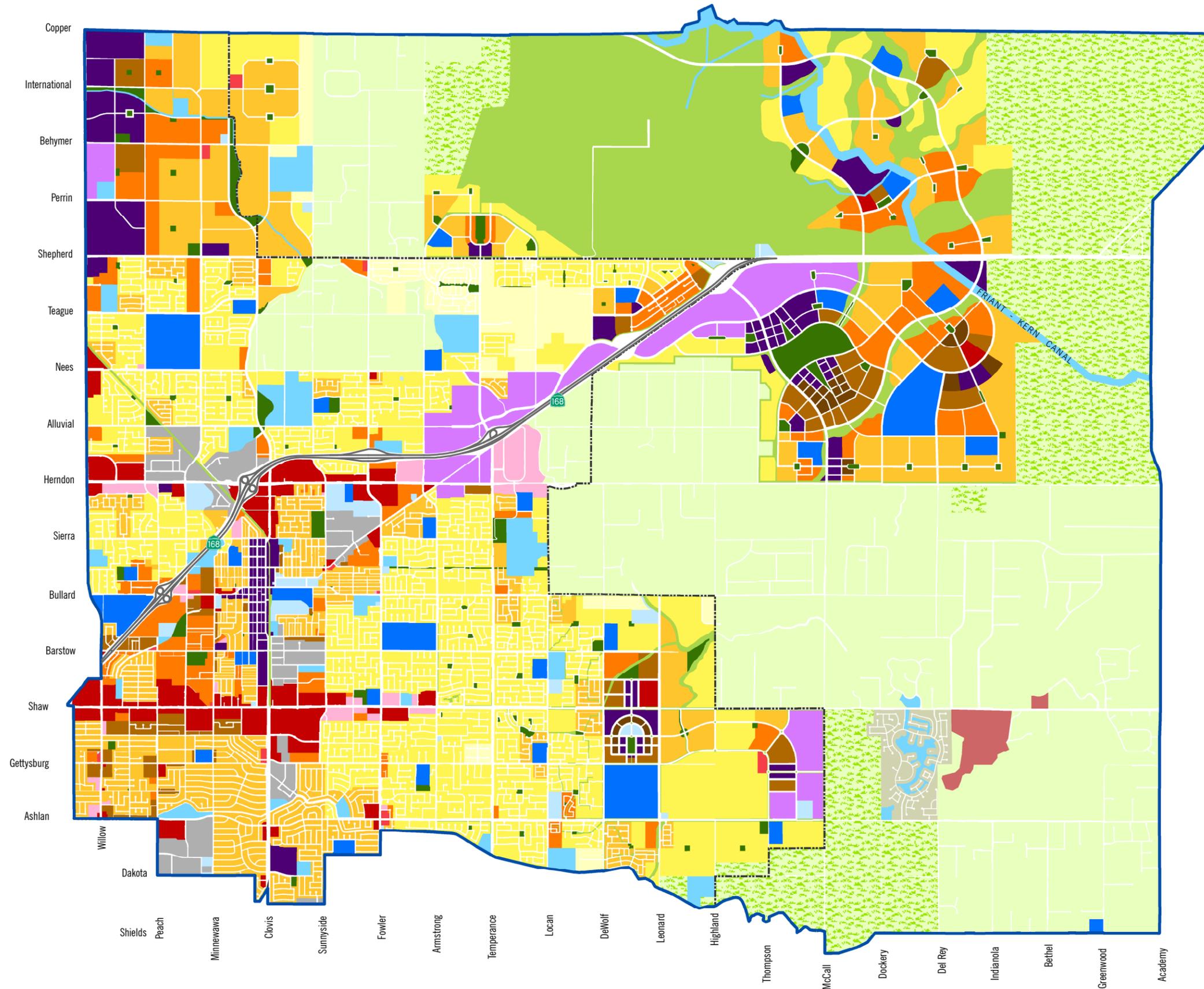
## GENERAL PLAN



CLO - 14.0 12/8/2014



**Figure LU-2  
Land Use Diagram**



City of Clovis General Plan Land Use

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

Fresno County General Plan Land Use

- PRC-FC - Planned Residential Community
- C-SP - Commercial Specialized

Planning Area Boundary

Sphere of Influence Boundary

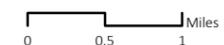
\*Not Shown on Map



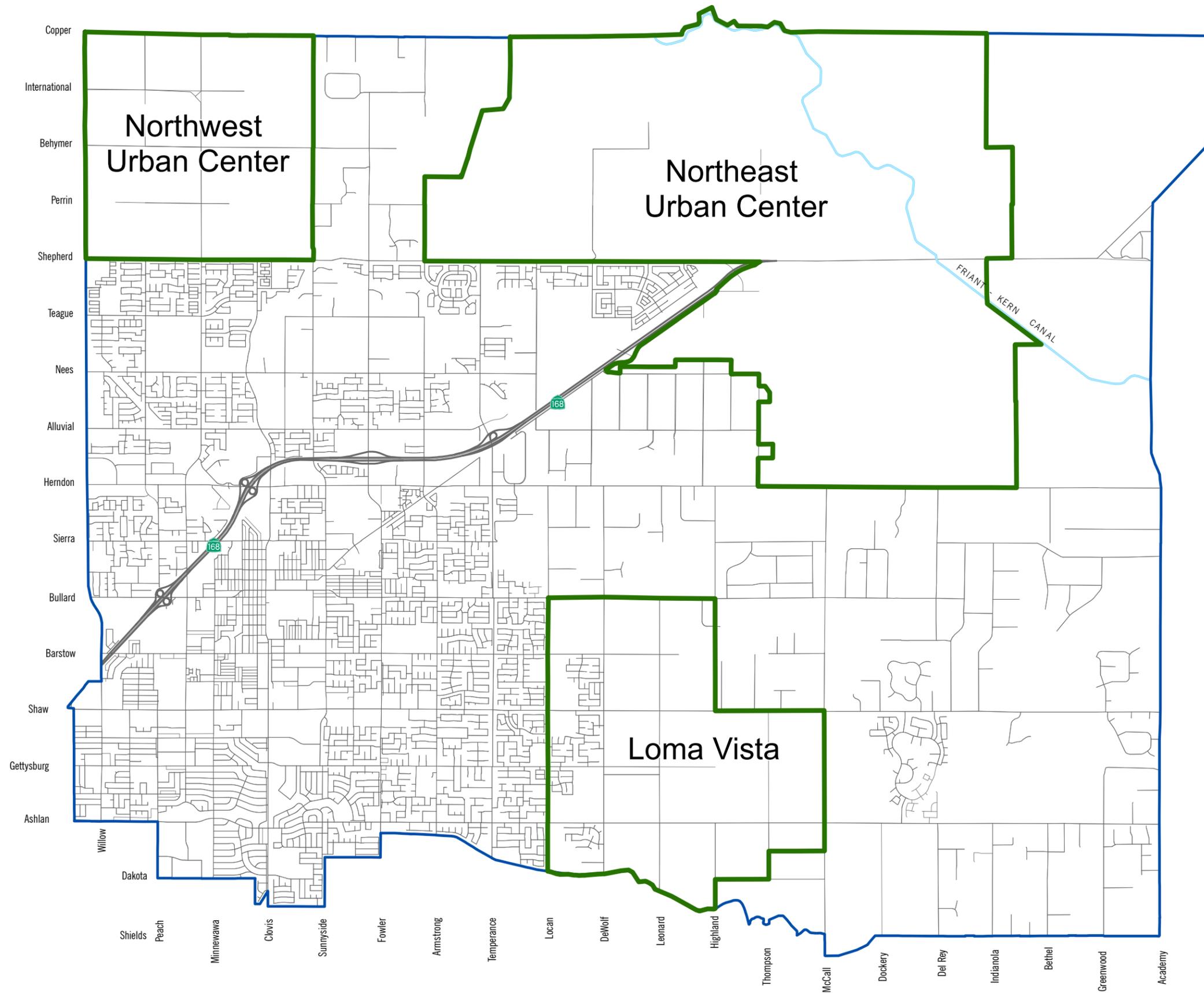
**CLOVIS**  
GENERAL PLAN



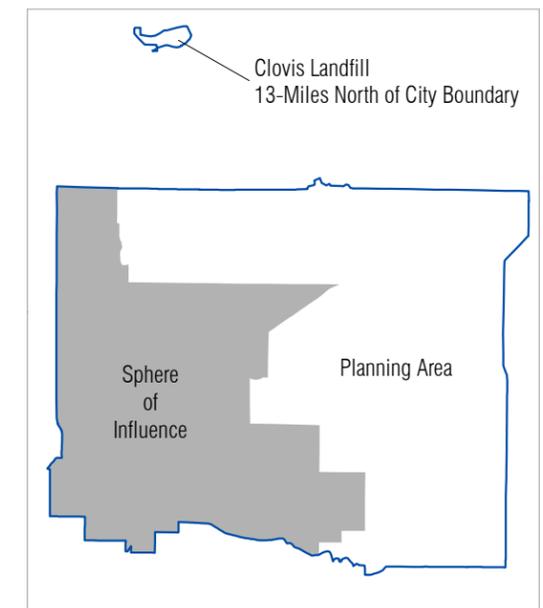
CLO - 14.0 12/8/2014



**Figure LU-3  
Urban Centers**



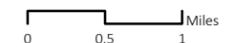
- Planning Area Boundary
- Urban Centers



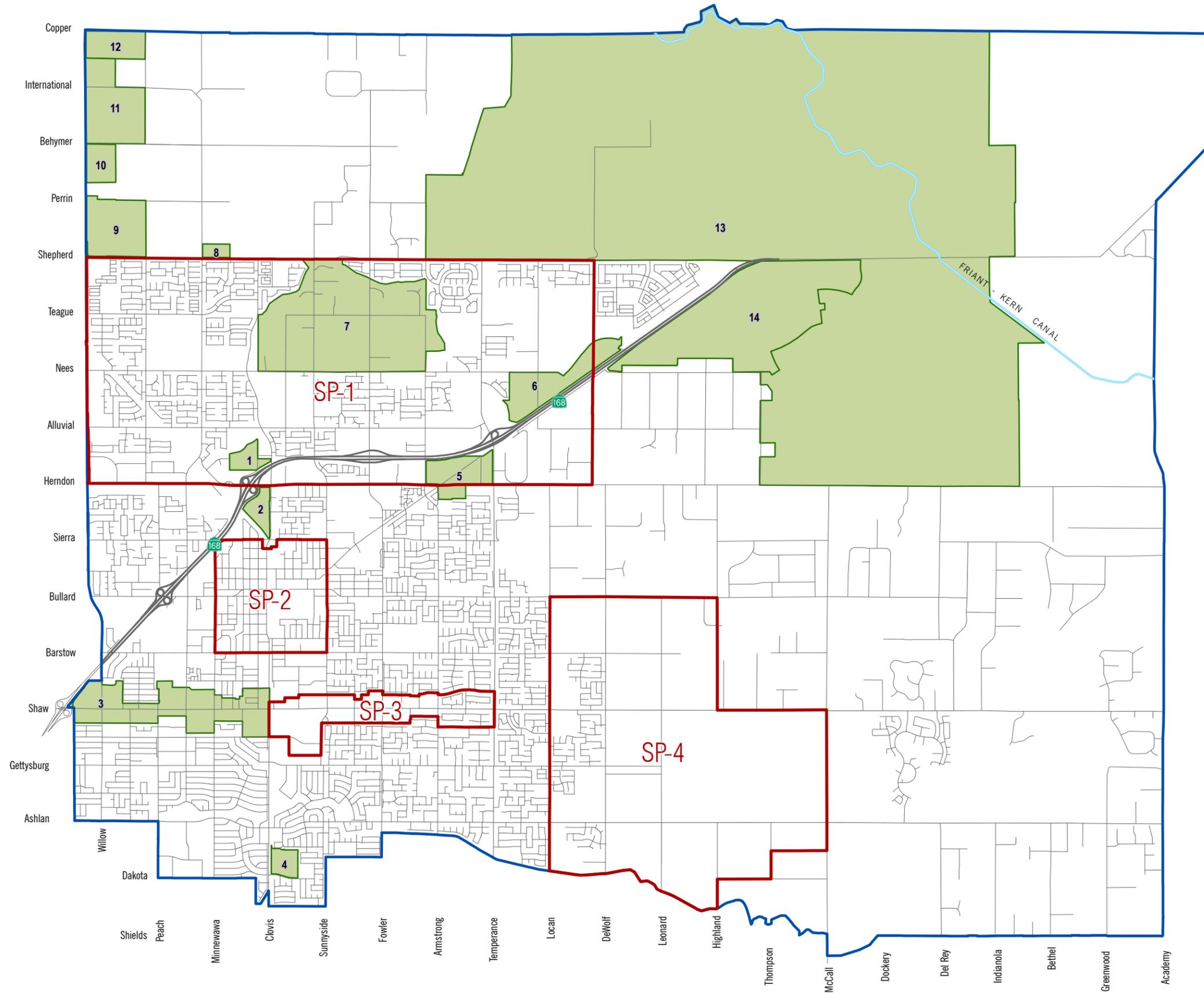
**CLOVIS**  
GENERAL PLAN



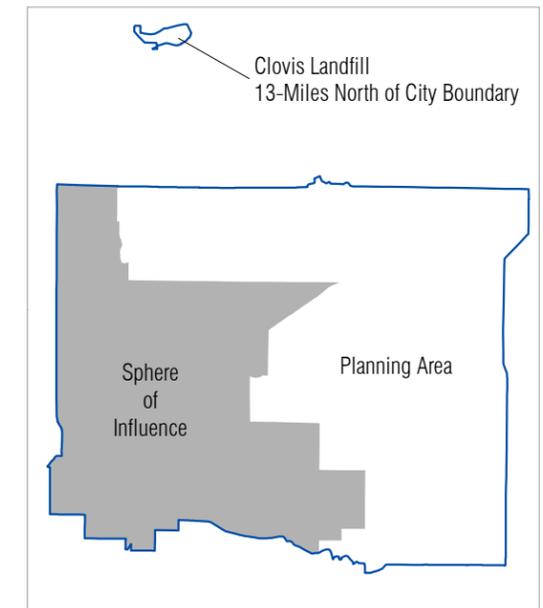
CLO - 14.0 12/8/2014



**Figure LU-4  
Focus Areas and Specific Plans**

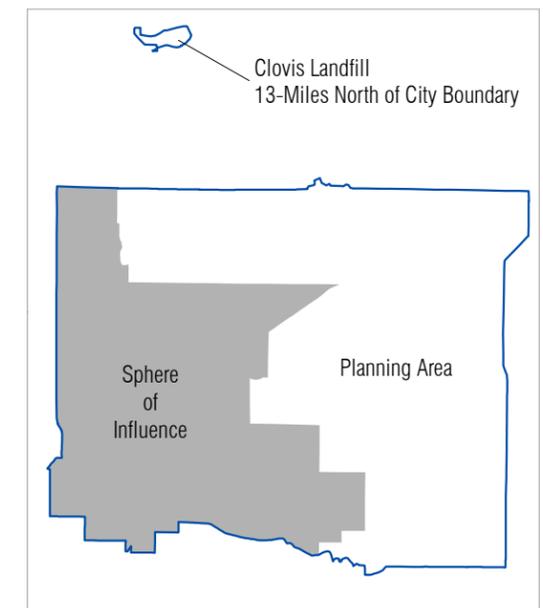
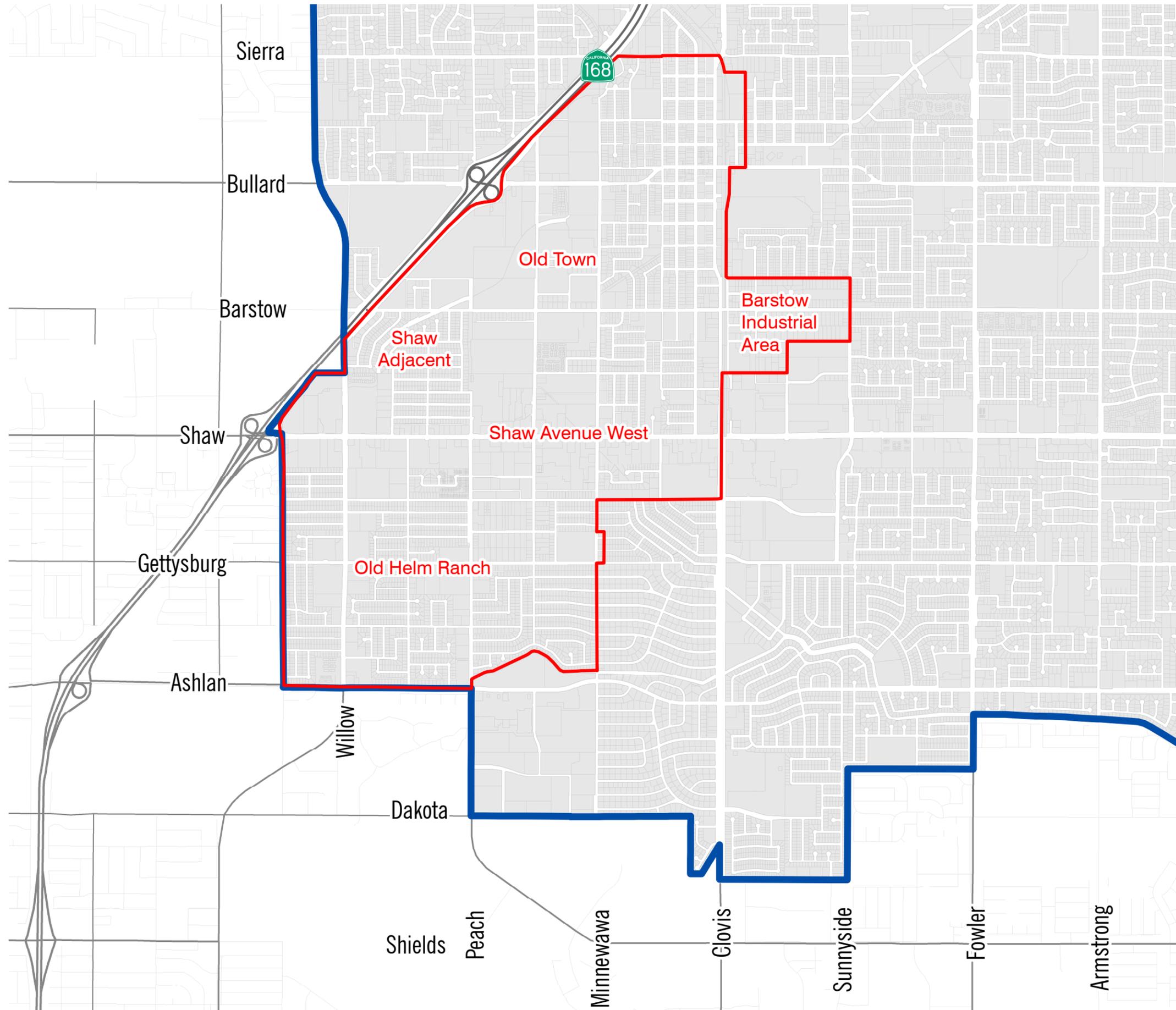


- Specific Plan Area
- SP-1 Herndon-Shepherd Specific Plan
  - SP-2 Central Clovis Specific Plan
  - SP-3 Shaw Avenue Specific Plan
  - SP-4 Loma Vista Specific Plan
  - Focus Areas
  - Planning Area Boundary



### Figure LU-5 Improvement Areas

-  Clovis Improvement Focus Area
-  Planning Area Boundary



# CLOVIS

## GENERAL PLAN



CLO - 14.0 12/9/2014



---

# Economic Development Element

## Purpose

The economic development element links land use and development to economic growth, jobs and income, and municipal revenues and expenditures.

## Key Issues

The primary issue that the economic development element addresses is balancing residential growth with economic growth to ensure a fiscally sustainable city. The goals and policies provide specific guidance for expanding the number and quality of jobs and for attracting private sector investment. Finally, the element's policies seek to increase municipal revenues, especially sales and transient-occupancy taxes.

## Goals and Policies

**OVERARCHING GOAL:** A thriving and diverse local economy that delivers a broad and resilient revenue base as a tool to continuously improve Clovis' quality of life and maintain Clovis' distinction as the premier community in the San Joaquin Valley.

- Goal 1:** Regionally and globally competitive office and industrial employment centers that deliver desirable career opportunities for residents, create wealth-building opportunities for entrepreneurs, and attract private investment.
- Goal 2:** A thriving local economy enriched by its connections and linkages to regional assets and to the national and global communication and transportation networks.
- Goal 3:** Distinctive commercial destinations, corridors, and centers that provide a wide variety of unique shopping, dining, and entertainment opportunities for residents and visitors.
- Goal 4:** An overnight tourism destination known throughout the western United States.
- Goal 5:** A mix of land uses and types of development sufficient to support a fiscally balanced city able to invest in and pay for maintaining and improving public facilities and services and enhancing the quality of life.
- Goal 6:** Institutional capacity to achieve economic development goals and realize the community's vision.

**Goal 1: Regionally and globally competitive office and industrial employment centers that deliver desirable career opportunities for residents, create wealth-building opportunities for entrepreneurs, and attract private investment.**

Policy 1.1 **Economic development objectives.** Invest in economic development to: 1) attract jobs suited for the skills and education of current and future City residents; 2) work with regional partners to provide opportunities for the labor force to improve its skills and education; and 3) attract businesses that increase Clovis' stake and participation in growing sectors of the regional and global economy.

Policy 1.2 **Jobs-housing ratio.** Improve the city's job-housing ratio by promoting growth in jobs suited to the skills and education of current and future residents with the objective of an equal number of jobs and employed residents.

Policy 1.3 **Two-way communication.** Continuously improve two-way communication with the Clovis business community and emphasize customer service to existing businesses as part of our competitive advantage.

Policy 1.4 **Regional clusters.** Attract new and expanding businesses to increase Clovis' share of growing sectors of the regional and global economy.

Policy 1.5 **Workforce housing.** Collaborate with residents, housing providers, and the development community to provide housing opportunities for the local workforce.

Policy 1.6 **Retail as an attractor.** Encourage a mix of retail goods, dining, entertainment, and retail services that provide a full continuum of goods and services in order to support efforts to attract new office and industrial employers.

Policy 1.7 **Life-long learning.** Collaborate with partners who provide life-long learning to ensure that residents and the local workforce have access to education and career training at all stages of life.

Policy 1.8 **Infrastructure investments.** Invest in infrastructure expansions and upgrades to ensure that developable land remains available in the mixed-use business campus areas; invest in infrastructure upgrades to ensure that existing office and industrial areas are able to support expansions and redevelopment in response to changing market conditions.

Policy 1.9 **Land availability.** Collaborate with property owners and, as appropriate, purchase land to ensure that the Sierra Gateway Commerce Center will be available for development as the Research and Technology Park approaches buildout.

Policy 1.10 **Land use integrity.** Maintain and improve the competitive advantages of a Clovis business location by restricting the use of properties in the mixed-use business campus areas to office-based and manufacturing businesses; minimize and limit ancillary businesses to those that are subordinate to and serve the primary businesses.

**Goal 2: A thriving local economy enriched by its connections and linkages to regional assets and to the national and global communication and transportation networks.**

Policy 2.1 **Transportation linkages.** Maintain and improve transportation linkages between freeways and the existing and planned office, industrial, and mixed-use business campus areas.

Policy 2.2 **Communications and technology.** Regularly monitor trends in communications and technology and ensure that Clovis has communication infrastructure appropriate for a thriving economy.

Policy 2.3 **Clovis Community Medical Center.** Maintain and enhance a collaborative relationship with Clovis Community Medical Center and other medical service providers to expand and attract health care businesses.

Policy 2.4 **Fresno Yosemite International Airport.** Maintain and grow connections to and relationships with Fresno Yosemite International Airport; capitalize on its proximity for economic development.

Policy 2.5 **Fresno State University.** Maintain and enhance direct relationships with Fresno State University; build on relationships with and proximity to the university to support existing businesses and attract new business to Clovis.

Policy 2.6 **Education linkages.** Improve and use relationships with the Clovis, Fresno, and Sanger Unified School Districts; Willow International Community College; and other current and future educational institutions and organizations to enhance the education, skills, and qualifications of the regional and local labor force.

Policy 2.7 **Transportation planning.** Strive to make the city and regional transportation planning and investment processes open and responsive to the local business community.

Policy 2.8 **Regional organizations.** Strive to have Clovis residents and business operators appointed to the governing bodies of regional economic development service providers and organizations.

- Goal 3 Distinctive commercial destinations, corridors, and centers that provide a wide variety of unique shopping, dining, and entertainment opportunities for residents and visitors.**
- Policy 3.1 **Quality of life.** Promote retail development with the primary objective of improving the quality of life by providing a full range of goods and services in Clovis.
- Policy 3.2 **Convenience goods and services.** Encourage businesses providing convenience goods and services to locate in retail centers in neighborhoods and communities throughout the city.
- Policy 3.3 **Comparison goods.** Encourage comparison goods businesses to locate in areas that are planned for larger community- and regional-scale shopping centers and that are served by adequate roadways.
- Policy 3.4 **Large-scale retail centers.** Require community- and regional-scale retail centers and districts to create a pedestrian-friendly, human-scale atmosphere with street furniture, shading, landscaping, and gathering spaces that enhance the experience of shopping and socializing. Such centers and districts should provide entertainment and dining in addition to retail sales and services.
- Policy 3.5 **Neighborhood-scale retail centers.** Require neighborhood-scale centers and districts to provide street furniture, shading, landscaping, pedestrian circulation, and gathering spaces that enhance the experience of shopping.
- Policy 3.6 **Regionally competitive retail destinations.** Those proposing new development and redevelopment of community and regional-scale retail centers and districts should demonstrate how their projects will create appropriately unique, functional, and sustainable places that will add value to the city and compete well with the quality of place in other centers and districts in the region.
- Policy 3.7 **Retail trends.** Anticipate the emptying of big box stores and changing trends in retailing; proactively evaluate development policies and adopt plans appropriate to minimize negative consequences and capitalize on new retail opportunities.

**Goal 4: An overnight tourism destination known throughout the western United States.**

- Policy 4.1 **Public image.** Promote a public image associated with the Sierra Nevada, healthy living, and active lifestyles, and promote closer ties to the mountain lake communities.
- Policy 4.2 **Center for cycling.** Promote Clovis as a cycling center and a launching point for regional cycling opportunities, such as the “Climb to Kaiser” and the “California Classic Century Ride.”
- Policy 4.3 **Local, regional, and statewide events.** Continue to collaborate with and support local organizations hosting local tourism events and activities, such as the Clovis Rodeo, Big Hat Days, the Friday Night Farmers Market, Clovis Fest, California Interscholastic Federation Track meet and other regional and statewide events at Clovis Unified School District facilities, and other current and future events and activities.
- Policy 4.4 **Tourism branding and marketing strategy.** Invest in tourism based on an adopted tourism branding and marketing strategy.

- Goal 5: A mix of land uses and types of development sufficient to support a fiscally balanced city able to invest in and pay for maintaining and improving public facilities and services and enhancing the quality of life.**
- Policy 5.1 **Decision making.** Incorporate the full short-term and long-term economic and fiscal implications of proposed actions into decision making.
- Policy 5.2 **Return on investment.** The city may forego or postpone investment in new public facilities and infrastructure until the city is satisfied that the investment will be repaid by new revenues.
- Policy 5.3 **Economic and residential balance.** Regularly monitor the pace of residential and non-residential development and the impact on municipal revenues, expenditures, reserves, and debt levels. The city may alter the investment of public resources, re-evaluate development fees, review development policies, and undertake other appropriate measures to ensure that the city's growth and development generate sustainable fiscal balances.
- Policy 5.4 **Long-term funding.** Require those requesting city funds to establish or renew a program or project lasting more than one fiscal year to identify and disclose if and how the program or project will be funded in subsequent years.
- Policy 5.5 **Staff time and costs.** Periodically assess the accuracy of projections for staff time and city resources, and use the assessment results to improve fiscal decision making.

**Goal 6: Institutional capacity to achieve economic development goals and realize the community's vision.**

Policy 6.1 **Economic development strategy.** Prioritize the allocation of public resources among various economic development efforts based on an adopted economic development strategy.

Policy 6.2 **Adequate staffing and funding.** Invest sufficient resources to provide adequate staff and funding to implement the economic development strategy and achieve economic development goals.

Policy 6.3 **Performance measurement.** Continuously measure the performance of economic development activities and adjust programs and projects as necessary, based on performance benchmarks and targets established in the economic development strategy.

Policy 6.4 **Municipal investment tied to measurable objectives.** Invest municipal resources to achieve economic development goals through other agencies and the private sector when governed by an agreement contingent upon achieving measurable objectives.

Policy 6.5 **Effective partnering.** Collaborate with regional economic development partners to achieve economic development goals, pursuant to measurable and effective agreements.

Policy 6.6 **Communication.** Communicate Clovis' economic development strengths, opportunities, successes, and activities to residents, local businesses, and economic development stakeholders.

Policy 6.7 **Long-term thinking.** The city may prioritize investments in economic development, which may generate long-term returns, versus investments in shorter-term projects and programs.

*This page intentionally left blank.*

---

# Circulation Element

## Purpose

The circulation element determines the transportation system necessary to accommodate the planned land use and development.

## Key Issues

The primary issue for the circulation element is to maintain and improve the road network to safely and efficiently move people and goods in cars and trucks. However, it is also important to reduce vehicle miles traveled through coordinated land use planning and facilitating non-automotive travel (i.e., transit, bikes, and walking). Additionally, the community highly values an extensive recreational trail system that adds to the quality of life.

The circulation element and the associated diagrams set forth the goals, policies, and general parameters for the development of the transportation system. However, the specific designs and geometry of the transportation elements, (such as street and bicycle path cross sections, street alignment, streetscape widths and treatments, etc.), are to be determined by a comprehensive street system master plan that will also incorporate the standards from existing specific plans.

Figure C-1 provides the basic structure of the roadway system. Within the northwest growth area, arterials and the collectors are considered major roadways (generally on the half-mile grid including International, Perrin, Peach, Minnewawa north of Behymer, Sunnyside diagonal, Auberry Road, and Preuss), with alignments that are similar to those shown on the diagram. The exact locations of these streets will be determined by a separate action utilizing a plan line or other appropriate geometry study. Other collectors are shown conceptually and the exact alignment and number of collectors may vary.

Figure C-2 is reflective of the current Bicycle System Master Plan that is updated periodically and is the guiding document for implementation of the bicycle transportation system.

## 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.

- Goal 1:** A context-sensitive and “complete streets” transportation network that prioritizes effective connectivity and accommodates a comprehensive range of mobility needs.
- Goal 2:** A roadway network that is well planned, funded, and maintained.
- Goal 3:** A multimodal transportation network that is safe and comfortable in the context of adjacent neighborhoods.
- Goal 4:** A bicycle and transit system that serves as a functional alternative to commuting by car.
- Goal 5:** A complete system of trails and pathways accessible to all residents.
- Goal 6:** Safe and efficient goods movement with minimal impacts on local roads and neighborhoods.
- Goal 7:** A regional transportation system that connects Clovis to the San Joaquin Valley region.

**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 travelled and effectively utilize the existing transportation infrastructure.

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.

**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 bicycle and transit system that serves as a functional alternative to commuting by car.**
- 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.**

- 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 Bicycle 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.

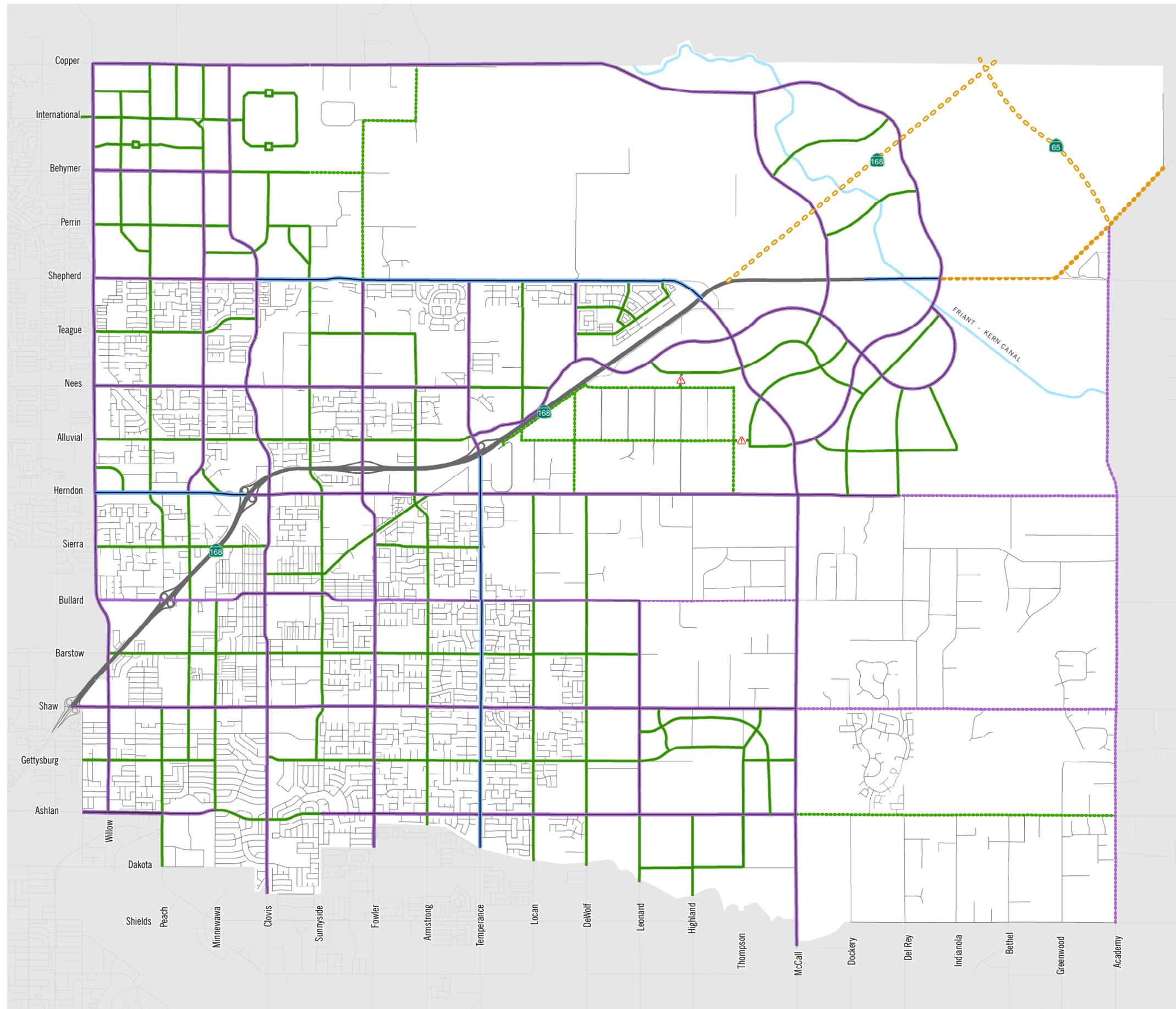
**Goal 7: A regional transportation system that connects Clovis to the San Joaquin Valley region.**

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

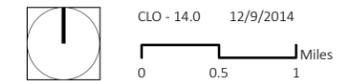
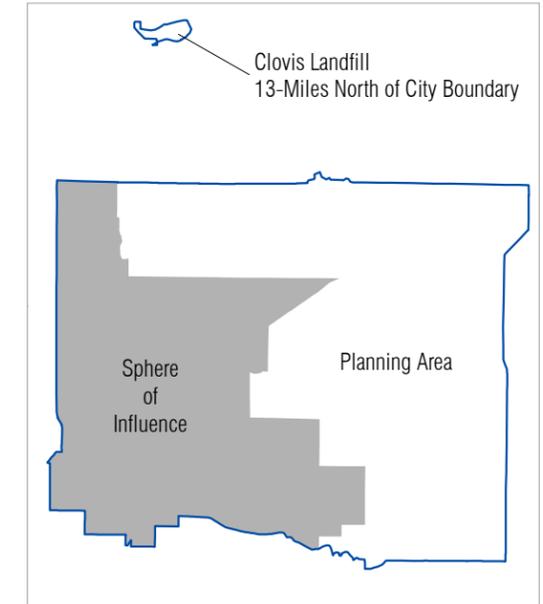
Policy 7.2 **Right-of-way for future extensions.** Coordinate with Fresno County, the Fresno Council of Governments, and Caltrans to preserve future right-of-way for extending Clovis Avenue north of Copper Avenue to Auberry Road and future State Route 65.

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.

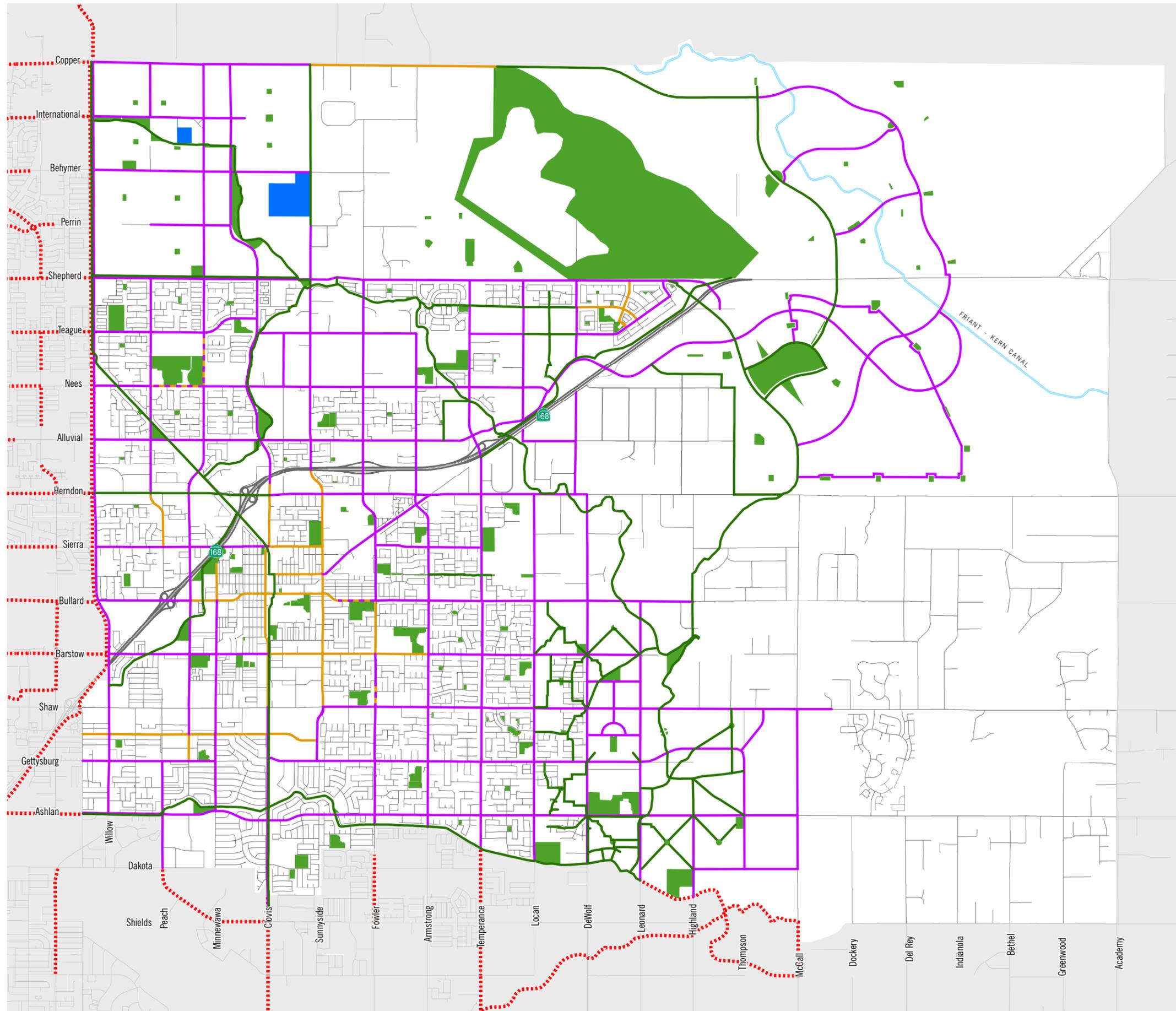
**Figure C-1  
Circulation Diagram**



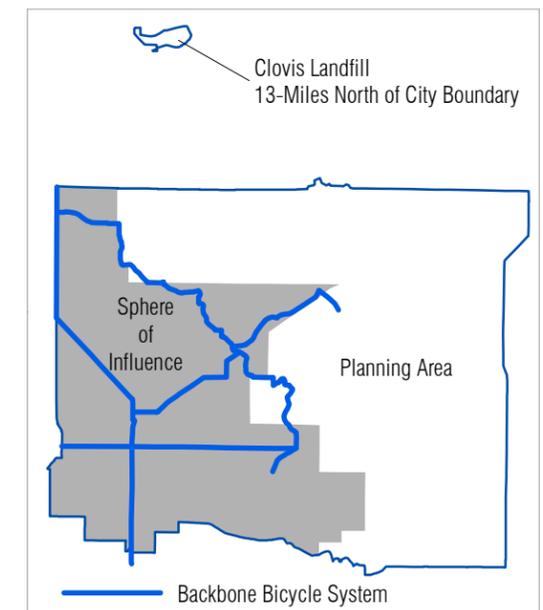
- Roadway Classification**
- Freeway
  - - - Conceptual 2-4 Lane State Highway
  - State Highway
  - Expressway
  - Arterial
  - Rural Arterial
  - Collector
  - Rural Collector
  - Local
- ⚠ Emergency Access Only



**Figure C-2  
Bicycle and Trails System**



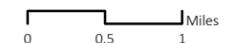
- Class I - Multipurpose Trail
- Class II - Bike Lane
- Class III - Bike Route
- Class II or III - Bikeway
- City of Fresno - Existing & Proposed Trail System
- Park/Recreation Facility
- Basin - Open Space



**CLOVIS**  
GENERAL PLAN

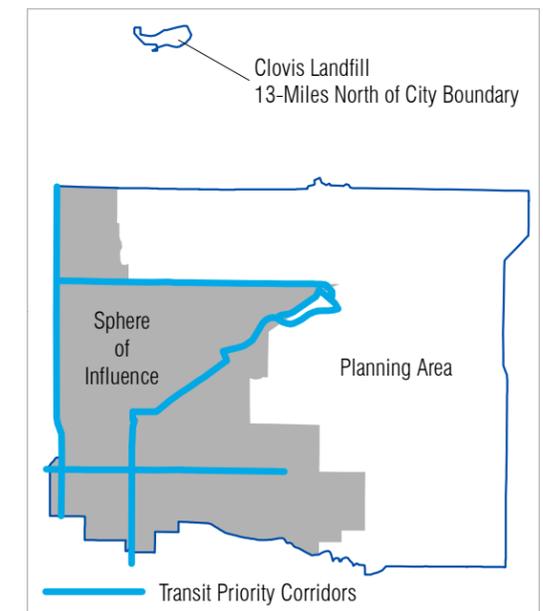
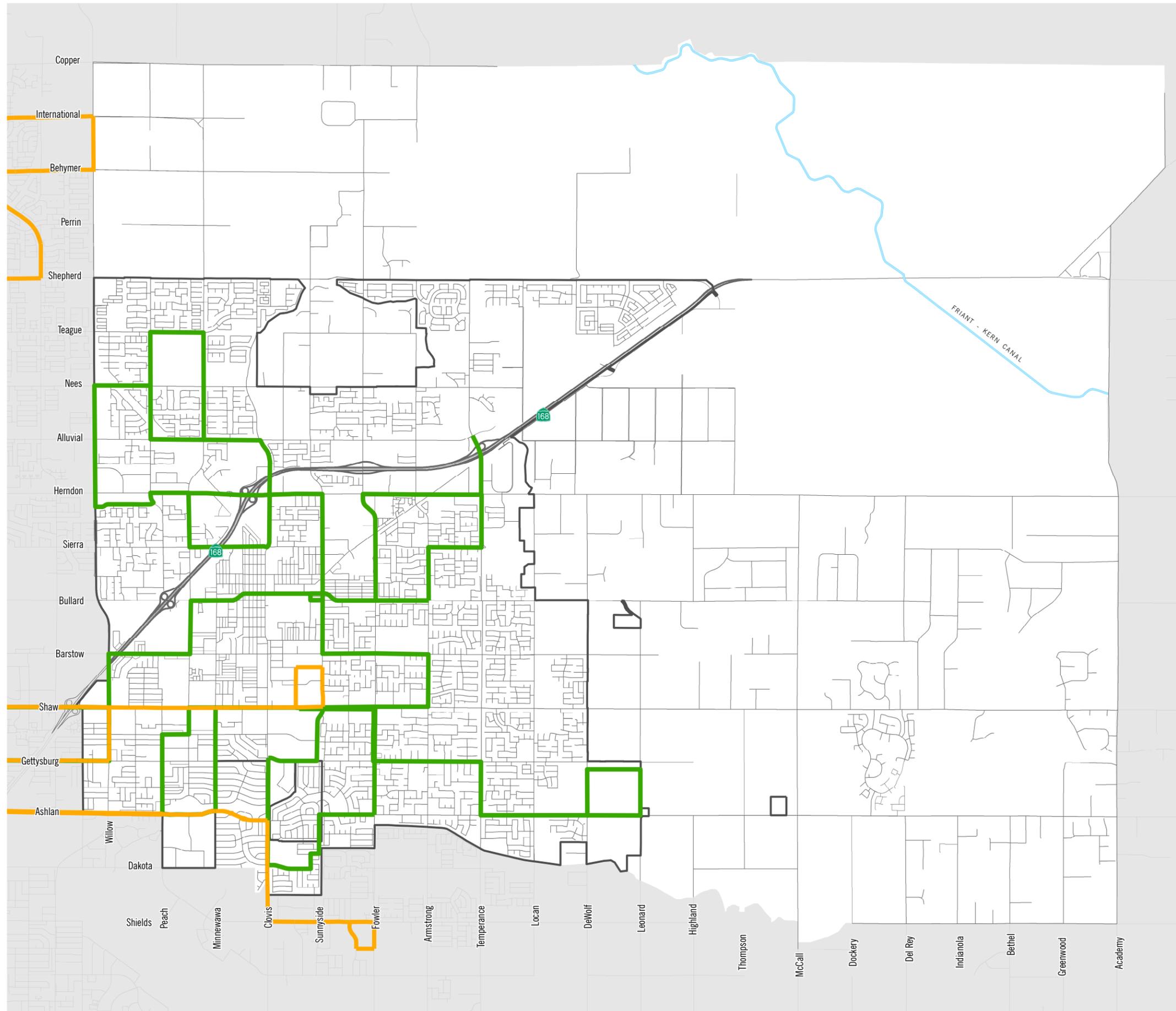


CLO - 14.0 12/8/2014



### Figure C-3 Transit System

-  FAX Routes
-  Clovis Stageline Route
-  City Boundary



# CLOVIS

## GENERAL PLAN



CLO - 14.0 12/9/2014  
0 0.5 1 Miles



---

# Public Facilities and Services Element

## Purpose

The public facilities and services element defines the nature and types of public facilities, services, and activities necessary to maintain a high quality of life in Clovis.

## Key Issues

The primary issue for the public facilities and services element is to align funding resources with the level of service the community expects. The City also seeks to maintain public safety, quality of schools, and other valued public facilities which make Clovis the premier community in the San Joaquin Valley. New with this General Plan is a focus on community health and well-being.

The basic sewer and water systems are shown in Figures PF-1 and PF-2. The systems shown represent the current master plans and are largely based on the 1993 general plan. The master plans for each system will be updated and adopted on a periodic basis.

## Goals and Policies

**OVERARCHING GOAL:** A full range of high quality public services that sustains Clovis as the preeminent community in the Central Valley.

- Goal 1:** Reliable and cost-effective infrastructure systems that permit the city to sustainably manage its diverse water resources and needs.
- Goal 2:** A cost-effective, integrated waste management system that meets or exceeds state and federal recycling and waste diversion mandates.
- Goal 3:** Great schools and high quality educational and training facilities and programs that define Clovis as the preeminent community for families and a skilled workforce.
- Goal 4:** Community facilities and programs that connect members of all ages and abilities to a broad range of informational, communication, and recreational resources.
- Goal 5:** A community that promotes a physical, social, and business environment that improves the health and well-being of its citizens.
- Goal 6:** High quality emergency services that establish a real and perceived sense of safety and security for Clovis residents, businesses, and visitors.

**Goal 1: Reliable and cost-effective infrastructure systems that permit the city to sustainably manage its diverse water resources and needs.**

Policy 1.1 **New development.** New development shall pay its fair share of public facility and infrastructure improvements.

Policy 1.2 **Water supply.** Require that new development demonstrate contractual and actual sustainable water supplies adequate for the new development's demands.

Policy 1.3 **Annexation.** Prior to annexation, the city must find that adequate water supply and service and wastewater treatment and disposal capacity can be provided for the proposed annexation. Existing water supplies must remain with the land and be transferred to the City upon annexation approval.

Policy 1.4 **Development-funded facilities.** The City may require developments to install onsite or offsite facilities that are in excess of a development's fair share. However, the City shall establish a funding mechanism for future development to reimburse the original development for the amount in excess of the fair share costs.

Policy 1.5 **Recycled water.** Use recycled water to reduce the demands for new water supplies. Support the expansion of recycled water infrastructure throughout Clovis and require new development to install recycled water infrastructure where feasible.

Policy 1.6 **Master plans.** Periodically update water, recycled water, wastewater, and stormwater master plans and require all new development to be consistent with the current master plans.

Policy 1.7 **Groundwater.** Stabilize groundwater levels by requiring that new development water demands not exceed the sustainable groundwater supply.

Policy 1.8 **Water facility protection.** Protect existing and future water, wastewater, and recycled water facilities from encroachment by incompatible land uses that may be allowed through discretionary land use permits or changes in land use or zoning designations.

**Goal 2: A cost-effective, integrated waste management system that meets or exceeds state recycling and waste diversion mandates.**

Policy 2.1 **Minimize landfill disposal of solid waste.** Promote solid waste source reduction, reuse, and recycling; composting; and the environmentally-safe transformation of wastes.

Policy 2.2 **Waste diversion rate.** Meet the state’s current and future waste diversion goals through the city’s recycling and diversion programs.

Policy 2.3 **Expanded recycling.** Increase recycling by commercial, industrial, and multifamily generators.

Policy 2.4 **Green and household hazardous materials waste.** Encourage citywide participation in green waste reduction and household hazardous waste disposal programs.

Policy 2.5 **Clovis landfill.** Maintain at least 15 years of ongoing landfill capacity.

Policy 2.6 **Solid waste facility encroachment.** Protect existing or planned solid waste facilities from encroachment by incompatible land uses that may be allowed through discretionary land use permits or changes in land use or zoning designations.

**Goal 3: Great schools and high quality educational and training facilities and programs that define Clovis as the preeminent community for families and a skilled workforce.**

Policy 3.1 **Academic excellence.** Advocate for the continued pursuit of academic excellence in schools serving the Clovis community.

Policy 3.2 **School location.** Coordinate with the school districts to locate primary school facilities to maximize access, walkability, and safety while minimizing impacts to surrounding neighborhoods. Continue to foster the campus approach when siting secondary schools.

Policy 3.3 **Educational partners.** Partner with educational institutions throughout the region to expand the range and quality of educational offerings available to the community.

Policy 3.4 **Joint use of facilities.** Partner with public and private educational institutions to jointly use facilities for both civic and educational purposes.

Policy 3.5 **Workforce training.** Collaborate with industrial organizations, businesses, and educational institutions to create opportunities for workforce training.

**Goal 4: Community facilities and programs that connect members of all ages and abilities to a broad range of cultural, informational, and recreational resources.**

Policy 4.1 **Cultural facilities.** Encourage the establishment of a broad range of facilities and events that expose Clovis residents to a variety of cultures, the arts, history, and technology.

Policy 4.2 **Libraries and community centers.** Design and program libraries and community centers as focal points for community engagement and information for residents of all ages and abilities.

Policy 4.3 **Lifelong learning.** Enhance and expand Clovis' library facilities to meet the evolving educational and lifelong learning needs of the community. Coordinate with local educational institutions to offer courses and learning opportunities outside the classroom.

Policy 4.4 **Recreation programs.** Provide and/or sponsor recreational programs and services that are accessible and affordable to residents of all ages and abilities and encourage active and healthy living.

Policy 4.5 **Youth programs.** Coordinate with public and private schools, local nonprofits, service clubs, and other agencies to provide opportunities for youth to explore and enjoy sports, creative and performing arts, future career paths, civic activities, and volunteer opportunities.

Policy 4.6 **Senior programs.** Collaborate with service providers to provide a wide variety of senior services and programs, including daily opportunities for seniors to have physical activity, social interaction, and mental stimulation.

Policy 4.7 **Childcare and childhood development.** Encourage efforts to expand the overall capacity of and access to local childcare and early childhood development centers.

Policy 4.8 **Access to community facilities.** Improve transit connections to community facilities for people who are transit-dependent.

**Goal 5: A community that promotes a physical, social, and business environment that improves the health and well-being of its citizens.**

Policy 5.1 **Community education.** Provide and/or support the provision of campaigns that motivate healthy lifestyles and teach residents about the benefits of physical activity and healthy eating habits. Emphasize abuse prevention education for children in coordination with schools and the fire department.

Policy 5.2 **School meal program.** Encourage the school districts to provide healthy food choices and minimize the sale of unhealthy food options and ingredients.

Policy 5.3 **Healthy and local food venues.** Encourage stores and restaurants to offer and promote healthy food options, with a focus on underserved areas and areas near schools. Support incentives that encourage the development of retail venues that sell local, fresh produce.

Policy 5.4 **Restrict unhealthy options.** Discourage new liquor and tobacco stores and fast food restaurants near schools, neighborhoods, and in areas with an existing high concentration of such stores.

Policy 5.5 **Health and social services.** Support the permitting of sites for and services from organizations providing a broad range of health, prevention, and treatment services that reach individuals and families commensurate with the needs in Clovis. Locations of sites should be consistent with the Development Code.

Policy 5.6 **Healthy workplace.** Encourage building design and employee programs and policies that maintain and improve the health, well-being, and productivity of employees.

Policy 5.7 **Multiagency coordination.** Coordinate the activities and communications between code enforcement, fire, police, and public health agencies in the City of Clovis and County of Fresno to proactively identify and ameliorate hazardous building and living conditions that create chronic health problems.

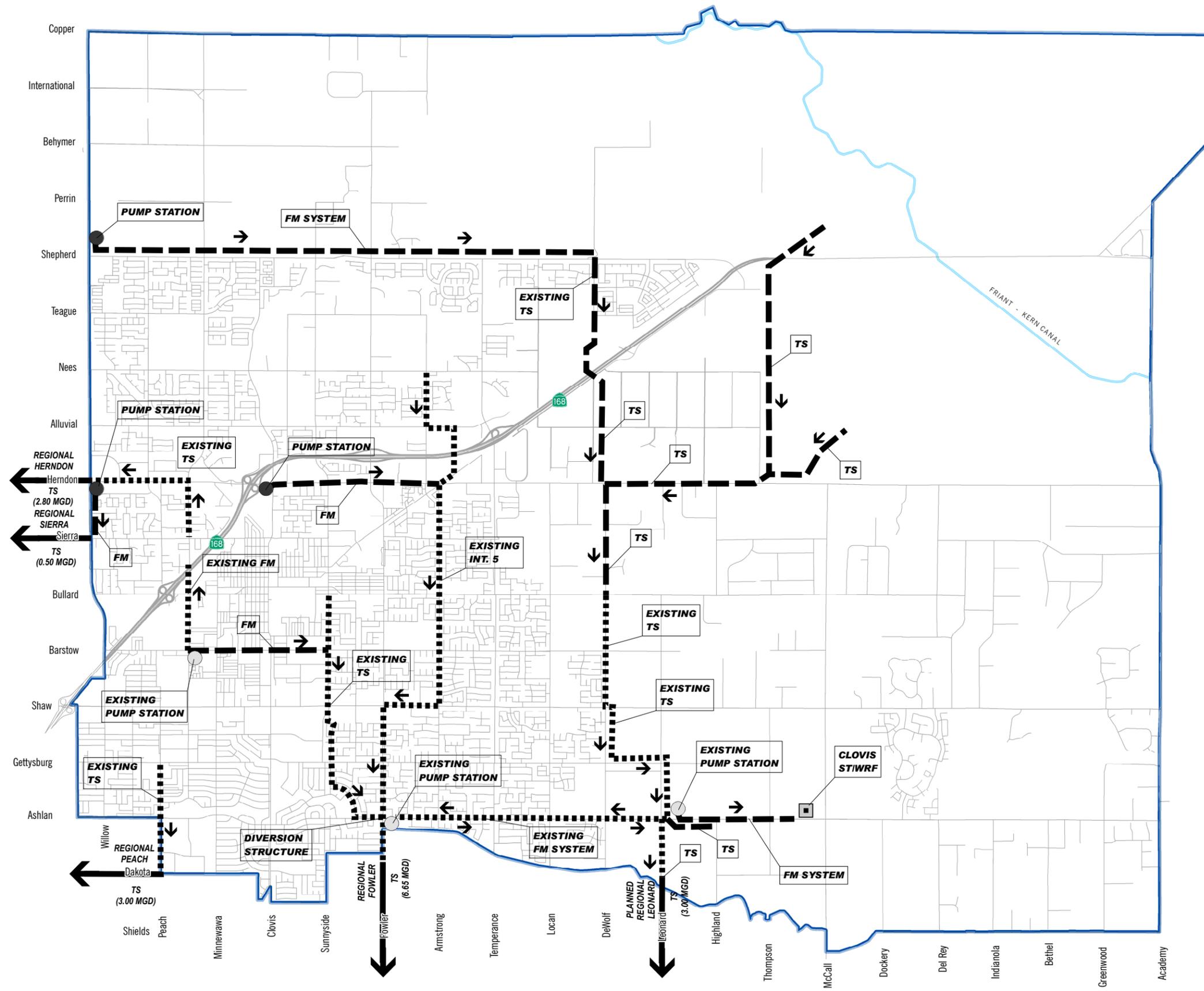
Policy 5.8 **Access to medical facilities.** Work with healthcare providers to improve transit connections to local and regional healthcare facilities for people who are transit dependent.

Policy 5.9 **Proximity to emergency medical services.** Require senior care facilities and other services providers that may need frequent emergency medical services to locate in proximity to fire stations and medical service providers.

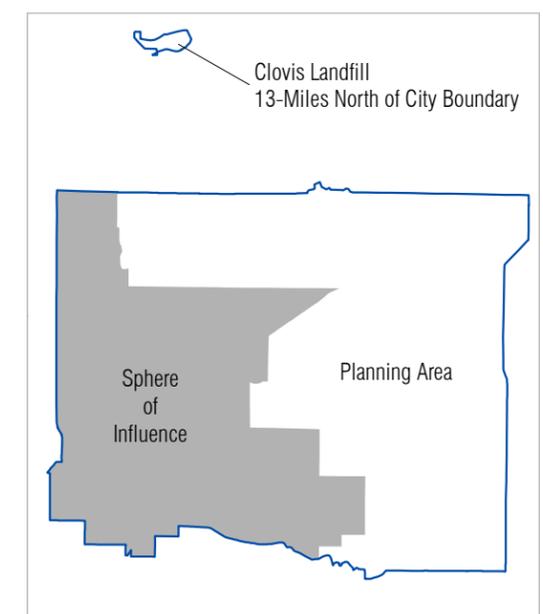
**Goal 6: High quality emergency services that establish a real and perceived sense of safety and security for Clovis residents, businesses, and visitors.**

- Policy 6.1 **Fire and police service.** Maintain staffing, facilities, and training activities to effectively respond to emergency and general public service calls.
- Policy 6.2 **Resource allocation.** Periodically conduct service level studies to analyze crime and emergency service performance data, to evaluate the effectiveness of prevention and reduction strategies, and to allocate resources accordingly.
- Policy 6.3 **Emergency medical calls.** Explore options to lessen the demand on fire and police services or expand reimbursement programs to ensure the service pays for measured impacts.
- Policy 6.4 **Skilled medical facilities.** Consider options to offset or apportion the higher cost of providing emergency medical service to facilities with existing skilled medical personnel on staff.
- Policy 6.5 **Public safety hot spots.** Prioritize improvement and enforcement activities to minimize existing and prevent future public safety hot spots. Reevaluate siting and development standards for facilities that generate high demands for service calls.
- Policy 6.6 **Interagency support.** Participate in mutual aid system and automatic aid agreements to back up and supplement capabilities to respond to emergencies.
- Policy 6.7 **Interagency communications.** Maintain an effective communication system between emergency service providers within Clovis and neighboring jurisdictions.
- Policy 6.8 **Emergency preparedness planning.** Maintain an emergency operations plan, an emergency operations center, and a hazard mitigation plan to prepare for actual or threatened conditions of disaster or extreme peril.
- Policy 6.9 **Community outreach.** Conduct outreach in the community to promote personal and public safety in daily life and in cases of emergency. Regularly update and inform the public on the real levels of crime and safety to strengthen their perceived sense of personal security.

**Figure PF-1  
Wastewater System**



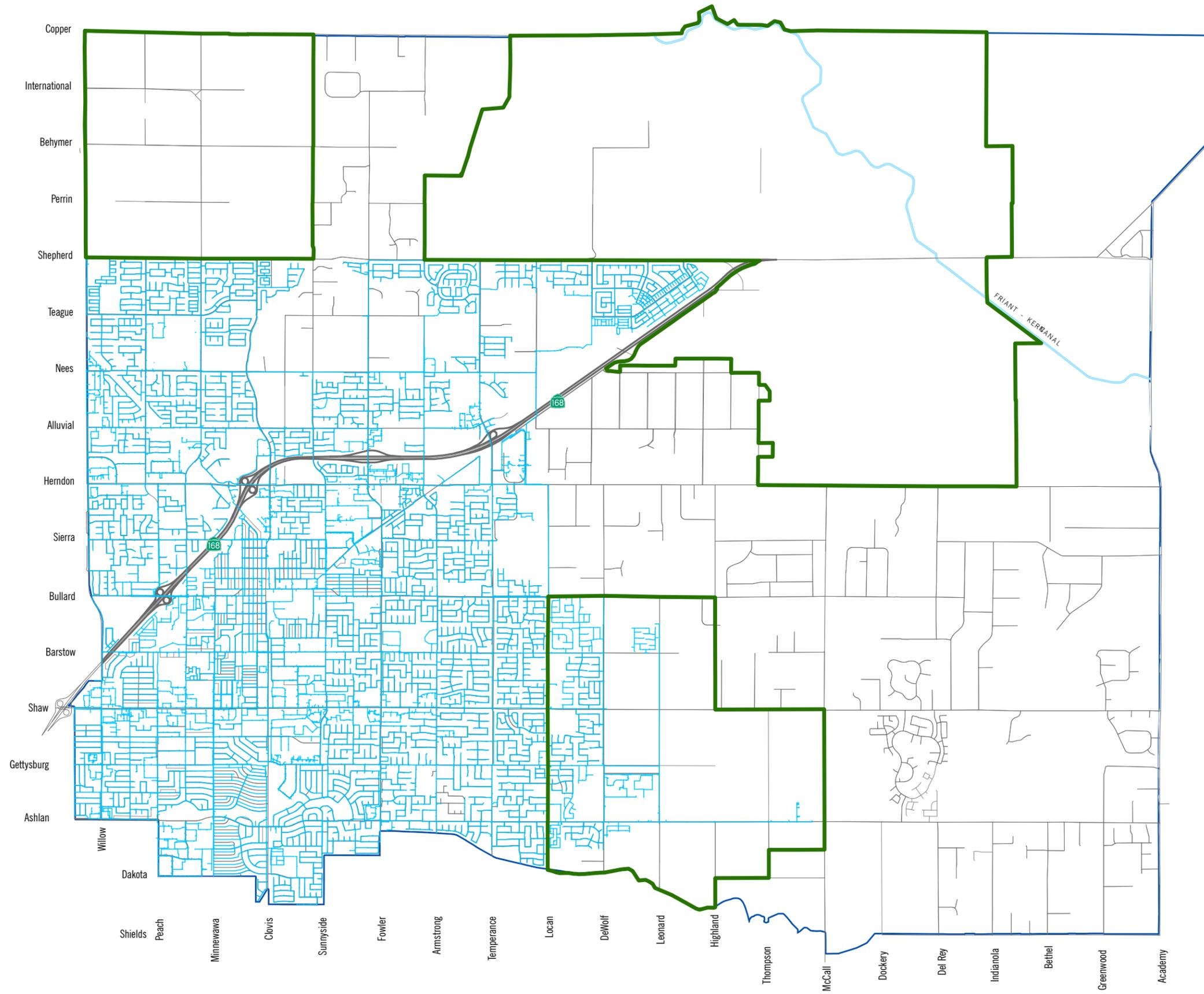
- Clovis ST/WRF
- Existing Pump Station
- Proposed Pump Station
- Existing Local
- Existing Regional
- Proposed
- Planning Area Boundary



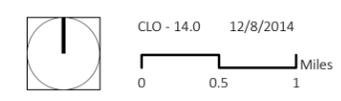
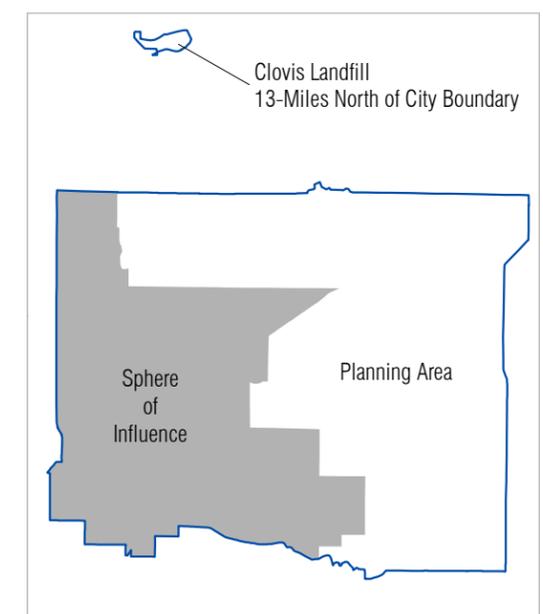
CLO - 14.0 12/8/2014  
 0 0.5 1 Miles



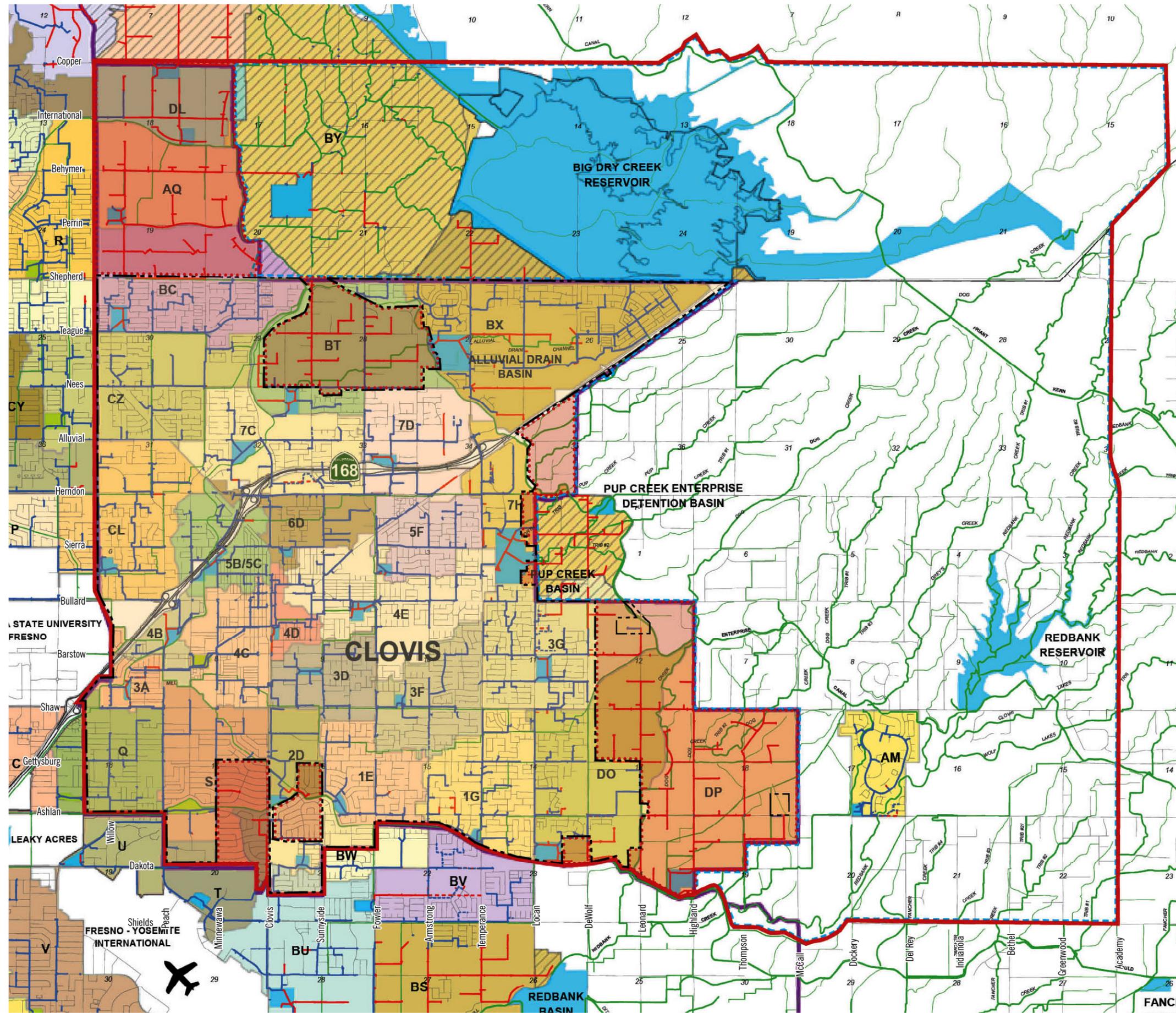
**Figure PF-2  
Water System**



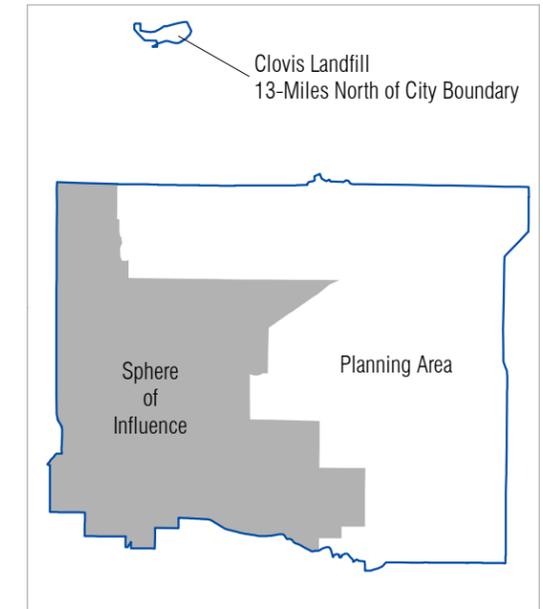
- Water Lines
- Urban Centers
- Planning Area Boundary



**Figure PF-3  
Stormwater System**



- Plan Area Boundary
- Clovis City Boundary
- Sphere of Influence Boundary
- Rural Areas Beyond the City and Sphere of Influence
- F.M.F.C.D. Boundary
- Drainage Area Boundary
- Drainage Area Designation
- Existing Pipelines
- Design Pipelines
- Proposed Pipelines
- Channels and Canals
- Acquired Basin Facility
- Landscape Basin Facility
- Proposed Basin Facility
- Non-Planned Areas
- Ag Use Fee Exemption



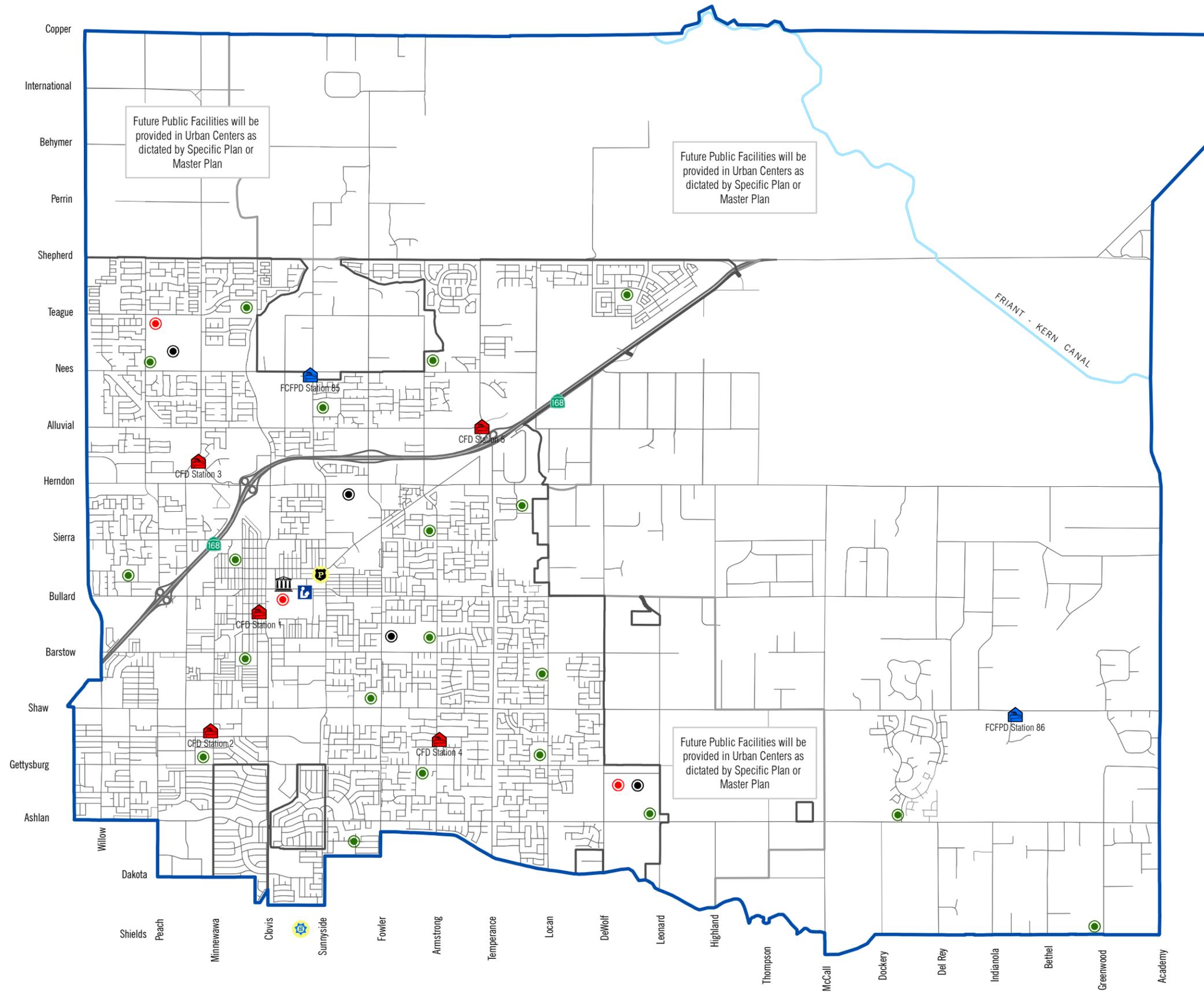
**CLOVIS**  
GENERAL PLAN

CLO - 14.0 12/8/2014  
0 0.5 1 Miles

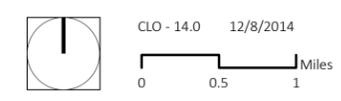
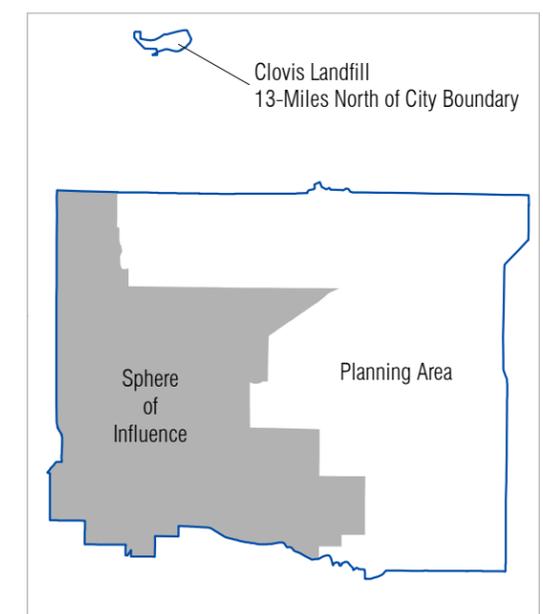


Source: City of Clovis, 2012; Fresno Metropolitan Flood Control District, 2013.

**Figure PF-4  
Public Facilities**



- Civic Center
- Clovis Regional Library
- High School
- Middle School
- Elementary School
- Clovis Police Department Station
- Fresno County Sherriff Station
- Clovis Fire Department Station
- Fresno County Fire Protection Station
- Planning Area Boundary



*This page intentionally left blank.*

---

# Environmental Safety Element

## Purpose

The environmental safety element focuses the protection of the community from environmental and man-made hazards.

## Key Issues

The environmental safety element identifies safety issues and provides policy direction to minimize risk and to protect people, property, and the environment. Of primary concern is the protection of the community from floods, hazardous materials, and noise. The element also considers ways to better involve and inform the public.

## Goals and Policies

**OVERARCHING GOAL:** A well-prepared community that understands and limits exposure to potential natural and human-made hazards and effectively responds to and recovers from public safety emergencies.

- Goal 1:** Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by natural hazards.
- Goal 2:** A community that protects the public and environment from hazardous materials and waste.
- Goal 3:** An environment in which minimized noise contributes to the public's health, safety, and welfare.

**Goal 1: Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by natural hazards.**

- Policy 1.1 **Flood zone.** Prohibit development within the 100-year flood zone and dam inundation areas unless adequate mitigation is provided against flood hazards. Participate in the National Flood Insurance Program.
- Policy 1.2 **Water system for fire hazards.** Maintain a water system to provide adequate peak water supply and system redundancy for firefighting services.
- Policy 1.3 **Geologic and seismic risk.** Prohibit development on unstable terrain, excessively steep slopes, and other areas deemed hazardous due to geologic and seismic hazards unless acceptable mitigation measures are implemented. Require that underground utilities be designed to withstand seismic forces and accommodate ground settlement.
- Policy 1.4 **Facilities that use hazardous materials.** Prohibit facilities using, storing, or otherwise involved with hazardous or toxic materials to be located in the 100-year flood zone unless all standards of elevation, flood proofing, and storage have been implemented.
- Policy 1.5 **Critical and public facilities.** Locate and design critical and public facilities to minimize their exposure and susceptibility to flooding, seismic and geological effects, fire, and explosions. Ensure critical use facilities (e.g., hospital, police, and fire facilities) can remain operational during an emergency.
- Policy 1.6 **Public information and emergency preparedness.** Provide the public with accurate and reliable information regarding natural hazards to prevent and mitigate potential risks and exposure for life and property. Continue to maintain a local hazard mitigation plan and conduct programs to inform the general public of the City's emergency preparedness and disaster response procedures.

**Goal 2: A community that protects the public and environment from hazardous materials and waste.**

Policy 2.1 **Safe storage and maintenance.** The use and storage of hazardous materials shall comply with applicable federal, state, and local laws to prevent and mitigate hazardous materials releases.

Policy 2.2 **Mitigation and remediation of groundwater contamination.** Actively participate in local and regional efforts directed at mitigating environmental exposure to and cleaning up contaminated groundwater.

Policy 2.3 **Truck routes for hazardous materials.** Maintain designated truck routes for the transportation of hazardous materials through the City. Discourage routes that pass through residential neighborhoods to the maximum extent feasible.

Policy 2.4 **Hazardous materials response team.** Maintain a Type 1 hazardous materials response team serving the City of Clovis.

Policy 2.5 **Safer Alternatives.** Minimize the use of hazardous materials by encouraging the selection of non-toxic alternatives that do not pose a threat to the environment.

Policy 2.6 **Community education.** Provide educational resources to residents and businesses to promote safe practices related to the use, storage, transportation, and disposal of hazardous materials.

**Goal 3: An environment in which minimized noise contributes to the public's health, safety, and welfare.**

Policy 3.1 **Land use compatibility.** Approve development and require mitigation measures to ensure existing and future land use compatibility as shown in the Noise Level Exposure and Land Use Compatibility Matrix and the city's noise ordinance.

Policy 3.2 **Land use and traffic patterns.** Discourage land use and traffic patterns that would expose sensitive land uses or noise-sensitive areas to unacceptable noise levels.

Policy 3.3 **New residential.** When new residential development is proposed adjacent to land designated for industrial or commercial uses, require the proposed development to assess potential noise impacts and fund feasible noise-related mitigation measures.

Policy 3.4 **Acoustical study.** Require an acoustical study for proposed projects that have the potential to exceed acceptable noise thresholds or are exposed to existing or future noise levels in excess of the thresholds in the city's noise ordinance.

Policy 3.5 **Site and building design.** Minimize noise impacts by requiring appropriate site, circulation, equipment, and building design, and sound walls, landscaping, and other buffers.

Policy 3.6 **Noise impacts.** Minimize or eliminate persistent, periodic, or impulsive noise impacts of business operations.

Policy 3.7 **Mixed-use buildings.** Require that mixed-use structures be designed to prevent transfer of noise and vibration between uses.

Policy 3.8 **Existing uses.** Require the use of noise abatement devices for existing uses that exceed acceptable noise thresholds.

Policy 3.9 **Caltrans facilities.** Coordinate with Caltrans to ensure the inclusion of noise mitigation measures in the design of new highway projects or improvements to existing facilities.

Policy 3.10 **Airport changes.** Coordinate with the Fresno Yosemite International Airport to minimize noise impacts on properties in Clovis due to changes in flight patterns or airport expansion.

Policy 3.11 **Airport land use compatibility.** Approve land uses in a manner that is consistent with the Fresno Yosemite International Airport Land Use Compatibility Plan.

Policy 3.12 **Truck traffic.** Plan and maintain truck routes that avoid noise-sensitive land uses and areas. Encourage business delivery areas to be located away from residential properties and to mitigate associated noise impacts.

Policy 3.13 **Small aircraft and helicopters.** Minimize the noise impact of small aircraft and helicopters on residential neighborhoods.

Policy 3.14 **Control sound at the source.** Prioritize using noise mitigation measures to control sound at the source before buffers, soundwalls, and other perimeter measures.

**Table ES-1. Interior and Exterior Noise Standards Energy Average (CNEL)**

| LAND USE CATEGORIES       |  | ENERGY AVERAGE (CNEL)            |                       |
|---------------------------|--|----------------------------------|-----------------------|
| Primary Land Uses         | Additional Uses Allowed                                      | Interior <sup>1</sup>            | Exterior <sup>2</sup> |
| Residential               | Single Family, Multifamily                                   | 45 <sup>3</sup> /55 <sup>4</sup> | 65 <sup>7</sup>       |
|                           | Mobile Home  | —                                | 65 <sup>5</sup>       |
| Commercial/<br>Industrial | Hotel, motel, transient lodging                              | 45                               | 65 <sup>6</sup>       |
|                           | Commercial, retail, bank, restaurant                         | 55                               | —                     |
|                           | Office building, professional office, research & development | 50                               | —                     |
|                           | Gymnasium (Multipurpose)                                     | 50                               | —                     |
|                           | Health clubs   | 55                               | —                     |
|                           | Manufacturing, warehousing, wholesale, utilities             | 65                               | —                     |
| Institutional             | Hospital, school classroom                                   | 45                               | 65                    |
|                           | Church, library  | 45                               | —                     |
| Open Space                | Parks  | —                                | 65                    |

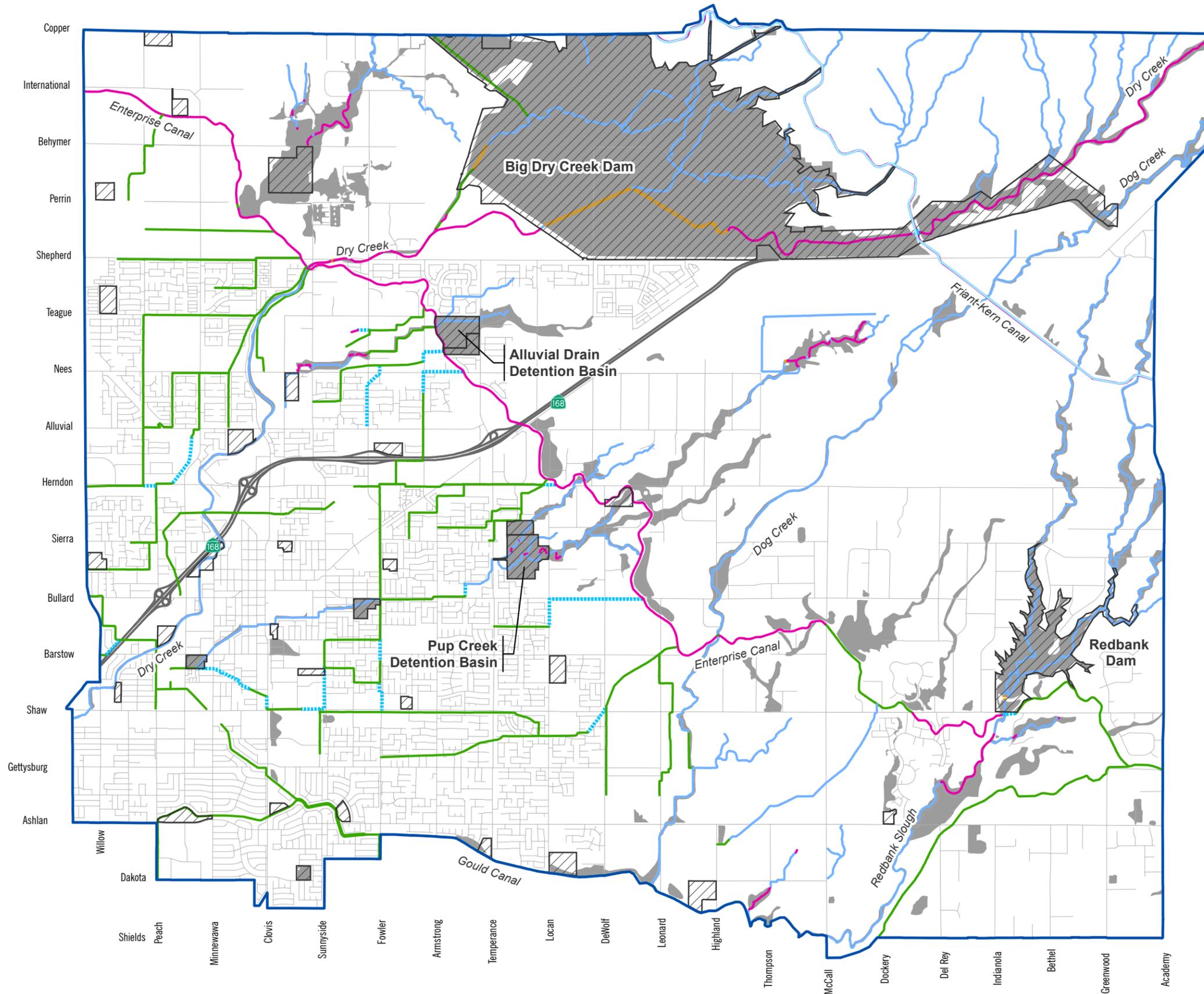
Notes:

1. Interior environment excludes bathrooms, toilets, closets, and corridors.
2. Outdoor environment limited to private yard of single family or multifamily residences private patio which is accessed by a means of exit from inside the unit; mobile home park; hospital patio; park picnic area; school playground; and hotel and motel recreation area.
3. Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided pursuant to Appendix Chapter 12, Section 1208 of UBC.
4. Noise level requirement with open windows, if they are used to meet natural ventilation requirement.
5. Multi-family developments with balconies that do not meet the 65 CNEL are required to provide occupancy disclosure notices to all future tenants regarding potential noise impacts.
6. Exterior noise level shall be such that interior noise level will not exceed 45 CNEL.
7. Except those areas affected by aircraft noise.

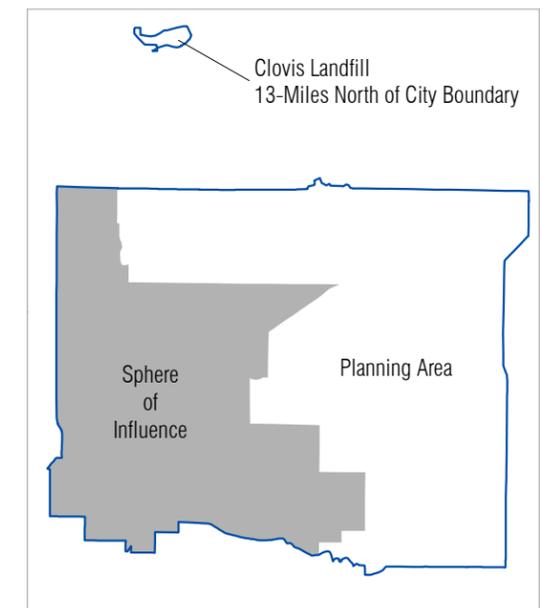
**Table ES-2. Land Use and Noise Compatibility Matrix**

| LAND USES  | ENERGY AVERAGE (CNEL) |    |    |    |    |    |     |
|--|-----------------------|----|----|----|----|----|-----|
|  | <                     | 55 | 60 | 65 | 70 | 75 | 80> |
| Example Land Uses  |                       |    |    |    |    |    |     |
| Amphitheater, concert hall, auditorium, meeting hall   | B                     | B  | C  | C  | D  | D  | D   |
| Mobile home  | A                     | A  | B  | C  | C  | D  | D   |
| Hospital, library, school, faith/religious uses  | A                     | A  | B  | C  | C  | D  | D   |
| Hotel, motel, transient lodging  | A                     | A  | B  | B  | C  | C  | D   |
| Single family, multifamily, faith/religious uses   | A                     | A  | B  | B  | C  | D  | D   |
| Parks  | A                     | A  | A  | B  | C  | D  | D   |
| Office building, research & development, professional office, city office building, and hotel  | A                     | A  | A  | B  | B  | C  | D   |
| Amusement park, miniature golf, go-cart track, health club, equestrian center  | A                     | A  | A  | B  | B  | D  | D   |
| Golf courses, nature centers, cemeteries, wildlife reserves, wildlife habitat  | A                     | A  | A  | A  | B  | C  | C   |
| Commercial retail, bank, restaurant, movie theater   | A                     | A  | A  | A  | B  | B  | C   |
| Automobile service station, auto dealer, manufacturing, warehousing, wholesale, utilities  | A                     | A  | A  | A  | B  | B  | B   |
| Agriculture  | A                     | A  | A  | A  | A  | A  | A   |
| <p>Notes:</p> <p>Compatibility zones indicate the degree to which the land uses listed are compatible with the noise levels (CNEL) shown in the table.</p> <p><b>Zone A.</b> Clearly Compatible. Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.</p> <p><b>Zone B.</b> Normally Compatible. New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.</p> <p><b>Zone C.</b> Normally Incompatible. New construction or development should normally be discouraged. If new construction or development does proceed, a detailed analysis or noise reduction requirements must be made and needed noise insulation features must be included in the design.</p> <p><b>Zone D.</b> Clearly Incompatible. New construction or development should generally not be undertaken.</p> |                       |    |    |    |    |    |     |

**Figure ES-1  
Water Bodies and Flood Zones**



- Waterways**
- Stream/River
  - Artificial Path
  - Canal/Ditch
  - - - Pipeline
  - - - Underground Conduit
  - - - Connector
- Flood Control Basins and Reservoirs
- 100-Year Flood
- Planning Area Boundary



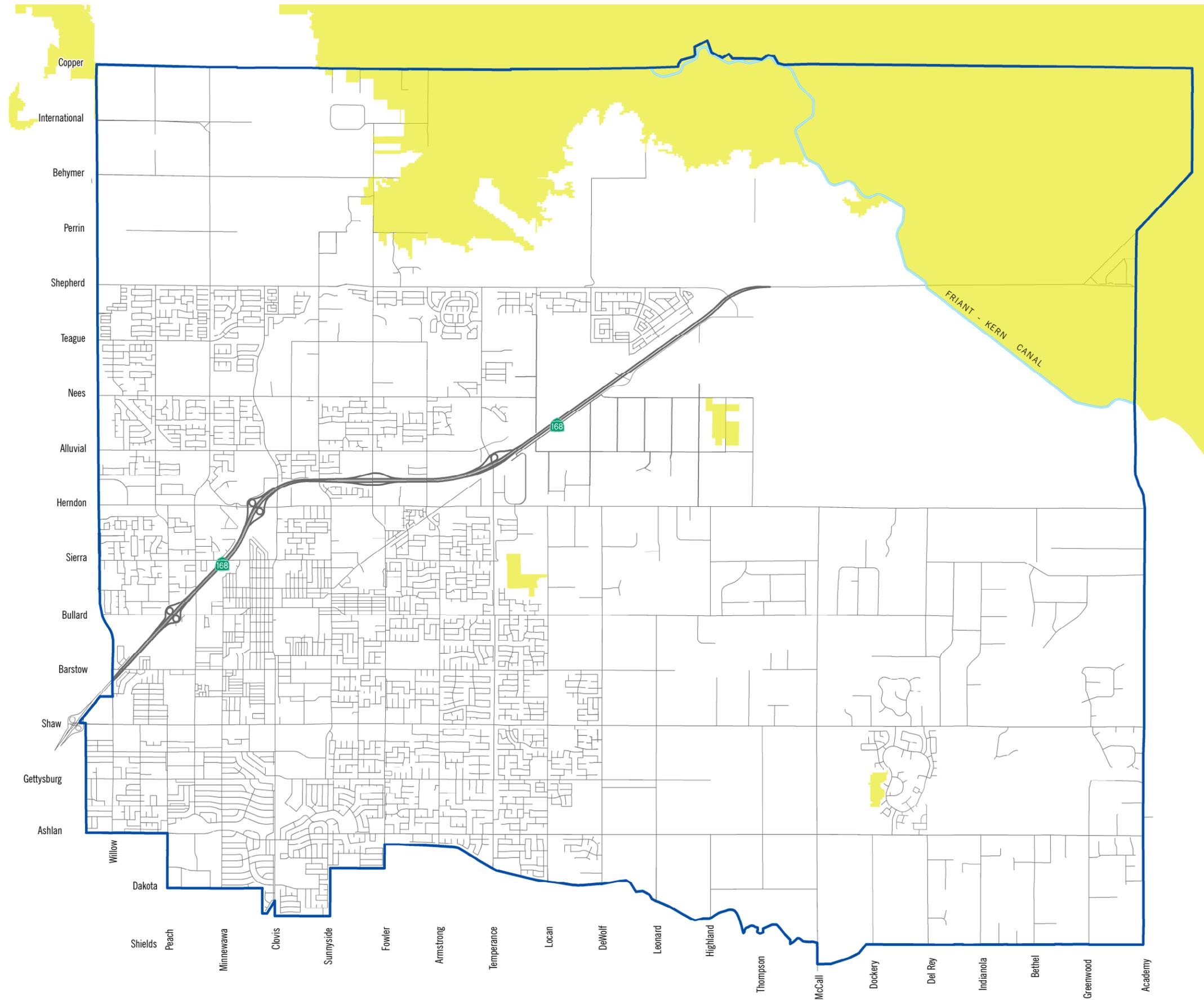
**CLOVIS**  
GENERAL PLAN



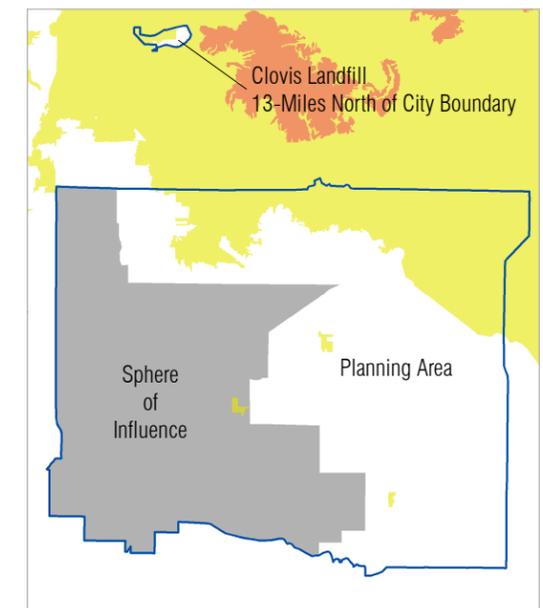
CLO - 14.0 12/8/2014



**Figure ES-2  
Fire Hazards Zones**



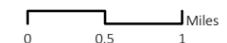
- Planning Area Boundary
- Fire Hazard Severity
  - Very High
  - High
  - Moderate



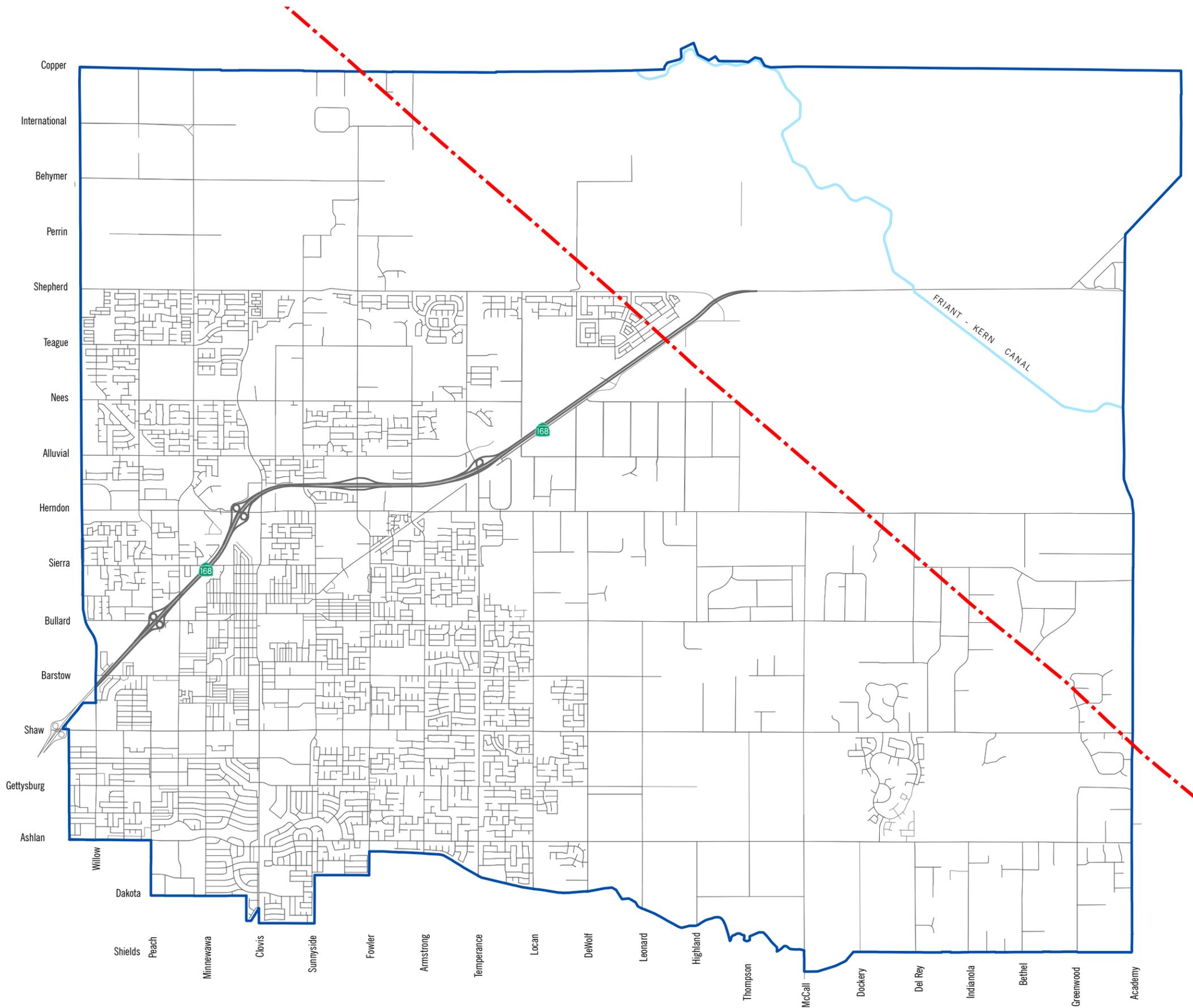
**CLOVIS**  
GENERAL PLAN



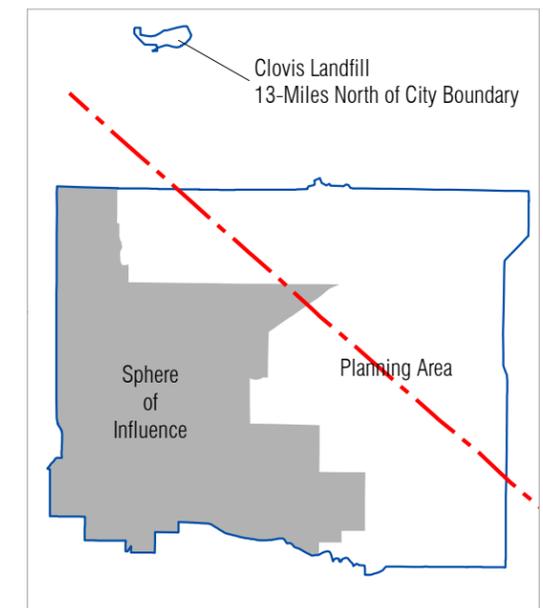
CLO - 14.0 12/8/2014



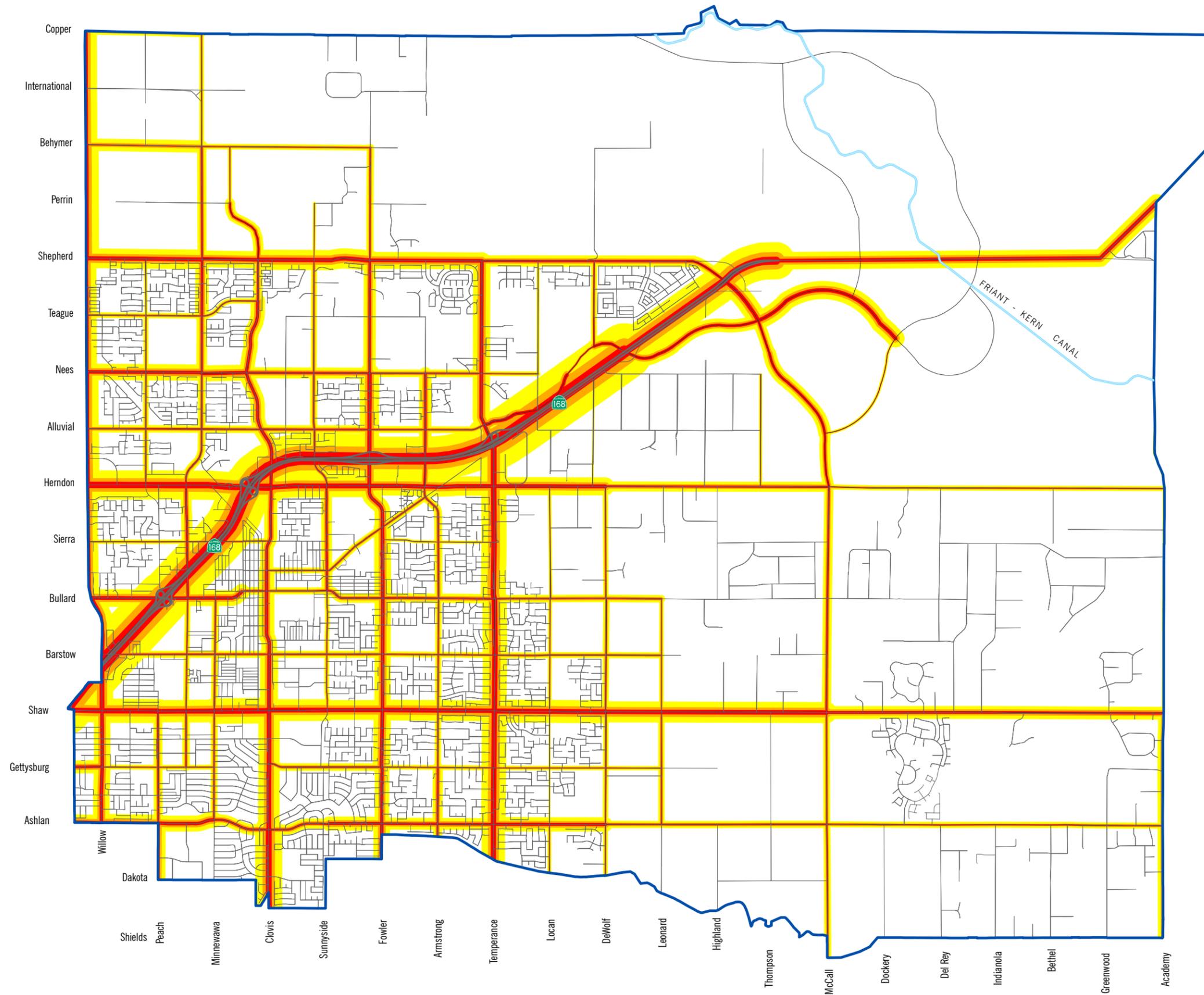
**Figure ES-3  
Regional Faults**



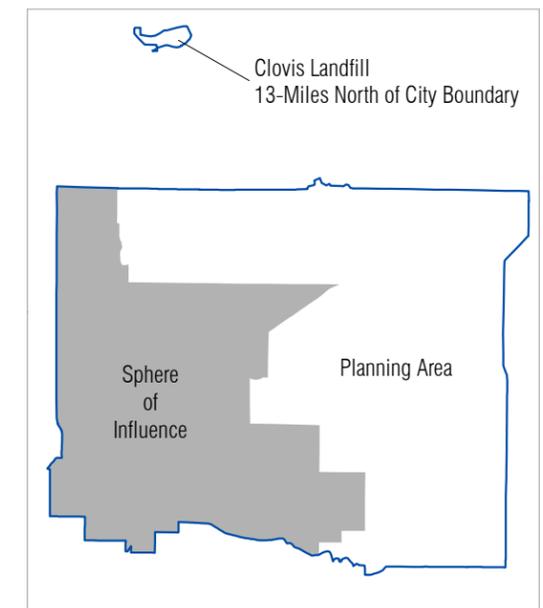
- Pre-Quaternary Fault
- Planning Area Boundary



**Figure ES-4  
Future Roadway Noise  
Level Contours**



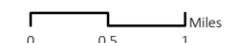
- █ 70 dBA CNEL Contour
- █ 65 dBA CNEL Contour
- █ 60 dBA CNEL Contour
- Planning Area Boundary



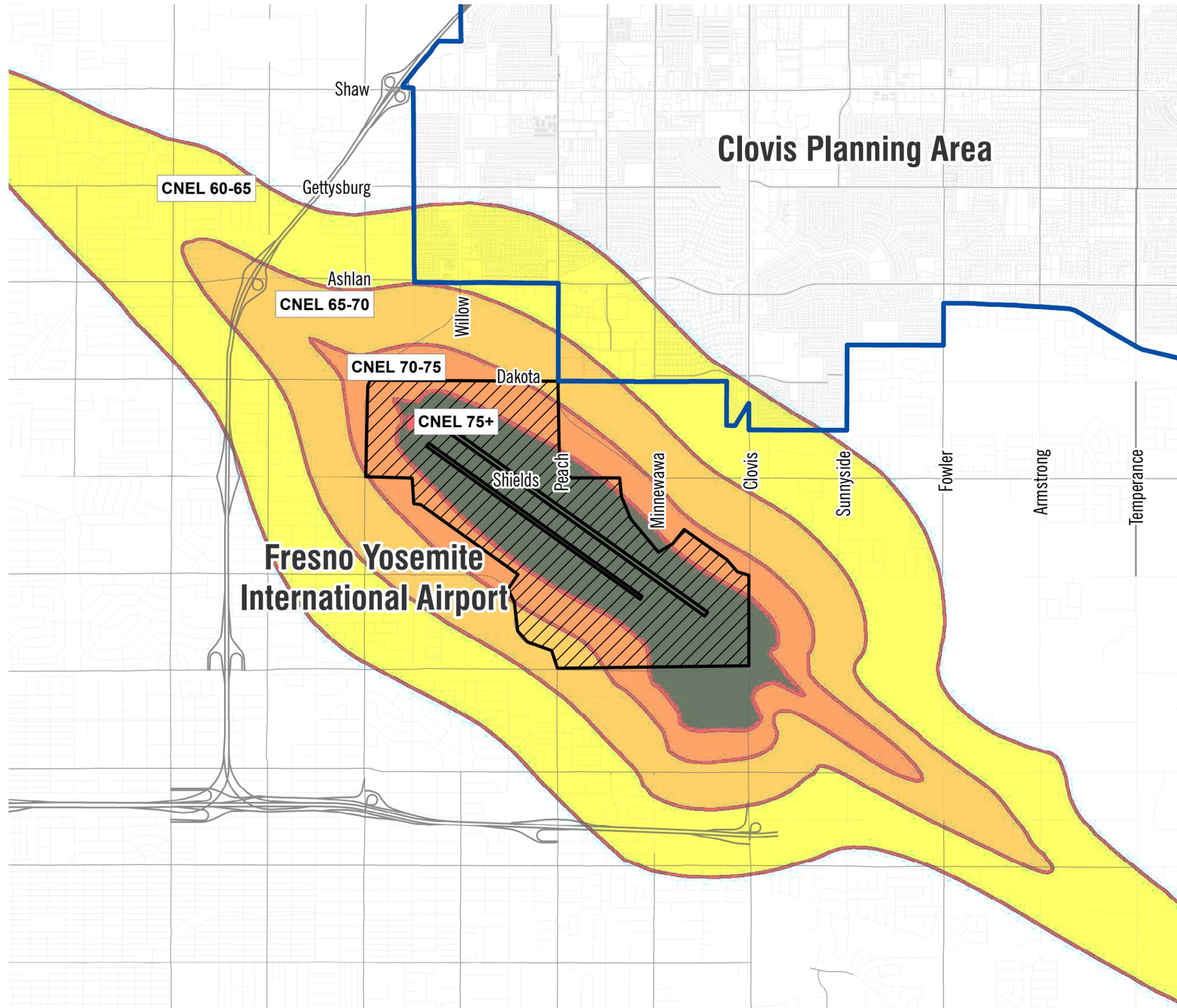
**CLOVIS**  
GENERAL PLAN



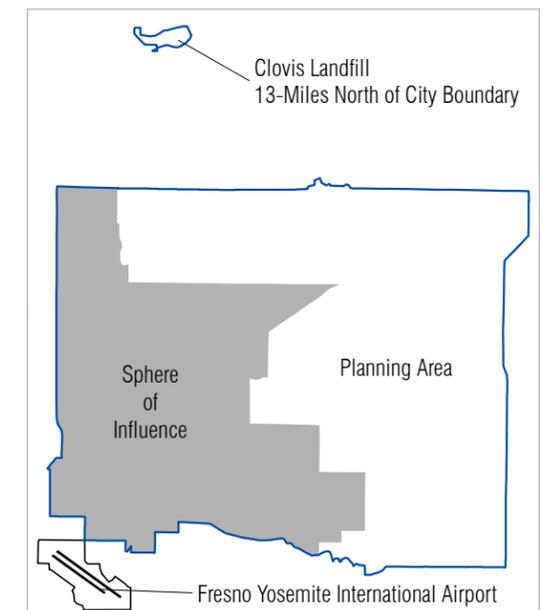
CLO - 14.0 12/8/2014



**Figure ES-5  
Airport Noise Contours**



- 60-65 Community Noise Equivalent Level (CNEL)
- 65-70 Community Noise Equivalent Level (CNEL)
- 70-75 Community Noise Equivalent Level (CNEL)
- 75+ Community Noise Equivalent Level (CNEL)
- Fresno-Yosemite International Airport
- Planning Area Boundary



**CLOVIS**  
GENERAL PLAN

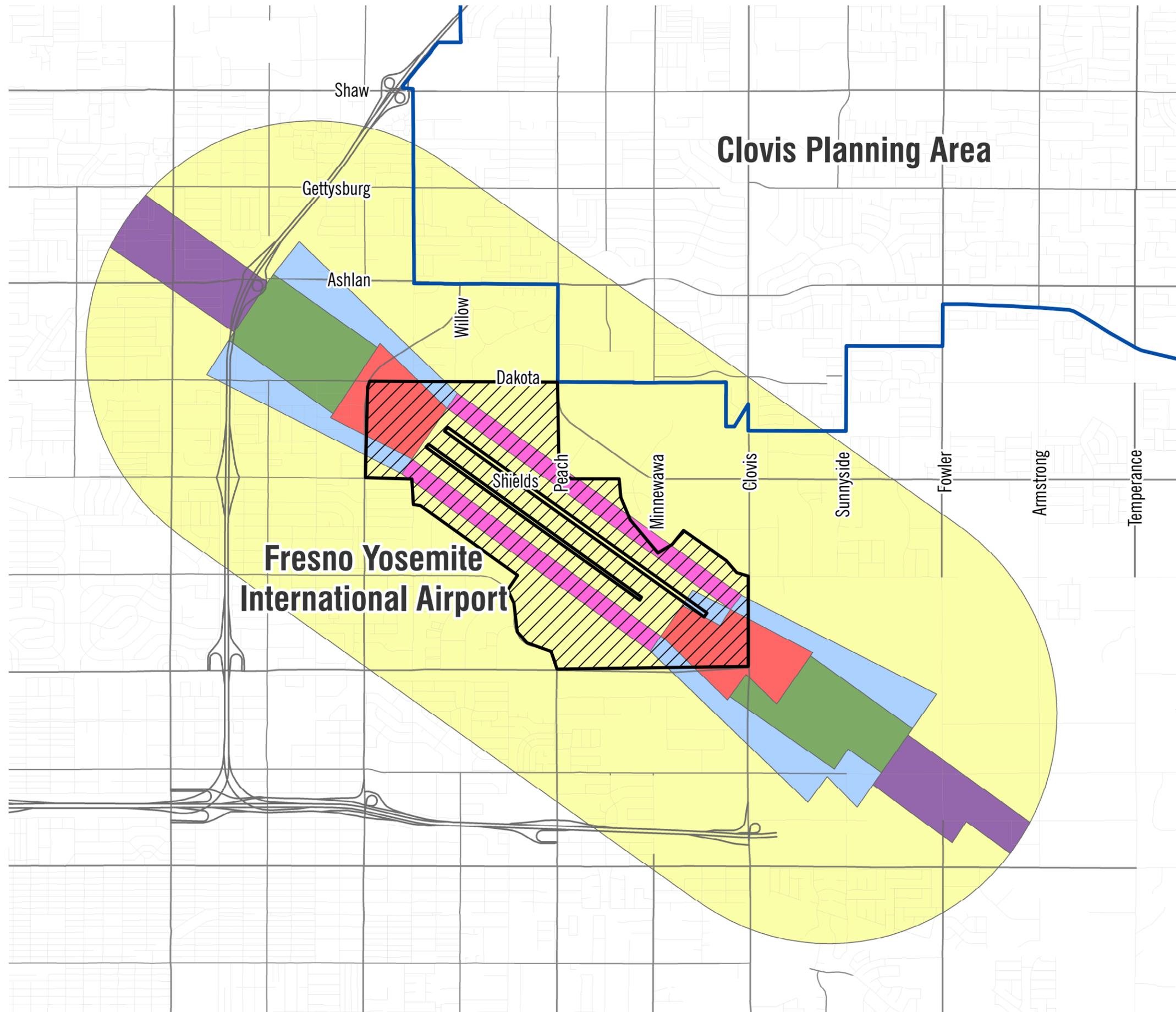


CLO - 14.0 12/8/2014



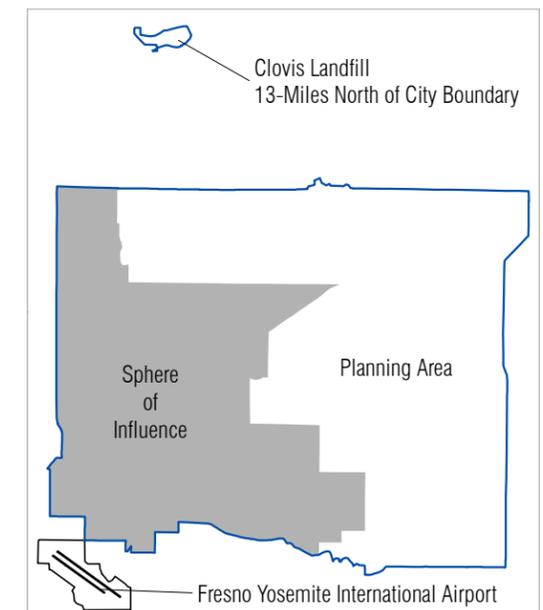
PLACEWORKS

**Figure ES-6  
Airport Safety Compatibility  
Zones**



**SAFETY COMPATIBILITY ZONES**

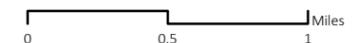
- ZONE 1 - Runway Protection Zone
- ZONE 2 - Inner Approach/Departure Zone
- ZONE 3 - Inner Turning Zone
- ZONE 4 - Outer Approach/Departure Zone
- ZONE 5 - Sideline Zone
- ZONE 6 - Traffic Pattern Zone
- Fresno-Yosemite International Airport
- Planning Area Boundary



**CLOVIS**  
GENERAL PLAN



CLO - 14.0 12/8/2014



*This page intentionally left blank.*

---

# Open Space and Conservation Element

## Purpose

The open space and conservation element seeks to protect and preserve open space, productive agricultural areas, and environmental resources. This element also establishes goals for the maintenance and provision of new and existing parks.

## Key Issues

The primary issue for the open space and conservation element is providing sufficient park space and recreation facilities to serve existing residents and planned growth. The element also seeks to celebrate and memorialize the community's natural, agricultural, and cultural roots. Additionally, the element provides policies to protect water supply and quality.

The open space and conservation element and its associated figure set forth the goals, policies, and general parameters for the fiscally sound and sustainable development and protection of our open space resource system. These documents are conceptual in nature and serve as guidance. The specifics of the city's park system such as the definition of the park classification system, general development criteria for each classification, and inventory of sites will be determined under the comprehensive City of Clovis Parks Master Plan. Guidance is also provided by the Urban Forest Management Plan.

Figure OS-1 is reflective of the current draft City of Clovis Parks Master Plan. Once approved, this Plan will be updated periodically and serve as the guiding document for the implementation of the city's open space facilities.

## Goals and Policies

**OVERARCHING GOAL:** Recreation and open space that enhances quality of life, contributes to a healthy community, and conserves Clovis' natural and cultural resources.

- Goal 1:** Park and recreation facilities that are environmentally and fiscally sustainable and meet the needs of existing and future residents.
- Goal 2:** Natural, agricultural, and historic resources that are preserved and promoted as key features for civic pride and identity.
- Goal 3:** A built environment that conserves and protects the use and quality of water and energy resources.

**Goal 1: Park and recreation facilities that are environmentally and fiscally sustainable and meet the needs of existing and future residents.**

Policy 1.1 **Parkland standard.** Provide a minimum of 4 acres of public parkland for every 1,000 residents.

Policy 1.2 **Existing parks.** Upgrade and rehabilitate existing parks as necessary to meet the needs of the community and as the financial resources of the city allow.

Policy 1.3 **New parks and recreation facilities.** Provide a variety of parks and recreation facilities in underserved and growing areas of the community.

Policy 1.4 **Joint use of education facilities.** Provide a balanced system of parks and recreation facilities through joint use of facilities owned by school districts.

Policy 1.5 **Multipurpose open space.** Design public facilities as multipurpose open space and recreation to serve the community's infrastructure needs while preserving and enhancing open space and water features. Prioritize the use of existing basins for existing areas, and for future areas prioritize the development of separate park facilities available year round.

Policy 1.6 **Linkages.** Link open space, parks, and recreation facilities by incorporating flood control channels into the city's bicycle and trail system.

Policy 1.7 **Sustainability.** Develop new and maintain existing parks and recreation facilities to achieve fiscal and environmental sustainability.

Policy 1.8 **Funding.** Require new development to provide pocket and neighborhood parks, dedicate land for area parks, and pay impact fees for community and regional parks. Require new development to establish lighting and landscape maintenance districts to fund operations and maintenance.

Policy 1.9 **Master plan.** Periodically update the Parks Master Plan to direct the implementation of the city's open space facilities.

**Goal 2: Natural, agricultural, and historic resources that are preserved and promoted as key features for civic pride and identity.**

Policy 2.1 **Stewardship.** Promote responsible planning and management of land and resources among property owners.

Policy 2.2 **New development.** Encourage new development to incorporate on-site natural resources and low impact development techniques.

Policy 2.3 **Visual resources.** Maintain public views of open spaces, parks, and natural features. Enhance views along roadways and trails. Preserve Clovis' viewshed of the surrounding foothills and orient new development to capitalize on views of the Sierra Nevada.

Policy 2.4 **Agricultural lands.** Preserve the city's agricultural legacy through the Agricultural land use designation, memorialize agricultural history and culture, and facilitate thoughtful conversion of lands to development.

Policy 2.5 **Right to farm.** Support, encourage, and protect agricultural operations within Clovis and recognize their right to farm.

Policy 2.6 **Biological resources.** Support the protection of biological resources through the conservation of high quality habitat area.

Policy 2.7 **Native plants.** Encourage the use of native and climate-appropriate plant species and prohibit the use of plant species known to be invasive.

Policy 2.8 **Urban forest.** Maintain and enhance a diverse and healthy urban forest on public and private lands.

Policy 2.9 **National and state historic resources.** Preserve historical sites and buildings of state or national significance in accordance with the Secretary of Interior Standards for Historic Rehabilitation.

Policy 2.10 **Local historic resources.** Encourage property owners to maintain the historic integrity of the site by (listed in order of preference): preservation, adaptive reuse, or memorialization.

Policy 2.11 **Old Town.** Prioritize the preservation of the historic character and resources of Old Town.

Policy 2.12 **Public education.** Support public education efforts for residents and visitors about the unique historic, natural, and cultural resources in Clovis.

**Goal 3: A built environment that conserves and protects the use and quality of water and energy resources.**

Policy 3.1 **Stormwater management.** Encourage the use of low impact development techniques that retain or mimic natural features for stormwater management.

Policy 3.2 **Stormwater pollution.** Minimize the use of non-point source pollutants and stormwater runoff.

Policy 3.3 **Well water.** Prohibit the use of new private wells in new development.

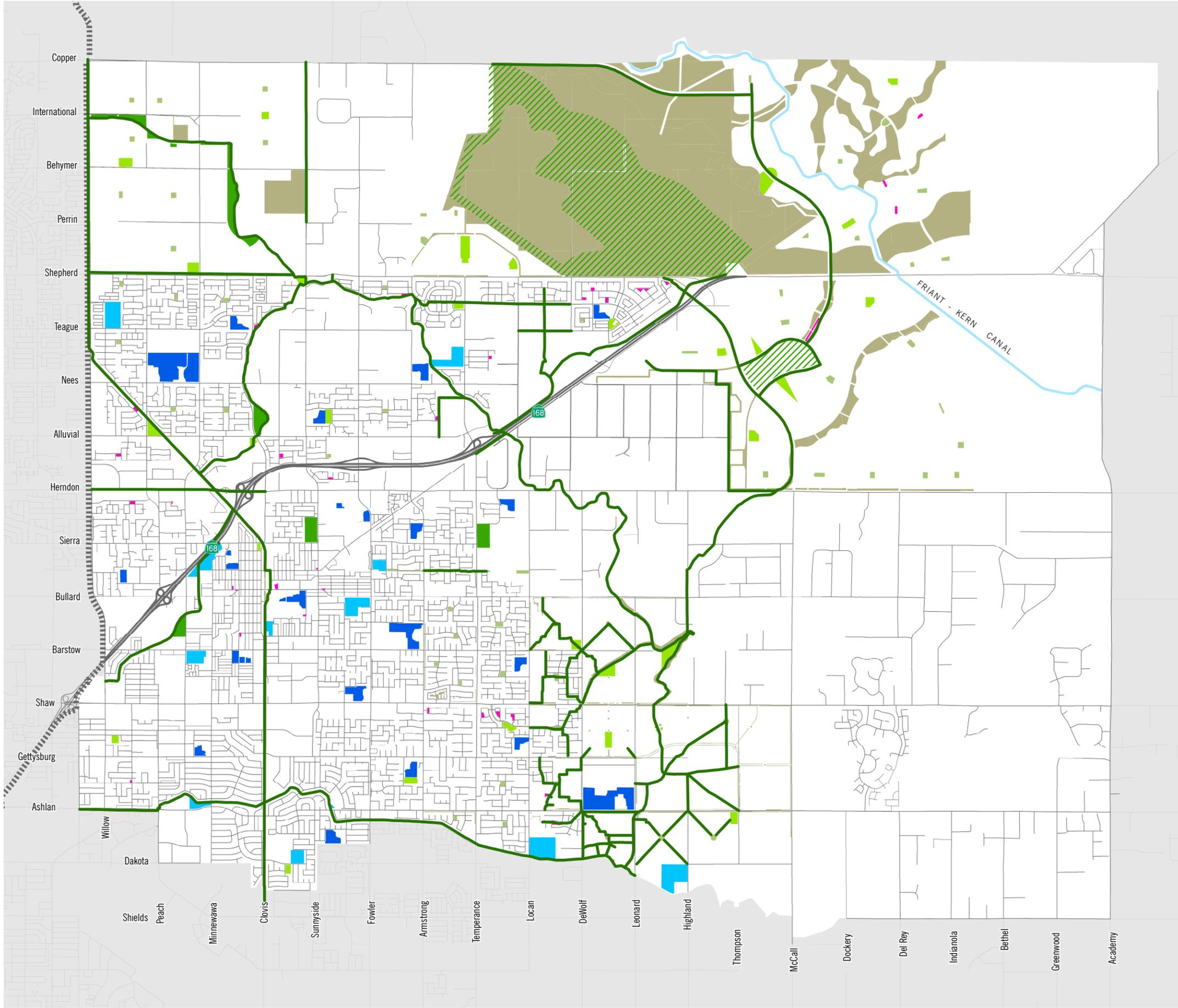
Policy 3.4 **Drought-tolerant landscaping.** Promote water conservation through the use of drought-tolerant landscaping on existing and new residential properties. Require drought-tolerant landscaping for all new commercial and industrial development and city-maintained landscaping, unless used for recreation purposes.

Policy 3.5 **Energy and water conservation.** Encourage new development and substantial rehabilitation projects to exceed energy and water conservation and reduction standards set in the California Building Code.

Policy 3.6 **Renewable Energy.** Promote the use of renewable and sustainable energy sources to serve public and private sector development.

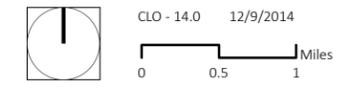
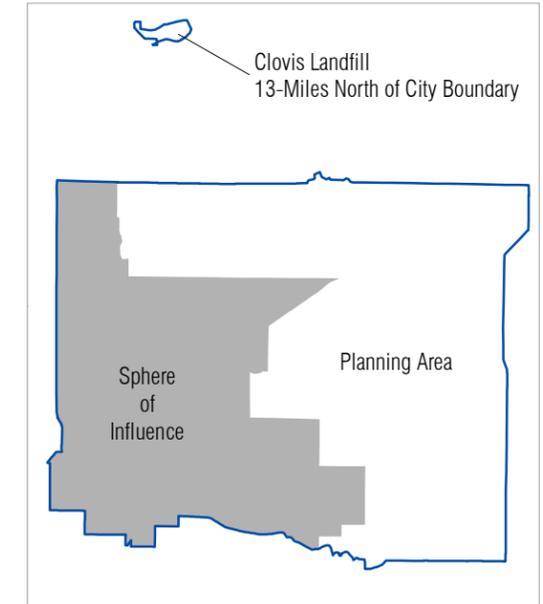
Policy 3.7 **Construction and design.** Encourage new construction to incorporate energy efficient building and site design strategies.

**Figure OS-1  
Parks & Open Space**



- Pocket
- Neighborhood
- Area
- Community
- Regional
- Dual Basin; Future Dual Basin
- School Park/Playfield
- Open Space
- Class I - Multipurpose Trail
- City of Fresno - Trail Alignment

Note:  
For complete bike and trail network refer to Figure C-2 - Bicycle and Trails System.



*This page intentionally left blank.*

---

# Air Quality Element

## Purpose

The air quality element addresses the role of local land use planning in improving regional air quality.

## Key Issues

The air quality element augments other General Plan elements with specific goals and policies to assist efforts in attaining better air quality for Clovis and the San Joaquin Valley. The element addresses the relationship between growth, land use activities, and transportation needs. Unlike other elements, it also provides policy guidance for construction, ongoing operations, and other activities.

Details in compliance with California Government Code Section 65302.1, describing local air quality conditions, including air quality monitoring data, emission inventories, lists of significant source categories, attainment status and designations, and applicable state and federal air quality plans and transportation plans are included in the EIR. The EIR also contains a summary of local, district, state, and federal policies, programs, and regulations that may improve air quality in the city or county. Finally, the EIR contains feasible implementation measures designed to carry out the goals and policies in this element.

## Goals and Policies

**OVERARCHING GOAL:** Improved air quality through effective land use and transportation planning, regional cooperation, and a reduction in emissions.

**Goal 1:** A local environment that is protected from air pollution and emissions.

**Goal 2:** A region with healthy air quality and lower greenhouse gas emissions.

**Goal 1: A local environment that is protected from air pollution and emissions.**

- Policy 1.1 **Land use and transportation.** Reduce greenhouse gas and other local pollutant emissions through mixed use and transit-oriented development and well-designed transit, pedestrian, and bicycle systems.
- Policy 1.2 **Sensitive Land Uses.** Prohibit, without sufficient mitigation, the future siting of sensitive land uses within the distances of emission sources as defined by the California Air Resources Board.
- Policy 1.3 **Construction activities.** Encourage the use of best management practices during construction activities to reduce emissions of criteria pollutants as outlined by the San Joaquin Valley Air Pollution Control District (SJVAPCD).
- Policy 1.4 **City buildings.** Require that municipal buildings be designed to exceed energy and water conservation and greenhouse gas reduction standards set in the California Building Code.
- Policy 1.5 **Fleet operations.** Purchase low- or zero-emission vehicles for the city's fleet where feasible. Use clean fuel sources for city-owned mass transit vehicles, automobiles, trucks, and heavy equipment where feasible.
- Policy 1.6 **Alternative fuel infrastructure.** Encourage public and private activity and employment centers to incorporate electric charging and alternative fuel stations.
- Policy 1.7 **Employment measures.** Encourage employers to provide programs, scheduling options, incentives, and information to reduce vehicle miles traveled by employees.
- Policy 1.8 **Trees.** Maintain or plant trees where appropriate to provide shade, absorb carbon, improve oxygenation, slow stormwater runoff, and reduce the heat island effect.

**Goal 2: A region with healthy air quality and lower greenhouse gas emissions.**

- Policy 2.1 **Regional coordination.** Support regional efforts to reduce air pollution (criteria air pollutants and greenhouse gas emissions) and collaborate with other agencies to improve air quality at the emission source and reduce vehicle miles traveled.
- Policy 2.2 **Cross-jurisdictional issues.** Collaborate with regional agencies and surrounding jurisdictions to address cross-jurisdictional transportation and air quality issues.
- Policy 2.3 **Valleywide programs.** Establish parallel air quality programs and implementation measures with other communities across the San Joaquin Valley.
- Policy 2.4 **Public participation.** Encourage participation of local citizens, the business community, and interested groups and individuals in air quality planning and implementation.
- Policy 2.5 **Public education.** Promote programs that educate the public about regional air quality issues and solutions.
- Policy 2.6 **Innovative mitigation.** Encourage innovative mitigation measures to reduce air quality impacts by coordinating with the SJVAPCD, project applicants, and other interested parties.

*This page intentionally left blank.*

---

# Appendix A Glossary

The following glossary provides definitions for the various planning and technical terms and acronyms that can be found in the General Plan or may arise during conversations, analysis, and implementation related to the General Plan.

## Terms

### A

**Acoustical Engineer.** An engineer specializing in the measurement and physical properties of sound. In environmental review, the acoustical engineer measures noise impacts of proposed projects and designs measures to reduce those impacts.

**Acreage, Gross.** The land area that exists prior to any dedication of land for public use, health, and/or safety purposes.

**Acreage, Net.** The portion of a site that can actually be built upon, which is the land area remaining after dedication of ultimate rights-of-way for facilities such as:

- Public streets
- Drainage facilities
- Public parks and other open space developed to meet minimum standards required by City ordinance
- Utilities

**Acre-Foot.** The volume of water that would cover 1 acre to a depth of 1 foot. An acre-foot is about the amount of water used each year in and around the home by two average California families, or about 326,000 gallons.

**Active Transportation.** Non-motorized transportation modes, such as bicycling and walking, that are integrated with public transportation.

**Adaptive Reuse.** The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school building to a residential use, or the conversion of an historic single-family home to an office use.

**Affordability, Housing.** The ratio of housing costs to household income.

**Affordability Requirements.** Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low- and low- income households for a specified period.

**Affordable Housing.** Dwelling units for which the housing payment is generally not more than 30 percent of household gross income for a specified income group.

**Alley.** A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.

**Alquist-Priolo Earthquake Fault Zone.** A regulatory zone, delineated by the State Geologist, within which site-specific geologic studies are required to identify and avoid fault rupture hazards prior to subdivision of land and/or construction of most structures for human occupancy.

**Alternative Energy.** See Renewable Energy

**Ambient.** Surrounding; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

**Annex.** To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

**Automobile Related Uses:** Uses related to retail or wholesale sales of automobiles, recreational vehicles and boats, automotive repair services, automobile-oriented retail businesses (e.g., auto parts, tires, etc.) and fueling stations.

**A-weighted Decibel.** The A-weighted decibel scale discriminates against upper and lower frequencies in a manner approximating the sensitivity of the human ear. The scale ranges from zero for the average least perceptible sound to about 130 for the average pain level.

## B

**Below Market Rate Housing.** Below market rate housing refers to housing unit(s) that receive public or private subsidies that make it affordable for a very low, low, or moderate income households (depending on the program) to rent or purchase a housing unit. It may also be referred to as subsidized housing.

**Bicycle Friendly.** Describes policies and practices that may help people feel more comfortable about traveling by bicycle with other traffic. The level of bicycle-friendliness of an environment can be influenced by many factors resulting from transportation planning and infrastructure design decisions.

**Bike Path (Class 1 Facility).** Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with minimal interruption by motor vehicles. A bicycle path may be located on a portion of a street or highway right-of-way or in a special right-of-way not related to a motor vehicle facility. It may be grade separated or have street crossings at designated locations. It may be identified with “Bike Route” signs and also may have pavement markings.

**Bike Lane (Class 2 Facility).** Provides a preferential right-of-way designated and striped for the exclusive or semi-exclusive use of bicycles, with some allowances for vehicle parking. It is usually located along the edge of the paved area or between the parking lane and the first motor vehicle travel lane. It is identified by “Bike Lane” or “Bike Route” signage, special lane lines, and other pavement markings. Bicycles have exclusive use of a bicycle lane for longitudinal travel, but must share the facility with motor vehicles and pedestrians crossing it.

**Bike Route (Class 3 Facility).** Provides a route designated by signs or permanent pavement markings that is shared with either pedestrians or motorists. There are generally no special lane markings and bicycle traffic shares the roadway with motor vehicles.

**Bikeways.** A term that encompasses “bike paths,” “bike paths,” and “bike routes.”

**Bond.** An interest-bearing promise to pay a stipulated sum of money, with the principal amount due on a specific date. Funds raised through the sale of bonds can be used for various public purposes.

**Brownfield.** An area with abandoned, idle, or under-used industrial and commercial facilities where expansion, redevelopment, or reuse is complicated by real or perceived environmental contamination.

**Buffer.** An area established between potentially conflicting land uses, such as heavy industrial and residential uses, which, depending on the potential impact, may utilize landscaping, earth berms, structural barriers, setbacks, or roads to reduce or eliminate potential impacts.

**Buildout.** Development of land to its full potential, consistent with current or proposed planning or zoning designations. Full potential may be defined as either: 1) the maximum density or intensity permitted by planning or zoning designations; or 2) a projected level that is generally greater than existing conditions but may be less than the maximum level permitted.

**Buildout, General Plan.** The projected development of land within the General Plan area (City of Clovis, its sphere of influence, and additional unincorporated areas) by the year 2035 and beyond, as permitted by the land use designations. This buildout level is also used as the project analyzed by the General Plan Environmental Impact Report.

**Business Incubator.** An organization designed to accelerate the growth and success of entrepreneurial companies through an array of business support resources and services that could include physical space, capital, coaching, common services, and networking connections. Business incubation programs are often sponsored by private companies or municipal entities and public institutions, such as colleges and universities. Their goal is to help create and grow young businesses by providing them with necessary support and financial and technical services.

## C

**California Environmental Quality Act (CEQA).** Legislation and corresponding procedural components established in 1970 by the State of California to require environmental review for projects anticipated to result in adverse impacts to the environment.

**Capital Improvement Program (CIP).** A program that schedules permanent improvements, usually for a minimum of five years in the future, that fits the projected fiscal capability of the local jurisdiction. The program generally is reviewed on an annual basis for conformance to and consistency with the General Plan.

**Carbon Dioxide (CO<sub>2</sub>).** An odorless, colorless gas formed during respiration, the combustion of fuels, and certain industrial activities, among other processes. CO<sub>2</sub> is the most abundant greenhouse gas, with primary sources from transportation and electrical power generation.

**Carbon Monoxide (CO).** An odorless, colorless gas formed by the incomplete combustion of fuels; majority of California CO emissions come from motor vehicles.

**Chlorofluorocarbon (CFC).** An ozone-depleting greenhouse gas previously used as a propellant and a refrigerant.

**Clear Zone.** Areas around runways need to be clear from potential hazards to enhance the safety of the aircraft and its passengers as well as the protection of people and property on the ground.

**Commercial Development.** Within the General Plan, the term commercial refers to non-residential and non-public/quasi-public uses that involve commerce, i.e., a person or business paying for a good or service. Commercial generally does not include industrial uses. Commercial uses typically occur in a retail store, restaurant, bar, office, or special entertainment or recreation building, like a fitness center or bowling alley. A list of specific uses is identified in the Development Code based on the zoning designation. The term commercial includes all retail uses; however, the term retail refers to a subset of commercial uses. (see Retail Development)

**Community Noise Equivalent Level (CNEL).** The energy-average of the A-weighted sound levels during a 24-hour period, with 5 dB added to the levels from 7:00 PM to 10:00 PM and 10 dB added from 10:00 PM to 7:00 AM.

**Compatible.** Capable of existing together without conflict or ill effects.

**Complete Streets.** Streets that comfortably accommodate all users, with particular emphasis on pedestrians, bicyclists, and public transportation, as well as people of all ages and physical abilities. The Complete Streets Act of 2008 requires circulation elements to incorporate multimodal transportation into the General Plan.

A “Complete Streets” transportation network is one that comfortably accommodates all users, with particular emphasis on pedestrians, bicyclists, and public transportation, as well as people of all ages and physical abilities. This does not mean that every individual street be a “complete street” but State law does require that the City plan for transportation networks (which consists of the City’s system of bicycle facilities, sidewalks, other pathways, and roadways) to accommodate all users.

**Complete Streets Act.** In 2008, the Governor signed Assembly Bill 1358, the California Complete Streets Act. The Act states: “In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled and to shift from short trips in the automobile to biking, walking and use of public transit.”

The legislation impacts local general plans by adding the following language to Government Code Section 65302(b)(2)(A) and (B):

(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For the purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

**Concurrency.** Installation and operation of facilities and services needed to meet the demands of new development simultaneous with the development.

**Conditional Use Permit.** The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

**Conservation.** The management of natural resources to prevent waste, destruction, or neglect.

**Consistency, Consistent With.** Free from significant variation or contradiction. The various diagrams, text, goals, policies, and programs in the general plan must be consistent with each other, not contradictory or preferential. The term "consistent with" is used interchangeably with "conformity with." The courts have held that the phrase "consistent with" means "agreement with; harmonious with." Webster defines "conformity with" as meaning harmony, agreement when used with "with." The term "conformity" means in harmony therewith or agreeable to (Sec 58 Ops.Cal.Atty.Gen. 21, 25 [1975]). California State law also requires that a general plan be internally consistent and also requires consistency between a general plan and implementation measures such as the zoning ordinance.

**Cultural Resources.** Includes historic, archaeological, and paleontological resources, as well as human remains.

**Cumulative Impact.** As used in CEQA, the total environmental impact resulting from the accumulated impacts of individual projects or programs over time.

## D

**Decibel (dB).** The unit of measure for loudness based on a logarithmic scale.

**Decibel "A-Weighted" (dBA).** The "A-weighted" scale for measuring sound in decibels, which weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness even though the noise is actually ten times more intense.

**Dedication.** The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

**Density, Residential (dwelling units per acre or du/ac).** The number of permanent residential dwelling units per acre of land.

**Design Guidelines.** A collection of statements and standards used to evaluate building and site design of proposed development projects through the City's site plan review process. All property owners, developers and design professionals are encouraged to carefully review applicable design guidelines before commencing planning and design studies, and to consult with City staff should questions or the need for interpretation occur.

**Design Review; Development Review.** The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting and signs, in accordance with a set of adopted criteria and standards. "Development Review" usually refers to a system established in the Municipal Code, whereby projects are reviewed against certain standards and criteria by a specially established design review board or other body such as the Planning Commission.

**Development Fees.** Direct charges or dedications collected on a one-time basis for a service provided or as a condition of approval being granted by the local government. The purpose of the fee or exaction must directly relate to the need created by the development. In addition, its amount must be proportional to the cost of the service or improvement. Fees can be broken down into two major classes: 1) service charges such as permit fees covering the cost of processing development plans, connection or standby fees for installing utilities, or application fees for reviewing and considering development proposals; and 2) "impact" fees levied on new development to cover the cost of infrastructure or facilities necessitated by development.

**Development Project.** A project that involves grading, demolition, construction, remodeling, subdivision, new signs, or other land improvement or division for which discretionary planning approvals or building permits are required.

**Discourage.** To advise or persuade to refrain from.

**Drought-Tolerant Landscaping.** Landscaping that uses water-conserving, drought-tolerant plant species that are environmentally and horticulturally adapted to local conditions, and that uses design strategies to minimize water use while maintaining an attractive and neat appearance. It may also be referred to as xeriscape.

**Dwelling Unit (du).** A building or portion of a building containing one or more rooms, designed for or used by one household for living or sleeping purposes, and having a separate bathroom and only one kitchen or kitchenette.

## E

**Easement.** Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

**Encourage.** To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

**Endangered Species, California.** A native species or sub-species of a bird, mammal, fish, amphibian, reptile, or plant, which is in serious danger of becoming extinct throughout all or a significant portion of its range, due to one or more factors, including loss in habitat, change in habitat, over-exploitation, predation, competition, or disease. The status is determined by the California Department of Fish and Wildlife together with the California Fish and Game Commission.

**Endangered Species, Federal.** A species that is in danger of extinction throughout all, or a significant portion, of its range. The status is determined by the US Fish and Wildlife Service and the Department of the Interior.

**Enhance.** To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

**Environmental Impact Report (EIR).** A report required pursuant to the California Environmental Quality Act (CEQA) that assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See California Environmental Quality Act)

**Environmental Impact Statement (EIS).** Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions that significantly affect the environment. (see National Environmental Policy Act)

**Ethos.** The distinguishing character, sentiment, moral nature, or guiding beliefs of a person, group, or institution.

**Exaction.** A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

## F

**Facade.** A building “face” or exterior wall of a building, usually, but not always, the front wall, including all openings and architectural ornamentation, facing a street or public way. The facade is often the most important part of a building from an architectural design standpoint, as it sets the tone for the rest of the building.

**Fault.** A fracture or zone of closely associated fractures along which rocks on one side have been displaced with respect to those on the other side. A fault zone is a zone of related faults which commonly are braided, but which may be branching. A fault trace is the line formed by the intersection of a fault and the earth’s surface.

**Feasible.** Capable of being done, executed, or managed successfully from the standpoint of the physical and/or financial abilities of the implementer(s). It is a term used in policy and implementation action language that indicates that a decision or action is not mandatory, but should be taken unless one can demonstrate an inability or undue hardship. It should be noted that just because an action or feature is new (i.e., not typically done), or requires some additional expense does not mean that it is infeasible.

**Financial Sustainability.** The assessment that the city and/or a project will have sufficient funds to meet all its resource and financing obligations over a long period of time (e.g., 20 years), whether these funds come from user charges or budget sources.

**Fiscal Impact Analysis.** A projection of the direct public costs and revenues resulting from population, employment, or facility change in the jurisdiction. Such an analysis enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

**Flood, 100-year.** In any given year, a flood that has a 1 percent likelihood of occurring, and is recognized as a standard for acceptable risk. A 100-year flood event is fairly large but historically infrequent flood. To be precise, it is a flood of a size that is projected to have only a one-percent chance of being equaled or exceeded each year. However, this does not mean that this size of flood will only occur once every 100 years. The likelihood of a 100-year flood occurring within a 100-year stretch of time is actually high, but there is no way to predict when the next flood will occur—or the one after that.

**Floodplain.** The relatively level land area on either side of the banks of a stream regularly subject to flooding.

**Floor Area Ratio (FAR).** The intensity of building on a site reflects a combination of a building's height, lot coverage, and overall massing distribution. To ensure that the building intensity of a project is appropriate for the land use designation and community, a maximum intensity standard is provided in the form of a floor area ratio (FAR). For example, a 60,000 square foot building on a 120,000 square-foot parcel would have a 0.50 FAR. In the General Plan, the FAR calculation excludes floor area used for structured parking to encourage its use and reflect its much higher construction costs.

## G

**Gateway.** Gateways are entry points into key areas, typically a point along a roadway at which a motorist gains a sense of having left the environs of one place and of having entered another place. Gateways should be distinctive and attractive.

**General Plan.** A compendium of City policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council. California State law requires that a General Plan include elements dealing with seven subjects--circulation, conservation, housing, land use, noise, open space and safety.

These can be arranged in a single element for each topic or combined into elements that address multiple topics. For Clovis, the City's General Plan also includes optional elements on economic development and air quality.

**General Plan Amendment (GPA).** A modification made to an adopted General Plan.

**Geographic Information Systems (GIS).** A combination of approaches, programs, methodologies, and technologies to gather, store, manipulate, analyze, present, and interpret spatial information and data.

**Goal.** A goal is a statement of desired future conditions, regarding a particular topic in the community, toward which effort and resources are directed. A goal may be quantifiable and time-dependent or more abstract in nature.

**Green Building.** Green or sustainable building is the practice of creating healthier and more resource-efficient models of construction, renovation, operation, maintenance, and demolition.

**Greenhouse Effect.** A term used to describe the warming of the earth's atmosphere due to accumulated carbon dioxide and other gases in the upper atmosphere. These gases absorb energy radiated from the earth's surface, "trapping" it in the same manner as glass in a greenhouse traps heat.

**Greenhouse Gas (GHG).** A balance of naturally occurring gases in the atmosphere determines the earth's climate by trapping solar heat through a phenomenon known as the greenhouse effect. GHGs, including carbon dioxide, methane, nitrous oxide, chlorofluorocarbons, and water vapor, keep solar radiation from exiting our atmosphere. In a process very similar to the windows on a greenhouse, GHGs trap so much heat that the temperature within the earth's atmosphere is rising. GHGs are emitted through both natural processes and human activities. Emissions from human activities, such as electricity production, motor vehicle use, and agriculture, are contributing to the concentration of GHGs in the atmosphere and have led to a trend of unnatural warming of the earth's climate, which is known as global warming.

**Groundwater.** Water that exists beneath the earth's surface, typically found between saturated soils and rock, and is used to supply wells and springs.

**H**

**Habitat.** The physical locations or types of environments in which an organism or biological population lives or occurs.

**Hazardous Material.** Any material that because of its quantity, concentration, or physical or chemical characteristics poses a significant present or potential hazard to human health and safety or the environment if released into the work-place or environment.

**Hazardous Waste.** Waste that requires special handling to avoid illness or injury to persons or damage to property.

**Hydrochlorofluorocarbon (HCFC).** A gaseous compound that has been used as an ozone-safe replacement for CFCs, but which acts as a potent greenhouse gas.

**Hydrofluorocarbon (HFC).** A gaseous compound that has been used as an ozone-safe replacement for CFCs, but which acts as a potent greenhouse gas.

**Household.** Person or persons living in one dwelling unit; also an occupied housing unit.

**I**

**Identity.** A consistent quality that makes a city, place, area, or building unique and gives it a distinguishing character.

**Image.** The mental picture or impression of a city or place taken from memory and held in common by members of the community.

**Impervious Surface.** Surface through which water cannot penetrate, such as a roof, road, sidewalk, or paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

**Implementation Action.** Activities, procedures, programs, or techniques that are used to achieve goals or carry out policies. This includes one-time initiatives by the City (e.g., zoning code update to reflect changes in a general plan), decisions on public and private development projects, municipal operational programs, capital improvements, and partnerships with jurisdictions or agencies. It can also include specific efforts or decisions that are made on an ongoing or periodic basis.

**Income, Above-Moderate.** A household whose income exceeds 120 percent of the County median income.

**Income, Extremely-Low.** “Extremely Low Income Household” shall mean persons and families whose household income does not exceed the qualifying limits for Extremely Low Income Households as established and amended from time to time in California Health & Safety Code §50106, as such limits are published annually by the California Department of Housing and Community Development.

**Income, Low.** “Low Income Household” shall mean persons and families whose household income does not exceed the qualifying limits for lower income families as established and amended from time to time pursuant to Section 8 of the United States Housing Act of 1937, as such limits are published annually by the California Department of Housing and Community Development, pursuant to Section 50079.5 of the California Health and Safety Code.

**Income, Median.** “Median Income” shall mean the median household income for the County of Fresno, as published annually by the State of California Department of Housing and Community Development.

**Income, Moderate.** “Moderate Income Household” shall mean persons or families whose gross incomes do not exceed 120% of the Median Income adjusted for family size in accordance with adjustment factors adopted by the United States Department of Housing and Urban Development, as published annually by the California Department of Housing and Community Development, pursuant to Section 50093 of the California Health and Safety Code.

**Income, Very-Low.** “Very Low Income Household” shall mean persons and families whose household income does not exceed the qualifying limits for Very Low Income Households as established and amended from time to time pursuant to §10105(a) of the California Health & Safety Code, as such limits are published annually by the California Department of Housing and Community Development.

**Infill Development.** Development that occurs on vacant or underutilized land within areas that area already largely developed.

**In-lieu Fee.** Cash payments that may be required of an owner or developer as a substitute for a dedication of land for public use, usually calculated in dollars per lot, and referred to as in-lieu fees or in-lieu contributions.

**Intelligent Transportation System.** Advanced applications that aim to provide innovative services relating to different modes of transportation and traffic management and enable various users to be better informed and make safer, more coordinated, and 'smarter' use of transportation networks.

**J**

**Jobs/Housing Balance.** A ratio expressed as the jobs in an area divided by the number of dwelling units or households. It may be used to describe the adequacy of the housing supply within a defined area to meet the needs of persons working within the same area. Due to the wide geographic distribution of job opportunities in California jurisdictions, it is generally considered by local and regional planning agencies to be informative when looking at a subregion or region. However it should not be relied upon for making decisions at a local level within a single jurisdiction.

**K**

*No terms are provided that begin with this letter.*

**L**

**Landslide.** A general term for a falling, sliding, or flowing mass of soil, rocks, water, and debris. Includes mudslides, debris flows, and debris torrents.

**Landmark.** A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government. A landmark may also be a visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

**Landscaping.** Planting areas including trees, shrubs, and ground covers that are suitably designed, selected, installed, and maintained as to permanently enhance a site or roadway.

**Leadership in Energy and Environmental Design (LEED).** A voluntary, consensus-based national standard for developing and rating high-performance, sustainable “green” buildings. LEED provides a complete framework for assessing building performance and meeting sustainability goals, such as water savings, energy efficiency, materials selection, and indoor environmental quality.

**Level of Service (LOS) Standard.** A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire, or library, or the performance of a facility, such as a street or highway. It is primarily used in the General Plan to refer to the general measure of traffic operating conditions whereby a letter grade, from LOS A (no congestion) to F (high levels of congestion), is assigned. LOS E applies to “at capacity” operations.

**Life-cycle Costing.** A method of evaluating a capital investment that takes into account the sum total of all costs associated with the investment over the lifetime of the project.

**Light Pollution, Spillover, or Trespass.** Unwelcome light spilling off originating property. Typical causes include poorly shielded lights that are aimed partially horizontally, not down, and too much light power.

**Liquefaction.** A process by which water-saturated granular soils transform from a solid to a liquid state during strong ground shaking.

**Local Agency Formation Commission (LAFCO).** A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals.

## M

**Maintain.** To keep in an existing state; do not allow to deteriorate.

**Mansionization.** New construction or additions on residentially-zoned lots that are out-of-scale with the surrounding neighborhood, but which comply with the current zoning regulations.

**Master Plan.** The City may require project applicants to demonstrate how the development of their individual project may work with surrounding developed and undeveloped properties. The goal is the development of the area that appears seamless when completed. Put another way, an area may develop in an incremental fashion but ultimately results in what appears to be a unified, comprehensive development that provides safe and efficient access and well-designed spaces.

Accordingly, the City may request that a master plan be developed for the area, generally defined as the quarter-section (160 acres) or the adjacent area bounded by major arterials, canals, or other major geographical features. The plans should address project design, housing mix, supply and distribution of parks, and circulation for vehicles, bicycles, and pedestrians.

A master plan may be required for the first applicant and/or any subsequent applicants. Furthermore, a master plan may require that an applicant address areas that they do not own or otherwise control. The City recognizes that such master plans are conceptual in nature and do not impose requirements upon or guarantees for properties outside of the applicant's control. The City encourages the applicant to coordinate with adjacent property owners and the City in developing the master plan.

A master plan may also be referred to as a "project area master plan" or "conceptual master plan." Additional requirements may be imposed in the Development Code.

**May.** That which is permissible. It is not required, prohibited, encouraged, or discouraged.

**Minimize.** To reduce or lessen, but not necessarily to eliminate.

**Mitigate.** To ameliorate, alleviate, or avoid to the extent reasonably feasible.

**Mitigation.** A specific action taken to reduce environmental impacts to insignificant levels. Mitigation measures are required as a component of an environmental impact report (EIR).

**Mixed Use.** Any mixture of residential dwellings and non-residential land uses on a single parcel, such as dwellings combined with offices, retail, or other non-residential uses or multiple buildings with different uses on a single parcel where the different types of land uses are in proximity and planned as a unified, complementary, and cohesive whole. As distinguished from a single use land use designation or zone, mixed use refers to an authorized variety of uses for buildings and structures in a particular area.

**Mixed Use, Horizontal.** Mixed use, horizontal: Two or more different types of uses are placed next to each other, planned as a unit, and connected together with pedestrian and vehicular access. For instance, multiple family building that is adjacent to a neighborhood commercial development and office complex.

**Mixed Use, Vertical.** Where two or more different uses occupy the same building—usually on different floors. For instance, retail on the ground floor and office and/or residential uses on the second and/or third floors.

**Modal Shift.** The percent change in the number of trips made within, or originating from, a specific geographic area during a defined period and using specific transportation methods or “modes”, such as cycling, walking, riding public transit and driving automobiles. For example, a modal shift increase of 15 percent in bicycle use means that the number of bicycle trips in an area increased 15 percent over a previous period.

**Multimodal Network:** A transportation network that is designed and or operated in a manner that meets transportation needs for different types of users, such as bicyclists, pedestrians, public transit users, and motorists.

**Multimodal Transportation.** Refers to multiple modes of transportation, including, but not limited to pedestrian, bicycle, automobile, or transit forms of travel.

**Must.** That which is mandatory.

## N

**National Environmental Policy Act (NEPA).** An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

**Necessary.** Essential or required.

**Nitric Oxide (NO).** A gaseous compound that may result from combustion or industrial processes. It is a precursor to nitric acid, which contributes to acid rain, and contributes to the depletion of stratospheric ozone.

**Nitrogen Dioxide (NO<sub>2</sub>).** A reddish brown gas that is a byproduct of the combustion process and is a key to the ground-level ozone production process.

**Nitrous Oxide (N<sub>2</sub>O).** A colorless gas that is byproduct of the combustion process and certain industrial process. It has certain industrial and clinical applications and is both a precursor to ground level ozone and a greenhouse gas.

**Noise Contour.** Areas around a noise source with equal levels of noise exposure. Noise contours are drawn similar to a topographic map.

**Noise-Sensitive Use or Sensitive Land Use.** A location where people reside or where the presence of unwanted sound could adversely affect land use. Sensitive land uses include schools, hospitals, senior housing and convalescent facilities, residential uses, places of worship, libraries, and passive outdoor recreation areas.

**Non-Conforming Use.** Nonconforming buildings and uses shall be those buildings and uses lawful when established but which do not conform to subsequently established zoning regulations. (See Section 9.3.310, *Nonconforming buildings and uses*, in the Clovis Municipal Code)

## O

**Overcrowding.** When occupancy exceeds more than one person per room (excluding the kitchen and bathrooms).

**Overlay.** A land use designation or zoning designation that modifies the basic underlying designation or designations in some specific manner. Typically, the overlay provides additional or optional policies or standards, depending on the individual overlay.

**Ozone (O<sub>3</sub>).** An oxidant, O<sub>3</sub>, that at ground level makes up the largest single portion of smog. In the upper atmosphere, the presence of ozone acts as a protectant against harmful ultraviolet rays.

## P

**Parcel.** A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

**Parking, Shared.** A public or private parking area used jointly by two or more uses that would otherwise require their own separate parking areas. Typically, shared parking implies a reduction in overall parking spaces than would be required for the two (or more) uses if considered separately.

**Parking, Stacked.** Involves trained car valets parking cars bumper-to-bumper in a parking lot or structure to maximize space. Another form of stacked parking uses involves a complex hydraulic system with individual slots for vehicles that can be moved horizontally or vertically to maximize space.

**Parkway or Parkway Strip.** A piece of land located between the rear of a curb and the front of a sidewalk, usually used for planting low ground cover and/or street trees, also known as "planter strip."

**Particulate Matter.** Minute, separate airborne solid or liquid particles including smoke, dust, aerosols, metallic oxides, and pollen.

**Paseo.** A walkway that allows pedestrians to travel between buildings, linking points of activity, and which are designed to provide a welcoming and aesthetically appealing experience through the use of architectural and landscape elements.

**Peak Hour Traffic.** The number of vehicles passing over a designated section of a street during the busiest one-hour period during a 24-hour period.

**Peak Water Supply.** The supply of water available to meet both domestic water and firefighting needs during the particular season and time of day when domestic water demand on a water system is at its peak.

**Pedestrian Experience.** The experience had by pedestrians while walking or exploring urban environments. The experience typically includes visual qualities of the streetscape, behaviors of other people, ability to access areas of interest, comfort, traffic density, and sidewalk safety.

**Pedestrian Facilities.** Facilities that enhance pedestrian experience, including but not limited to clean sidewalks, parkway plantings, street trees, plazas, bus stop signage and benches, trash receptacles (where appropriate), lighting, and other features that help improve pedestrian safety, comfort, and convenience.

**Plan or Planning Area.** The area directly addressed by the General Plan. A city's general plan planning area typically encompasses the city limits and its sphere of influence (SOI). For Clovis, the planning area includes its SOI and additional unincorporated areas as mapped in the Land Use Element.

**Policy.** A specific statement that guides decision making and indicates an intended level of commitment of the local legislative body to a particular course of action. If you are faced with a decision on this subject, here is the policy you are to follow. A policy is based on and helps implement a goal and is carried out by an implementation action(s).

The level of commitment to a policy is frequently indicated by the use of the words may, must, require, shall, or should. If such words are absent, then the level of commitment is equivalent to the definition of “should” and is to be honored in the absence of compelling or contravening considerations. (See Should)

**Preserve.** To keep safe from destruction or decay; to maintain or keep intact.

**Program.** An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the “who,” “how” and “when” for carrying out the “what” and “where” of goals and objectives.

**Protect.** To maintain and preserve beneficial uses, structures, or areas in their present condition as nearly as possible.

## Q

**Quimby Act.** Authorizes cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated through the Quimby Act must be used for the acquisition and development of park facilities.

## R

**Redevelop.** To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

**Regional.** Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

**Regional Housing Needs Assessment.** The Regional Housing Needs Assessment (RHNA) is an assignment of development potential by income category. Since the RHNA is based on regional growth projections, the RHNA is considered a community’s share of the regional projected housing demand. The RHNA represents development potential during a time frame established by the state, called a planning period.

**Rehabilitation.** The repair, preservation, and/or improvement of substandard conditions for a structure and/or area.

**Renewable Energy.** Energy derived from resources that are naturally replenished on a human timescale such as sunlight, wind, rain, tides, waves, and geothermal heat.

**Restore.** To renew, rebuild, or reconstruct to a former state.

**Require.** To specify as compulsory and/or necessary.

**Restrict.** To check, bound, or decrease the range, scope, or incidence of a particular condition.

**Retail Development.** Within the General Plan, the term retail refers to businesses that are allowed pursuant to the Development Code and that are identified in the North American Industrial Classification System (NAICS) as:

- 442 Furniture and Home Furnishings Stores
- 443 Electronics and Appliance Stores
- 444 Building Material and Garden Equipment and Supplies Dealers
- 445 Food and Beverage Stores
- 446 Health and Personal Care Stores
- 447 Gasoline Stations
- 448 Clothing and Clothing Accessories Stores
- 451 Sporting Goods, Hobby, Musical Instrument, and Book Stores
- 452 General Merchandise Stores
- 453 Miscellaneous Store Retailers
- 7224 Drinking Places (Alcoholic Beverages)
- 7225 Restaurants and Other Eating Places

The term retail often refers to a subset of uses within the broader category of commercial uses. (See Commercial Development)

**Retrofit.** To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. For example, buildings have been retrofitted to use solar energy or to strengthen their ability to withstand earthquakes.

**Right-of-Way (ROW).** The land on which a roadway and/or utilities is located. Highway and utility right-of-ways are owned and maintained by the agency having jurisdiction over that specific roadway or utility.

## S

**Safe Routes to Schools.** Pedestrian and bicycling routes that provide safe access to and from schools. This may involve bikeways, crosswalks, pedestrian bridges, and other design features that can affect the public right-of-way or, in some cases, private property.

**Second Unit.** Small, separate living quarters located on the same site as a single-family detached home. A second unit can be rented, but cannot be sold separately from the main house.

**Sensitive Land Uses.** See Noise-Sensitive Use

**Sensitive Receptors.** Include those segments of the population that are most susceptible to poor air quality, such as children, elderly people, and sick people, as well as sensitive land uses, such as schools, hospitals, parks, and residential communities. Air quality problems intensify when sources of air pollutants and sensitive receptors are located near one another.

**Shall.** That which is obligatory; an unequivocal direction.

**Should.** Signifies a directive to be honored if at all possible; a less rigid directive than "shall," to be honored in the absence of compelling or contravening considerations.

**Slope Failures.** Includes two types, major slide masses such as landslides and minor soil slips like mud or debris flows. Slope failures can occur on natural or man-made slopes. Failures are often the result of interrelated natural hazards, earthquake-induced rockfall, or storm induced mudflows.

**Specific Plan.** Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s). The contents are similar to those of a general plan except they will be more comprehensive with respect to utilities and public facilities and their funding.

If a specific plan essentially provides more detailed policy guidance, it is a "policy" level plan and is adopted by resolution. If it establishes development regulation, it is a "regulatory" specific plan and becomes customized zoning for the affected property, and is adopted by ordinance.

Government Code Section 65451 identifies the required contents of a specific plan:

(a) A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:

(1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

(4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

(b) The specific plan shall include a statement of the relationship of the specific plan to the general plan.

**Sphere of Influence (SOI).** The probable, ultimate physical boundaries and service area of the city, as determined by the Local Agency Formation Commission (LAFCO) of the county.

**Stormwater Runoff.** Storm water runoff refers to seasonal rainfall flows. It is very noticeable during a heavy rain storm when large volumes of water drain off paved areas.

**Street Furniture.** Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks.

**Subdivision.** The division of a lot, tract, or parcel of land into two or more lots, tracts, parcels, or other divisions of land for sale, development, or lease.

**Subsidence.** The gradual sinking of land as a result of natural or man-made causes.

**Sulfur Dioxide.** The chemical compound with the formula  $SO_2$ . It is a toxic gas with a pungent, irritating smell, that is released in various industrial processes.

**Sustainable.** Describes practices that meet the needs of the present without compromising the ability of future generations to meet their own needs.

## T

**Threatened Species, California.** A native species or sub-species of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of special protection and management efforts required by Chapter 1.5 of the State Department of Fish and Game Code.

**Threatened Species, Federal.** A species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

**Traffic Calming.** Measures designed to reduce motor vehicle speeds and to encourage pedestrian use, including but not limited to:

- Narrow streets
- Tight turning radii
- Sidewalk bulbouts
- Parking bays
- Textured paving at intersections
- Parkways between sidewalks and streets
- Chicanes
- Speed tables

**Transit Oriented Development (TOD).** Residential and commercial areas designed to maximize access by public transportation, such as trains and buses. TODs typically have a neighborhood center with a transit station (bus or rail), surrounded by higher-density development, with progressively lower density spreading outwards.

**Transitional Housing.** Rental housing operated under programs that provide assistance for stays of at least six months.

**Transportation Demand Management.** Application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time.

## U

**Undue.** Improper, or more than necessary.

**Unincorporated Area.** Encompasses properties that are located outside of cities. Development in the unincorporated area is subject to County jurisdiction, even if the unincorporated area is within a city's sphere-of-influence.

**Universal Access.** Accessibility to buildings, facilities and services to people with and without disabilities.

**Urban Forest.** Collectively refers all of the trees growing within Clovis. The urban forest can include the trees along streets, within parks and other public spaces, or in the yards of private citizens.

**Urban Runoff.** Urban runoff can happen anytime of the year when excessive water use from irrigation, car washing and other sources carries litter, lawn clippings and other urban pollutants into storm drains.

**V**

**Vegetative Cover.** Collective term for vegetation covering the ground.

**Vehicle Trip.** A trip made by a vehicle (may equal one or more person-trips).

**W**

**Wastewater.** Water that has already been used for washing, flushing, or in a manufacturing process, and therefore contains waste products such as sewage or chemical byproducts.

**Watershed.** The total area above a given point on a watercourse that contributes water to the flow of the watercourse; the entire region drained by a watercourse.

**Wayfinding.** Ways in which people orient themselves in physical space and navigate from place to place. Signage is an obvious wayfinding method. Other methods include continuous landscaping, visible landmarks, distinctive paving/sidewalks, etc.

**Wetlands.** An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions.

**Wildland Fire.** A fire occurring in a suburban or rural area which contains uncultivated lands, timber, range, watershed, brush or grasslands. This includes areas where there is a mingling of developed and undeveloped lands.

**Will.** That which is expected or may be expected. Expresses intent or purpose.

**X**

**Xeriscape.** See Drought-Tolerant Landscaping

**Y**

*No terms are provided that begin with this letter.*

**Z**

**Zoning Ordinance.** Title 9 of the City of Clovis Municipal Code, also known as the Development Code or Zoning Code.

*This page intentionally left blank.*