

NORTHWEST  
AREA PLAN

PREPARED BY  
THE CLOVIS PLANNING DEPARTMENT

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I. INTRODUCTION



## BACKGROUND AND SUMMARY OF ISSUES

The Northwest Area exhibits unique qualities not found elsewhere in or around the City of Clovis. The principal issue to be resolved in the planning of this area is the manner of handling the pressure for growth and development without completely altering the character of the area. The area is characterized by a rural-residential environment with a majority of the existing residences being located on lots of one-half acre or larger in size. A wide variety of housing types are found within the area, ranging from the well-developed multiple family area adjacent to Cole Elementary School to the large new ranch style single family residences on one or more acres of land.

This area, developed generally to a very low density, is directly in the line of expanding development in the City of Clovis. Though much of the recent growth has occurred in the eastern part of the City, problems such as the scheduling of the Fowler Avenue Trunk Sewer Line and the availability of land have displaced some of the pressure to the northwest, where services and land are available. Growth to the north may also be due, in part, to the future status of Willow Avenue and Herndon Avenue as major transportation arteries.

The diversified character of the area, the varying lot sizes and lotting patterns, and varied uses combine to create an area that is difficult to develop but unique in the character it offers to balance the more conventionally subdivided areas of the City.

## RELATIONSHIP TO THE PLANNING PROCESS

The General Plan adopted by the City in 1974 describes in its implementation section specific plans for neighborhoods within the General Plan Area. The content and nature of specific plans as provided in Section 65450 of the State of California Government Code is reprinted on Page 140 of the General Plan. Area plans, as they will be referred to, are intended to form a bridge between the General Plan and specific site development plans. The area plans are intended as a more specific implementation of the Goals and Policies of the General Plan. They are intended to "include all detailed regulations, conditions, programs, and proposed legislation which shall be necessary or convenient for the systematic implementation of each element of the General Plan..." (Section 65451, Government Code).

On April 10, 1978, the City Council held a workshop on the Northwest Area. As a result of that meeting, the City Council accepted the Northwest Area Study prepared by the Planning Department and directed the preparation of an area plan. This document is in response to that direction.

## LOCATION AND GENERAL DESCRIPTION OF AREA

The Northwest Area comprises a region located in the northwest quadrant of the City of Clovis. Roughly rectangular in shape, its boundaries are defined by several existing public rights-of-way. The eastern boundary of this area is a line beginning at Bullard Avenue, extending north along Minnewawa Avenue to Second Street, then east to DeWitt Avenue and again north to Herndon Avenue. Remaining boundaries include Herndon Avenue to the north, the Willow Avenue alignment to the west, and Bullard Avenue to the south.

The Northwest Area possesses unique locational characteristics in that three political jurisdictions are involved within or immediately adjacent to the study area.

Approximately one-half of the area within the specified boundaries is currently under the jurisdiction of Fresno County, comprising an extension of County lands located north of Herndon Avenue. Surrounding this County peninsula on three sides, the remaining portions of the Northwest Area are in the City of Clovis.

The area is adjoined along its western boundaries by lands within the City of Fresno.

The Northwest Area is located approximately one-half mile due west of the Central Business District of Clovis, and one mile north of Shaw Avenue. California State University agricultural lands are located adjacent to the southern and southwestern boundaries of the study area.

II. GOALS AND POLICIES

## NORTHWEST AREA PLAN

### GOALS

The primary purpose of the Specific Plan process is to refine the General Plan goals, policies, and principles, so that the individual characteristics and concerns of a particular area are identified and addressed. This Area Plan attempts to address the concerns and objectives of the neighborhood, in a manner that is compatible with the City as a whole.

This Plan is also designed to serve as a guide to public and private decisions regarding future development in the subject area. It will serve to guide development towards predetermined design objectives identified below. The goals for this Area are:

1. To preserve the lower density semi-rural residential character that is predominant in this area, yet provide for further development of variable lot size subdivisions to meet the continuing demand for housing in Clovis.
2. To ensure that growth and development occur in an orderly fashion consistent with the adequate provision of urban services.
3. To provide conditions whereby housing for the existing variety of social, cultural, and economic groups will be maintained.
4. To preserve and improve the character and quality of the man-made portion of the environment.
5. To utilize and improve where possible the natural features of the area; i.e., water courses, mature vegetation, etc.
6. To improve the level of public facilities, both service and recreational, commensurate with the incorporation of this area within the City of Clovis.

It must be noted that these six goals are an addition to the list of goals and policies identified in the Clovis General Plan. This document is designed to correlate with and clarify the Clovis General Plan.

## THE BASIC POLICIES OF THE NORTHWEST AREA PLAN

The following basic policies underline and shape the character and orientation of the Plan:

### Basic Policy 1:

Housing Development - It is the policy of the City of Clovis to encourage that the overall balance of public and private proposals for residential development include a variety of densities, housing types, and housing opportunities for a wide range of the population.

### Basic Policy 2:

Land Use - It is the policy of the City of Clovis to recognize: 1) the importance of land uses to the quality of life and environment; 2) the duties as well as the rights of land ownership; and 3) the role of the City to regulate the use of land resources for the benefit of future generations.

### Basic Policy 3:

Open Space - It is the policy of the City of Clovis to create as an integral part of the residential development of the Northwest Area open space areas to serve as green belt dividers and liner recreation areas. Inasmuch as open space is an important part of the area, special attention must be given to preserve this unique characteristic which has identified the area.

### Basic Policy 4:

Environmental Quality - It is the policy of the City of Clovis to protect and improve the environmental quality of the planning area - its air, water, noise levels, views, scenic qualities, landscape and waterways.

### Basic Policy 5:

Circulation - It is the policy of the City of Clovis to seek an amendment of the land use plan for this area to reflect a realignment of State Freeway 168 from its currently planned diagonal alignment to the Willow Avenue right-of-way between Shaw and Herndon Avenues.

### Basic Policy 6:

Transportation - It is the policy of the City of Clovis to support: 1) the improvement of the major street network in this area while recognizing its unique semi-rural character; and 2) the development of a balanced transportation system including roads, transit, bike paths, and pedestrian walks.

Basic Policy 7:

Non-Residential Development - It is the policy of the City of Clovis to limit non-residential development to select areas. It is expressly not the intent of the City to allow strip commercial areas along major streets within the area.



## GENERAL OVERVIEW

### Environmental Setting

The Northwest Area can be characterized as a region of diverse land uses. However, the area has primarily a rural-residential environment with the majority of lots being of the one-half acre or larger size. Much of the area remains underdeveloped with an overall tendency towards narrow lotting patterns. This is exemplified by the great variety in lot sizes and lotting patterns. Lot sizes range from a quarter of an acre up to 40 plus acres.

Reinforcing the diversity in the area are the several non-residential and multiple family residential uses that occur. Industrial and office uses predominate in the northeastern portion of the region. Agricultural uses are prevalent along Herndon Avenue and the Willow Avenue alignment. Low Density Multiple Family Residential units generally are located adjoining Bullard Avenue. There are, in addition, located within the region several strictly urban uses, including the Clovis Memorial Hospital, the Cole Elementary School, a retail plant nursery, and a convalescent hospital. (A more detailed discussion of the environmental setting can be found in the sectional breakdowns occurring later in this report.)

### Unique Qualities of the Area

The Northwest Area has several unique qualities which set it apart from the adjoining areas. It is adjacent to the California State University Agriculture Farm, a major factor reinforcing the existing rural residential environment. It has sharply defined boundaries, in the form of major arterial rights-of-way. It is criss-crossed by a series of streams, canals, and irrigation ditches, and, complementing the existing residential atmosphere, there are large tracts of vacant and agricultural lands acting as residential buffers.

The Northwest Area is unique in that, given its rural-residential setting, it is gifted with a large number of existing and planned public facilities.

Existing facilities include numerous churches, the Clovis Memorial Hospital, the Clovis Cemetery, Weldon Elementary School, and the Cole Elementary School.

Planned facilities include three storm water retention basins, a City park, a City of Clovis fire station, several City wells, and numerous projects to upgrade the existing local streets.

The Northwest Area is also unique in that it has been able to retain its rural-residential environment and yet remain in close proximity to urban services. The Northwest Area is located within a half mile of downtown Clovis, and only a mile away from Shaw Avenue. Given the existence of several arterial and collector streets, travel times to and from urban service centers are essentially minimal.

### Development Pressures

The Northwest Area has been subjected to increasing pressures to develop. Its proximity to the Cities of Clovis and Fresno has incited pressure for residential development. Growth in the City of Clovis is moving towards the periphery. Though much of the recent growth has occurred in the eastern part of the City, such problems as scheduling of the Fowler Avenue Trunk Sewer Line have displaced some of the pressure from the southeast and reoriented it to the northwest where services are available. Growth to the north may also be due, in part, to the future status of Willow and Herndon Avenues (an Arterial and Expressway respectively), and the increased access they will provide. The area is further pressed by Fresno on the west where continued subdivision activity is taking place. The residences west of the Willow Avenue Alignment are on lots of approximately 6,000 to 7,500 square feet.

Finally, the area is bordered by the Herndon corridor on the north whose future improvement and development may cause further pressures for development.

### POPULATION AND LAND USE (Refer to Areas Map)

#### Overview

In the discussion of population and land use, the region has been broken into five areas for a more specific discussion of the characteristics of each area. A sixth category discusses land uses surrounding the Study Area to the north and west.

The five areas and boundaries contained within the Area are as follows:

- (1) Willow Avenue Alignment to Peach  
Sierra to Herndon
- (2) Peach to Big Dry Creek  
Sierra to Herndon
- (3) Big Dry Creek to DeWitt  
Second to Herndon

- (4) Willow Avenue Alignment to Peach  
Bullard to Sierra
- (5) Peach to Minnewawa and the Big Dry Creek  
Bullard to Sierra

Study Area 1 - Willow Avenue Alignment to Peach  
Sierra to Herndon

This area of approximately 190 acres consists of residential homesites on large acreages. Residential parcels range from one-half acre lots to 40 acres in size. Thirteen homes exist in this area with an estimated population (using the 2.9 multiplier for single family residences) of 38 persons.

The area contains agricultural uses, as well as residential. Agricultural uses have been abandoned on a large 40 acre parcel located on the north-west corner of Sierra and Peach Avenues. Currently in the County, this parcel has recently been granted tentative tract approval as well as R-1-9500 rezoning in preparation for development as a single family subdivision. North of this parcel are orchards and vineyards. The general area also contains farm animals and grazing lands.

Study Area 2 - Peach to Big Dry Creek  
Sierra to Herndon

This area of approximately 160 acres also exhibits rural-residential characteristics with the land being further divided into smaller parcels ranging from approximately one-half to 9-1/2 acres in size; the average parcel being 2 acres in size.

Uses located in the area consist of residential, churches (namely the Clovis Community Church and First Freewill Baptist Church of Clovis), the Clovis Cemetery, Sierra Villa Rest Home, and a nursery and supply outlet, Tenaya Gardens Center.

There are approximately 38 single family houses with an estimated population of 110 persons, not including the residents of the convalescent home.

Study Area 3 - Big Dry Creek to DeWitt  
Second to Herndon

Area 3 is unique in that a Southern Pacific Railroad line diagonally bisects DeWitt Avenue at Palo Alto, continuing north to cross Herndon Avenue in the vicinity of Minnewawa Avenue.

Approximately one-third of Area 3 is industrially zoned. Located east of the cemetery and south of Herndon Avenue, there exists a small industrial subdivision (Herndon Industrial Park No. 1), comprising a variety of uses.

East of this zone district are two large rural-residential parcels. South of the industrial parcels are rural, R-A zoned land forming a County Island. The Clovis Memorial Hospital is located in the proximity of the northwest corner of DeWitt and Sierra Avenues. The staff presently has on file a proposal for a 13.5 acre recreational vehicle storage and mini-storage facility for the land south of Clovis Lumber. There is under construction an 18-lot Single Family Residential subdivision south of Sierra Avenue east of the Big Dry Creek.

There are 19 residential units in the area with an estimated population of 53 persons.

Study Area 4 - Willow Avenue Alignment to Peach  
Bullard to Sierra

This area exhibits a variety of uses. The southeast portion of this area is largely developed with multiple family residential units. The Clovis Church of Nazarene and Cole Elementary School are located in this quadrant. The remainder of the area is in rural-residential use, with a variety of parcel sizes ranging from one-half acre to 10 acres and over. A few of these parcels are landlocked; that is, there is no frontage on a public street.

There are approximately 187 multiple family units. The remaining areas to the north and west yield approximately 36 single family residences on large lots. The total estimated existing population of this area is 403 persons.

Study Area 5 - Peach to Minnewawa and the Big Dry Creek  
Bullard to Sierra

A variety of uses are located within this area, including large lot single family residential, multiple family residential, agriculture, and the Pentecostal Church of God. Lot sizes vary from under one-half acre up to 10 acres. Van Dyke Estates is in the process of filing for a single family residential subdivision with approximately 50 lots, each in excess of 12,000 square feet. There are approximately 53 single family residences and an apartment complex of 40 units located within the area's boundaries. The combined total population is estimated at 189 persons.

Adjoining Land Uses

Residential development has occurred immediately west of the Northwest Area. The City of Fresno has rezoned land north and south of Sierra Avenue to R-1, Single Family Residential. Developed residential lots south of Sierra

Avenue average 7,500 square feet in area. Construction is currently taking place north of Sierra Avenue, with lots averaging 6,500 square feet in size.

Property to the north across Herndon Avenue is primarily in agricultural usage, with the exception of several industrial parcels fronting onto Herndon Avenue east of Villa Avenue. Industrial uses along this portion of Herndon Avenue include a recreational vehicle storage area, a trucking firm, and a tombstone manufacturer.

Property to the south and southeast of the region is developed as a portion of the California State University at Fresno Agricultural Farm.

Property to the east of the Northwest Area consists of older single family residential neighborhoods comprising an integral portion of the central area of downtown Clovis.

## GENERAL PLAN AND ZONING

### Present Land Use Designations

The General Plan designates the majority of land within the Northwest Area as Low Density Single Family Residential. However, an area designated as Low Density Multiple Family Residential is located to the east and west of Peach Avenue, extending from Bullard Avenue northward about halfway to Sierra Avenue. Low Density Multiple Family designations occur south of the current right-of-way alignment for the proposed State Highway 168.

Land to the immediate north and west of Weldon Elementary School is designated as Medium Density Single Family Residential, as is the area north of Sierra Avenue east of the Big Dry Creek alignment.

The property on the west side of DeWitt Avenue north of Sierra Avenue is designated for Professional Office usage. The area immediately south of Herndon Avenue, east of the Big Dry Creek but west of DeWitt Avenue, is designated as Industrial.

### Present Circulation Designations

Certain rights-of-way within the study area are currently under consideration for improvement or construction. Access to many of the parcels is limited or non-existent. As development occurs, the area will become more easily accessible to automobile traffic, as well as providing more efficient circulation to surrounding areas. In addition to planning a major street network pattern, the specific plan will attempt to develop a minor street network.

A discussion of each of the major streets within the Plan Area according to General Plan designation follows.

Limited Access Expressway - Herndon Avenue, which provides circulation east and west, is a 106-foot Expressway, four lanes divided, to Villa Avenue. Future plans will extend the Herndon improvements to the east.

Arterial - Willow Avenue, a north-south route, and Bullard Avenue, which provides circulation east and west, are designated as Arterial streets. The right-of-way width for an Arterial street is 100 feet. Bullard Avenue will include four 12-foot travel lanes (two in each direction) and a 10-foot sidewalk right-of-way.

With the future improvements to Bullard Avenue, including the couplet which will provide continuous east-west access through the City, the Downtown area will be more adequately serviced by Bullard Avenue for through traffic.

An increase in residents in the Northwest Area and the accessibility to the Downtown area via Bullard/Fifth Street may generate additional commercial revenue for downtown merchants.

Willow Avenue will be constructed as a 6-lane divided Arterial street. Frontage road treatment will necessitate an additional 37 feet of right-of-way on each side of the street.














Collector - Sierra Avenue, which provides east-west circulation, and Villa Avenue, a north-south route, are designated as Collector streets. They will be designed for an 84-foot right-of-way width, including four lanes of undivided traffic. The primary use of Collector streets is to carry residential traffic from Local streets to Arterial streets. They do create barrier separations between areas.

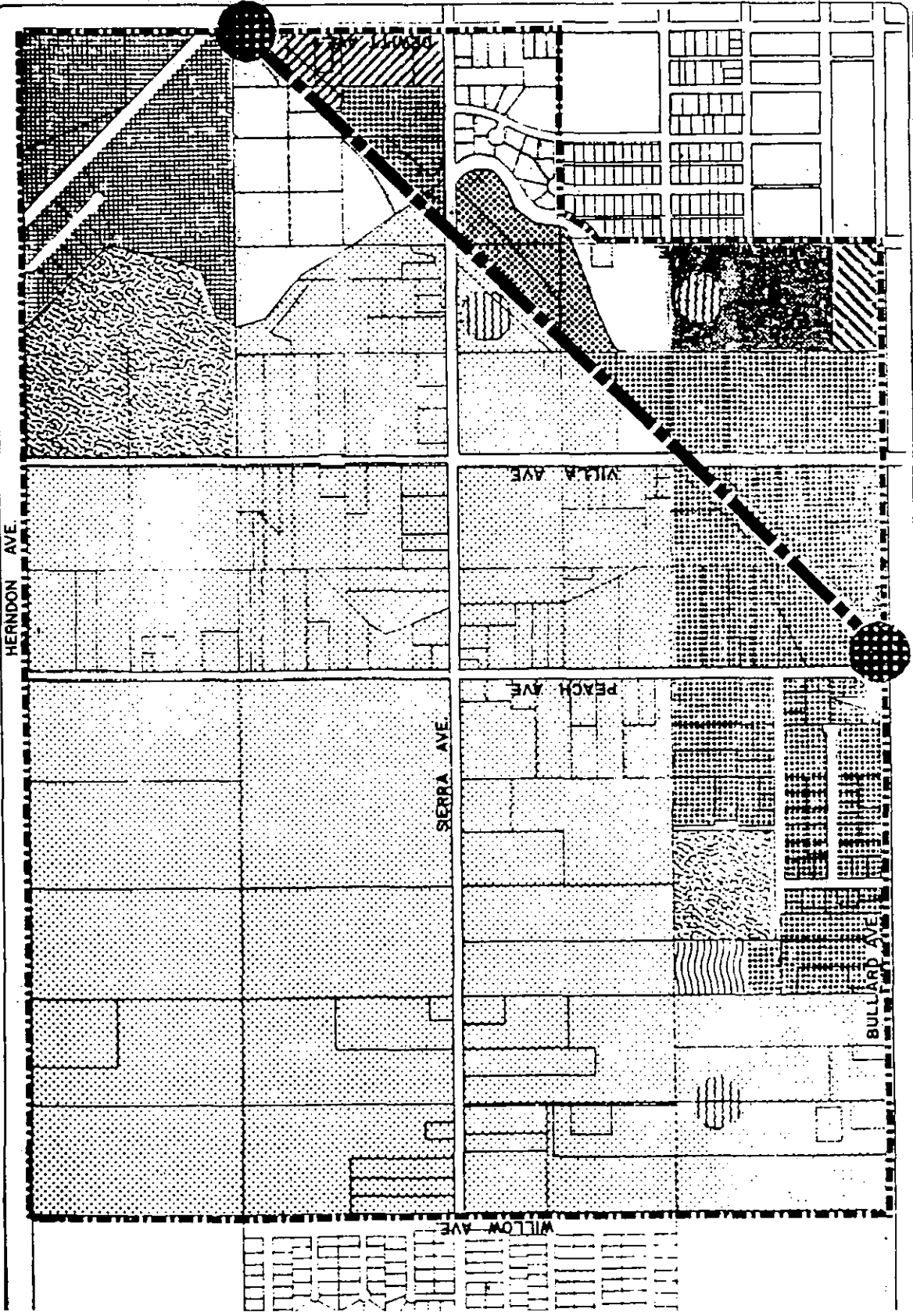
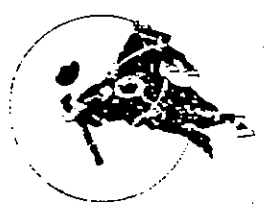
Local - DeWitt and Peach Avenues, both being north-south circulation routes, will be improved and expanded to a 60-foot status.

Although designated as a Local street, in actuality Peach Avenue will serve as a Collector street, carrying residential traffic from Local streets to be developed within the Northwest Area to Bullard Avenue, an Arterial, and Herndon Avenue, an Expressway.

Railroad Lines - The General Plan Land Use Map also indicates the right-of-way of the existing Southern Pacific Railroad Line as being a diagonal line bisecting Clovis Avenue at Sierra, continuing north across DeWitt to bisect Herndon Avenue at Minnewawa Avenue.

# EXISTING GENERAL PLAN

- SINGLE FAMILY RES. 
- LOW DENSITY 
- MED. DENSITY 
- MULTI. FAMILY RES. 
- LOW DENSITY 
- MED. DENSITY 
- PROF. OFFICE 
- DOWNTOWN COMM. 
- INDUSTRIAL 
- PUBLIC 
- PARKS 
- PONDING BASIN 
- PROPOSED FREEWAY 



# NORTH - WEST AREA PLAN



Present Zoning: City of Clovis and Fresno County (Refer to Areas Map)

City of Clovis - Single Family Residential areas within the City boundaries are zoned R-A, R-1-A, R-1-9500, and R-1-C, which would be equivalent to R-1-9000.

Low Density Multiple Family Residential designations, which are located in the general vicinity of the proposed State Highway 168 alignment, consist of R-2 and R-2-A.

Several C-P (Administrative and Professional Office) districts are located within the Study Area. These occur at the northwest corner of Sierra and DeWitt Avenues, and near the northeast corner of Sierra and Villa Avenues.

An industrial district with an M-1 zoning status exists east of Big Dry Creek, south of Herndon Avenue.

Fresno County - Currently, County zoning designations within the Study Area boundaries largely consist of the A-L (Agriculture - Limited) Zone District, which permits a minimum lot size of twenty acres. Exceptions occur at the following locations: An M-1 designation exists east of the S.P.R.R. tracks, south of Herndon Avenue; an AE-5 parcel occurs at the southwest corner of Villa and Herndon Avenues; and a small area east of Sylmar Avenue, north of Stuart Avenue at the City limits, is zoned R-2.

A 40-acre parcel at the northwest corner of Sierra and Peach Avenues has recently been rezoned to R-1-9500 by the City of Clovis.

A zoning amendment proposal is currently being held by the County regarding unincorporated areas adjacent to the City of Clovis. Included within the Study Area is a rezoning proposal. The area east of Peach Avenue to Villa Avenue, extending south from Herndon Avenue to close proximity to the Clovis City limits, is proposed for a zone change from R-A (and one AE-5 parcel).

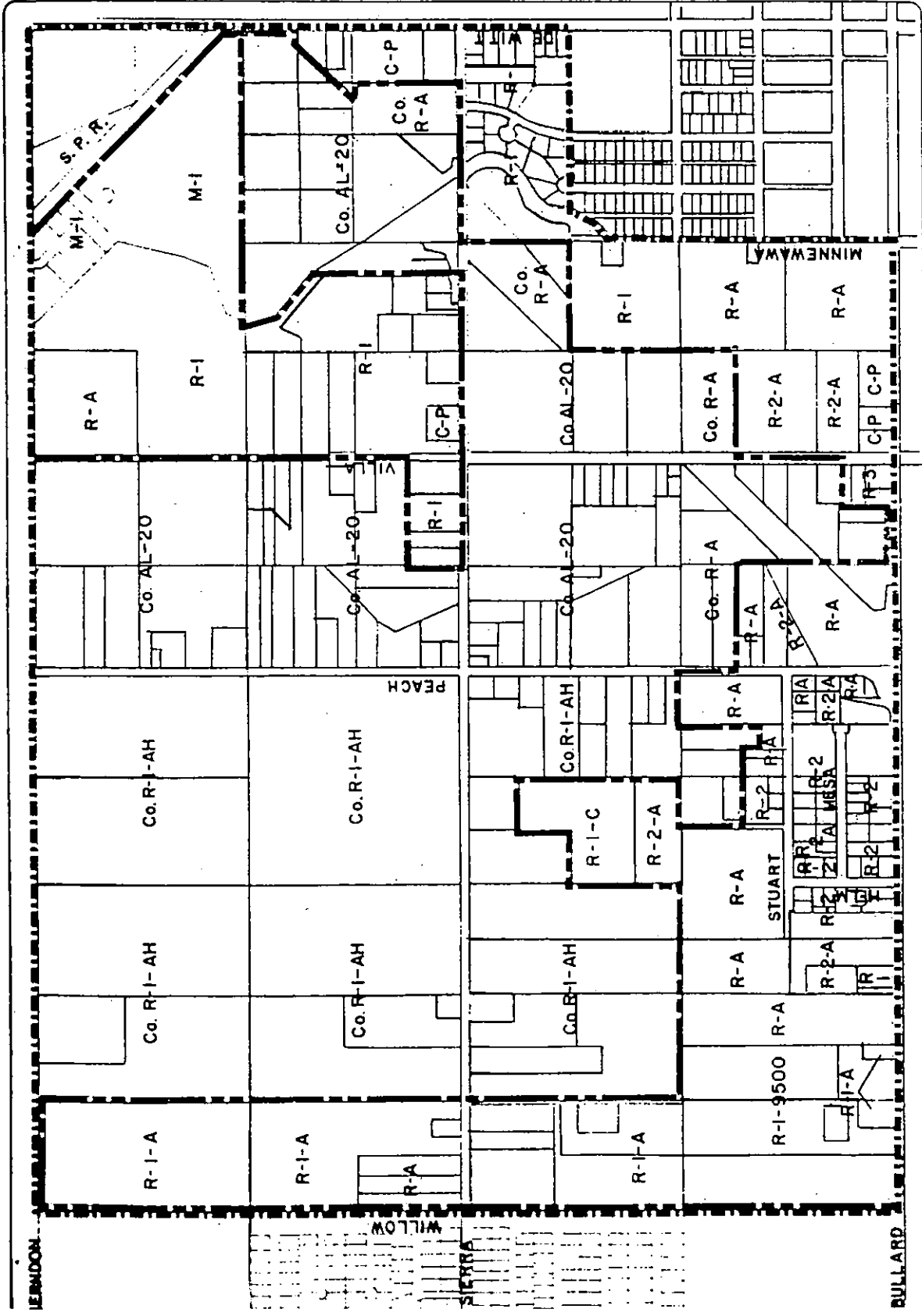
City of Fresno - University land located north of Bullard Avenue, west of the Willow Avenue Alignment and extending halfway to Sierra Avenue, has a zoning designation of R-1-AH.

North of this State-owned property and west of the Willow Avenue Alignment is a residential subdivision with an R-1 district zoning.

North of Sierra Avenue, extending halfway to Herndon Avenue, is also R-1 zoned land, with the remainder of the area to Herndon Avenue zoned R-1-AH district.

# ZONE MAP

- R-A, R-1, R-1-A, R-1-C, R-1-9500 SINGLE FAMILY RESIDENTIAL
- R-2, R-2-A LOW DENSITY MULTI-FAMILY
- R-3 MED. DENSITY MULTI-FAMILY
- C-P ADMINST. PROFES. OFFICES
- M-1 LIGHT MANUFACTURING
- CLOVIS CITY LIMITS
- N.W. AREA PLAN LIMITS



# NORTH - WEST AREA PLAN

## HOUSING

### Housing Types

A wide variety of housing types are found within the Northwest Area, ranging from the relatively well-developed multiple family areas adjacent to Cole Elementary School to the large ranch-style single family residences located along Sierra and Villa Avenues.

Single family residences are concentrated along Sierra, Villa, and Peach Avenues. They are unique in that a variety of densities, setbacks, and architectural styles are present. Spacious new homes can be found adjacent to small older residences. Half acre residential parcels are located in close proximity to five and ten acre residential properties. Also, with certain minor exceptions, all homes were generally constructed on an individual or custom basis.

Multiple family residential areas are primarily associated with the State Highway 168 alignment, being relegated to the area generally south of the Escalon Alignment but east of the Timmy Avenue Alignment. Best described as conforming to the garden apartment design theme, their units are characteristically less than five years old and of a single story construction.

In addition to the existing housing stock, there are seven single family subdivisions in varying stages of approval (with of combined total of 328 lots) scheduled for development in the area.

### Condition and Age

Most homes in the Northwest Area are generally kept in a state of good repair, with the exception of certain examples. Homes north of Sierra but east of the Big Dry Creek Canal have been abandoned and are thus beyond repair. Most homes are maintained in an excellent state of repair. However, the appearance of housing quality within the area is somewhat adversely affected by the casual maintenance of accessory structures and the miscellaneous storage of material and equipment.

## TRANSPORTATION

### Street Classifications and Status

Excepting Herndon Avenue, the existing circulation system can be characterized as inadequate. While the area is served by several through streets, few if any are fully developed with curb, gutter, and parking lanes. Generally speaking, the existing streets are improved with only two travel lanes, often in a state of some disrepair.

Herndon Avenue - Herndon has been recently improved to a four-lane divided status. Improved to a 106 foot width, this street has been designed to handle large amounts of traffic. This is the first phase of its eventual development as a limited access expressway.

Bullard Avenue - This street has only two improved travel lanes with the exception of areas in the vicinity of Helm Avenue. Limited curb, gutter, and parking lane improvements have been installed there.

Sierra Avenue - With the exception of recent improvements east of Big Dry Creek (Park Creek Estates), this street has only two paved travel lanes in a moderate state of disrepair.

Willow Avenue Alignment - This proposed street is an extension of Willow Avenue south of Barstow. It generally follows the City of Clovis western boundary line with the majority of the right-of-way occurring in the City of Fresno. Development funding has been accrued towards the eventual improvement of this arterial street; however, the City of Fresno does not contemplate any action to this end within the next five years.

Delwitt Avenue - This street has been improved with curb, gutter, and parking lanes south of the Southern Pacific Railway. Alignment between Herndon Avenue and the Southern Pacific Railroad right-of-way has two paved travel lanes but is in an advanced state of disrepair.

Villa Avenue - Villa Avenue has only two paved travel lanes in a moderate state of disrepair, but functions as the major north-south street of the region.

Peach Avenue - This street has only two paved travel lanes with the exception of nominal improvements in the vicinity of the Bullard-Stuart Avenue intersections.

Helm Avenue - Helm, Stuart, and Mesa Avenues have been improved to City standards, including two travel lanes, parking lanes, and curb and gutters. All are in a state of repair.

#### Transit Service

There are currently no transit services directly serving this area. However, the Fresno Metropolitan Transit System does have three routes serving adjoining areas.

Route No. 9 - This crosstown Shaw Avenue route also serves the Clovis Civic Center Complex and Clovis High School.

Route No. 12 - This route primarily serves the City of Clovis by way of a meandering diagonal run beginning at Winery and Gettysburg Avenues, extending northeasterly to Sierra and Sunnyside Avenues.

Route No. 51 - This crosstown Barstow Avenue route serves the Chestnut-Sierra Avenue region.

In addition to existing bus routes, the Northwest Area is also bisected by a Southern Pacific Railroad line. The rail line does offer certain potential ties for future transit needs.

In summary, while little in the way of direct transit service currently exists in the Northwest Area, adjoining services could be extended to the area.

#### PUBLIC FACILITIES/PUBLIC UTILITIES

Public Utilities Overview - There are many benefits to be derived from use of community services. With the centralization of services (namely sewer and water), there is a better chance of controlling the integrity of the system. Potential disease transmission is considerably lessened.

Municipal water wells average a depth of 400 feet. Private wells commonly have 130 or 140 foot deep wells. The shallower the well, the greater the likelihood of more nitrates and dissolved solids in the water. Municipal wells, being considerably deeper, can reach the better quality water where deep percolation has left much of the suspended mater above the water intake.

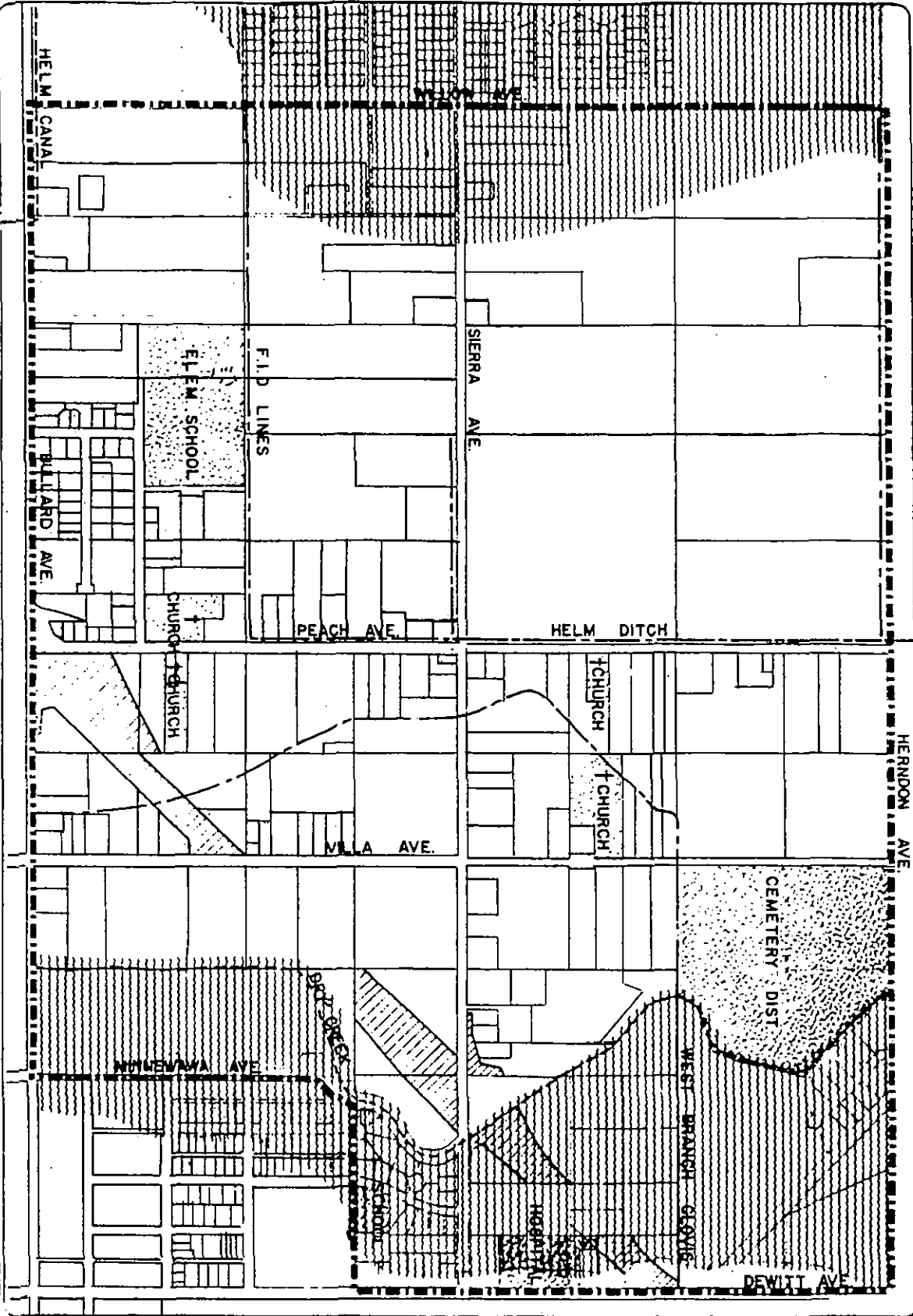
Use of individual septic tanks can increase the amount of total dissolved solids, as well as nitrates and chlorides which can pass rapidly through the system. With a centralized community system, the potential of ground-water contamination is reduced. The centralization of services is a more efficient way of insuring the soundness of the system.

Community Services - When areas within the Study Area are annexed, police service by the City of Clovis will be extended to the area.


Fire protection services will also extend to newly annexed areas when development occurs. Presently, there is no City water in the undeveloped County areas. Development will necessitate additional water wells to serve the area.


# NORTH - WEST

# AREA PLAN




EXISTING  
PUBLIC  
FACILITIES

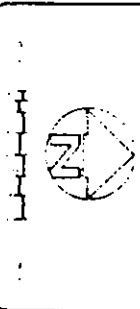
 PUBLIC

 CALTRANS LAND

 IRRIGATION LINES

 SEASONAL WATER WAY

 FLOOD  
PLAIN



Response to calls originating in this area will be handled by the Downtown Fire Station. At a future time, this service may be transferred to a new station intended to be built in the Northwest Area.

Schools - Two elementary schools are located within or adjacent to the Northwest Area, respectively Cole and Weldon.

Because of the current existing low population in the area, school age children could be subjected to school relocations due to annual changes in attendance in respective grade levels. As a grade level becomes overcrowded, those children furthest from the school may be relocated to another school. This would occur at the discretion of the School Board.

A junior high and high school are being planned for areas to the north of this area.

Parks - The area west of Cole Elementary School is designated on the General Plan for a park facility and was recently acquired for expansion of school facilities.

Weldon Elementary School also has recreational facilities located on the school grounds.

A proposed storm water retention basin is planned for an area east of the Willow Avenue Alignment but south of Sierra Avenue. Two additional basins will be necessary as future developments occur. These basins can be used seasonally for park and recreational uses.

Sewer - The residences located outside of the City public facilities service area are serviced by individual septic tanks. Sewer lines currently are confined to the area of residential development within City limits; specifically, the multiple family zoned land bounded by Bullard, Helm, Stuart, and Peach Avenues in Area 4 and the developed area between Second Street and Sierra Avenue, east of Big Dry Creek.

Additional facilities are being developed in this area.

The Sierra Avenue Trunk Sewer Line will have a one-half million gallon capacity. The area that can be serviced by this Line will include the areas between Willow to just beyond Peach, and the area north and south of Sierra Avenue to Bullard Avenue and just south of Herndon Avenue. The meter station is now being built, the Line to be extended as development warrants.

Water - Water lines currently are limited to the developed areas in the vicinity of Bullard and Peach Avenues, extending eastward along Bullard Avenue and north along Minnewawa Avenue. A line extends from Minnewawa

west along Sierra Avenue to a point past Villa Avenue. To service the industrial area, a line is located on Minnewawa Avenue south from Herndon Avenue.

Parcels not being served by the City system have individual wells located on their property.

When annexation and future development occurs, new City wells will be necessary to provide water for residential use. When constructed, the well will connect into the existing water system by means of a 12-inch water main.

One well site will be located north of Bullard Avenue and east of the Willow Avenue Alignment. Another well will be necessary between Sierra and Herndon Avenues when development warrants.

Municipal wells generally have a depth of about 400 feet.

Drainage - Drainage is currently handled on-site, relying on adequate percolation of sandy soils.

As previously stated, a storm water retention basin is proposed for an area north of Bullard Avenue, east of the Willow Avenue Alignment.

As future development occurs, two other ponding basins will be needed to provide adequate storm drainage. In general, these sites will be located south of Sierra east of Villa Avenue and north of Bullard Avenue west of Minnewawa Avenue.

The development of these facilities will reduce potential flooding problems that could occur with development and, therefore, are not seen to be a limitation or constraint to the area.

Gas/Electric/Telephone - These utilities are provided on an "as requested" basis and are not seen as limitations or constraints of the land use and development pattern.

## NATURAL ENVIRONMENT

### Soils and Topography

Generally, the soils found in the Study Area consist of the Hanford Series. In general, the soil is good for farming purposes when irrigation is employed. The most serious limitation is tendency to compact. With regard to soil capability, Class I, II, and III are found here. Generally, the soils consist of sandy material providing adequate percolation.

### Water Courses/Hydrology

Dry Creek runs through the Study Area in a north-to-south direction between Minnewawa and Villa Avenues.

This is a downhill drainage area. Ponding basins are needed in this vicinity to relieve low areas from potential flooding problems.

In general, the water quality is fairly good, although there is some elevation in nitrates running in streaks throughout the area to the north of Clovis. This factor may be dependent upon well depths. The shallower the well, the more nitrate is generally found. The EPA standard for nitrates is 45 ppm. A well on the corner of Marion and Teague was analyzed with nitrates of 45 ppm in January 1978. Nitrates at Herndon, west of Fowler, reached 40.5 ppm. A well at Marion, north of Herndon, had a lower level of nitrates - 20 ppm - and a low chloride level.

The water table averages about 70 feet - a well at Alluvial and Minnewawa having a 65 foot standing water table depth and a well at Nees and Peach at 74 feet.

### Flood Plains (Existing Public Facilities Map)

Flood plain locations in the Northwest Area are primarily restricted to the area east of the Dry Creek Canal and the immediate vicinity of the future Willow Avenue alignment. Broken into 100 and 500 year high water levels, the two potential areas of flooding will require the initiation of additional development constraints. All property located in the flood plain will be required to conform to specific grading and construction standards. This can mean the filling of sites to increase their elevation, restrictions on construction, materials and techniques, and additional costs for off-site improvements (drainage facilities, curbs, additional piping, etc.). Policies will generally be implemented on a project basis.

IV. PLAN PROPOSAL

## LAND USE

### Housing - Residential Development

The primary objectives of the Housing Element of the Plan are:

1. To encourage land use practices which allow for a broad range of housing styles and income levels within an overall policy of maintaining the area's unique character; and
2. To provide for an adequate density of residential development capable of supporting the capital improvement costs for sewer, water, safety services, street maintenance services, and general government services.

This area has developed with a unique set of characteristics which have made it a desirable living environment. The presence of open space, limited agricultural activity, and zoning where animals may be kept are the principal features which have contributed to the makeup of this area's characteristics. Existing as a sub-area within the Northwest Area is the multiple family district in the vicinity of Cole Elementary School, which is quite different in character from the residential units developed within the County. As proposed in the Land Use Element, this multiple family development would be confined to that area along Bullard Avenue, south of the Third Street/Escalon Avenue Alignment.

The residential land use within the Northwest Area has been primarily designated by density. The Plan reflects the basic densities shown in the Land Use Element of the General Plan, with the exception of the lowest density land use pattern, which reflects a lot size of 24,000 square feet or larger. The Low Density Single Family Residential land use as presently defined in the Land Use Element of the General Plan is a density range between one unit per 7,500 square feet to one unit per 24,000 square feet of lot area. The residential densities proposed for the Northwest Area Plan are:

#### *LOW DENSITY SINGLE FAMILY RESIDENTIAL*

- 7,500 square feet to 9,500 square feet per dwelling unit

This category is specifically intended for those areas located adjacent to existing Medium Density Single Family Residential areas on the east end of the Study Area and surrounding the Multiple Family zoned area. This designation provides for a smoother transition from the Medium Density Single Family Residential areas to the larger lot Low Density Single Family Residential areas.

- 9,500 square feet to 18,000 square feet per dwelling unit

This category is intended to provide for subdivisions with a mixture of lot sizes. Known as a variable lotting pattern, land being subdivided with this designation will normally be required to exhibit the following range of lot sizes: 20% - 9,500+ square feet; 50% - 12,000+ square feet; 20% - 14,000+ square feet; and 10% - 18,000+ square feet. Parcels that have peculiar shapes or that are too small may be excluded from this requirement. The density for these will be established by the City Council during subdivision review consistent with adjoining lotting patterns. The intent of this designation is not to require a rigid adherence to this percentage breakdown in lot sizes; it is intended to achieve a diversity of lotting patterns within a limited area. Applications will be reviewed for their overall compatibility and integration with adjoining subdivisions.

- Minimum lot area 24,000 square feet per dwelling unit

The final category of Low Density Single Family Residential use, having a minimum lot size of 24,000 square feet, is intended to protect those sub areas within the Northwest Area where large lot single family subdivision has occurred. This density is also intended to provide for a larger lotting pattern along portions of Sierra, Villa, and Peach Avenues to maximize the preservation of the low density development character.

*MEDIUM DENSITY SINGLE FAMILY RESIDENTIAL*

- 6,000 square feet to 7,500 square feet of lot area per dwelling unit.

This designation is intended for that small portion of the planning area adjacent to the Downtown Area which has been developed with a smaller lotting pattern. These areas are seen as logical extensions of the existing pattern to the east.

*LOW DENSITY RESIDENTIAL PLANNED UNIT DEVELOPMENT*

- 7,500 square feet of lot area per unit.

This designation is intended to provide an alternative housing pattern within the area and to serve as a transitional area to protect lower density single family residential areas from sources of high traffic concentration or multiple family or commercial development. A Planned Unit Development designation is used for transition areas because of its greater flexibility in design arrangement and building techniques. The P.U.D. would permit less desirable adjacent land use features to be more effectively mitigated.

*MEDIUM DENSITY RESIDENTIAL PLANNED UNIT DEVELOPMENT*

- 5,250 square feet of lot area per unit (utilizing the 30% write-down provision of the R-1 District).

This land use district is basically the same as that provided for under the preceding item, except that it has a higher density level.

*LOW DENSITY MULTIPLE FAMILY RESIDENTIAL*

- 3,000 square feet of lot area per dwelling unit.

This land use category is intended to correlate with the R-2 District of the Clovis Municipal Zoning Ordinance.

The emphasis of the Plan is to maintain and rehabilitate existing single family units and to permit their incorporation into a well-designed street pattern and an overall neighborhood concept. The Northwest Area will continue to receive great pressure for higher residential densities and greater quantities of commercially designated land. It is the basis of this Plan that all residential areas within the City do not have to be of a uniform density, nor does all land along a major street have to be developed commercially. As has been stated, one of the main goals for the Northwest Planning Area is to provide a unique residential area which offers a wide range of housing options.

### Recreation Open Space

The Northwest Area Plan provides for the following recreation/open space facilities:

1. The Master Storm Water Plan provides for three basins within the Plan Area. One of these is to be developed by Fresno Metropolitan Flood Control District, and the other two are to be developed by the City of Clovis. Their approximate locations are shown on the Land Use Map. All three facilities are intended for at least passive recreational use with possible organized recreational activities involving soccer or baseball being provided for. As proposed, the two basins to be developed by the City adjacent to the Big Dry Creek would be connected by a linear green belt (landscaping of the Dry Creek right-of-way).
2. The Clovis Citizens for Better Parks Committee, in its most recent report to the City Council, recommended the acquisition of a 5 to 7 acre neighborhood park within the Northwest Area. This site has been designated adjacent to the ponding basin at Sierra Avenue and Big Dry Creek. The potential availability of land and the cumulative benefit of combining the park land with the ponding basin would offer a broader range of recreation uses and have a greater open space impact.
3. The Big Dry Creek through this area offers a natural basis for a linear open space. Keeping in mind the limitations of financial support which can be supplied by the City, a feasibility study should be undertaken to consider development and maintenance financing strategies to make use of this natural resource. That portion of the Dry Creek which should be given highest priority is between Bullard and Sierra Avenues. Much of the development and maintenance costs along this section could be incorporated into the ponding basin/park development.

4. There exist several smaller canals within the Study Area which presently provide a limited open space function. Consideration should be given in the development of residential tracts to utilize the water courses in a positive design rather than making an immediate assumption that they should be piped. However the majority of the smaller canals will be required to be piped.
5. The two elementary schools within the area serve a recreation/open space function. While only a portion of Weldon School is actually within the Study Area, both schools will serve the Northwest Area. In addition to the formal school program and organized sports programs taking place on the school grounds, these facilities provide a passive recreation and open space function. With the recent acquisition of additional land by the School District, the recreational facilities for both schools will be expanded. Weldon presently occupies 11.61 acres and Cole occupies 14.62 acres. Because of the close proximity of Cole Elementary School and the Fresno Metropolitan Flood Control Basin on Willow Avenue, consideration should be given to a landscaped pedestrian connection of these two facilities.
6. The Clovis Cemetery has been included within the open space lands shown in this Plan as it provides a landscaped area of considerable size. Upon full expansion it will be the single largest open space within the Northwest Area. Particular care should be taken in the development of adjoining lands to maintain a respect for this use.
7. Located within the Northwest Area will be at least two water well lots. The sites should be developed as pocket parks similar to the one at Gettysburg and Helm Avenues. Some consideration will have to be given to the family composition in the immediately surrounding area, but given a reasonable demand, these facilities can offer an excellent dual use of public land.



## Commercial Development (Office Included)

Commercial development as it is used in this section is classified as either retail, service, or Office Professional. Within this section, commercial development has been divided between retail and/or service and office professional. The land use designation identifying the first categories is that of "Commercial Center". "Professional Office" is used to describe a broad category of business, administrative, medical, professional and general office uses.

The Northwest Area Plan identifies three Commercial Center locations:

1. Willow and Herndon Avenues. This corner is designated for a neighborhood Commercial Center with some mixture of uses having a community characteristic. The intersection of an Arterial and a Limited Access Expressway has strong locational values to support a commercial use. This intersection was identified in the Peripheral Commercial Centers study adopted by the City Council as a potential center location. In designating the corner, it is not intended that the requirement for a market analysis be waived. The market analysis should be filed at the time zoning is requested. The size of the center is intended to be approximately 5 to 10 acres.
2. Villa and Herndon Avenues. This 5 acre site is currently occupied by Tenaya Garden Center, which also utilizes the five acres to the south as a plant growing area. The Commercial Center designation for this area is for a specialty center surrounding the nursery as a theme. The center is not intended as a neighborhood center, nor is it intended to house the typical uses found in a neighborhood center. The types of uses proposed include such businesses as: a saddle shop; a hardware store (entirely enclosed within a building); a pottery shop; crafts stores; small power tools sales or repairs. The center might also have a restaurant set among plant displays from the nursery. The Center should be developed with a strong Western theme.
3. Bullard and Minnewawa Avenues. Though designated as a Commercial Center, the predominant use of this site should be office professional and service uses. Because of the proximity to the Downtown Area and adjoining commercial uses, some commercial development at the southeast corner would be consistent. The development of this site will serve to anchor the Professional Office development along the north side of Bullard Avenue.

Three specific areas have been designated for Professional Offices:

1. The first area, encompassing 14.45 acres, is located at the northwest corner of Sierra and DeWitt Avenues. Partially developed with the Clovis Memorial Hospital and a two-story medical office complex, the area is intended for utilization as a medical office center or as expansion area for the hospital. Should demand for such a complex fail to materialize, the area would revert (upon action by the City Council) to a Medium Density Single Family Residential designation.
2. The second area designated for Professional Offices is located along the north side of Bullard Avenue extending from the Big Dry Creek westward to Peach Avenue. Comprised of approximately 12 acres of generally vacant land, this linear strip for offices would extend northward from Bullard Avenue for only two to three hundred feet. Any development in this area should be within a landscaped setting with at least a 20-foot setback from Bullard Avenue.
3. The third area designated Office Professional is located along the south side of Herndon Avenue between the commercial center sites located at the southeast corner of Herndon and Willow Avenues and the southwest corner of Herndon and Villa Avenues. This office area was established as part of GPA85-3 after several study sessions concerning the Herndon Avenue corridor. It is intended that this office area be oriented toward Herndon Avenue with access provided via frontage road which will exit to Willow and Peach Avenues. This office area should not have direct access to the single family area to the south. Development of these office areas will be limited to single story garden office development with a minimum of 20 feet of landscaping in exterior yards and ample landscaping and noise attenuation adjacent to the residential areas to the south.

### Industrial Development

Land designated with the Plan Area for Industrial use is south of Herndon Avenue between the Cemetery and DeWitt Avenue. The area is diagonally bisected by the Southern Pacific Railroad right-of-way. The Herndon Industrial park No. I occupies one-half of the industrial land in this area. The sites have been developed with a variety of uses. The remaining land designated for industrial use lies between the railroad right-of-way and DeWitt Avenue. Development in this area should reflect its proximity to Herndon Avenue. The site will be highly visible and building and site design should be commensurate. Specifically, adequate landscaping should be provided along Herndon Avenue and DeWitt Avenue and only minimal outside storage should be allowed.

The southern boundary of the industrially-designated lands is the West Branch of the Clovis Canal. The parcel immediately north of the canal has a record of access problems. Due to its proximity to the State Highway 168 alignment, as well as the parcel's unique configuration, the property does not have sufficient frontage on a public right-of-way to develop the needed access. Furthermore, the proximity of the parcel to residentially-designated lands to the immediate south prevents any access from being developed from that direction. If access is developed for this parcel, it will have to occur through, or as part of, the existing lumber yard to the north.

In order to minimize probable conflicts between industrially-designated property and adjoining residential properties, adequate separation and landscaping should be required along the Clovis Ditch alignment. A landscaped easement of not less than 30 feet, as well as a concrete block zone separation wall, will be required to minimize land use conflicts. Buildings and storage areas shall be regulated so as not to provide an unsightly contrast to potential residential areas.

## CIRCULATION/TRANSPORTATION

The pattern and classification of streets within the Northwest Area are, to a significant degree, a reflection of designations made in the preceding Land Use Section. The intensity of land use directly relates to the level of circulation service necessary. This section will be separated into a discussion of each of the major streets within the Plan area; their designation, width, frontage treatment, and any special design features. Streets with the same designation are grouped to avoid duplication of discussion. All street improvements shall be developed in conformance with the City of Clovis Improvement Standards.

### State Highway 168

The right-of-way for the State Highway would be amended to reflect a re-alignment north of Shaw Avenue to the Willow Avenue right-of-way. Designated originally as an Arterial street, Willow Avenue would have a 16-foot landscaped median island, six 12-foot travel lanes (three in each direction), two 8-foot curb parking lanes and a 10-foot sidewalk right-of-way. In addition, a 37-foot wide frontage road treatment would be incorporated along both sides of the Highway. Additional discussions will be required with the State of California regarding this proposal.

### Limited Access Expressway

The right-of-way for Herndon Avenue on the northern boundary of the study area has been established by Plan Line No. 40. Varying from 121 foot width at Willow Avenue to 148 foot width at DeWitt Avenue, this six lane Expressway will be developed with a landscaped 22 foot wide median island treatment, six 12-foot travel lanes (three in each direction), two 8-foot parking lanes, and a curb, gutter, and sidewalk pattern dependent upon actual development requirements in specific areas. A 37-foot frontage road treatment would be developed on the south side of Herndon between Willow and Villa Avenues. Improvements on portions of Herndon Avenue have already been completed. Specifically, the portion of roadway between Willow and Villa Avenues has been improved to provide four travel lanes (two in each direction), two parking lanes, and a median island treatment. Additional street improvements are being proposed by the County of Fresno for the remaining portions of this expressway. The State Highway 168 designation is proposed to shift from Willow Avenue onto Herndon Avenue at their intersection and then to extend eastward.

### Arterial Streets

The Arterial streets primarily function to provide through traffic lanes to connect the community at large and to transfer traffic from Collector streets to other areas within the region. Bullard Avenue is designated

as an Arterial street. Developed at an eventual width of 106 feet, this right-of-way would include a 22-foot landscaped median island, four 12-foot travel lanes (two in each direction), two 8-foot curb parking areas, and a 10-foot sidewalk right-of-way on each side of the roadway. A meandering sidewalk pattern is planned for the undeveloped portions of this right-of-way.

### Collector Streets

The Collector street's primary function is to carry traffic from Local streets to Arterial streets. Sierra, Villa, and Peach Avenues are designated as Collector streets. Collectors are designed to have a 60 to 84 foot right-of-way width. They are developed with four 12-foot travel lanes of undivided traffic (no median strip with two travel lanes in each direction). The sidewalk right-of-way varies from 8 to 10 feet in width.

### Local Streets

Local streets are intended only to carry traffic from residential areas to Collector status streets. Provided within the standard 54-foot right-of-way are two 12-foot travel lanes (one in each direction), two 8-foot parking lanes, and a 7-foot sidewalk right-of-way pattern on each side of the roadway.

As far as the actual alignments of Local streets within the Northwest Area are concerned, it is impractical prior to actual development review to delineate actual rights-of-way. However, certain Local streets are of sufficient importance as to require some additional notation.

In order to assure adequate circulation flow and a minimal amount of confusion, certain Local streets need to be extended through the Study Area. On a north-south basis, Pierce Avenue, Adler Avenue, and Sylmar Avenue should extend from Bullard Avenue to the frontage road along Herndon Avenue. These streets will need some offset to prevent their use as additional Collector streets.

On an east-west basis, Palo Alto Avenue, Escalon Avenue, and Stuart Avenue would be extended to cross the Plan area. Beginning at Villa Avenue, the Local streets would extend westward to Willow Avenue. Escalon Avenue would be extended eastward to connect with Third Street.

### Transit Services

There are no specific plans to extend any form of transit service to the Northwest Planning Area. However, as part of the continuing amendments and growth of the Fresno Transit Authority, it is possible that some form of peripheral transit service might become available to the area residents.

Currently there is an existing unmet demand for some form of transit service in the Northwest Area. While comprising only a limited portion of the area's residents (when compared to the majority relying upon the private automobile), this demand represents a significant need. Consisting primarily of the elderly, the young, and the handicapped, such a demand can be met in a variety of ways.

Any solution to the transit needs of this area should be incorporated as an integral part of a solution to the entire City's transit problems. Several such alternatives are currently being considered on a City-wide basis.

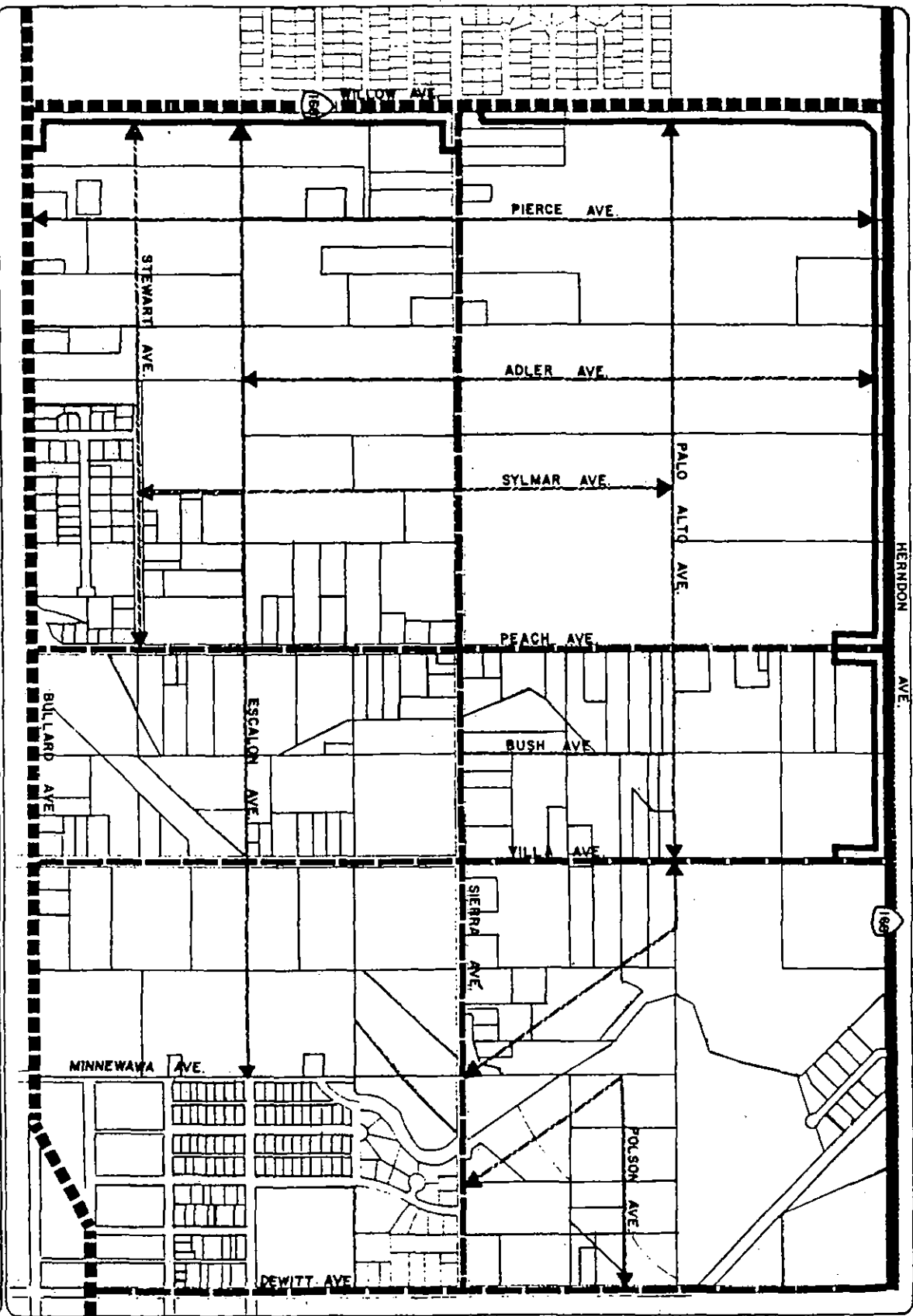
However, whether such a solution takes the form of a "Handi Ride", a "Dial-a-Ride", or a series of major bus routes, any system cannot adequately function unless adopted on a City-wide basis.

Therefore, specific solutions to transit needs in the Northwest Planning Area are not proposed as part of this Plan.

# NORTH - WEST

# AREA

# PLAN



## PROPOSED CIRCULATION

EXPRESS WAY

ARTERIAL

FRONTAGE ROAD

COLLECTOR

LOCAL ROAD

STATE HIGHWAY



## PUBLIC FACILITIES

### Schools

The Northwest Planning Area is served by the Clovis Unified School District. Located within the Plan Area are two elementary schools: Cole Elementary at the northwest corner of Sylmar and Stuart Avenues, and Weldon Elementary between Oxford and DeWitt Avenues north of Third Street. While the boundary of the planning area divides the Weldon School site, it must be included in the Northwest Area Plan because it serves a major portion of the area.

Cole Elementary School has a design capacity of 650 students. The school's enrollment at the start of the 1978-79 year was 590 students, and was rising. Weldon Elementary School has a design capacity of 650 students and an enrollment at the start of the 1978-79 school year of 540 students. The present boundary line between the two school service areas is Peach Avenue. As development occurs within the area, review of the school enrollment areas will take place. Both schools serve students from kindergarten through the sixth grade. Junior high school and high school facilities are located outside of the Planning Area.

### Parks

As described in the Land Use Section of this report, the Clovis Citizens for Better Parks Committee has recommended the development of a 5 to 7 acre neighborhood park for the Northwest Area. The park acquisition will come from the 1977 Park Bonds (none have as yet been sold). The Citizens Committee has recommended that this park site be developed in the same manner as San Gabriel and Jefferson Parks, to provide for informal recreational uses.

### Storm Water Basins

Storm water for the area is handled within three Drainage Zones: Zones 5-B and 5-C of the City of Clovis and Zone CL of Fresno Metropolitan Flood Control. Drainage Zone CL replaces Drainage Zone 5-A shown in the 1973 City Master Plan for Storm Drainage. Drainage Zone 5-B calls for an 8-acre basin between Villa Avenue and the Minnewawa Avenue Alignment south of Sierra Avenue and north of the present Highway 168 alignment. The realignment of Highway 168 will allow a greater flexibility in the location of this basin and the basin for Drainage Zone 5-C. Drainage Zone 5-C calls for an 8-acre basin north of Bullard and west of Minnewawa Avenues. To enable a connection of the two basins and in order to avoid higher land acquisition costs, this basin has been moved north so that Escalon Avenue would form its northern boundary. Further engineering study will need to

be made of the location for these two basins. Fresno Metropolitan Flood Control District Drainage Zone CL calls for a 9-acre basin west of the Willow Avenue Alignment and south of Sierra Avenue. The general basin is planned for a depth of 12 to 14 feet, with a deeper nuisance water area of 22 to 23 feet. Like the City basins, the area would be developed for passive recreational use. Acquisition of much of the land for this basin has occurred.

Water

Because much of the Plan Area is presently within the County, few water lines have been developed. Water lines to be extended into the area will be an extension of the City's grid system. Twelve (12") inch diameter perimeter water lines are planned for Herndon, Willow, Bullard, Villa, Peach, and portions of Sierra Avenues. The remainder of Sierra Avenue is planned for a ten (10") inch diameter feeder line. Eight (8") inch diameter cross-grid connection lines are planned for DeWitt north of Sierra and for Minnewawa north of Bullard Avenue. The remainder of the lines developed within the area will be six (6") inch interior connection lines. These designed capacities are based upon an adequate water volume yield from the two wells presently designated within the Plan Area. Should the wells not yield sufficient volume, a third well will be necessary. This well tentatively would be located near the Minnewawa Avenue alignment and Sierra Avenue. The development of a third well would require an increase in the waterline size in Sierra between Villa and DeWitt Avenues. The average depth of municipal wells is 400 feet.

Sewer

The Northwest Planning Area is served by two main sewer lines: the Herndon Avenue Trunk Sewer and the Sierra Trunk Sewer. The Herndon line, which was extended by the City of Clovis from Millbrook and Herndon Avenues, extends south from Herndon Avenue in Villa Avenue to Sierra Avenue. The line then extends eastward to the Minnewawa Avenue alignment and from there south to its terminous at Fifth Street. The Herndon line has 2.8 million gallons per day of flow capacity.

The City also has available .5 mgd of capacity in the Sierra Avenue Line, which is scheduled to be constructed easterly from Willow Avenue with a 10" line to Peach Avenue. The following are presently planned line sizes for major streets within the area:

<u>Location</u>	<u>Sewer Line Size</u>
Sierra East of Minnewawa Avenue	15"
Villa South of Sierra Avenue	15"
Herndon East of Villa Avenue	18"
Willow North of Sierra Avenue	8" to 10"

<u>Location</u>	<u>Sewer Line Size</u>
Willow South of Sierra Avenue	10"
Peach Avenue	8" to 10"
Bullard Avenue	8"

Lines will be developed within the Planning Area as development occurs. Existing uses within the Area will be brought onto the system over time as septic tanks fail or further development of individual property occurs.

Utilities: Gas/Electric/Phone

These services are provided on a demand/response basis. Adequate major facilities exist within the Metropolitan area to meet the needs of any land use pattern likely to be specified by the City of Clovis. Gas and electric service is supplied by Pacific Gas and Electric Company. Telephone service is supplied by the Pacific Telephone Company. In accordance with existing regulations, telephone and electric power lines will be undergrounded in new developments.

Government Services: Fire, Police, Etc.

The governmental services discussed within this Plan are those to be provided by the City of Clovis, since it is a fundamental part of the Plan that all land within the Northwest Plan Area will be annexed to the City.

Fire Service - The Northwest Area is presently served by the Headquarters Station at Pollasky Avenue and Seventh Street. The present plan for fire service identifies the Northwest Area as the preferred location for the City's Number 3 station. More specifically, a location within one-half mile of the intersection of Villa and Sierra Avenues is recommended. For the near future, this three-station grid will provide the fire service needs of the City. The No. 3 station would initially house one engine company.





Police Service - As land within the Plan area is annexed, it will be added to Beats 1 or 2. (The area north of Sierra and east of Villa Avenue is within Beat No. 1. The remainder of the planning area is within Beat No. 2.) It is anticipated that the entire Plan Area can eventually be handled within one police beat. No police facilities are planned for the area.

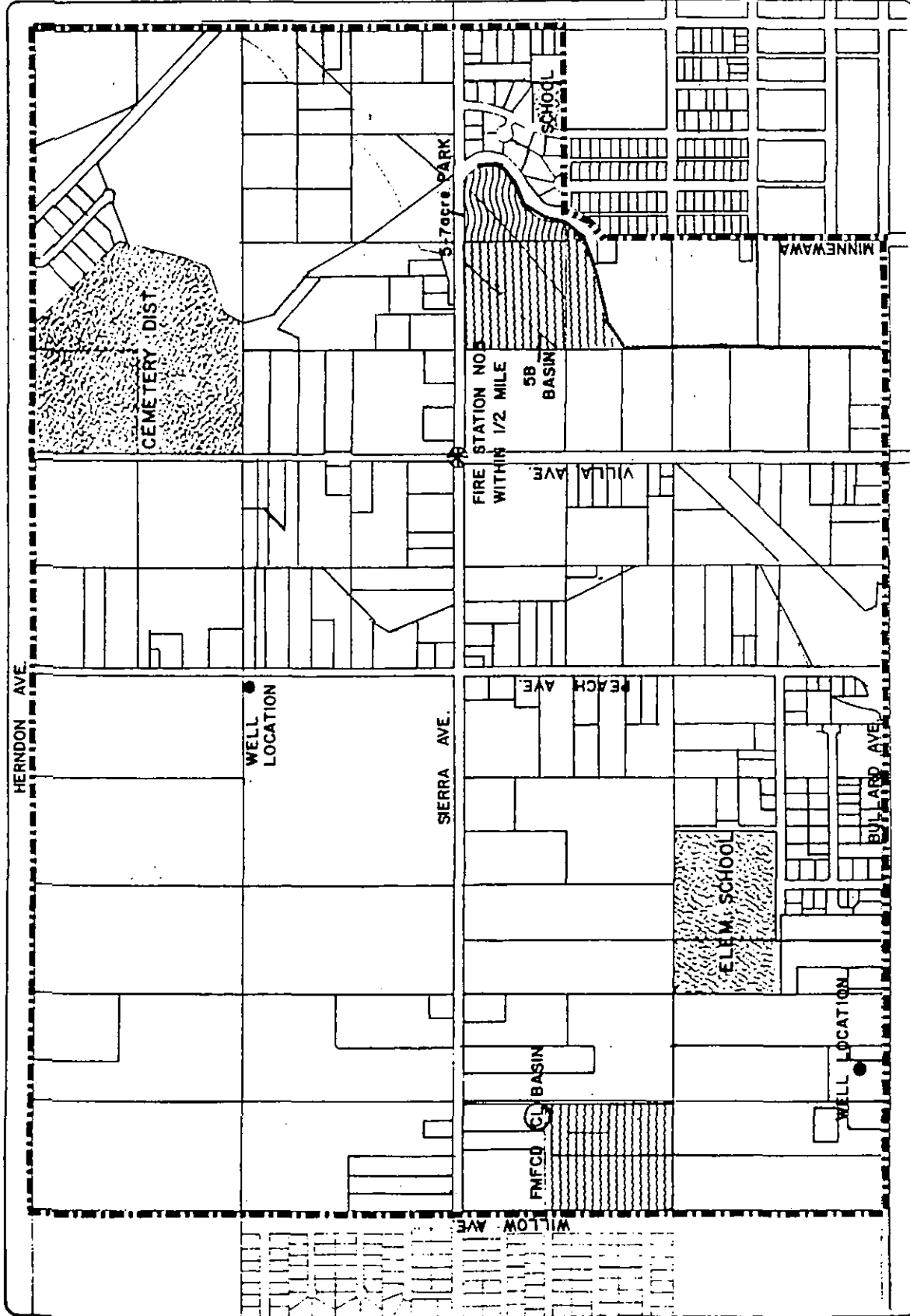
Solid Waste Collection - This service is provided by the City of Clovis Disposal Division. As users are added to the system, route structures will be re-evaluated and supplemented. No special facilities or methods of operation are proposed for the area.

Street Maintenance - Street maintenance and street cleaning services are provided by the City's Public Works Department. Mechanical street sweeping is provided on public streets in residential areas on a twice-per-month basis, and in commercial and industrial areas on a more frequent basis.

Street Lighting - In keeping with the objectives of this plan for the Northwest Area, street lights should be installed at the maximum distance, still meeting basic safety requirements.

PROPOSED  
PUBLIC  
FACILITIES

-  PUBLIC
-  PARKS
-  PONDING BASIN
-  PEDESTRIAN PATH



NORTH - WEST AREA PLAN

V. IMPLEMENTATION

## BASIC PROCEDURE AND IMPLEMENTATION DEVICES

### Zoning

To implement the Commercial Centers designated within the plan, the Planned Commercial Center District (presently in draft form) should be adopted as an amendment to the Zoning Ordinance.

To preserve the existing setback pattern along Bullard Avenue (20 foot), a special 20 foot front yard setback for the areas designated Professional Office is recommended.

Those lands which have zoning that is not consistent within the Plan should be processed for appropriate rezoning. (This is not intended to apply to lands which are still in a low intensity holding zone, i.e. R-A.)

Because of the complex nature of the middle category of the Low Density Single Family Residential District, application for rezoning for this density must be processed concurrently with a tentative map. Where the land proposed for rezoning to this category is determined by the City Council to be too small to provide the specified mixture of lot sizes, the City Council may establish a specific mixture of lot sizes for the site. This mixture shall be within the overall density range.

The minimum size of lots fronting onto Sierra, Peach, and Villa Avenues, where the 9500 square foot to 24,000 square foot range has been designated, shall normally be 14,000 square feet.

### Design Standards

The spacing of street lights is established by the Engineering Division at the time of development review. No change is proposed in this process. Street lights will be located consistent with the policies and objectives of this Plan.

The meandering sidewalk pattern to be used along Sierra Avenue, Peach Avenue, and Villa Avenue will be in accordance with the present City design standard.

As part of the sidewalk pattern in Sierra, Peach, and Villa Avenues, a street tree pattern should be adopted. One very effective design tool for increasing street identity is the use of a single street tree for a designated street. Median landscaping including a tree planting program will also occur in Willow and Herndon Avenues.

## Capital Improvements

Plan lines for Sierra, Peach, and Villa Avenues should be developed and adopted by the City. Because of the proximity of some existing structures to the right-of-way, a plotting of the proposed right-of-way should be made to determine if minor modifications might result in the preservation of existing structures which might otherwise fall within the right-of-way.

Because of the change in the status of State Highway 168, an engineering study is already in progress to consider the possible patterns for the proposed storm water basin in Zones 5-A and 5-B.

The location of the neighborhood park should be referred to the Citizens Park Committee for comment. If this location is acceptable, a master plan for development of the park and the storm water basins should be drawn up.

Exact locations of City ponding basins, indicated on the proposed Public Facilities Map as occurring between Sierra and Bullard Avenues west of Minnewawa Avenue, have not been definitely determined. Various proposed locations remain under review subject to engineering design and costing constraints. The City Council has instructed the staff to proceed with such a determination as soon as possible.

## Assessment Districts

The current method of developing infrastructure (streets, sewer lines, water lines, etc.) within developing areas of the City is through requirements placed upon individual projects. Improvements are required and installed only when a particular parcel is subdivided or developed. This method of developing improvements results in a patchwork improvement process, where streets are incrementally widened and improvements installed.

An alternative to this approach of installing development services is the use of Assessment Districts. The Assessment District permits property owners within an area to join together for the construction of needed improvements at the outset of development in a new area. Assessment Districts are initiated by the various property owners who agree to establish the District, either by petition or report. They essentially agree to place a special assessment or lien of a specific amount against their land based upon the benefit received. The procedures for establishing an Assessment District are carefully designed to protect the rights of the minority to protest an unjust procedure or distribution of costs. The reasoning behind the use of the Assessment District procedure is rather fundamental. The assessment or lien is based on the theory that any improvements enjoyed by the neighborhood will result in an increase in property value. Thus, since the improvements would add to a particular parcel's value, it is only logical that at least a portion of the costs of those improvements be paid for by that property owner.

The Assessment District is by far the most economic way to provide for water, sewer, and street improvements. This economy is especially true for smaller property owners. The larger size of Assessment Districts afford certain advantages of large-scale construction which will enable contractors to bid lower and thus ease the cost burden to individual property owners. The installation of the improvements at a single period of time also provides for a more uniform improvement which is free of unsightly matching lines and removes the safety hazards which exist with partial improvements.

Because of the large number of individual property owners within this area, it is recommended that the City assist in establishing Assessment Districts within this area.

VI. ENVIRONMENTAL IMPACT ASSESSMENT

## ENVIRONMENTAL OVERVIEW

In accordance with the State Environmental Impact Guidelines, the Northwest Plan and its elements have continually been reviewed by the City Council, the Planning Commission, and the City staff for their effect upon the natural environment. The goals and policies have been analyzed and formulated so that their ultimate effect will be to maintain and enhance the natural amenities within the Planning Area.

The California Environmental Quality Act Guidelines specify that the "requirements for an Environmental Impact Assessment on an Amendment to the General Plan or an Element Document will be satisfied if (Section 15148:2):

The document contains a special section or a cover sheet identifying where the general plan document addresses each of the points required."

This paper, as a part of the Northwest Plan, provides a summary of the environmental issues confronted by the Plan and indexes where each Environmental Impact Report requirement is discussed.

### Environmental Assessment Index

The California Environmental Quality Act requires that the specific plan address each of the following nine points. Each point is discussed as to how the Plan affects the unique environmental setting of the Planning Area as well as where they are discussed in the text.

#### A. The Environmental Impact of the Proposed Action

Associated with development is a certain degree of environmental impact. However, by designating goals and policies that apply throughout the Planning Area, growth may be managed and activities located so any adverse environmental impacts incurred during development may be minimized.

The goals and policies expressed by the Plan are applied to the Northwest Area so that a commitment of available land resources is managed in an environmentally economic fashion. The Plan seeks to improve air and water quality and to protect those unique environmental amenities existent within the Planning Area.

The following references indicate where the Plan anticipates environmental impact and how the Plan will further assess potential impacts:

1. General Information
  - a. Page 1. Relationship to the Planning Process
  - b. Page 15. Public Facilities/Public Utilities
  - c. Page 17. Natural Environment
2. Goals and Policies
  - a. Page 3. Goal 2
  - b. Page 3. Goal 4
  - c. Page 3. Goal 5
  - d. Page 3. Basic Policy 4
3. Implementation
  - a. Page 19. Housing - Residential Development
  - b. Page 15, 16, 17 & 28. Public Facilities

B. Any Adverse Environmental Effects which Cannot be Avoided if the Proposal is Implemented.

The Northwest Plan seeks to eliminate any adverse impacts through the clarification and refinement of the existing General Plan Land Use and Circulation Designations. While a limited amount of acreage will be permanently lost from agricultural usage, it is the overriding objective of this Plan to preserve a rural residential environment wherever possible:

1. Goals
  - a. Page 3. Goal No. 1
  - b. Page 3. Goal No. 4
  - c. Page 3. Goal No. 5
2. Policies
  - a. Page 4. Basic Policy 2
  - b. Page 4. Basic Policy 3
  - c. Page 4. Basic Policy 4
3. Implementation
  - Page 19. Housing - Residential Development

C. Mitigation Measures Proposed to Minimize the Impact

All public and private development proposals which are likely to alter the environment significantly will be required to submit to the City of Clovis Development Review process, which will seek to mitigate all detrimental environmental impacts which cannot reasonably be eliminated from a development proposal.

The adoption and adherence to the Northwest Plan is in itself the primary mitigating measure that will most effectively channel each type of physical and economic growth into those areas where the least amount of environmental damage may take place. The Plan's Goals and Policies, when taken in a comprehensive fashion, adequately address this issue.

1. Page 3. Goals 1-6
2. Page 4 & 5. Policies 1-7

D. Alternates to the Proposed Action

There are two possible alternatives to the land use patterns proposed by this plan, neither of which offer a balance between economic and environmental preservation. The two alternatives are (1) no growth plan; and (2) a plan reflecting current market trends.

A "no growth" plan is unrealistic and has possible legal problems. "No growth" raises the question of equitable use of land between those who have subdivided and developed their property and those who for some reason have not as yet. Such a position is only reasonable where there is an unresolved social problem or the absence of necessary services to support increased population. Neither case exists within the Plan area. Without some basis for halting all growth, some level of managed growth is reasonable.

A plan reflecting unrestrained market trends does not take into account the City's goals and objectives for the area. Because of high market demand, the entire area could be developed to a much higher density than that presently shown in this Plan or the previous Land Use Map of the General Plan. This alternative would result in a number of significant impacts on the environment, including: school overcrowding; loss of the rural atmosphere; etc. Current market growth, if allowed to continue within these areas, will lead to difficult problems. Some of these can be mitigated by the suggested review procedures.

E. The Relationship Between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity.

The application of a specific plan must be viewed as a local short-term use of the environment when compared to the long periods and cycles involved in environmental productivity. Decisions involving

drastic changes to the environment to accommodate short-lived and questionably beneficial "gains" must be carefully considered. A specific plan endeavors to provide a variety of options to the community. Growth will be managed to meet the needs of the community without endangering the natural environment of the Planning Area.

However, in retrospect, this clarification of the General Plan, through its specificity, will result in substantial enhancement and preservation of the existing environmental setting. The specific plan reduces in most cases the densities at which development in the subject area would be permitted. It also addresses commercial strip developments, effectively pre-empting such developments (page 4 & 5, Policies 1-7).

F. Any Irreversible Environmental Changes which would be Involved in the Proposed Action should it be Implemented.

With the exception of the loss of limited quantities of agricultural acreage, there will be no irreversible environmental changes (Figure 1, Existing Land Use Map). Acreages along Herndon Avenue will eventually be removed from agricultural production. However, given the improvements to Herndon Avenue, such a loss becomes inevitable. The Plan as proposed would act as a constraint upon the rapid wholesale loss of such areas prematurely.

G. The Growth Inducing Impact of the Proposed Action.

The Northwest Specific Plan will not result in additional growth-inducing impacts. The Plan as drafted actually reduces the permitted residential densities allowed under the current General Plan Land Use Designation. However, the Specific Plan will not result in a reduction of growth already occurring in the Northwest Area. Given the pressures (page 7, Development Pressures) for development in the Planning Area, there will occur substantial development both of a residential and non-residential character. However, any growth would be a response to pent-up demand as well as recent improvements to City service capabilities and not to changes in the General Plan or Northwest Plan.

The increases in overall population levels in the Planning Area will also result in substantial economic demand in both services and monies spent for the "basic needs" within the Clovis Planning Area. Development in the area will result in some economic growth, including both employment and the commercial service sectors.

Orderly, planned growth as proposed by the Northwest Plan would permit the scheduling of services as they are needed, while insuring quality commercial developments on a demand basis only.

H. Description of Project.

A detailed description of the project and its scope is presented in the Introduction and General Overview of this Report.

1. Page 1. Background and Summaries of Issues
2. Page 2. Location and General Description of Area
3. Page 6. General Overview

I. Description of Environmental Setting.

A detailed description of the environmental setting in the Northwest Planning Area is presented in the Natural Environment section of this report (located on page 17).