



LOMA VISTA
A CLOVIS COMMUNITY

City of Clovis Loma Vista Specific Plan

March 2003

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Prepared for:
City of Clovis
1033 Fifth Street
Clovis, California 93612
www.cityofclovis.com

Prepared by:
The Planning Center
1580 Metro Drive
Costa Mesa, California 92626

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City of Clovis
Southeast Urban Center
Specific Plan

ADOPTED: MARCH 3, 2003 BY RESOLUTIONS NO. 03-44 TO CERTIFY THE EIR AND
RESOLUTION NO 03-45 TO ADOPT THE SPECIFIC PLAN

City Council

Jose Flores, Mayor
Lynne Ashbeck, Mayor Pro Tem
Harry Armstrong
Nathan Magsig
Pat Wynne

City of Clovis

Kathy Millison, City Manager
Jeff Witte, Assistant City Manager

Planning Commission

Hugh Willoughby, Chair	Joe Chaidez (past commissioner)
Greg Ayello	John Wallace
Thomas Berg	Doug Whipple

Department of Planning and Development Services

John R. Wright, AICP, Director	David E. Fey, AICP, Senior Planner
Dwight Kroll, AICP, City Planner	Neal Kennington, Assistant Planner
Steven White, City Engineer	Jon Acosta, Planning Specialist
Steve Baker, City Building Official	Mike Harrison, Assoc. Civil Engineer

Citizens' Advisory Committee

Andrew Casado Jr.	James McFarlane
Carlos Mestas	Kevin Castanos
David Ciabattari	Leo Wilson
David Huerta	Michael Weilert
Eric Ladenheim	Theresa Sabasto
Hugh Willoughby	Tim May
	Tom Miyake

Original art work provided by Doug Hansen

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SECTION I: EXECUTIVE SUMMARY

1.1 BACKGROUND

The Fresno/Clovis metropolitan area is experiencing a rapid rate of growth. This growth rate is anticipated to continue for the next 20 years, resulting in increased development pressures. The City of Clovis desires to avoid haphazard development yet still accommodate growth in a responsible fashion so that the small town atmosphere of the City is maintained.

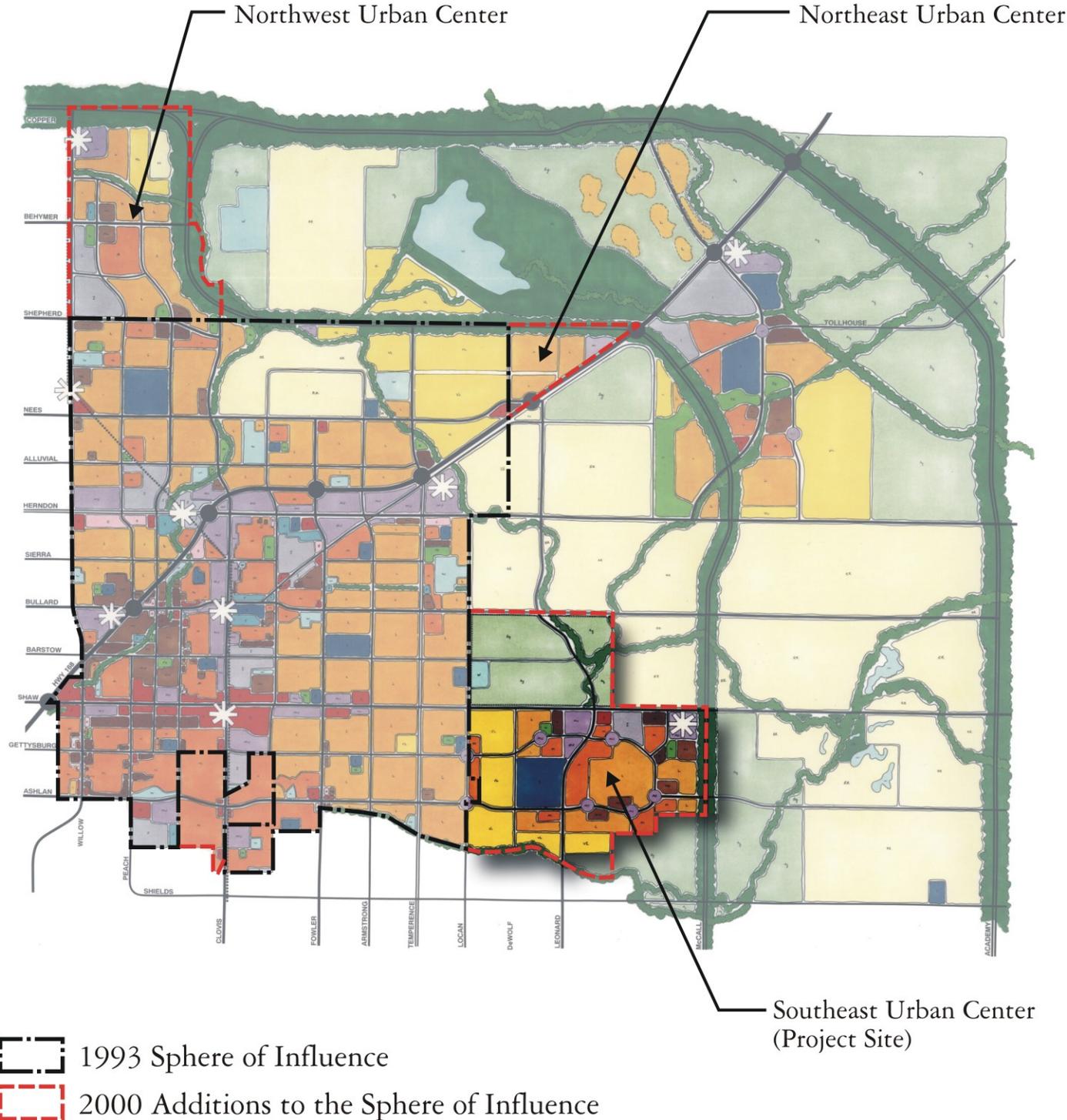
To accomplish this objective, the City of Clovis adopted a forward thinking General Plan in 1993. The City's General Plan includes the concept of "Urban Centers." The Urban Center concept identifies locations to focus future growth in a manner that builds upon and integrates with the existing community of Clovis. Three Urban Centers are defined in the General Plan and shown on Figure 1, *City General Plan*: the northwest, the northeast, and the southeast urban centers. The development of these three Urban Centers is required to be guided by specific plans, which are devices used to ensure orderly growth and adequate infrastructure and public facilities/ services to support the future population within each area. Each Urban Center is intended to help the City, as a whole, achieve a balance of open space, recreation, and productive agricultural lands with urban uses while maintaining Old Town Clovis as the focal point for the community.

The 3,307-acre Southeast Urban Center is the first Urban Center anticipated by the 1993 General Plan to receive detailed planning provided through the specific plan process (California Government Code Section 65450). As has been the pattern with other schools, the designation of the Reagan Educational Center has brought to a focus development interest on the surrounding properties. In order to ensure that development occurs in an orderly and coordinated manner, the City has taken the proactive stance of planning for the future of this area.



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City of Clovis General Plan



City of Clovis Southeast Urban Center Specific Plan

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1.2 GUIDING PRINCIPLES

The following principles were adopted by the City Council to guide the development of this Specific Plan. As the foundation for this plan, these principles build upon and expand the desires to develop a focused community that is environmentally sensitive and economically sound.

General Plan Consistency—Base the future development and use of the Southeast Urban Center on the concepts and vision of the City’s General Plan.

Quality of Life—Design the Southeast Urban Center to foster family values and maintain the small-town feel of Clovis by promoting a lifestyle that is socially and culturally enriching, aesthetically pleasing, and environmentally responsible.

Community Design—Design the Southeast Urban Center as a series of diverse residential neighborhoods planned around compact pedestrian-oriented mixed-use cores and accompanied by a full mix of employment opportunities, recreational activities, shops, and services. Ensure quality products and attention to details for all development. Integrate existing watercourses, irrigation canals, and drainage systems/plans into the community fabric of the Southeast Urban Center.

Integration—Plan for land uses and supporting infrastructure that maintain and enhance, rather than detract from, existing educational facilities, agricultural operations, and surrounding uses. Ensure that supporting infrastructure systems sufficiently sustain the land use plan and are well integrated with adjacent urban uses. Ensure that the villages within the Southeast Urban Center are stand-alone yet do not detract from the viability and focus of Old Town Clovis. Emphasize the Reagan Educational Center as a major cornerstone for the Southeast Urban Center community.

Service Provision—Approve development predicated on the ability to provide adequate water supply, sewer and storm water infrastructure, public services, and transportation system connections in a comprehensive and timely manner. Accommodate a range of community services and facilities to serve the needs of the citizens of the Southeast Urban Center.

Economic Viability—Ensure the integrity of the plan and safeguard its long-term stability and continuity by assuring an adequate economic return for the project. Allow a mix of commercial uses that complement those uses found in Old Town Clovis and along Shaw Avenue.



Housing Opportunities—Provide a wide variety of housing types, densities, and designs that accommodate a broad range of income levels and lifestyles and respond to both local and regional housing needs.

Employment Opportunities—Provide for a broad range of employment and career opportunities.

Jobs/Workers Balance—Achieve a reasonable balance of jobs and housing to provide future residents the opportunity to live and work within the Southeast Urban Center.

Local Transportation—Organize land uses in a manner that promotes pedestrian-oriented circulation patterns and reduces the number and length of vehicular trips. Ensure that growth-inducing transportation impacts on existing communities are minimized.

Transit Feasibility—Organize land use patterns to facilitate cost-effective local and regional transit service.

Environmental Quality—Consider the effect of development on the quality of air, water, and open space resources.

Recreation—Provide active and passive recreational opportunities to serve the future needs of the Southeast Urban Center.

Fiscal Impact—Design and develop the Southeast Urban Center to assure that tax revenues received by the City, school districts, and other entities from the project cover the related costs of providing and maintaining facilities and services.

Flood Protection—Control storm runoff to protect life and property and to help improve the control of runoff to areas downstream.

Natural Hazards—Identify and consider significant environmental and hazard constraints in the land use plan.

Resource Conservation—Accommodate cost-effective, energy-efficient infrastructure systems that employ active and passive solar design techniques, water conservation, and waste-recycling systems, and demonstrate that conservation can be both economically viable and socially relevant.

Agricultural Preservation—Plan for sequential or phased development of the Southeast Urban Center to preserve agriculture and related uses as long as practical.

City of Clovis

Southeast Urban Center Specific Plan

1.3 LAND USE PLAN

The Southeast Urban Center is planned as a community that preserves and enhances the values of family that Clovis holds in the highest regard. The Southeast Urban Center plan possesses several qualities that will make this a special place.

As shown on Figures 8, *Land Use Plan*, and Figure 2, “*What is a Community Center?*” two dynamic mixed-use cores serve as the social, entertainment, cultural, and commercial hub for the Southeast Urban Center. These cores, called community centers, are intended to be exceptional places that are oriented and designed to enhance the pedestrian experience. Concentrated around these community centers are commercial, employment generating, and higher density residential uses. This focused land use pattern allows convenient access to facilities and services without the need to drive.

The Southeast Urban Center plan will also accommodate a wide range of housing opportunities, from rural estates, to low-density single-family homes, to higher density residences.

The Reagan Educational Center, an existing school complex consisting of a high, middle, and elementary school, anchors one of the community centers. The Reagan Educational Center is integrated into the land use plan and connected to the rest of the community by a series of pathways.

Existing canals and irrigation canals are utilized as the backbone of a network of linear open space features and multi-purpose pathways.

Efficient systems of expressways, arterial, and collector roads, along with multi-purpose recreational trails, accommodate regional and local access within and around the Southeast Urban Center.



Examples of the types of community centers envisioned for the Southeast Urban Center.

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What is a Community Center?



A Community Center contains a mixture of commercial, office, service, entertainment, and residential uses within a unified project area, similar to that found in a typical downtown or village center setting.



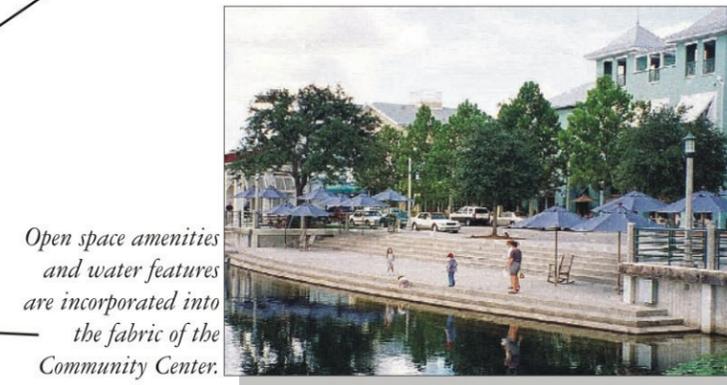
Buildings are oriented towards wide sidewalks, plazas, and open space features, enhancing pedestrian activities such as outdoor dining and shopping.



Typical Main Street Setting. Note the narrow street width, on-street parking, proximity of buildings to the street, and various landscaping elements such as trees and textured crosswalks.



Gateway entry features denote key access points.



Open space amenities and water features are incorporated into the fabric of the Community Center.



Parking is located behind buildings and connected by pedestrian pathways.



Plazas, fountains, public art, themed lighting and signage, textured paving, trees and other landscaping create a rich pedestrian environment.



Typical Streetscape Design. Buildings are located directly adjacent to the sidewalk, and contain architectural details such as awnings, large windows, and varied roof lines. Note the brick paving, street trees, planters, and decorative lighting in the sidewalk area. On-street parking is also an essential streetscape component.



Medium-High to Very High Residential neighborhoods are located on the periphery of the Community Center core area, and are linked by pedestrian pathways.



What is a Community Center?

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SECTION II: INTRODUCTION

2.1 WHAT IS A SPECIFIC PLAN

As provided in California Government Code Section 65450, a specific plan has been prepared for the systematic implementation of the General Plan. A specific plan is a regulatory document that provides standards and criteria for the development of a particular area. The Southeast Urban Center Specific Plan establishes the planning concept, design and development guidelines, administrative procedures, and implementation measures necessary to achieve the orderly and compatible development of the project area. It is also intended to maintain consistency with and carry out the goals, objectives, and policies of the City of Clovis General Plan.

The primary intent of the Southeast Urban Center Specific Plan is to establish a high quality, well integrated, and dynamic community with a variety of residential, commercial, employment, and public uses.

2.2 FORMAT OF THE DOCUMENT

The Southeast Urban Center is divided into the following main sections:

Executive Summary — This section provides a brief summary of the Southeast Urban Center Specific Plan.

Introduction — This section provides the definition of and authority to prepare a specific plan, the format of the document, and a description of the location, opportunities, and constraints of the Southeast Urban Center.

Development Plan — This section provides the detailed descriptions of the land use plan, land use designations, development standards, statistical data, Master Planned Communities concept, circulation plan, open space plan, and public facilities plan. Specific Plan policies are presented in the Implementation section.

Design Guidelines — This section provides the guidelines directing the type, style, and design of development within the Southeast Urban Center.

Implementation — This section contains the provisions for development processing, the development administration

Regulatory Authority

The State of California requires that all cities and counties adopt a comprehensive general plan for the physical development of their area of jurisdiction (California Government Code Section 65300). Following adoption of the general plan, a jurisdiction is required to adopt regulatory programs (zoning) that will implement the policies of the general plan (California Government Code Section 65800). The City of Clovis has performed these two steps for the entire City.

In the existing Clovis General Plan, the City has identified three major areas adjacent to its existing boundaries, called Urban Centers, which are envisioned as logical extensions of its future growth and development. The Southeast Urban Center is one of these three areas. Prior to any efforts to annex the Southeast Urban Center, the City has decided that a more detailed level of planning, including the creation of development standards and design guidelines, is appropriate for this area. The purpose of the Southeast Urban Center Specific Plan is to clearly describe the nature of the place and describe the guidelines that allow the intended character to be achieved.

Specific Plans act as a bridge between the general plan and individual development proposals. They combine development standards and guidelines, capital improvement programs, and financing methods into a single document, which is tailored to the needs of a specific area (California Government Code Section 65450-65456).



system, and the implementation goals and policies for the Southeast Urban Center Specific Plan.

Appendices — The Appendices contain the definitions, general plan consistency, fiscal analysis, and infrastructure analysis. The water, drainage, and sewer master plans as well as the fiscal analysis and environmental impact report are contained under separate covers.

2.3 RELATIONSHIPS TO OTHER PLANS

Consistency with the General Plan and Zoning Ordinance

The emphasis of this Specific Plan is on standards and development criteria that implement the broad goals of the general plan. Its text and diagrams address the planning of necessary infrastructure and facilities as well as land uses and open space. In addition, it specifies the programs and regulations necessary to finance infrastructure and public works projects.

This Specific plan is adopted by City Council resolution and must be consistent with the general plan. In turn, the zoning ordinance, subdivisions, and public works projects must be consistent with the Specific Plan. (Government Code Sections 65455, 66473.5, 65860, and 65401.) To facilitate such consistency, general plan policies should support the standards and development criteria of the specific plan (Appendix B, General Plan Consistency Analysis). Thus, a specific plan refines the policies of the general plan as they apply to a smaller area and is implemented by local ordinances such as those regulating land use and subdivision.

All projects that are found to be consistent with this Specific Plan will likewise be deemed consistent with the General Plan.

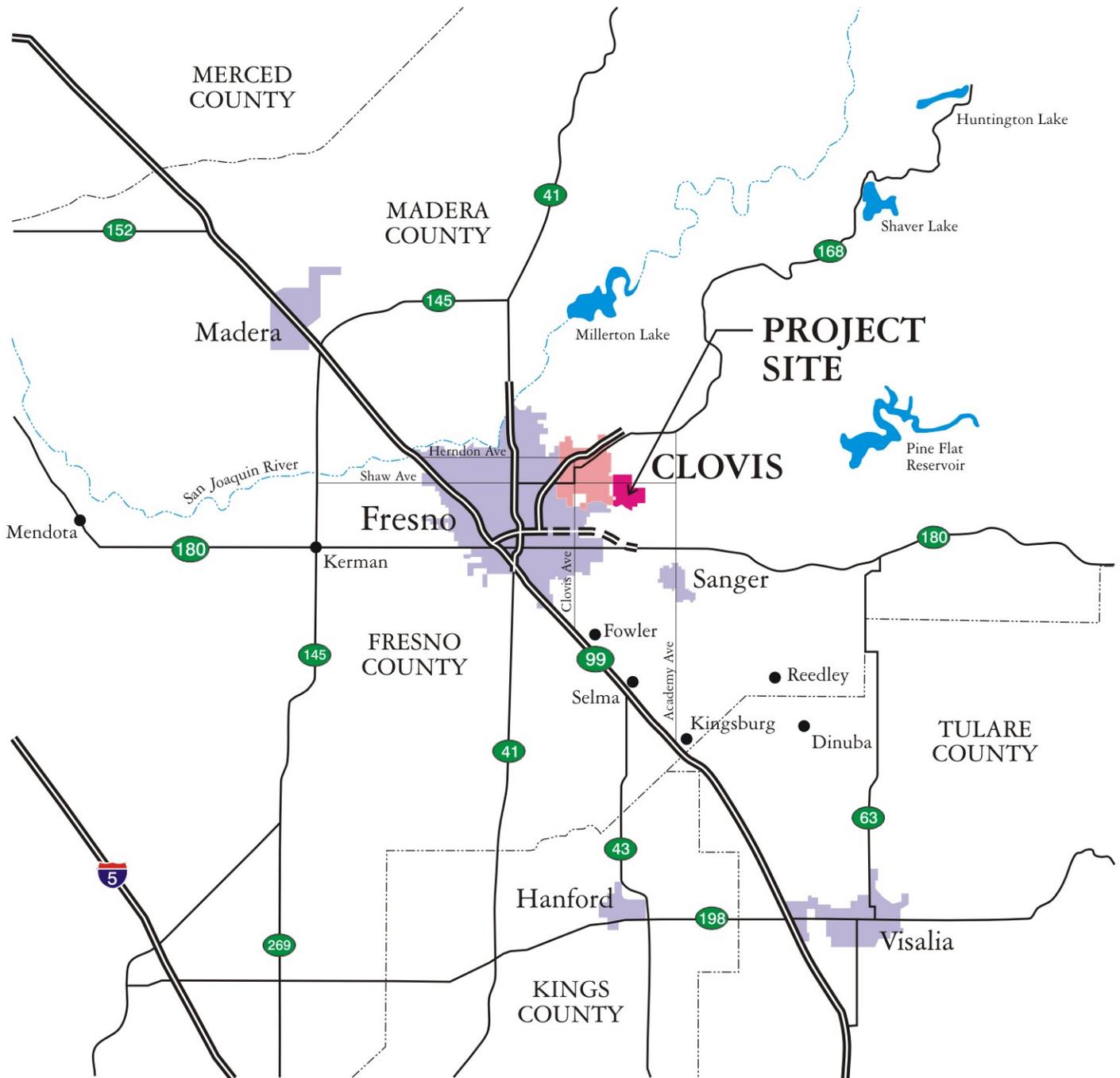
2.4 LOCATION AND DESCRIPTION

As shown in Figure 3, *Regional Location*, the Southeast Urban Center is located in the heart of the San Joaquin Valley, an agriculturally rich area. Due to its location, Clovis is known as the "Gateway to the Sierra" and is an ideal stop on the way to or from the Sierra National Forest. The Southeast Urban Center is located within the greater Fresno-Clovis Metropolitan Area, and is a part of the City's sphere-of-influence planning area.

As shown in Figure 4, *Local Vicinity*, the Southeast Urban Center is located immediately east of the City of Clovis in unincorporated Fresno County. The Southeast Urban Center encompasses approximately 3,307 acres and is bounded by Locan Avenue to the west, McCall Avenue to the east, portions of Bullard Avenue and Shaw Avenue to the north, and the Gould Canal to the south. The City of Fresno is located approximately one-half mile southwest of the planning area. State Highway 168, which runs through the heart of the City of Clovis, is located approximately one-and-a-half miles north of the planning area. State Highway 180 is located approximately two miles south of the planning area.

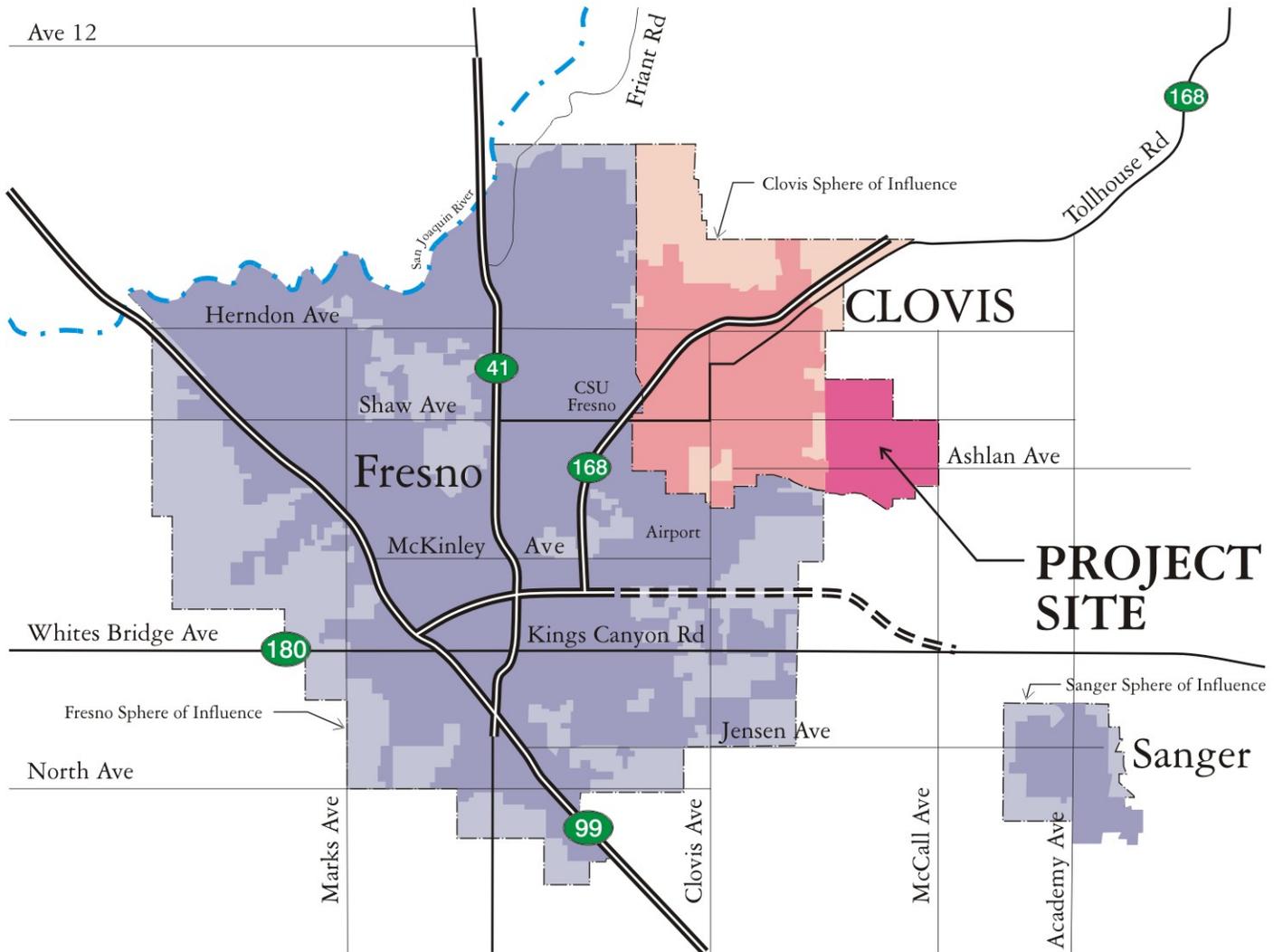
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Regional Location



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Local Vicinity



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2.5 SUMMARY OF OPPORTUNITIES AND CONSTRAINTS

The Southeast Urban Center is relatively free from development constraints. The land is mostly level and there are no significant natural hazards or environmental constraints. The Southeast Urban Center is currently a mixture of agricultural and rural residential uses, as shown on Figure 5, *Existing Land Use*, and Figure 6, *Aerial Photo*. The planning area has been continually used and cultivated for years.

Near the center of the Specific Plan area is the Ronald W. Reagan Educational Center. This 145-acre educational complex is bound by Gettysburg Avenue on the north, Ashlan Avenue on the south, DeWolf Avenue on the west, and Leonard Avenue on the east. The Reagan Education Center houses Clovis East High School, Reyburn Intermediate School, and the Reagan Primary School. The facility also includes an agricultural farm for educational purposes located along Gettysburg Avenue.

There are several irrigation canals located within the Southeast Urban Center area, as shown in Figure 7, *Drainage and Flood Areas*. The Gould Canal forms the southern boundary of the Southeast Urban Center. The Jefferson and Enterprise Canals are located in the northern portion of the planning area, while Redbank Ditch is located in the southeastern corner of the site. Several other privately owned irrigation canals, such as McFarlane Ditch, are interspersed throughout the Southeast Urban Center. In addition, there are several creeks in the project area including Dog Creek and Redbank Creek. Dog Creek runs north to south through the central portion of the planning area and terminates into Redbank Creek.

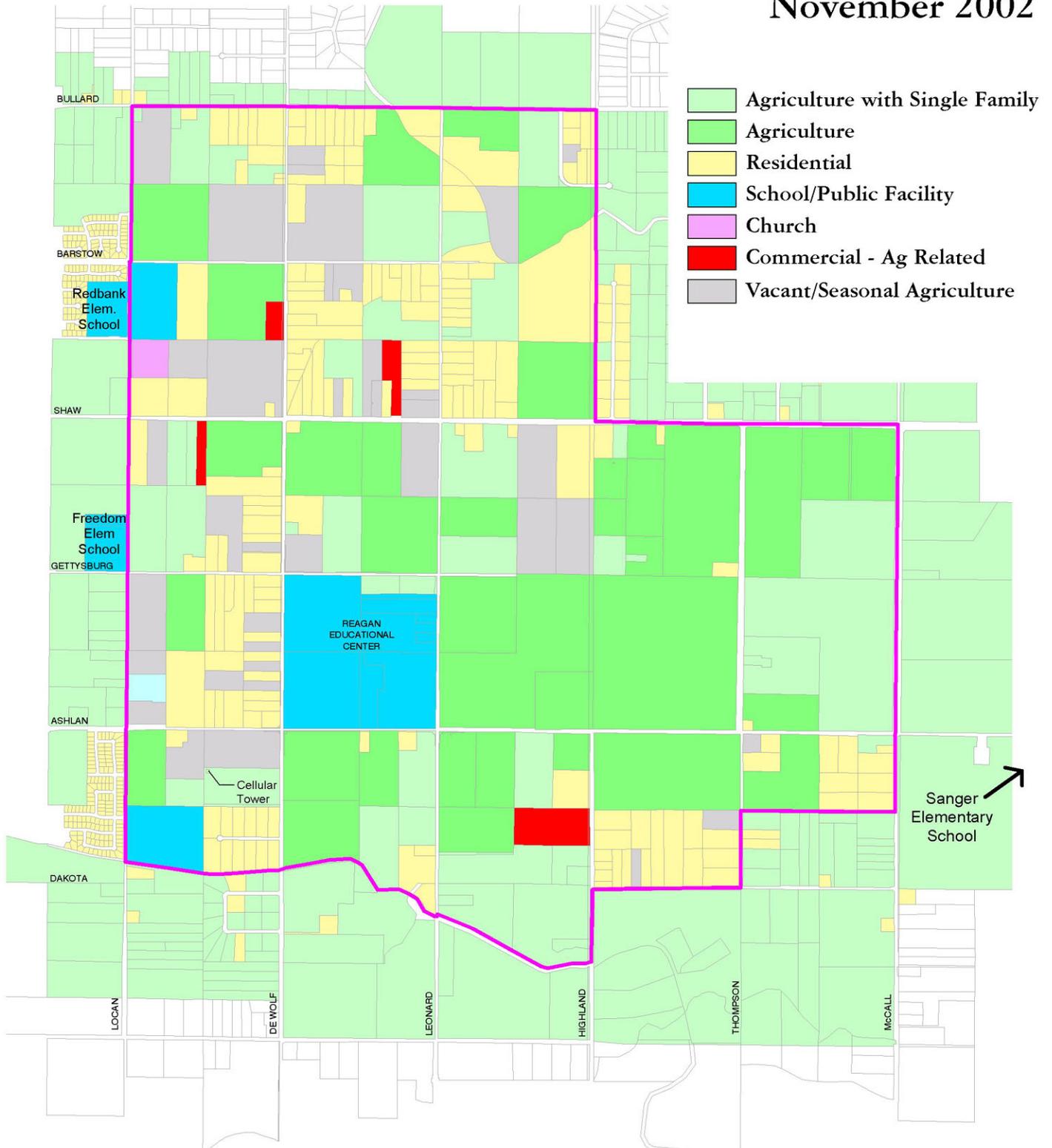
As shown on Figure 7, *Drainage and Flood Areas*, portions of the Southeast Urban Center are classified within the Federal Emergency Management Agency (FEMA) Zone A, which is defined as an area susceptible to flooding during a 100-year flood event where base flood elevations and flood hazard factors have not yet been determined, and Zone AE, which area areas where the base flood elevations have been determined. While the flood issue must be addressed, there are several design and engineering options to address this issue.

One of the major constraints to the comprehensive planning and development of the area is the ownership pattern. The Southeast Urban Center planning area is divided into over 300 legal parcels. Smaller parcels with multiple ownerships are generally concentrated in the area west of Leonard Avenue. The larger parcels are generally concentrated east of Leonard



Avenue. The smaller parcels under multiple ownerships present a challenge to coordinating development and in phasing a project over time. Larger parcels, especially those under a single ownership, provide greater flexibility for unified development.

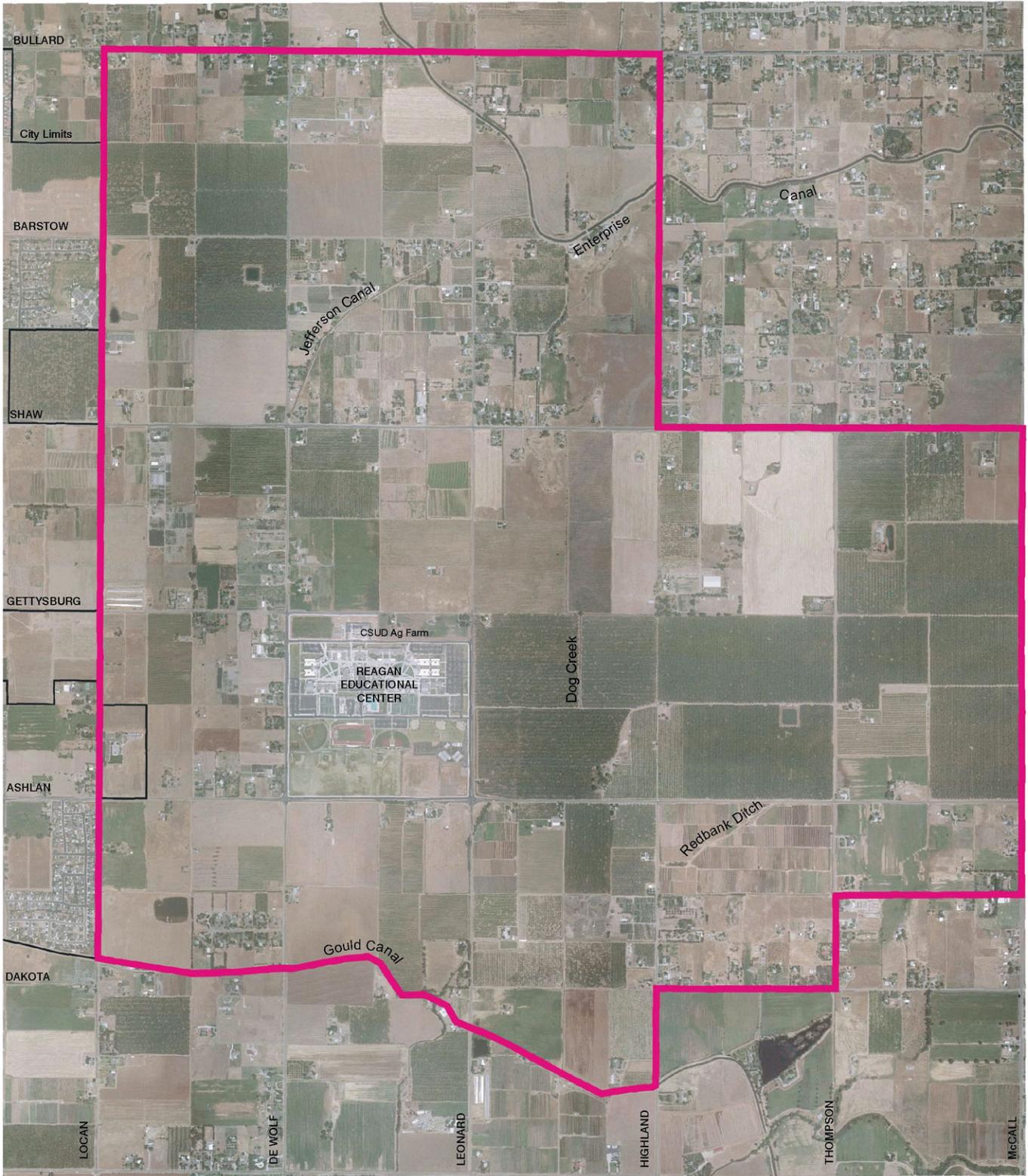
Existing Land Use November 2002



Source: County of Fresno Planning & Resource Management Dept.,
"Existing Land Use Map, Clovis Specific Plan."

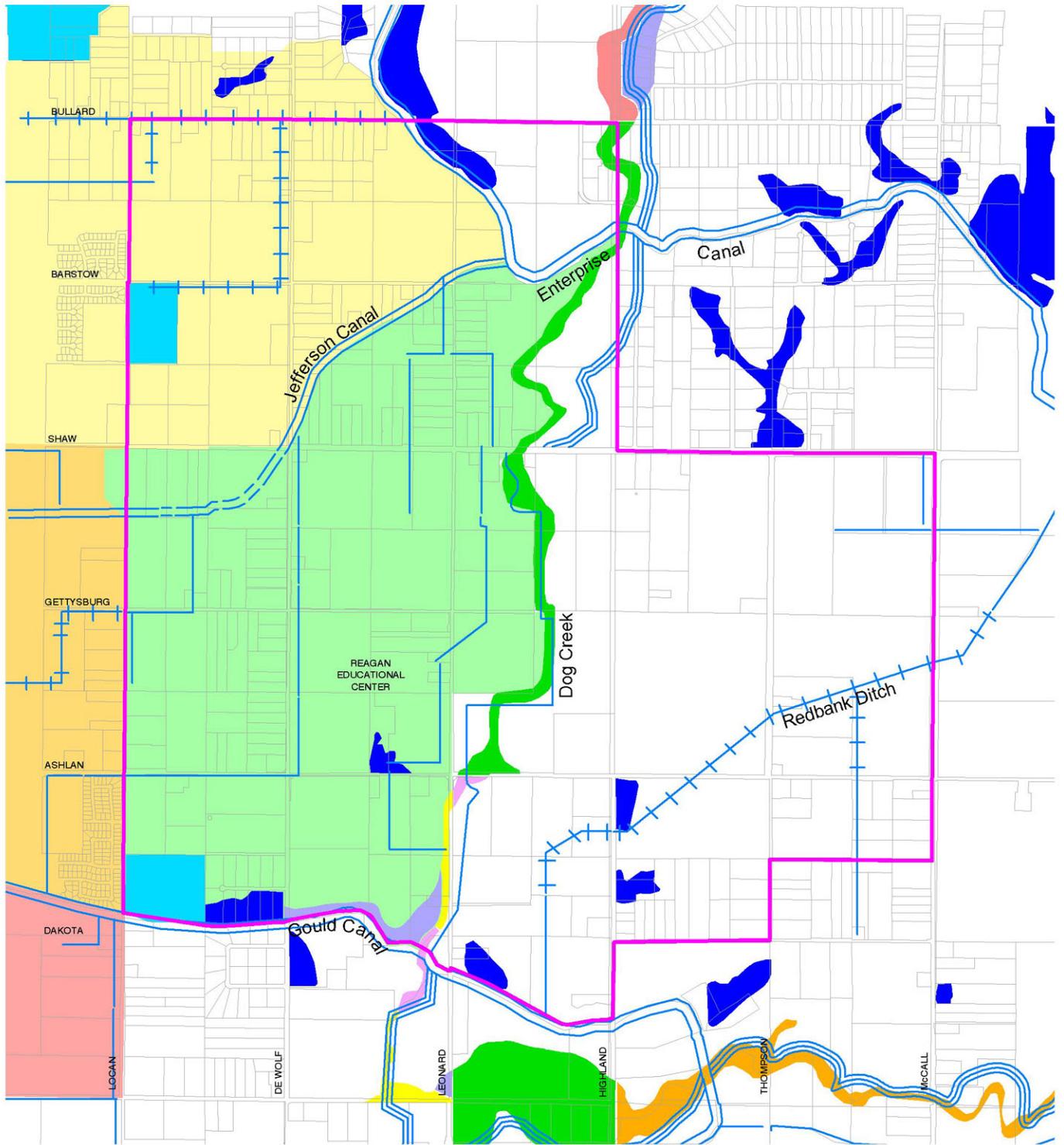
Figure 5

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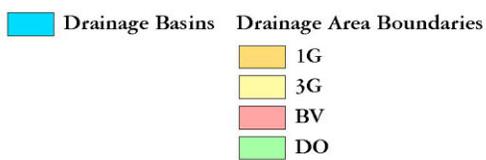


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FEMA Flood Zones



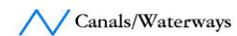
FMFCD Drainage Areas



FEMA Flood Zones



Fresno Irrigation District



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SECTION III: DEVELOPMENT PLAN

3.1 INTRODUCTION

This section describes the proposed development concept for the Southeast Urban Center. The land use plan is shown on Figure 8, *Land Use Plan*. A description of the corresponding land use categories and development standards is provided on Table 1, *Land Use Categories and Development Standards*. A description of the buildout development potential is provided on Table 2, *Statistical Data*.

The concept for the development of the 3,307-acre Southeast Urban Center is that of a high quality residential community focused around two core areas, called community centers, a business campus, and the Reagan Educational Center.

The community centers are intended to provide a dynamic pedestrian-oriented environment with a compact and intimately scaled mix of uses. The community centers are intended to act as the social, retail, service, and entertainment hubs of the community. In community centers, the pedestrian is the focus of the design and orientation of development. Pedestrian amenities, such as benches, street trees, fountains, outdoor dining, public art, newspaper racks, covered walkways, and specially treated sidewalks, invite the public to stroll. Streets are narrow and “calmed” to allow convenient and safe pedestrian crossing and reduce the dominance of the automobile. The community centers contain ample open space features, such as pocket parks, plazas, and paseos, which promote human interaction and provide visual relief.

The first and largest community center is located north of the Reagan Education Center, extending north to Barstow Avenue. This community center is approximately four to six blocks in length. A large commercial center, which is located north of Shaw Avenue and west of Leonard Avenue, contains a traditional mixture of retail uses and is integrated with the adjacent community center. This community center is surrounded by a concentration of residential uses, which provide convenient support for the core uses.

The Jefferson Canal open space corridor extends through this community center, providing a pedestrian link as well as a recreational and visual amenity. In addition, a portion of the community center south of Shaw is focused around a village green, an exciting open space amenity that accommodates sports fields and an amphitheater.



Examples of the types of vibrant community centers envisioned for the Southeast Urban Center.

The second community center is located in the eastern portion of the plan area, between Highland and McCall Avenues. This community center provides a focal point for the adjacent business campus and residential community.

The plan contains a variety of residential neighborhoods with a range of housing densities. The residential density ranges from two-acre single-family lots within the Very Low Residential designated areas to apartments and/or condominiums at a density of up to 43 dwelling units per acre within the Very High Residential designated areas. The higher residential densities are focused near the community centers and employment generating uses. Pockets of Very Low Residential designated areas adjacent to Gould Canal and Bullard Avenue accommodate the existing developed rural residential areas. The Agricultural and Very Low Residential land use designations provide a transition between the Southeast Urban Center and development that may occur south of the Gould Canal.

Key features of this Specific Plan are the four Master Planned Communities: Community Center South, Community Center North, Gettysburg/Ashlan, and the Eastern Village. The Master Planned Communities identify distinct areas that are unified around a central amenity, such as a golf course, mixed-use urban village, community center, recreational feature, and/or lake. The Master Planned Communities boundaries and street alignments, the number of residential units, non-residential square footage, and distinctive amenities of the Master Planned Communities are shown in the Specific Plan to illustrate a desired urban design within which future Clovis residents will work, shop, and play. The Master Planned Communities will be unique places, attractive as an investment for development interests, and desirable for families to live. Their public open spaces will invite pedestrians and shoppers. Their setting adjacent to residential areas will invite strollers and cyclists. In short, the Master Planned Communities will be a functional expression of the Clovis Way of Life.

The characteristics for each Master Planned Community are given in this Specific Plan to provide a context for decision making, environmental impact analysis, and utility planning. Development proposals for part of all of a Master Planned Community shall be subject to a Master Plan for development. A Master Plan shall illustrate a land use distribution, intensity, functionality, and circulation for staff review and recommendation. Master Plans that meet the Master Planned Communities characteristics given in this Specific Plan are deemed to be consistent with this plan.



Examples of the various types of lifestyle choices that will be available in the Southeast Urban Center.

City of Clovis

Southeast Urban Center Specific Plan

The four Master Planned Communities, which are more completely described elsewhere in this document, are summarized as follows and depicted on Figure 9, *Master Planned Communities*:

Community Center South — This 128-acre Master Planned Community is the heart of the Southeast Urban Center. This area contains the greatest concentration of the entertainment, shopping, and social uses in an exceptional setting. A “village green” serves as the focal point of the Master Planned Community. 1,840 residential units and approximately 1,138,876 square feet of non-residential area are shown in this Master Planned Community.

Community Center North — Located immediately north of Community Center South, this 100-acre Master Planned Community is an extension of Community Center South and continues the same character and style as that area. An underpass below Shaw Avenue connects the two areas for both pedestrians and vehicles. 806 residential units and approximately 675,942 square feet of non-residential area are shown in Community Center North.

Gettysburg/Ashlan — This 358-acre Master Planned Community is envisioned as a residential community designed around an amenity, such as a golf course, park, and/or lake(s). While a mixture of residential densities is permitted, the overall density within this area is 4.8 dwelling units per acre. Approximately 1,607 residential units and 247,421 square feet of commercial and neighborhood serving commercial uses are shown within this Master Planned Community. Please note that the Gettysburg/Ashlan Master Planned Community does not have a schematic land use pattern in order to provide flexibility in its ultimate design.

Eastern Village — The 389-acre Eastern Village contains a broad mixture of uses: from a community center, to a business campus, to various densities of residential uses. The centerpiece of the Eastern Village is the community center, an approximately two-block long core area that is envisioned as a pedestrian oriented, walkable environment. The 182-acre business campus, which accommodates professional offices, research and development, corporate headquarters, and light assembly, surrounds the community center. 1,378 residential units and approximately 4,291,531 square feet of non-residential area are shown in the Eastern Village.



An example of a community center that could be developed in the Southeast Urban Center.



In addition to the existing Reagan Educational Center, three new elementary school sites are accommodated in the plan area and identified as Public Facilities on the land use plan. The school facilities are located on the southeast corner of Thompson and Ashlan Avenues, the northeast corner of DeWolf and Barstow Avenues, and north of Gettysburg between Leonard and Highland Avenues. The plan also accommodates a surface water treatment facility, which is designated as Public Facilities on the land use plan, and located east of Leonard and south of Bullard Avenues. The surface water treatment plant would provide potable water for the Southeast Urban Center and other areas of the City.

The City is currently in the process of determining the appropriate location of a wastewater-sewer treatment plant/water reuse facility. General areas have been identified for the facility; however, specific sites have not been identified. These general areas are located between Leonard and McCall Avenues and north of Ashlan and south of Gettysburg Avenues. The wastewater-sewer treatment plant/water reuse facility would serve the plan area and the other areas of the City. It is intended that the tertiary treated water would be used to its fullest extent to irrigate the open space and landscaping features identified in the land use plan.

The wastewater-sewer treatment plant/water reuse facility is currently being analyzed in a separate process. The facility is expected to treat 8.4 million gallons per day at its ultimate buildout and serve not only the Specific Plan area but eventually the future Northwest and Northeast Specific Plan areas as well. The facility is not shown in the Specific Plan at this time because site selection is not complete. Though the facility will be an important part of long-term growth of Clovis, it is only part of the City's service delivery system; the Specific Plan evaluates a range of land uses (residential, commercial, open space, schools, and parks) and urban services (domestic water, sewer collection and treatment, flood control, public buildings, schools, and streets) over a large geographic area and establishes standards for development of these areas.

Fresno has indicated that if Clovis pursues a satellite wastewater plant in the southeast area of the City of Clovis, and if Fresno ultimately expands development in the area immediately south of Clovis' planned Southeast Urban Center Specific Plan, Fresno would be interested in pursuing the possibility of receiving service from a Clovis satellite wastewater plant. At the October 21, 2002 Clovis City Council meeting, the Council directed staff to prepare a Supplemental Agreement No. 3 to the Fresno-Clovis Regional Sewage Joint

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Powers Agreement incorporating the necessary language for a 3 million gallon per day sewer exchange. Council also directed the City's negotiating committee to participate in discussions with the City of Fresno and County of Fresno to explore modifying the Agreement to accommodate a shared satellite wastewater-sewer treatment plant/water reuse facility to serve the eastern portion of the metropolitan area. Council further directed the negotiating committee to explore and identify the scope of a viable alternative for the shared facility within 90 days (ending in January 2003).

Please refer to additional discussion of this subject in Section 3.5.

A design for the facility has not been identified, which bears on the size of the plant, its relationship with surrounding land uses, and specific location. The facility itself is expected to be approximately 12 acres. Landscape buffers around the plant may increase the dimensions upward to 120 acres. These buffers may be used for lakes, golf courses, or other attractive urban amenities. The ultimate configuration will depend on site(s) selected as well as the design of the physical plant.

Finally, the feasibility of the facility will rely on the approval of the Specific Plan to generate the wastewater for treatment and reuse.

An extensive trail system ties the Southeast Urban Center together. Dog Creek, Jefferson Canal, Enterprise Canal, and Gould Canal are the centerpieces of this trail system. A portion of Dog Creek (south of Shaw Avenue), which is currently channelized, is proposed to be realigned to mimic its original channel and is utilized as a community recreational and open space amenity. The northern portion of this segment of the creek has not been channelized and does not require realignment. The Jefferson, Gould, and Enterprise canals maintain their existing alignments and the banks are utilized for trails. Adding to this trail system are the parkways, which are landscaped buffer areas, provided along some arterial roadways and within some residential quarter-sections. A 20-foot wide landscaped parkway is located along properties surrounding the Reagan Educational Center and a 30-foot parkway is located along McCall Avenue.

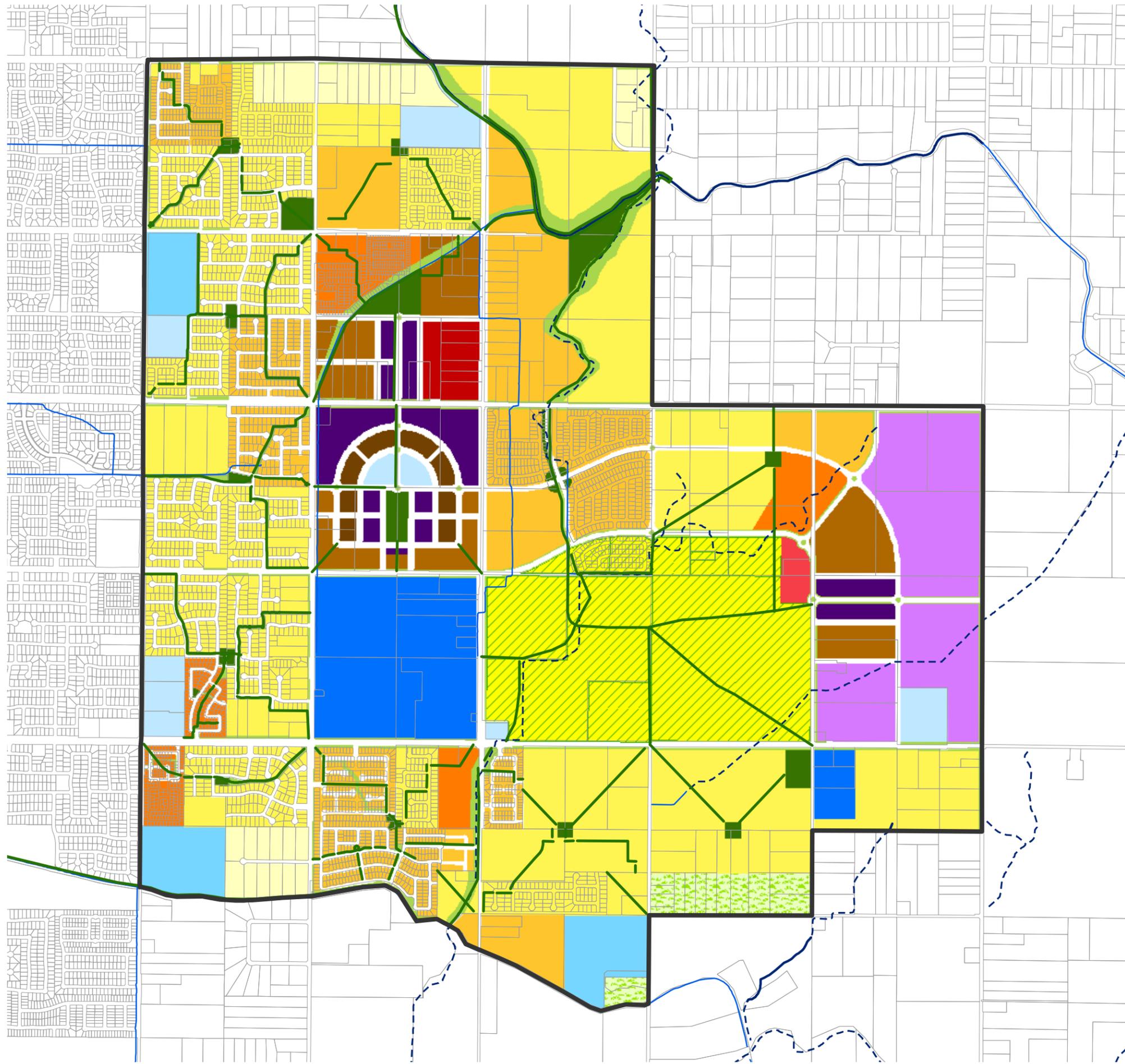
In addition to the perimeter trails, convenient pedestrian connections from the interior of the residential quarter-sections to signalized intersections are required. These are identified as diagonal Parkway/Trail System on the land use map; however, the exact alignment will be determined at the tract map level.



Examples of the extensive trails systems that will be provided throughout the Southeast Urban Center.



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Land Use Plan

Trails

— Class I - Multipurpose Trail

Waterways

- - - Stream / River

— Canal / Ditch

— Artificial Path

AG - Agriculture (1 DU/20 AC)

VL - Very Low Density Residential (0.6-2.0 DU/Ac)

L - Low Density Residential (2.1-4.0 DU/Ac)

MPC - Gettysburg Ashlan Master Planned Community

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

NC - Neighborhood Commercial

GC - General Commercial

OS - Open Space

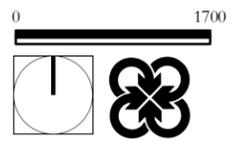
P - Public/Quasi-Public Facilities

PK - Park

S - School

W - Water

12/9/15



City of Clovis Southeast Urban Center Specific Plan

Figure 8

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3.2 LAND USE PLAN

Land Use Designations

The Southeast Urban Center contains twenty-one land use categories that describe the intended use of the land as well as the standards for development. The land use categories for the Southeast Urban Center are shown on Table 1, *Land Use Categories and Development Standards*.

Development Standards

The development standards are largely based upon Title 9, Planning and Zoning, of the City of Clovis Municipal Code. Development within the Southeast Urban Center must comply with the desired character described in the Design Guidelines for each land use category as well as the particular development standards in the Planning and Zoning and Zoning Ordinance.

Table 1, *Land Use Categories and Development Standards*, describes the intended character, allowable densities/intensities, as well as the relevant development standards for each land use category. In most cases, the relevant section of the Planning and Zoning Ordinance is identified. Any deviations to the uses and standards identified in the Planning and Zoning Ordinance are identified in Table 1.

The City is currently in the process of revising the Planning and Zoning Ordinance. This revision may result in changes to zoning standards and/or the referenced sections of the Planning and Zoning Ordinance. Once adopted, the Director of Planning and Development Services will provide interpretations as to the applicable zoning district in the updated Planning and Zoning Ordinance. Until such time as the Planning and Zoning Ordinance is adopted, the Site Plan Review process will be used to evaluate development proposals utilizing the deviations from the City zoning standards noted in Table 1.



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City of Clovis

Southeast Urban Center Specific Plan

**TABLE 1
LAND USE CATEGORIES AND DEVELOPMENT STANDARDS ^A**

<i>Land Use Category</i>	<i>Description</i>	<i>Allowable Density/Intensity</i>	<i>Compatible Zoning Districts</i>	<i>Exceptions to City Zoning Standards ^B</i>
Agriculture	Provides for productive agricultural land uses.	One dwelling unit per 20 acres	Single-Family Residential District (R-A).	None
Residential Categories				
Very Low Density Residential	Provides for existing rural residential and large lot single-family residences.	0.5-2 dwelling units per acre	Single-Family Residential Districts (R-A, R-1-A, R-1-AH).	None
Low Density Residential	Provides for some existing rural residential areas and general detached single-family development.	2.1-4 dwelling units per acre	Single-Family Residential Districts (R-1-B, R-1, R-1-C).	<ul style="list-style-type: none"> • Front yard setbacks may be reduced to 15 feet if garages are located in the rear 1/3 of the lot. • Rear yard and side yard setbacks may be reduced to 5 feet for detached garages located in the rear 1/3 of a lot. • Rear yard setbacks may be reduced to 5 feet on the lower floor and 0 feet on the upper floor if garage access is taken form an alley. • Front yard setbacks for unenclosed front porches may be reduced to 10 feet.
Medium Density Residential	Provides for the development of a range of residential product types, such as single-family detached and attached residences, patio homes, duplexes, townhomes, clustered residences, courtyard homes, or zero lot line homes.	4.1-7 dwelling units per acre	Single-Family Residential District (R-1) and Regulations for planned unit developments.	<ul style="list-style-type: none"> • Same as Low Residential except: <ul style="list-style-type: none"> ▪ Secondary units, or granny flats, are permitted over detached garages that are located in the rear 1/3 of the lot.



**TABLE 1
LAND USE CATEGORIES AND DEVELOPMENT STANDARDS ^A**

<i>Land Use Category</i>	<i>Description</i>	<i>Allowable Density/Intensity</i>	<i>Compatible Zoning Districts</i>	<i>Exceptions to City Zoning Standards ^B</i>
				<ul style="list-style-type: none"> ▪ The lot sized may be reduced by 20% if garage access is taken from an alley and all four sides of a structure are architecturally detailed.
Medium High Density Residential	Provides for a range of detached and attached residential product types, such as duplexes, townhomes, courtyard homes, patio homes, and small-lot single-family detached uses.	7.1-15 dwelling units per acre	Low Density Multiple-Family Residential Districts (R-2, R-2-A) and regulations for planned unit developments.	<ul style="list-style-type: none"> • Same as Medium Residential except: <ul style="list-style-type: none"> ▪ Front yard setbacks may be reduced to 12 feet if garages are located in the rear 1/3 of the lot.
High Density Residential	Provides for the development of multiple family and attached residential product types. This includes for-sale and rent row houses, apartments, duplexes, town homes, flats, and condominiums.	15.1-25 dwelling units per acre	Medium Density Multiple-Family Residential Districts (R-3, R-3-A).	<ul style="list-style-type: none"> • Front yard setbacks for unenclosed front porches may be reduced to 10 feet.
Very High Density Residential	Provides for the development of multiple family apartments and condominiums. This includes for-sale and rent apartments, duplexes, town homes, and condominiums.	25.1-43 dwelling units per acre	High Density Multiple-Family Residential District (R-4).	None
Gettysburg/Ashlan Master Planned Community	Denotes a residential community that will be planned around a community amenity, such as a park, open space, or lake. A mixture of residential densities and commercial (e.g. super market) and neighborhood serving commercial (e.g. market) are permitted. The configurations of the land uses within the Master Planned Communities are flexible but the maximum amount of units may not be exceeded.	1,607 Units 138,521 square feet of commercial and 108,900 square feet of neighborhood serving commercial uses	Regulations for planned unit developments.	<ul style="list-style-type: none"> • A Master Plan is required prior to development within the Master Planned Communities.

City of Clovis

Southeast Urban Center Specific Plan

**TABLE 1
LAND USE CATEGORIES AND DEVELOPMENT STANDARDS ^A**

<i>Land Use Category</i>	<i>Description</i>	<i>Allowable Density/Intensity</i>	<i>Compatible Zoning Districts</i>	<i>Exceptions to City Zoning Standards ^B</i>
Non-Residential Categories				
Business Campus	Provides for the development of professional offices, research and development, corporate headquarters, light assembly, and warehousing uses. Limited commercial retail uses, such as food services, dry cleaners, restaurants, banks, and gas stations, are also permitted that primarily serve the needs of the surrounding employees.	.50 FAR	Research and Technology Business Park District.	None
Commercial	Provides for the development of retail commercial and office uses that primarily serve the surrounding community. Typical uses allowed in this land use category include grocery stores, banks, gas stations, restaurants, bookstores, and video stores.	.30 FAR	Neighborhood Commercial District (C-1), Community Commercial District (C-2), and Planned Commercial Center District (P-C-C).	None
Community Center				
Community Center	Provides for mixture of uses in a pedestrian oriented setting. A community center is the social, retail, service, civic, and entertainment hub of the community. Community centers accommodate a mixture of residential, retail, civic, social, entertainment, and office uses. This mixture of uses can occur horizontally and/or vertically.	Non-residential intensity is .75 FAR The allowable residential density range within community centers is 7-25 dwelling units per acre.	Central Trading District (C-3) for non-residential uses and the regulations for planned unit developments for residential uses.	<ul style="list-style-type: none"> • The maximum height is four (4) stories or fifty (50') feet. • There are no requirements for maximum lot coverage.



**TABLE 1
LAND USE CATEGORIES AND DEVELOPMENT STANDARDS ^A**

<i>Land Use Category</i>	<i>Description</i>	<i>Allowable Density/Intensity</i>	<i>Compatible Zoning Districts</i>	<i>Exceptions to City Zoning Standards ^B</i>
Open Space Categories				
Open Space	The Open Space land use category is applied along trail corridors, canals, waterways, and large easements and provides mainly for passive open space opportunities, such as multipurpose trails. Limited active recreational uses, such as basketball courts and play equipment, are permitted if anticipated noise and lights do not negatively impact adjacent residential uses.	Not applicable	Public Facilities District (P-F).	None
Open Space-Recreation	Provides for active and passive open space opportunities, including publicly owned golf courses, athletic fields, neighborhood parks, and similar uses.	Not applicable	Public Facilities District (P-F).	None
Water	Provides for the development of lakes or other water bodies.	Not applicable	Public Facilities District (P-F).	None
Public/Quasi Public Categories				
Public Facilities	Provides for the development of public uses, such as schools, surface water treatment plants, well sites, lift stations, police stations, fire stations, or wastewater treatment facilities.	Not applicable	Public Facilities District (P-F).	None
Drainage Basin	Applied to existing stormwater retention ponds except those that are incorporated into other land uses such as golf courses. These drainage basins are intended to be joint-use facilities that provide flood control and recreational opportunities wherever possible.	Not applicable	Public Facilities District (P-F).	None

City of Clovis

Southeast Urban Center Specific Plan

**TABLE 1
LAND USE CATEGORIES AND DEVELOPMENT STANDARDS ^A**

<i>Land Use Category</i>	<i>Description</i>	<i>Allowable Density/Intensity</i>	<i>Compatible Zoning Districts</i>	<i>Exceptions to City Zoning Standards ^B</i>
Quasi-Public	Provides for the development of institutional uses, either owned publicly or operated by non-profit organizations, including places of worship, cemeteries and privately held public golf courses.	Not applicable	Public Facilities District (P-F) or as permitted by the Clovis Municipal Code	None
Overlays				
Drainage Course	Designates the general location of natural or once naturally flowing (perennially or intermittently) watercourses including rivers, streams, and creeks. Includes natural waterways that have been channelized and irrigation canals but does not include underground drainage and sewage systems.	Not applicable	Underlying zoning district	Not Applicable
Gateways	Denotes the locations of major entry features.	Not applicable	Underlying zoning district	Not Applicable
Parkway/Trail System	Denotes landscaped setback areas immediately adjacent to an arterial or collector roadway. Parkways include extensive landscaping and may also accommodate multi-use trails. Also denotes the general location of linear open space corridors that link development areas, such as residential neighborhoods, commercial centers, and public uses. The Parkway/Trail System includes multipurpose paths intended to accommodate pedestrian, bicycle and, in some cases, equestrian traffic. The precise alignment will be determined on a case-by-case basis.	Not applicable	Underlying zoning district	Not Applicable



**TABLE 1
LAND USE CATEGORIES AND DEVELOPMENT STANDARDS ^A**

<i>Land Use Category</i>	<i>Description</i>	<i>Allowable Density/Intensity</i>	<i>Compatible Zoning Districts</i>	<i>Exceptions to City Zoning Standards ^B</i>
Master Planned Community	Identifies districts that are interconnected and unified around a central amenity, such as a golf course, community center, recreational feature, and/or lake. The precise land use boundaries and street alignments within the Master Planned Communities are flexible; however, the general character and maximum number of units and non-residential square footage are detailed for each Master Planned Community.	As described and shown on the land use plan for each Master Planned Community.	Regulations for planned unit developments.	<ul style="list-style-type: none"> A Master Plan is required prior to development within the Master Planned Communities.

^A The City is currently in the process of revising the Planning and Zoning Ordinance. This revision may result in changes to zoning standards and/or the referenced sections of the Planning and Zoning Ordinance. Once adopted, the Director of Planning and Development Services will provide interpretations as to the applicable zoning district in the updated Planning and Zoning Ordinance.

^B The Site Plan Review process will be used to evaluate development proposals utilizing the deviations from the City zoning standards noted in Table 1.

Statistical Information

The Southeast Urban Center is predominately a residential community. In fact, 2,345 acres, or 71% of the planning area, are designated for residential uses. Approximately 279 acres, or 8% of the planning area, are devoted to employment and business uses. Approximately 729 acres, or 22% of the planning area, are devoted to open space and recreation uses, public facilities, and rights-of-way.

At buildout, the plan accommodates 10,714 dwelling units and approximately 28,928 residents. The plan also accommodates approximately 6,351,484 square feet of business and employment related uses and approximately 12,075 job opportunities. The plan actually accommodates more employment opportunities than potential workers who live within the plan area. This is reflected in the positive jobs to housing ratio of 1.13.

Table 2, Statistical Data, presents the statistical data and assumptions used to arrive at these results.



**TABLE 2
STATISTICAL DATA**

Land Use	Gross Acres	Residential ⁴			Non-Residential			
		Target Density	Dwelling Units	Population	FAR	Non-Res. Sq. Ft.	Workers ³	Jobs ²
Agriculture (1 du/20 ac)	105	0.05	5	14			6	
Very Low Density (0.5-2 du/ac)	95	2.0	189	511			229	
Low Density (2-4 du/ac)	1,284	2.7	3,466	9,357			4,198	
Gettysburg/Ashlan Master Planned Community	358							
-Residential (4.8 du/ac) ⁷	335	4.8	1,607	4,339			1,946	
-Commercial	11				0.30	138,521		277
-Neighborhood Commercial	5				0.50	108,900		218
-Parkway	8							
Medium Density (4-7 du/ac)	247	4.1	1,013	2,735			1,227	
Medium-High Density (7-15 du/ac)	74	10.2	759	2,049			919	
High Density (15-25 du/ac)	125	15	1,878	5,071			2,275	
Very High Density (25-43 du/ac)	27	25	680	1,836			824	
Community Center ¹ (7-25 du/ac, 0.25-1.0 FAR)	79							
-Residential	79	14.1	1,117	3,015			1,353	
-Commercial	40				0.75	1,293,732		2,587
-Office	16				0.75	517,493		1,725
-Open Space/Public	16							
Public Facilities	228							
Quasi-Public Facilities	28							
Commercial (0.30 FAR)	26				0.3	339,768		680
Business Campus (0.50 FAR)	182				0.50	3,953,070		6,588
Open Space ⁵	63							
Open Space-Recreation	46							
Parkway ⁶	39							
Drainage Basin	54							
Water	13							
ROW	234							
Totals	3,307		10,714	28,928		6,351,484	12,977	12,075

¹ Community Center assumptions:

- Residential density is applied to the entire community center area.
- 10% devoted to residential-only uses.
- 50% devoted to commercial retail uses.
- 20% devoted to office uses.
- 20% devoted to civic/parking/open space uses.

² Employment Assumptions:

- Commercial: 500 s.f. per employee
- Office: 300 s.f. per employee
- Business Campus: 600 s.f. per employee

³ Worker participation rate: 0.4486

⁴ Household size = 2.7 persons per household

⁵ Denotes open space areas along canals

⁶ Denotes linear open space along roadways

⁷ Includes areas for residential amenities such as parks, lakes, or historic sites

Master Planned Communities Concept

The Master Planned Communities identified on Figure 9, *Master Planned Communities*, are generally collections of many small parcels under multiple ownerships that require a higher degree of coordination to develop as a unified project. There are many means to achieve this goal. Private agreements or the formation of a development corporation are but two ways to guide cooperative development. In any event, the City of Clovis intends to assist these efforts through various means including, but not limited to, performing feasibility studies, obtaining master plan grants for infrastructure similar to the City's existing Research and Technology Park, or by facilitating the assembly of property. The Master Planned Communities are truly cutting-edge concepts that will be supported by the City to realize the collective goal of good planning and smart growth. The characteristics of each Master Planned Community are described on the following pages.

A Master Plan is required to be approved prior to any development in a Master Planned Community as identified on Figure 9 (Center North, Community Center South, Eastern Village, or Gettysburg/Ashlan). A Master Plan is required in order to achieve the following objectives:

- Ensure that applicable concepts, requirements, and provisions of this Specific Plan are implemented in a cohesive and comprehensive manner;
- Provide for a high level of innovation, variety, character, and quality of development;
- Establish continuity, compatibility, and connectivity within the master plan area, neighboring developed properties, and areas that may be developed in the future.

A Master Plan shall depict the entire Master Planned Community area and is expected to show a high degree of innovative urban design and a unified character. The latter is expressed through the identification of the location of structures, a hierarchy of streets, bikeways, trails and paths, a compatible arrangement of land uses in a manner that illustrates a pattern of use, circulation, and function. It can even include building materials, colors, and landscape planning. In general, information needs to be included in a master plan so that the basic components, features, and characteristics of the overall project can be discerned. Master plans must, at a minimum, include information found in the Glossary under "Master Plan."



Master Plans that are found to be consistent with the characteristics described in this Specific Plan (as determined by the Director under Section 5.3) shall be implemented as provided in the Planned Unit Development ordinance. Master Plans that require amendment of the Specific Plan shall be adopted by resolution.

An approved Master Plan will be included as Appendix E of the Specific Plan to guide development of an entire Master Planned Community. Changes to an approved Master Plan will be evaluated by the Director and permitted under Section 5.3 or processed as an amendment to the Specific Plan.

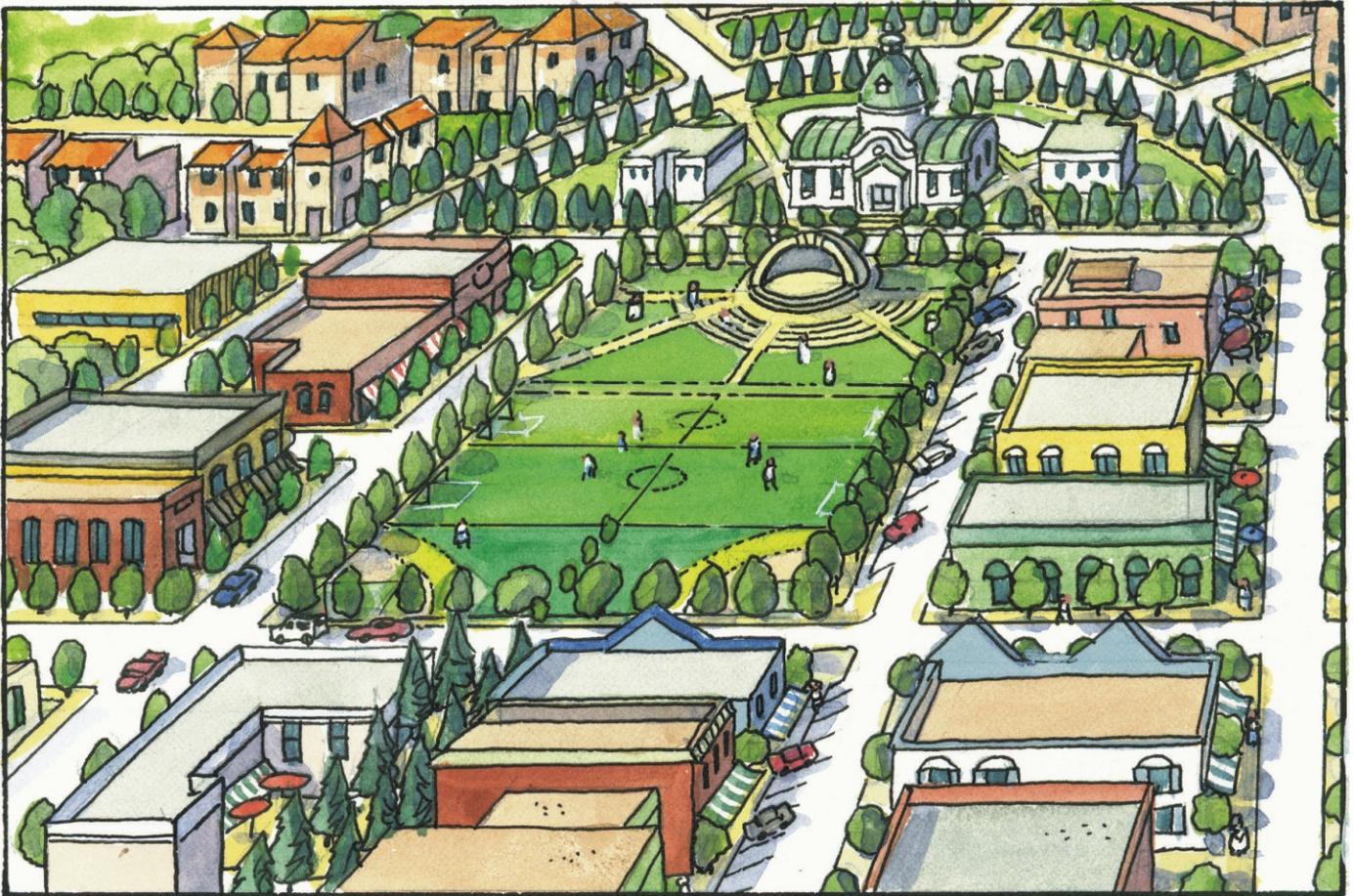
Policies directing the development of Master Planned Communities are found in Section 5.9 of this Specific Plan.

Master Planned Communities



 Master Planned Communities

Community Center South Master Planned Community Illustrative



Source: City of Clovis
Original art work by Doug Hansen



City of Clovis

Southeast Urban Center Specific Plan

Community Center South

This 128-acre Master Planned Community is the heart of the Southeast Urban Center. This area contains the greatest concentration of the shopping, entertainment, and social uses in a vibrant and pedestrian oriented setting. It is designed to be anchored by and integrated with the Reagan Education Center. Located immediately north of the Reagan Educational Center, Community Center South is bound by Gettysburg Avenue on the south, Shaw Avenue on the north, DeWolf Avenue on the west, and Leonard Avenue on the east.

Community Center South accommodates a mixture of retail commercial, office, residential, public facility, and recreational uses. These uses are combined both vertically, that is in one building with commercial below offices and residential uses above, and horizontally, that is a single parcel containing multiple uses in separate buildings.

Community Center South is envisioned as a pedestrian oriented, walkable area. To stimulate pedestrian activity, this area contains uses that invite exploration, such as cafes and outdoor dining. Buildings and business are located on and oriented toward the street. The sidewalk is wide and contains pedestrian amenities, such as benches, low planter walls, themed streetlights, public art, textured paving, and tasteful signage. Building massing and height vary and prominent architectural accent buildings identify significant intersections and public spaces. Community Center South is designed around a village green, an expansive open space feature that accommodates features such as an amphitheater and recreational fields. Public facilities, such as a library, post office are located adjacent to the village green, which is also a public park.

The streets in this area are calmed. Vehicular speeds are reduced by the use of traffic circles, curb bulb-outs, narrow lanes, and textured paving at pedestrian crossings. Vehicular parking is accommodated in shared facilities and located in the rear of the buildings. On-street parking is allowed on the main street but it is not intended to satisfy the parking demand for the area and is instead provided for convenience.



A community center should contain wide sidewalks, covered pedestrian areas, textured pavement, and landscaping.



An intimate community center with buildings oriented toward the street to invite window shopping and strolling. Covered pedestrian areas, outdoor seating, and landscaping add to the pedestrian experience.



Example of the "village green" envisioned in Community Center South.



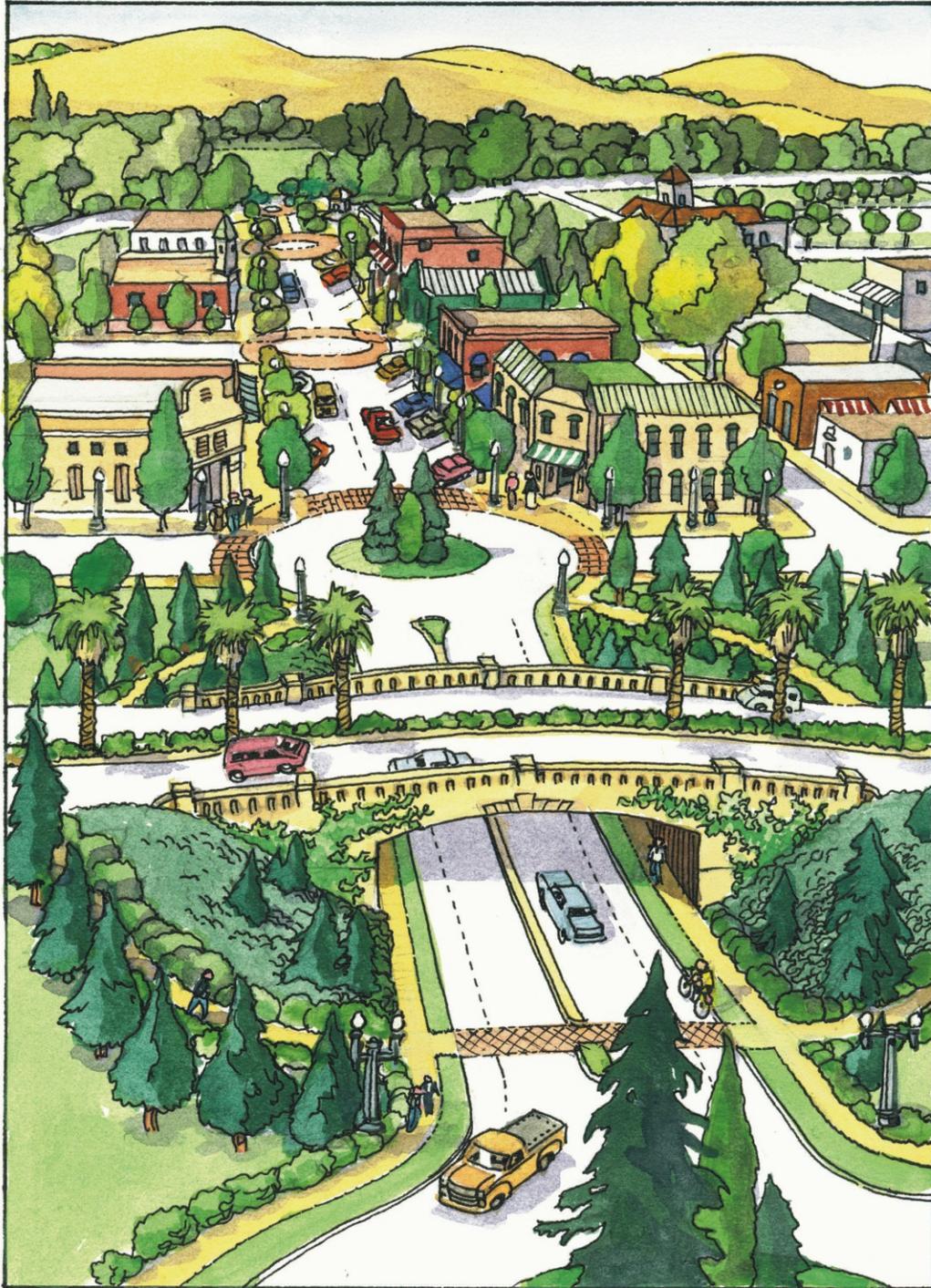
Access to Community Center South from Shaw Avenue is taken from DeWolf and Leonard Avenues. Direct access to and from Shaw Avenue is permitted at two right-in and right-out openings. A pedestrian and vehicular oriented underpass, conceptually represented on Figure 11, connects Community Center South with Community Center North.

1,840 residential units and approximately 1,138,876 square feet of non-residential area are envisioned in this Master Planned Community. Approximately 2,228 jobs are accommodated within this Master Planned Community.



Examples of community centers with a mixture of retail on the bottom floor, with office and/or residential uses above.

Community Center North Master Planned Community Illustrative



Source: City of Clovis
Original art work by Doug Hansen



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City of Clovis

Southeast Urban Center Specific Plan

Community Center North

Located immediately north of Community Center South, this 100-acre Master Planned Community is bound by Shaw Avenue on the south, the Jefferson Canal on the north, DeWolf Avenue on the west, and Leonard Avenue on the east. Access to Community Center North from Shaw Avenue is taken from DeWolf and Leonard Avenues and at two right-in and right-out openings.

This area is an extension of Community Center South and continues the same character and style as that area. As shown on Figure 11, *Community Center North*, a multi-modal underpass below Shaw Avenue connects the two areas. Like Community Center South, this area is oriented and designed for the pedestrian experience.

Community Center North accommodates a mixture of retail commercial, office, residential, and recreational uses. The community center is approximately two blocks long and is anchored on the north by a park. The Jefferson Canal, which forms the northern boundary, provides a convenient pedestrian linkage to the park and the shopping areas.

The commercially designated area on the northwestern corner of Leonard and Shaw Avenues contains shopping and retail stores. The uses in this area are integrated and incorporated into the community center through the circulation system and community design features.

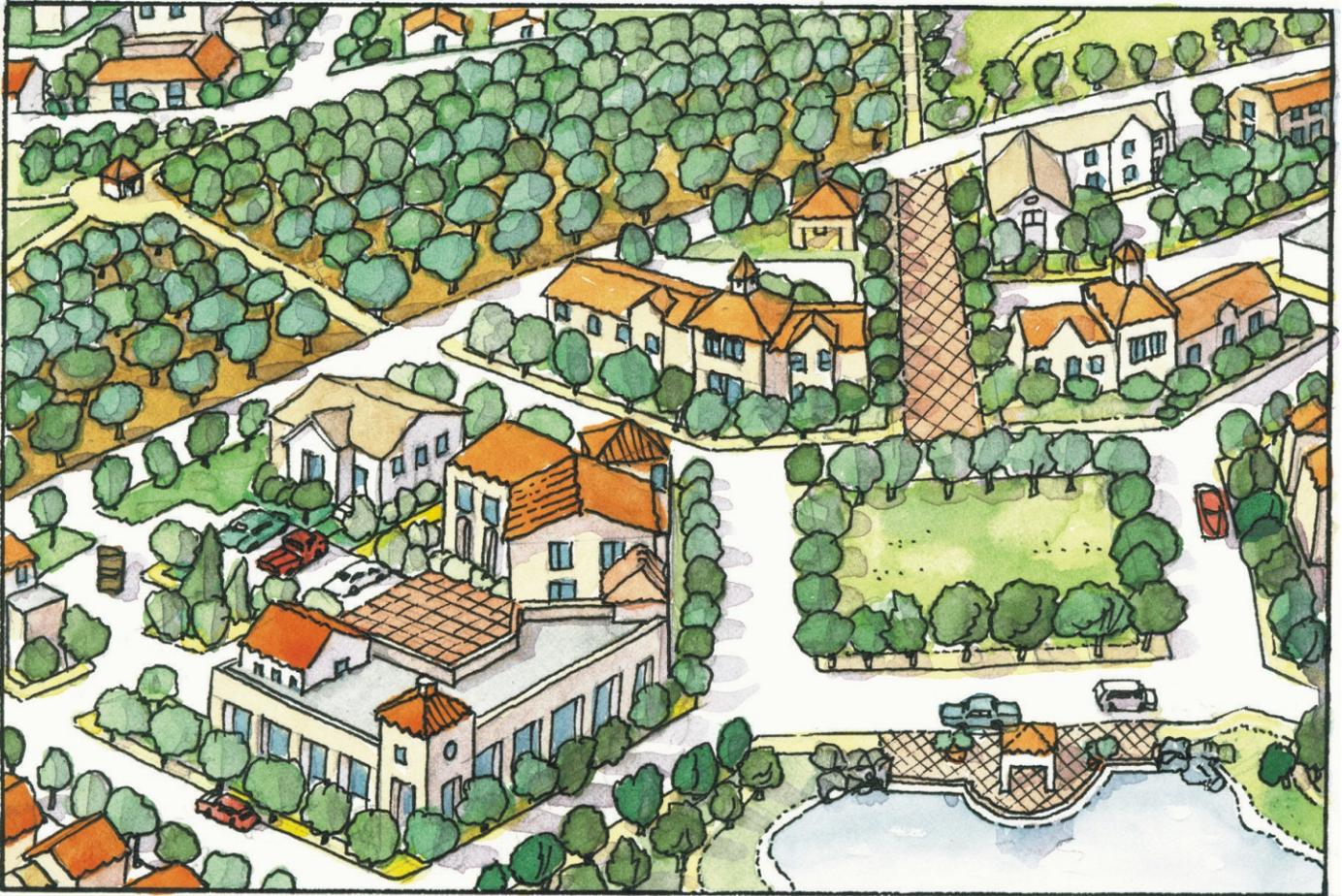
806 residential units and approximately 675,942 square feet of non-residential area are shown in Community Center North. Approximately 1,480 jobs are accommodated within this Master Planned Community.



Example of larger retail buildings integrated into a community center. Notice the grocery store on the right-hand side of the street.



Gettysburg/Ashlan Master Planned Community Illustrative



Source: City of Clovis
Original art work by Doug Hansen



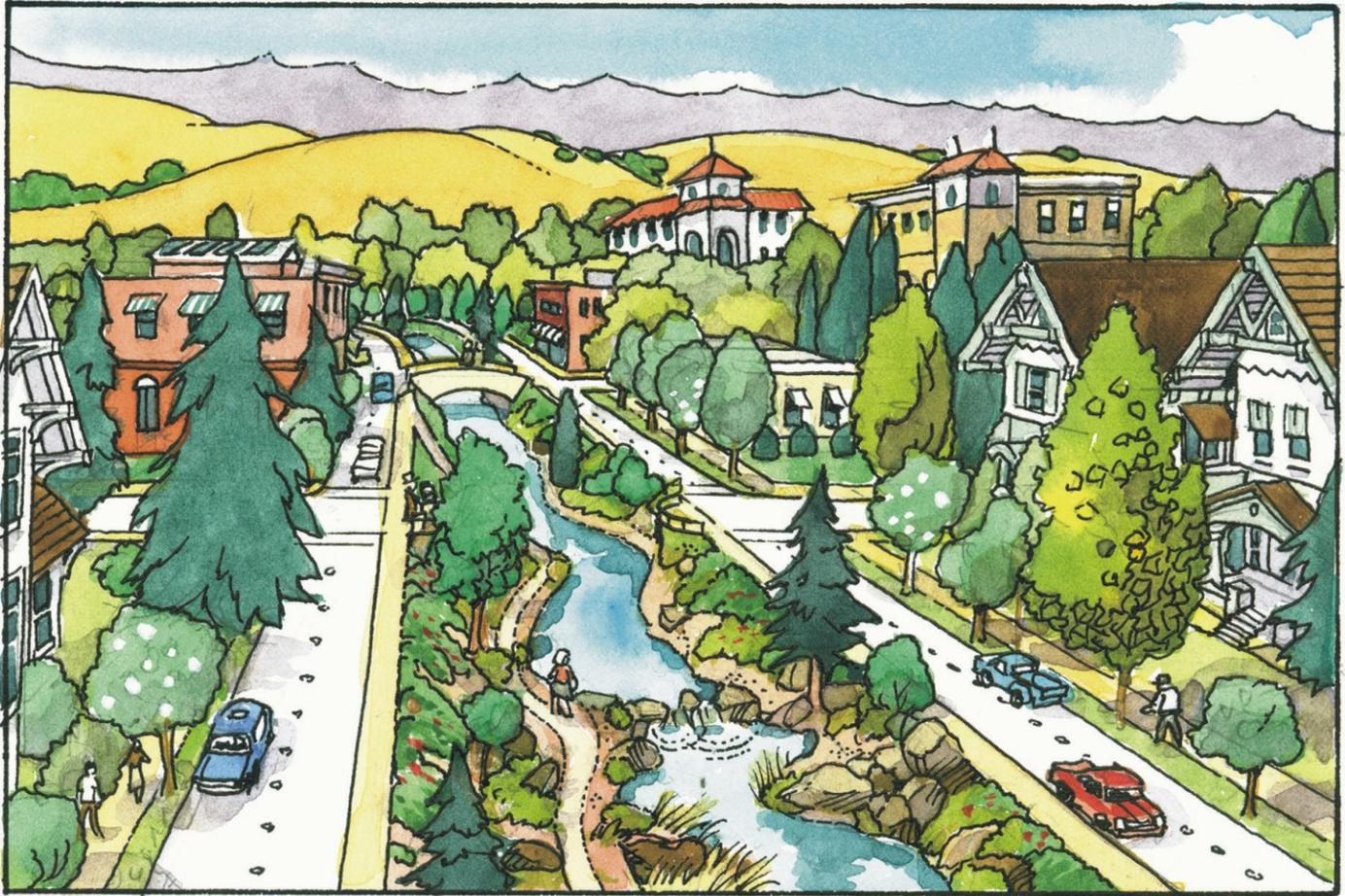
The Gettysburg/Ashlan Master Planned Community

This 358-acre Master Planned Community is located east of Leonard and west of Thompson Avenues, and north of Ashlan and south of Gettysburg Avenues. This Master Planned Community is envisioned as a residential community designed around an amenity, such as a park, historic site(s), and/or lake(s). Dog Creek and its tributaries are incorporated into the Master Planned Community as an open space amenity that accommodates multi-purpose trails. Approximately eleven acres of commercial uses, such as a super market or super drug store, and five acres of neighborhood serving commercial uses, such as a market or video store, are envisioned within this area.

The overall character of the area should be one of single family detached residential; however, a mixture of residential densities is permitted. The overall residential density within this area is 4.8 dwelling units per acre for 1,607 units. The overall non-residential intensity is approximately 138,521 square feet of commercial uses and 108,900 square feet of neighborhood serving commercial uses.



Eastern Village Master Planned Community Illustrative



Source: City of Clovis
Original art work by Doug Hansen



City of Clovis

Southeast Urban Center Specific Plan

Eastern Village

The 389-acre Eastern Village stretches east along Shaw Avenue from Highland Avenue to McCall Avenue and then south to Ashlan Avenue.

The Eastern Village contains a broad mixture of uses, from a mixed use Community Center, to retail commercial, office, business campus, and to various densities of residential uses. The centerpiece of the Eastern Village is the community center, an approximately two-block long shopping district that is envisioned as a pedestrian oriented area. Much like Community Centers North and South, this area contains cafes and outdoor dining and other pedestrian amenities, such as benches, low planter walls, themed streetlights, and public art. The buildings are located on and oriented toward the street, parking is located in the rear of the building, and the street is calmed by the use of traffic circles, curb bulb outs, narrow lanes, and textured paving at pedestrian crossings.

The commercial land use designation immediately north of the community center accommodates shopping and convenience needs and is incorporated into the design and fabric of the community center.

East and south of the community center is the 182-acre business campus. The business campus accommodates professional offices, research and development, corporate headquarters, light assembly, and some limited commercial retail uses (e.g. food services, dry cleaners, and gas stations).

An existing swale, which is seasonally filled, is enhanced as a water feature and incorporated into the design of the business campus and community center. Trails and pedestrian paths run along the lake feature.

Residential uses stretch from the community center to Highland Avenue. The residential densities range from high density (15-25 units per acre) surrounding the community center, to medium high density (7-15 units per acre), to low density (2-4 units per acre).

1,378 residential units and approximately 4,291,531 square feet of non-residential area are envisioned in the Eastern Village. Approximately 7,394 jobs are accommodated in this Master Planned Community.

The Baseline Economic and Market Analysis performed for the Southeast Urban Center Specific Plan found that development of 186 to 232 gross acres of non-local serving office and industrial uses may be feasible within the Specific Plan area



An example of how the community center in the Eastern Village could be integrated with a water feature.



Examples of the type of community center that could be developed in the Eastern Village.



over nine to twelve years. Smaller amounts of commercial/ industrial development would be feasible over a shorter time period. With this in mind, the Analysis also provided the following observation:

“...If the McCall Beltway and SR 180 are not completed in a timely manner and to the extent expected, and traffic from the [Specific Plan] must share Shaw Avenue and Temperance Avenue along with existing commuters, business establishments will be less likely to locate within the [Specific Plan]. ...If required transportation improvements are not fully completed as expected, this may significantly reduce the ultimate demand for commercial/industrial development in the [Specific Plan].”

The viability of the eastern Business Campus rests on the future transportation linkages between McCall Avenue and State Routes 168 and 180. These portions of McCall lie outside of the Clovis sphere of influence and though they are shown in the Regional Transportation Plan as a road of regional significance, the roadway is not listed as a funded project in the proposed Measure C extension.

Given the importance of McCall’s improvements to the business campus, the City will advocate for the funding and improvement of McCall Avenue linkages to the two State routes.

3.3 CIRCULATION PLAN

The ability to access population and employment centers within the Southeast Urban Center and surrounding area is a critical consideration of the plan. The Southeast Urban Center accommodates a wide range of mobility options, including vehicles, mass-transit, bicycles, pedestrians, and equestrians.

Vehicular Circulation

As shown on Figure 14, *Vehicular Circulation Plan*, the vehicular circulation system for the Southeast Urban Center includes both regional and local roadways. This system of roadways generally forms a grid pattern, which follows the existing street rights-of-way and/or property lines.

There is a described hierarchy of streets in the Southeast Urban Center to dictate the function and character of each roadway. Roadways in the Southeast Urban Center are classified as expressway, arterials, collectors, local, and community center. The typical street sections are depicted on Figures 15A through 15G.

Arterial/Expressway (Street Sections A - E)

Regional access to the Southeast Urban Center is critical for future development, especially for the vitality of the employment generating uses such as the business campus. Regional access is mainly provided by the proposed McCall expressway and the Shaw, Leonard, and Ashlan arterials.

In both the Clovis General Plan and the Council of Fresno County Governments' 2001 Regional Transportation Plan, McCall Avenue is identified as the proposed alignment for the regional inner beltway. The inner beltway is planned to connect with both State Route 180 to the south and State Route 168 to the north. Accordingly, McCall Avenue is designated as an Expressway in the Southeast Urban Center Specific Plan. Currently a two-lane roadway with no shoulders or bicycle lanes, this roadway will ultimately become a five to six lane divided roadway with a 133-foot right-of-way and access restricted to one-half mile intervals. As described below in the section addressing "Edge Streets," this street section may vary when it is partially in City and County jurisdiction.

Arterials are intended to accommodate a significant volume of traffic and provide access to collectors, some local collectors and major traffic generators such as commercial shopping centers and business parks.



Shaw Avenue is a primary east-west arterial roadway within the Fresno-Clovis area. Within the Specific Plan area, Shaw Avenue is identified as an Arterial, including five to six travel lanes, bicycle lanes, a landscaped median, and wide parkway landscaping with sidewalks. The right-of-way width along Shaw Avenue will range from 175 feet between Locan and Highland to 164 feet between Highland and McCall.

Other arterials, such as Bullard, Leonard, and Ashlan, are four-lane, divided roadways with landscaped medians, a right-of-way width between 110 to 140 feet, and striped (Class II) bicycle lanes. As described below in the section addressing “Edge Streets,” this street section may vary when it is partially in City and County jurisdiction.

Collectors (Street Sections F and G)

Collectors are intended to accommodate local traffic and provide connections with arterials. On-street parking is permitted in certain locations and striped (Class II) bicycle lanes are accommodated. Collectors are two to four lane undivided roadways with an ultimate right-of-way ranging from 104 feet within residential areas up to 134 feet in areas adjacent to the Reagan Educational Center.

The collector roads within the Specific Plan area generally follow a grid pattern, with the exceptions being Gettysburg and Thompson Avenues. The alignments for Gettysburg and Thompson Avenues connect and form a loop between the Eastern Village and the Gettysburg/Ashlan Master Planned Community.

In addition to Gettysburg and Thompson Avenues, Barstow and Dakota Avenues are east-west collectors and Locan and De Wolf Avenues are north-south collectors in the Southeast Urban Center.

Minor Collectors (Street Section H and Alternative)

Minor collectors provide access to certain tracts or development projects, accommodate local traffic, and provide connections with arterials. On-street parking is permitted in certain locations and striped (Class II) bicycle lanes are accommodated. Minor collectors are two lane undivided or divided roadways with an ultimate right-of-way ranging from 68 feet to 80 feet. Some minor collectors within Master Planned Communities are depicted on the Circulation Plan, though these alignments are intended to be illustrative in nature.

Community Center Streets (Street Section I)

Streets within the North, South, and Eastern Village community centers are intended to have an entirely different character

City of Clovis

Southeast Urban Center Specific Plan

than other roadways. These roadways are intended to focus upon the pedestrian and the experience of the shopper and visitor, in addition to accommodating vehicular traffic. In essence, vehicular traffic is not the sole focus of this street. Streets in the community center are purposefully narrow to help slow and “calm” traffic. On-street parking is limited and angled to help narrow the street.

A wide sidewalk is provided to enhance the experience of the pedestrian. The sidewalk is intended to accommodate outdoor dining, street furniture, planters, public art, and other pedestrian amenities. Curb bulb-outs, special paving treatments, pedestrian signal priority, and mid-block crossings, are encouraged to facilitate pedestrian use. The space for six-foot bicycle lanes are provided behind the on-street parking but are not striped.

Local Streets (Typical Street Sections shown on Figures 15F and 15G)

Local streets provide vehicular access within neighborhoods and are not intended for through-traffic. Local streets are the roadways within each tract or development project and provide direct access to individual parcels. These streets will be designed and located in accordance with each development project and are not depicted on the Vehicular Circulation Plan. Local streets vary in right-of-way width between 50 and 60 feet and accommodate on-street parking.

Roundabouts (Figure 15G)

In an effort to reduce capital and operational costs of City streets, and to promote safer vehicular travel, the City of Clovis intends to install roundabout traffic devices on selected street intersections in the Specific Plan area.

There are many benefits to using roundabouts as a major part of the area’s circulation. In addition to slowing down traffic, roundabouts reduce the potential for head-on collisions because traffic is all moving in the same direction and air quality improves because fewer cars are stopped at red lights, idling uselessly. Among other important new features, roundabouts require entering motorists to yield at the entry. The circulating traffic always keeps moving, though more slowly than through a typical “+” shaped intersection.

Instead of the traditional “+” shaped intersection, the roundabouts will consist of a large round open space placed in the middle of a circular road. In a roundabout, cars entering have to yield to the cars already in the circle. Once there is a gap in traffic, motorists turn right into the circle, follow around counter-clockwise until they reach the street they want and



turn right again coming out of the roundabout. Roundabout size will be designed to match anticipated traffic volumes. As such, their size will vary within the Specific Plan area.

All roundabouts will be designed to the Federal Highway Administration standards.

Edge Streets (Street Sections A and B)

Several “Edge Streets,” streets that serve as a boundary of the Clovis Sphere of Influence, bind the Specific Plan area.

Typically, when an area develops, the developer must dedicate a part of the property for the public streets that abut the project area. When a street lies in the City and half in the County, the rural county side is not expected to develop in a time or manner that permits a full right-of-way to be obtained.

Bullard Avenue, Shaw Avenue east of Highland, and McCall Avenues are Edge Streets. Their cross section incorporates design features that take this condition into consideration.

Transition of Street Standards

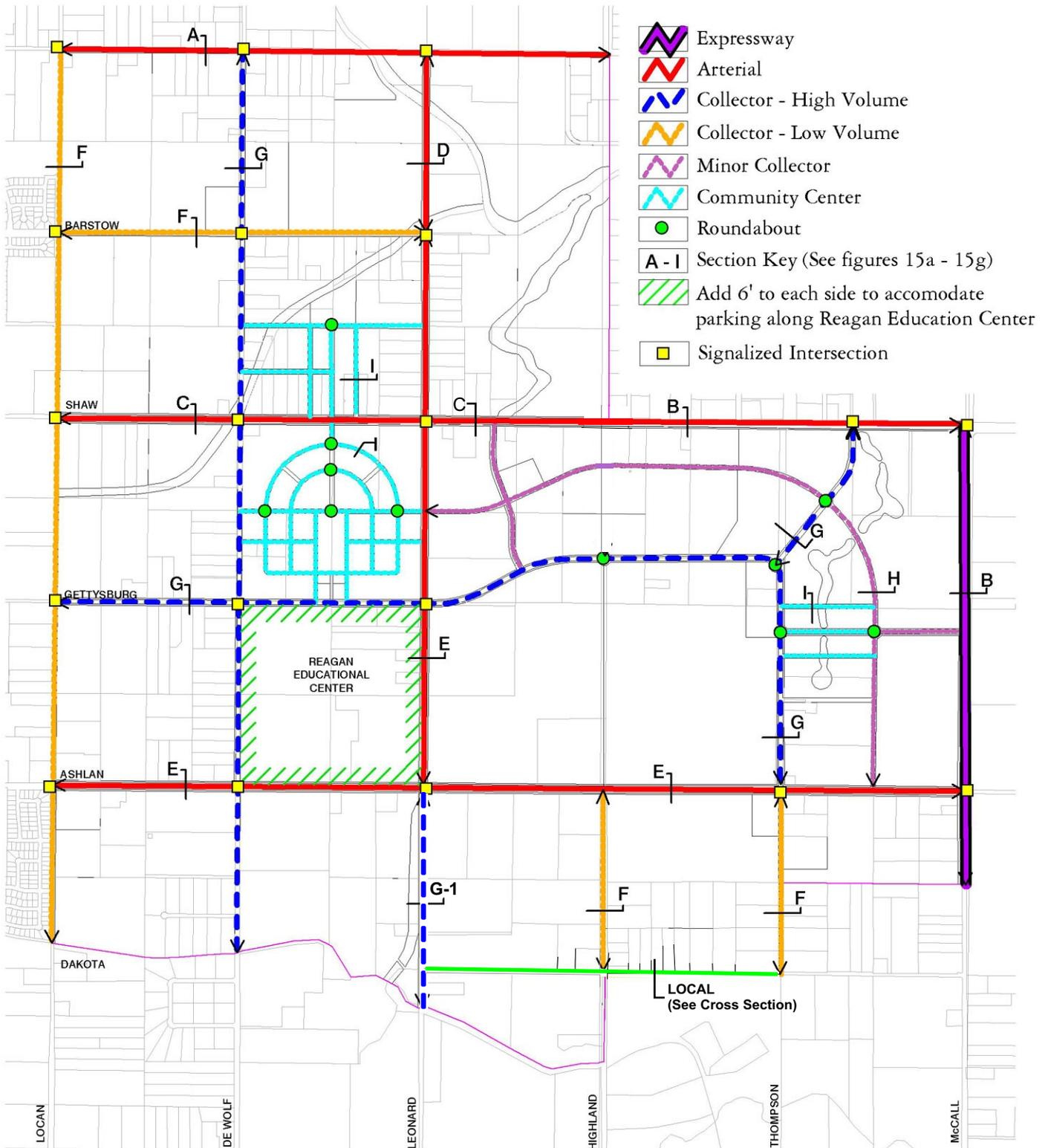
In addition to the Edge Streets discussed previously, the Specific Plan contains many major streets that cross jurisdictional boundaries with the City of Fresno and Fresno County. This brings planning and design challenges when a Specific Plan street standard and the City or County street standard are different and a transition is necessary for safety or design reasons.

The streets that cross into the City of Fresno are Locan, DeWolf, Leonard, and Highland Avenues. The streets that cross into Fresno County are Bullard at Highland, Shaw and Ashlan Avenues at McCall Avenue, and McCall Avenue one-eighth mile south of Ashlan Avenue.

The following policies shall address the development of streets that cross jurisdictional boundaries:

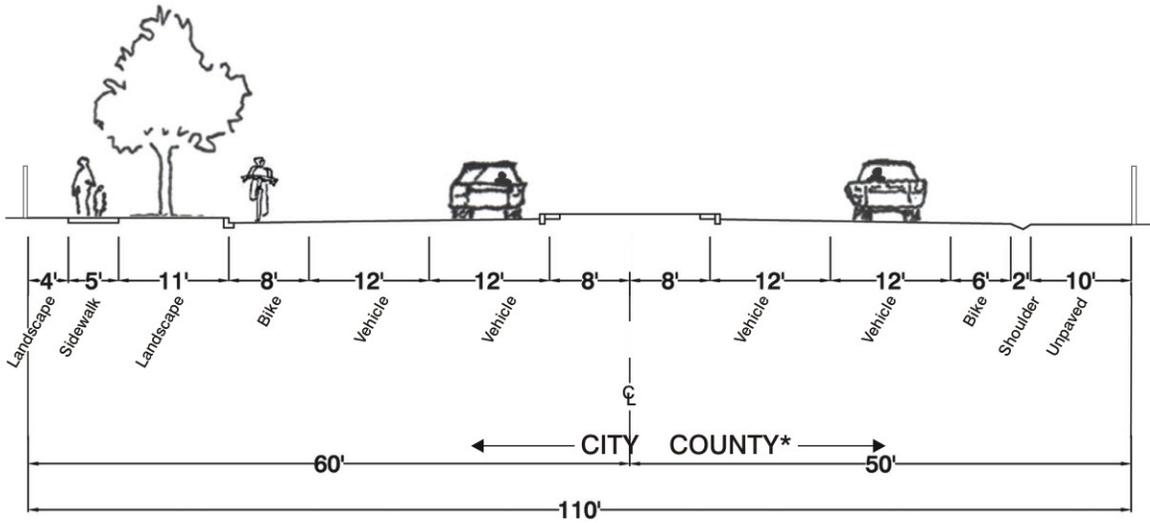
- The City will coordinate design and scheduling issues with the appropriate agency when development is proposed.
- Mid-block transitions from Specific Plan street geometrics to reasonably match existing street improvements in the City of Fresno or Fresno County will be the responsibility of the developer.
- Major transition improvements such as intersections will be coordinated with Fresno County staff.
- It shall be the City's policy to alleviate any jurisdictional conflicts related to construction and maintenance of street facilities within the Specific Plan, by ensuring that street improvements including traffic signals and roundabouts are constructed within City-controlled right-of-way.

Vehicular Circulation Plan



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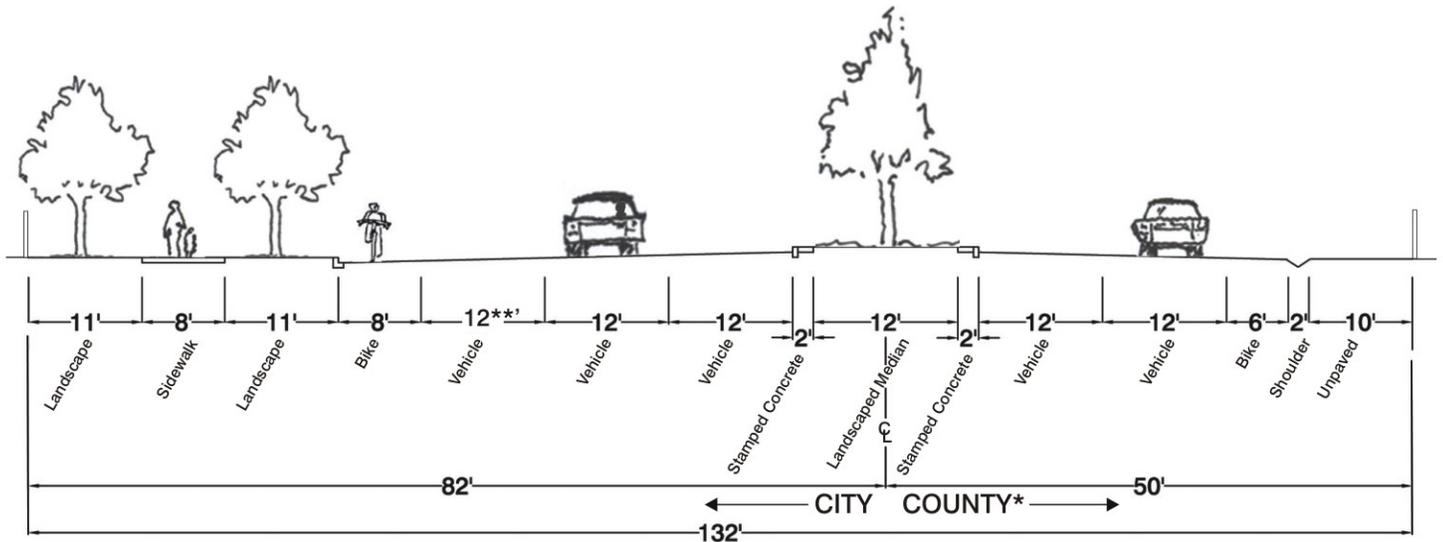
Street Sections



City/County Arterial Section A

Bullard Ave.

*Cross-section to be established by County policy.



City/County Arterial/Expressway Section B

Shaw Ave. Arterial (East of Highland, Access limited to 1/4 mile intervals)

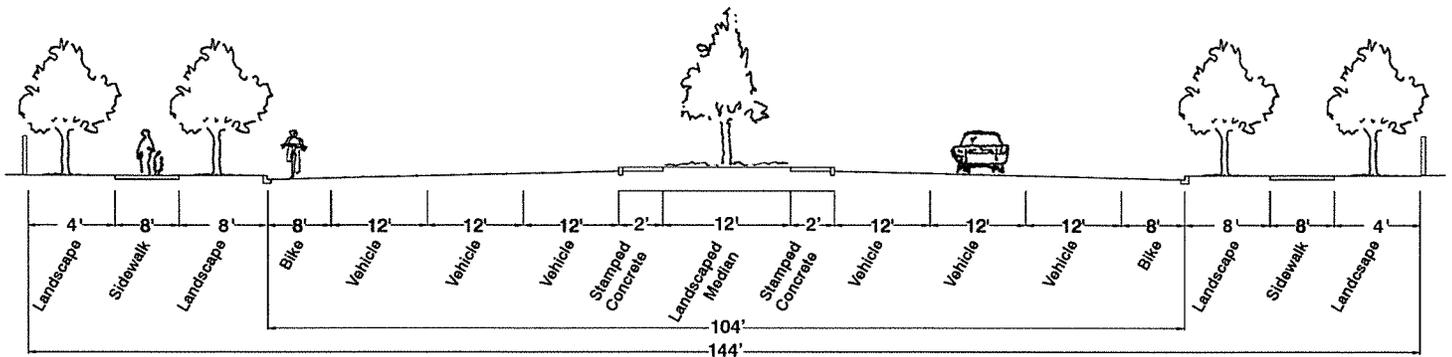
McCall Ave. Expressway (Access limited to 1/2 mile intervals)

*Cross-section to be established by County policy.

**The third lane may or may not be required on McCall Ave.



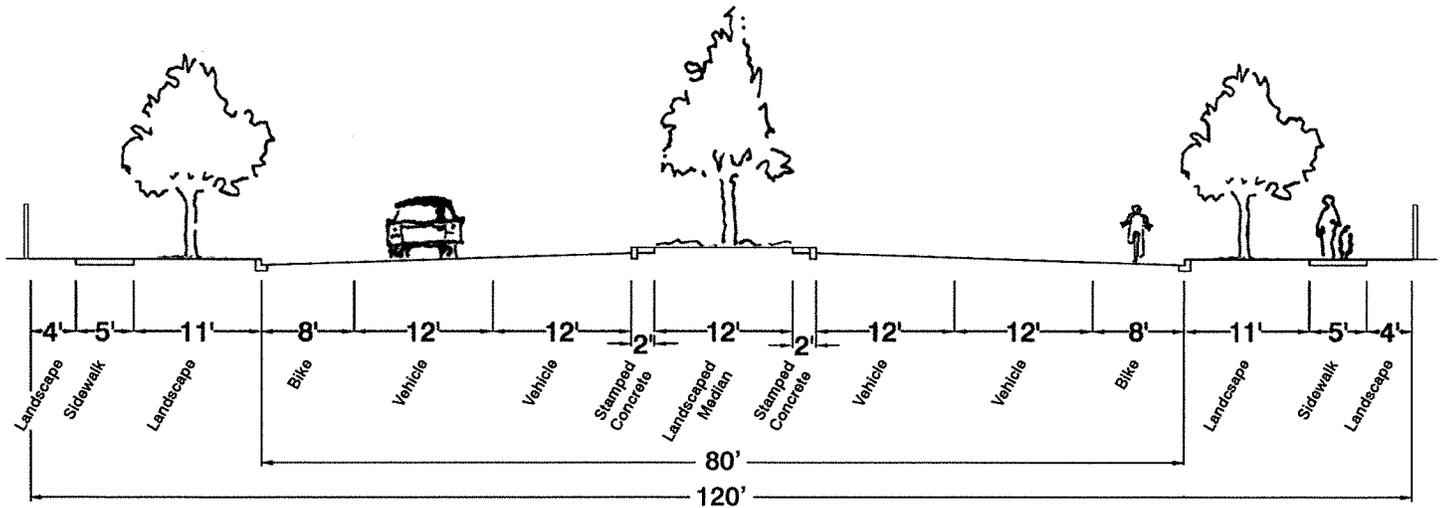
Street Sections



Arterial Section C

Shaw Ave. (Between DeWolf and Highland)

Shaw Avenue (Locan to DeWolf) - -foot of landscaping 11'-8'-11'



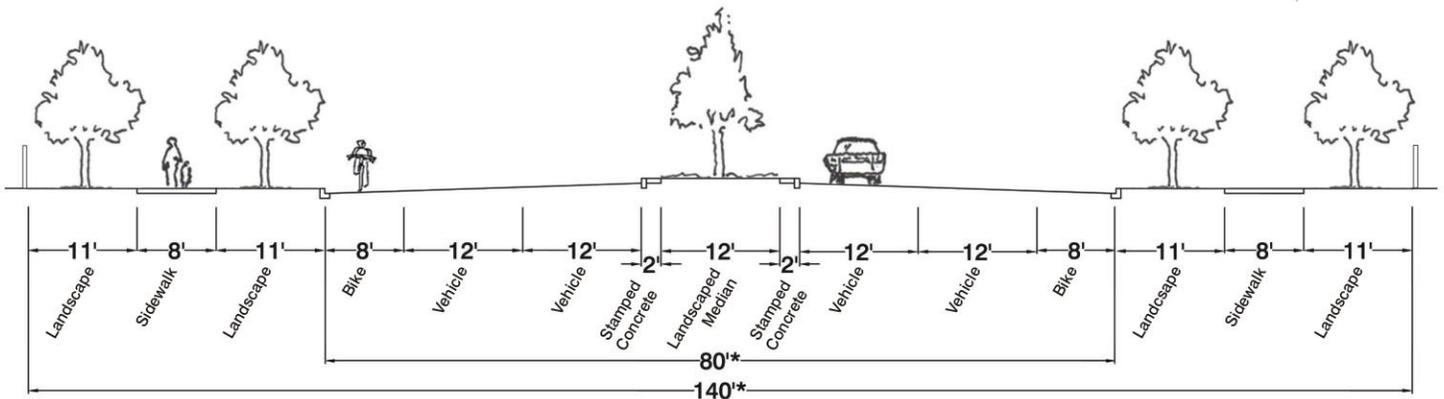
Arterial Section D

Leonard Ave. (North of Barstow)

Revised GPA2012-01
Revised GPA2013-06



Street Sections

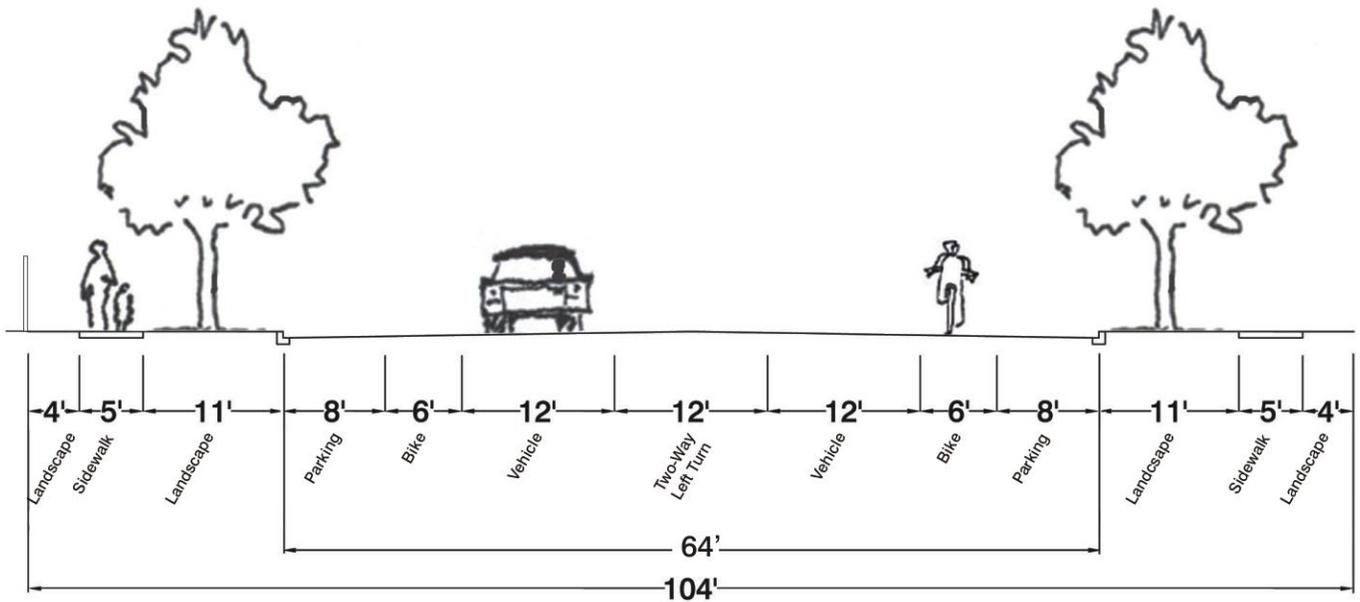


*Add 6' on each side to accommodate parking lanes adjacent to the curb along Reagan Education Center.

Arterial Section E

Ashlan Ave.

Leonard Ave. (Ashlan to Barstow)



Collector (Low Volume) Section F

Barstow Ave. (Additional 12 Feet Required)

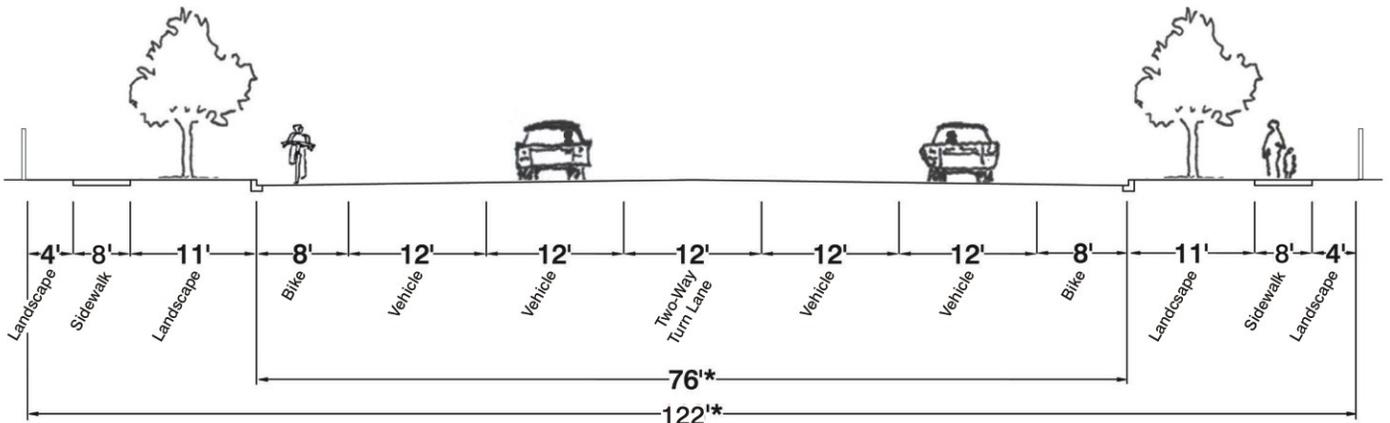
Highland Ave.

Locan Ave. (without center two-way left turn lane)

Thompson Ave. (Ashlan to Dakota)



Street Sections



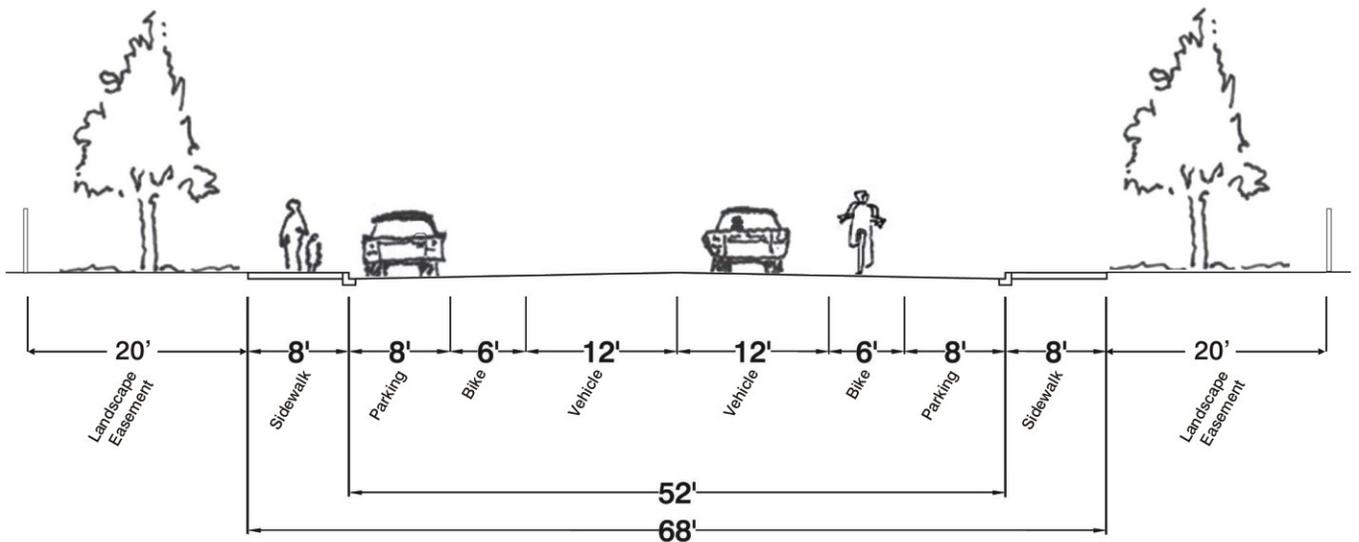
*Add 6' on each side to accommodate parking lanes adjacent to the curb along Reagan Education Center.

Collector (High Volume) Section G

Gettysburg Ave. (Locan to Thompson)

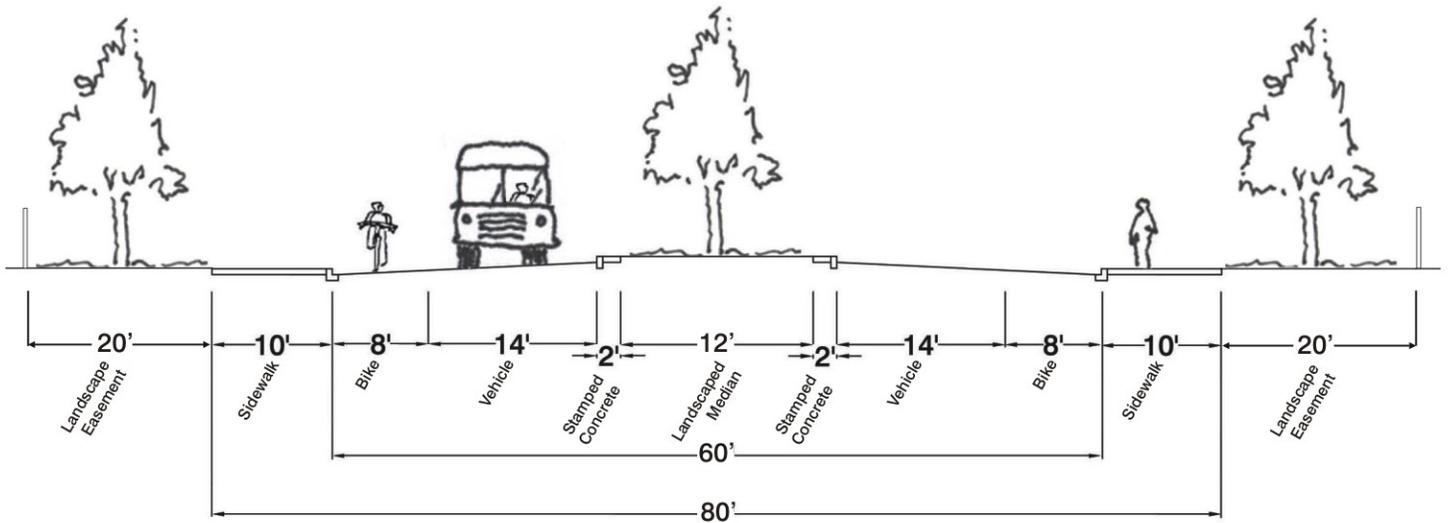
DeWolf Ave.

Thompson Ave. (Shaw to Ashlan)

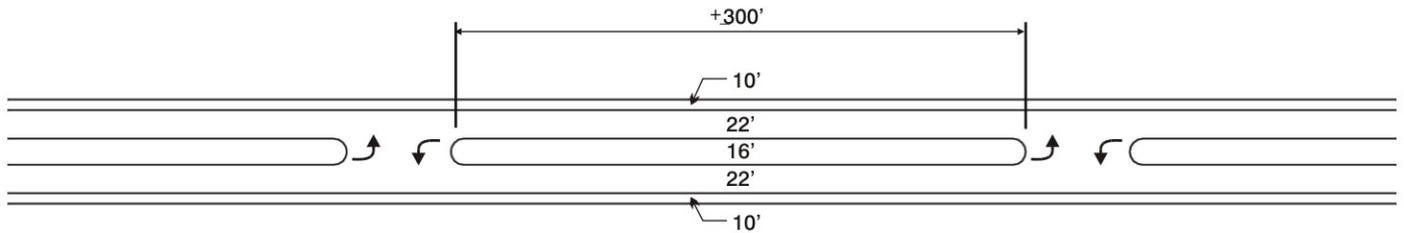


Alternative Minor Collector without Median Island

Street Sections

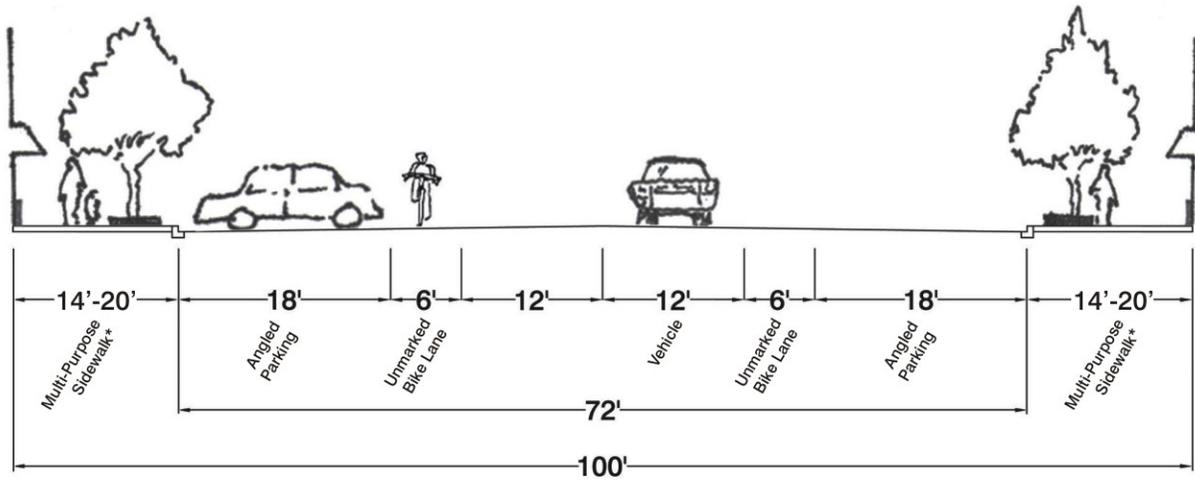


Minor Collector with Median Section H



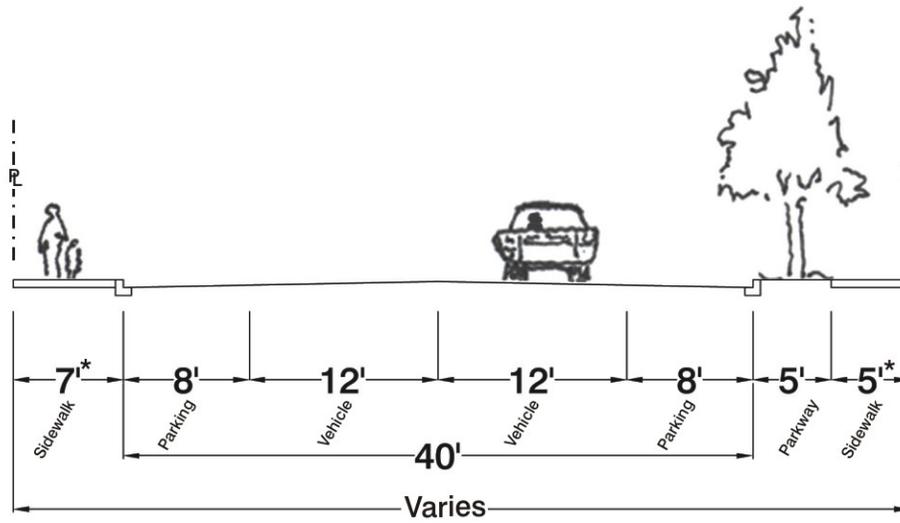
Minor Collector with Median Business Campus (Plan View)

Street Sections



Community Center Street Section I

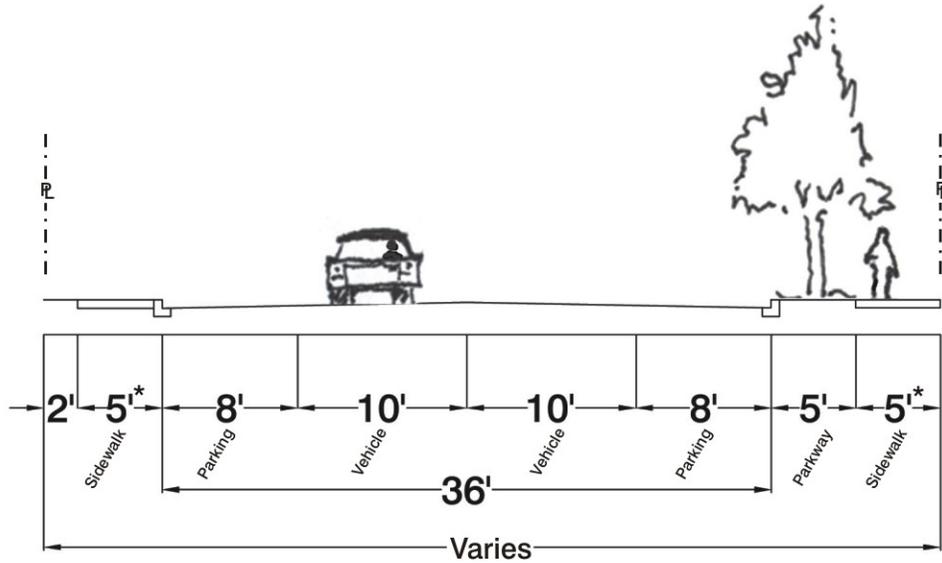
*Sidewalk section may be enlarged to accommodate business activity.



*Alternative Sidewalk Treatments

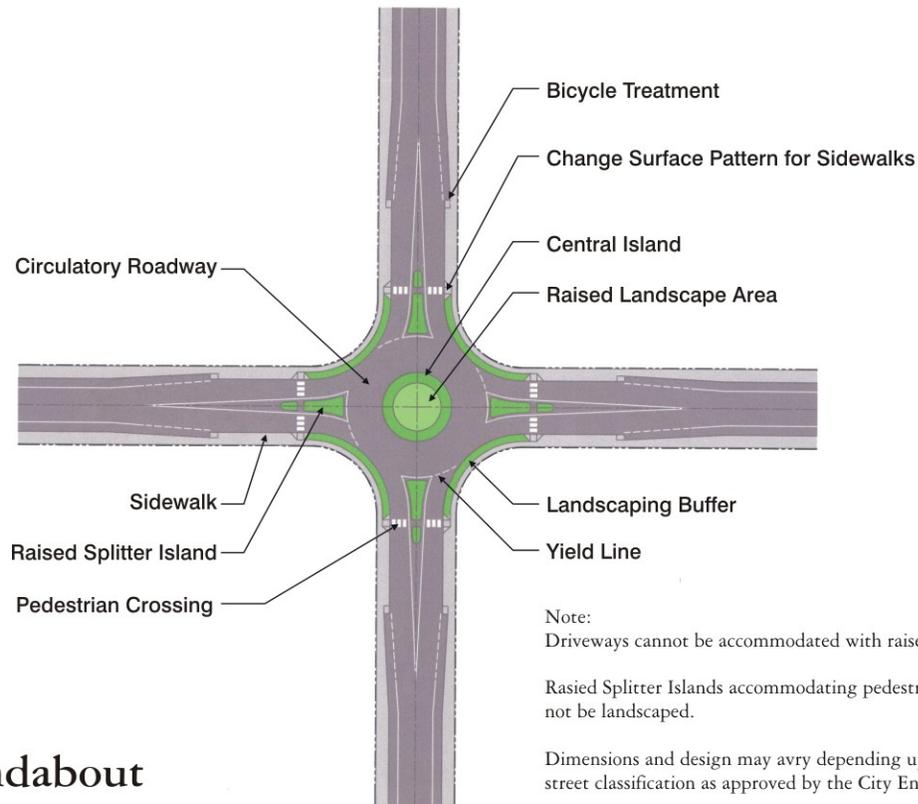
Local Street (Residential)

Street Sections



*Alternative Sidewalk Treatments

Narrow Local Street (Residential)



Typical Roundabout

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City of Clovis

Southeast Urban Center Specific Plan

Transit

The City of Clovis operates two types of public transit service. Clovis Stageline provides general public, fixed-route service within the City limits. Clovis Roundup operates specialized demand-responsive service for elderly and disabled residents with scheduled trips within Clovis and Fresno. The City of Clovis has designated Roundup services as the Consolidated Transportation Service Agency for the Clovis transit service area.

Transit planning in Clovis is performed through the Short Range Transit Plan (SRTP) for the Fresno-Clovis Area in coordination with the City of Fresno. The Fiscal Year 2001-2006 SRTP is a biannual update to the operating plan and the capital program for these cities' comprehensive and continuous planning process for transit service in the Fresno-Clovis metropolitan area.

The location of bus transit routes are responsive to land use plans and changing ridership patterns. Local and regional bus transit routes shall be accommodated along expressways, arterials, and collector streets to provide convenient access to activity areas such as the Community Center North, Community Center South, the Reagan Educational Center, and the Eastern Village.

The following policies govern the development of transit facilities:

- Bus bays shall be constructed where bus stops serve activity areas to preserve major street capacity.
- Bus stop facilities, furniture, and shelters may be designed to reflect the character, style, and materials of their locations as permitted by the Director.
- Pending adoption of a Transit Facilities Master Plan, the Fresno Area Express Transit Facilities and Development Standards shall guide the City's evaluation of transit facilities.

Trails

An extensive network of trails is provided in the Southeast Urban Center. Dog Creek, and the Gould, Jefferson, and Enterprise Canals are the centerpieces of this system. These existing irrigation canals are utilized as linear open space amenities accommodating trails and connecting parks and activity areas. In addition, connections from the interior of the



Example of the types of multi-purpose trails envisioned in the Southeast Urban Center.



residential areas to nearby schools, parks, and trails are provided.

The Southeast Urban Center identifies four basic trail systems: multi-purpose trails, the parkway/trail system, community collector trail, and bicycle trails. The trail sections are depicted on Figures 19 A, B, C, and D.

Multi-Purpose Trails

Multi-purpose trails are the major non-automotive transportation facilities in the Southeast Urban Center. Multi-purpose trails accommodate pedestrian, bicycle, and equestrian users. As shown on Figure 16, *Trails Plan*, these facilities generally follow the canals and waterways. The multi-purpose trails along the Enterprise and Gould Canals coincide with Fresno County's regional trails plan and City General Plan.

Design characteristics of the multi-purpose trails are a function of the location, intensity of use, and the capacity of the canal. Conceptual trail cross sections are provided in Figures 19 A and B. More refined geometrics will be prepared when development proposals that include trails are submitted to the City.

The following policies shall guide the development of the multi-purpose trail system:

- The City shall work with the Fresno Metropolitan Flood Control District, the Fresno Irrigation District, and the County of Fresno to coordinate trail development in the Specific Plan area along the Jefferson, Gould, and Enterprise Canals, and Dog Creek. Issues to clarify are:
 - Current ownership or easement status of these irrigation canals and waterways,
 - Risk management and assignment of liability for future use,
 - Comparison of future development standards by each agency,
 - Schedule of maintenance or improvements,
 - Timing of acquisition, and
 - Funding mechanism.
- The City shall coordinate development of its trails with Fresno County and the City of Fresno concerning the proposed regional multipurpose trails that cross jurisdictions.



Example of the types of multi-purpose trails envisioned in the Southeast Urban Center.

City of Clovis

Southeast Urban Center Specific Plan

- Pending adoption of a Trail Master Plan, the conceptual 1996 Big Dry Creek Trail/Enterprise Canal Trail Master Plan shall guide the City's evaluation of trail facilities.
- The City shall be guided by the following principles in the siting of multi-purpose trails:
 - Multi-purpose trails should connect urban areas to regional recreational amenities, follow corridors of scenic or aesthetic interest, or provide loop connection to such routes or amenities.
 - Multi-purpose trails should be located where motor vehicle crossings can be eliminated or minimized.
 - Multi-purpose trails should provide for connectivity to other transportation modes such as bus stops and park-and-ride sites when feasible to enhance inter-modal transportation opportunities.
 - Multi-purpose trails should provide for connectivity to the on-street walkway and bikeway network when feasible to enhance non-motorized transportation opportunities.
 - Multi-purpose trails shall whenever possible make maximum use of public land and rights-of-way.
- The City shall seek the provision of multi-purpose trails from developments in the Specific Plan area through the dedication of land or in lieu fees.

Parkway/Trail System

The purpose of the Parkway/Trail System is to provide a landscaped buffer between the major roadways and adjoining developments, accommodate an area for a connecting trail system, and to accommodate an area for extensive landscaping that provides a common link throughout the community. As shown on Figure 16, *Trails Plan*, the Parkway Trail System generally follows the roadway alignments as well as providing a pedestrian and bicyclist linkage from the interior of the residential quarter-sections.

The diagonal Paseo Trail system that emanates from the center of residential quarter-sections identified on Figure 16 indicates the requirement to provide a connection from the central neighborhood park to nearby schools, activity areas, and signalized intersections.

Paseos are intended to be 20 to 30 foot-wide landscaped areas equipped with an eight-foot wide all-weather surface suitable for walking and cycling. Paseos may be linked with sidewalks on local streets to complete the required connectivity.



Examples of the types of paseos that can be developed in the residential quarter-sections.



The Paseo is an important pedestrian/cyclist linkage in the event that quarter-sections contains one or more gated community. Typically, the gated community isolates a given area from use by through pedestrian/cyclist opportunities. The Paseo doesn't prevent these developments; rather it permits this residential product when it is designed consistent to the policies below. These policies minimize pedestrian/cyclist obstruction through careful attention to the quarter-section's interior connectivity.

Conceptual Paseo development opportunities are provided in Figure 17, *Conceptual Quarter-Section Linkages*. This figure illustrates a variety of means that Paseos may be used to provide internal quarter-section connectivity and to link several quarter-sections to activity areas.

The Paseos shown on Figure 16, *Trails Plan*, are conceptual. The final location of the Paseos will be determined upon submittal of a tentative tract or parcel map.

The following policies shall guide the development of the Paseo Trail System:

- Paseo Trails within the quarter-sections identified on Figure 16, provide pedestrian and cycling connection from the neighborhood park to a point near an adjacent signalized intersection.
- Paseo Trails may consist of sidewalks along local streets or separate pedestrian/cycling facilities (Figure 19 B).
- Require parkways to be provided along major roadways as shown on Figure 16, *Trails Plan*. The parkways shall have an average width of 20 feet except along McCall Avenue where a 30-foot average is required. The minimum width for a parkway is 15 feet.
- When Paseo Trails are located alongside local streets, driveway crossings are allowed only as special exceptions.

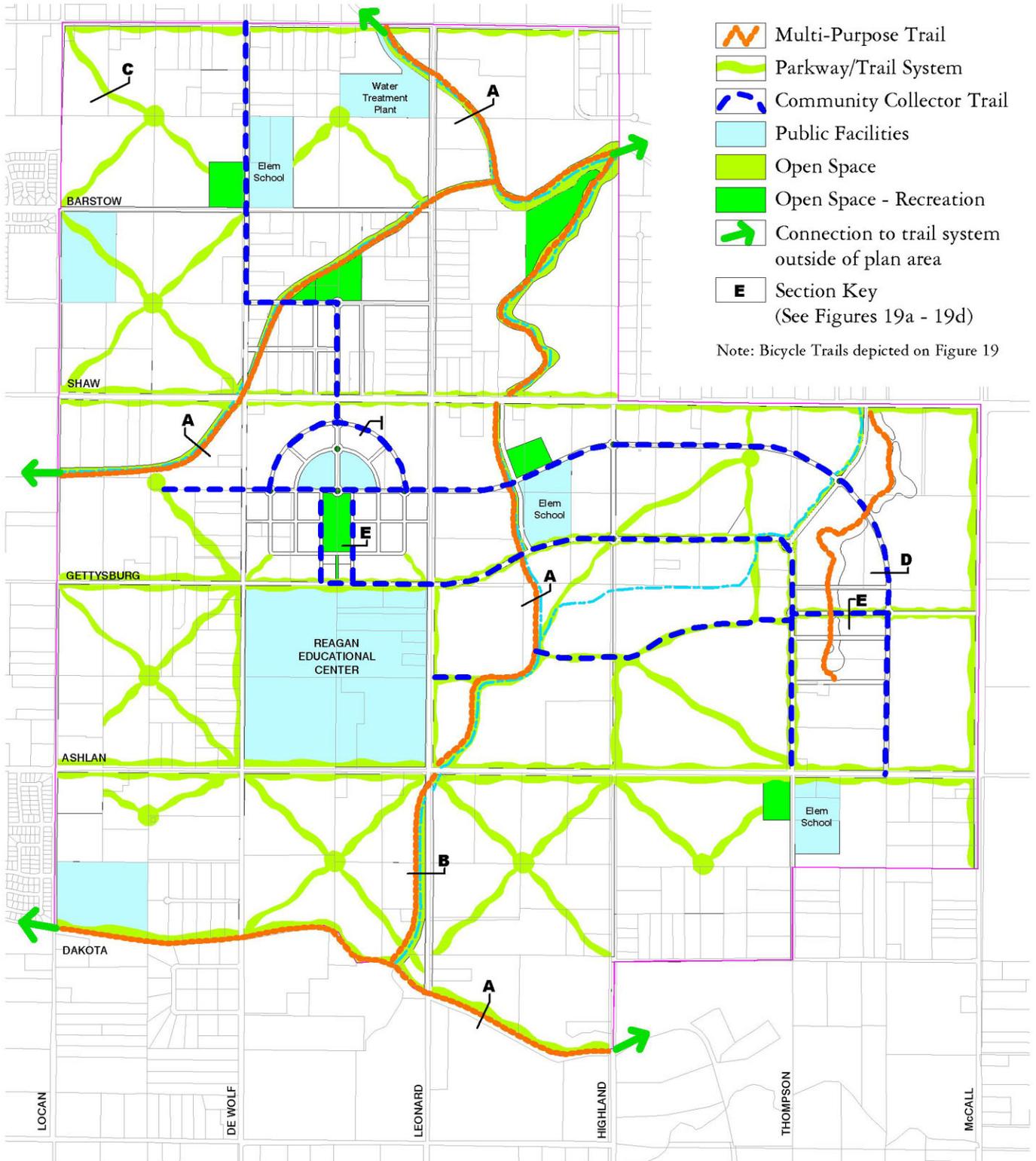
Community Collector Trail System

The purpose of the Community Collector Trail System is to create a strong pedestrian linkage with open spaces, schools, and the community centers. This trail system lies in the public right-of-way and adheres to standards for the street section it follows excepting that an eight foot sidewalk pattern shall be used for all streets except the community center street (Figures 19 C and D).



Examples of a community collector trail.

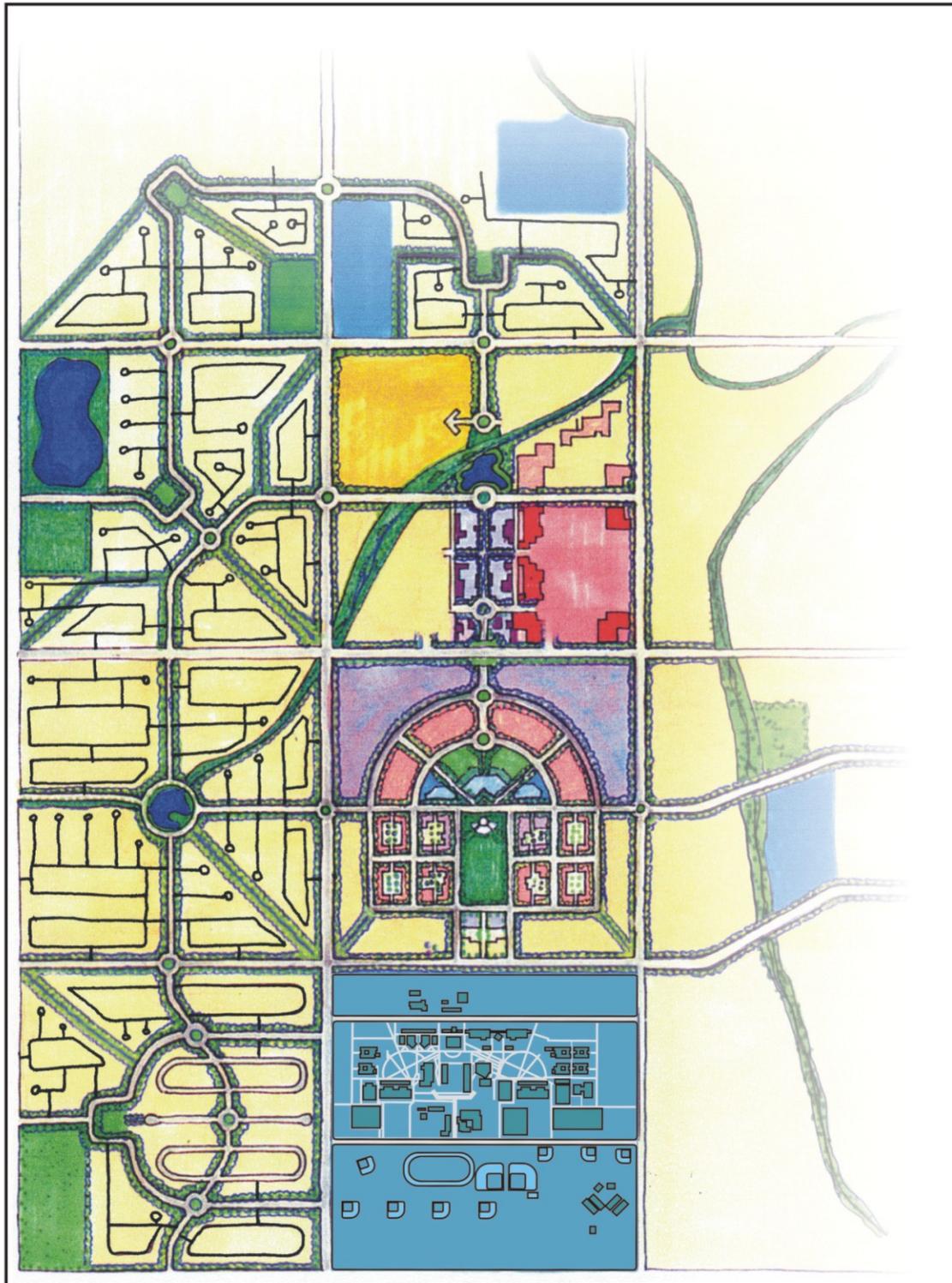
Trails Plan



Note: Bicycle Trails depicted on Figure 19

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Conceptual Quarter-Section Linkages



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City of Clovis

Southeast Urban Center Specific Plan

Bicycle Trails

The bicycle is a viable mobility option for residents of the Southeast Urban Center. For movement within the planning area itself, there is a system of on and off-street bicycle trails. For connections outside of the planning area, the Specific Plan incorporates regional bicycle trails that are identified along the Enterprise and Gould Canals.

As shown in Figure 18, *Bicycle Trails Plan*, the bicycle system connects with the major features and activity areas and is composed of on-street (Class II) and off-street (Class I) pathways. The bicycle system generally follows the rights-of-way for the roadways, irrigation canals, and waterways. The typical bicycle sections are depicted in Figures 19 A, B, C, and D.

Bikeways in the community centers are planned along all community center streets (see Figure 15F, Community Center Street Section I). The community centers bikeways will not be striped but may be signed at entrances to the community centers from major streets. These streets will have angled on-street parking and will have a posted speed of 25 miles per hour. As noted in the circulation section, these streets are intended to focus on the pedestrian, the cyclist, and de-emphasize automobile traffic as the sole function of the street.

The following policies shall guide the development of bicycle trails:

- Bicycle trails shall be designed so that there is minimal conflict with automobiles (driveways, streets, etc...).
- To be conducive to attracting increased bicycle use, bicycle trails must be safe and flow freely.

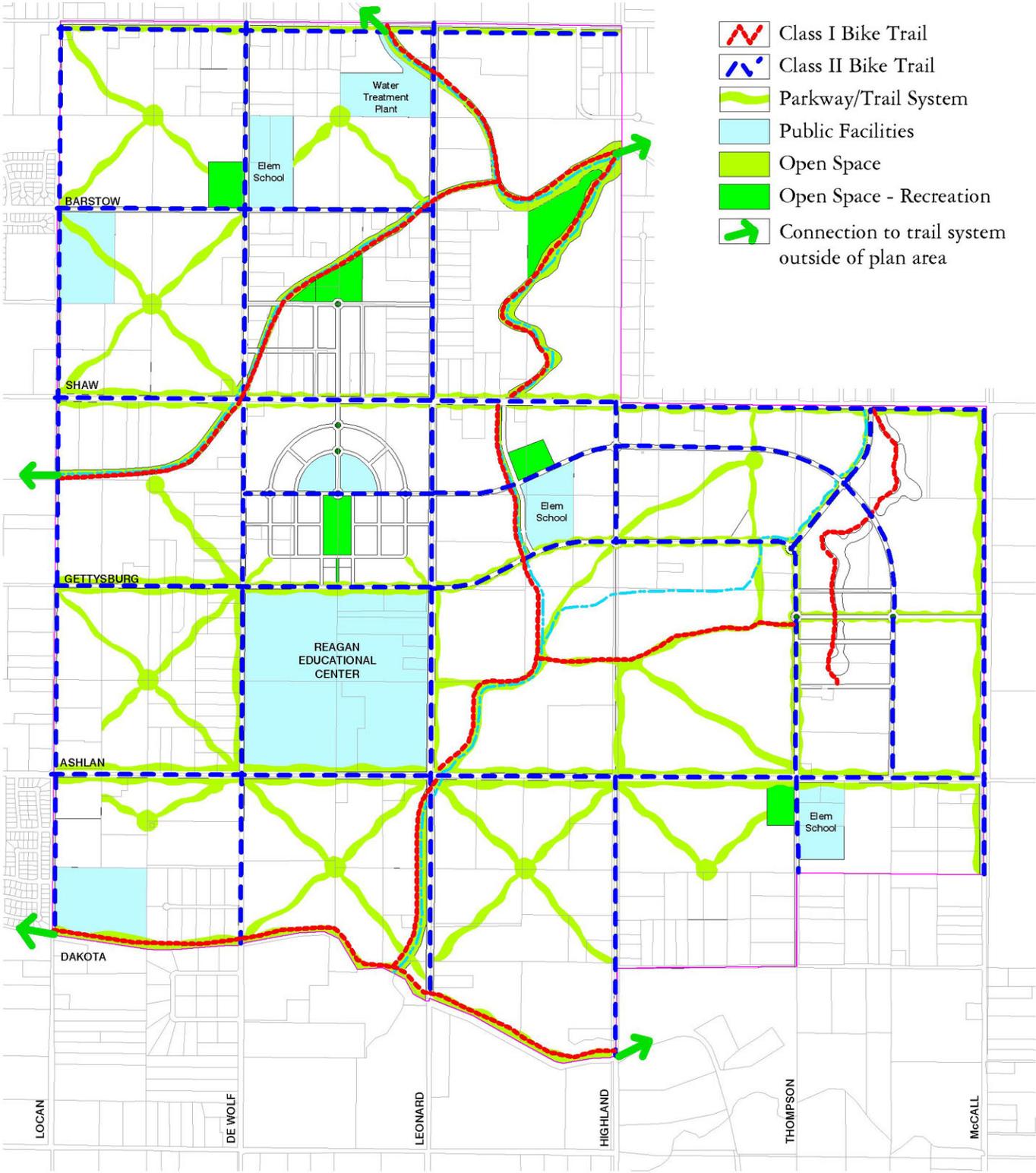


Examples of a Class I, off-street, bicycle trail.



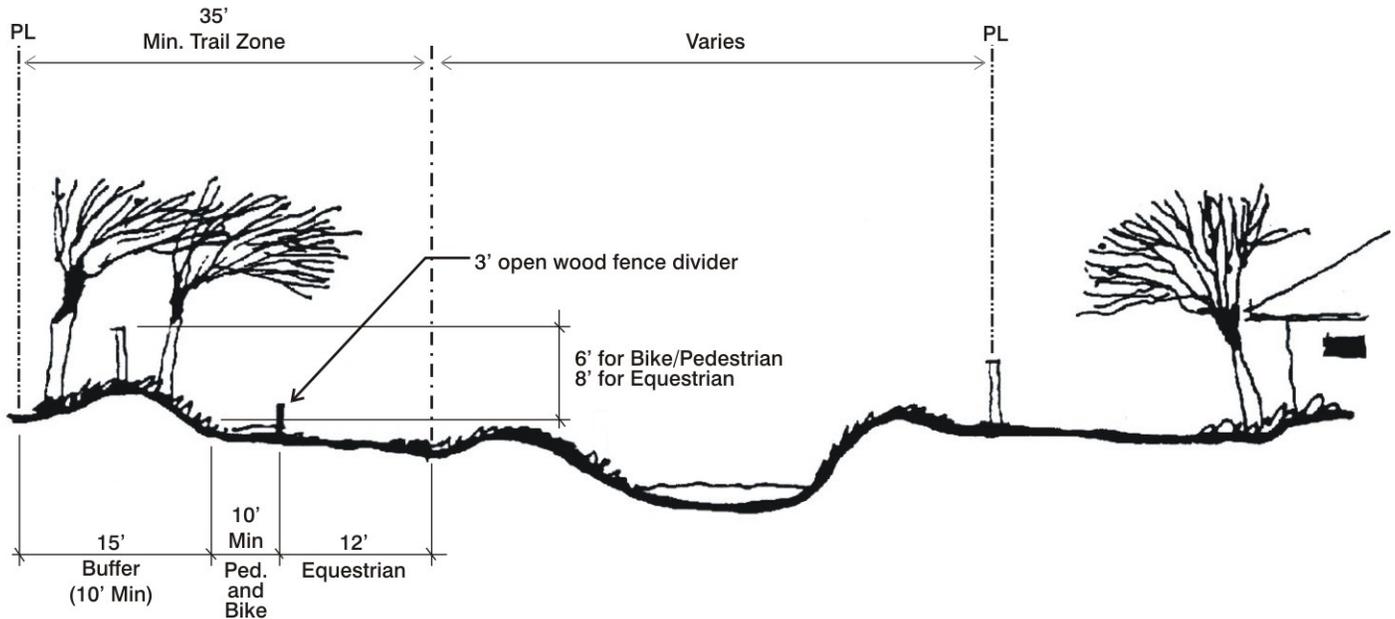
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Bicycle Trails Plan



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Trails Sections

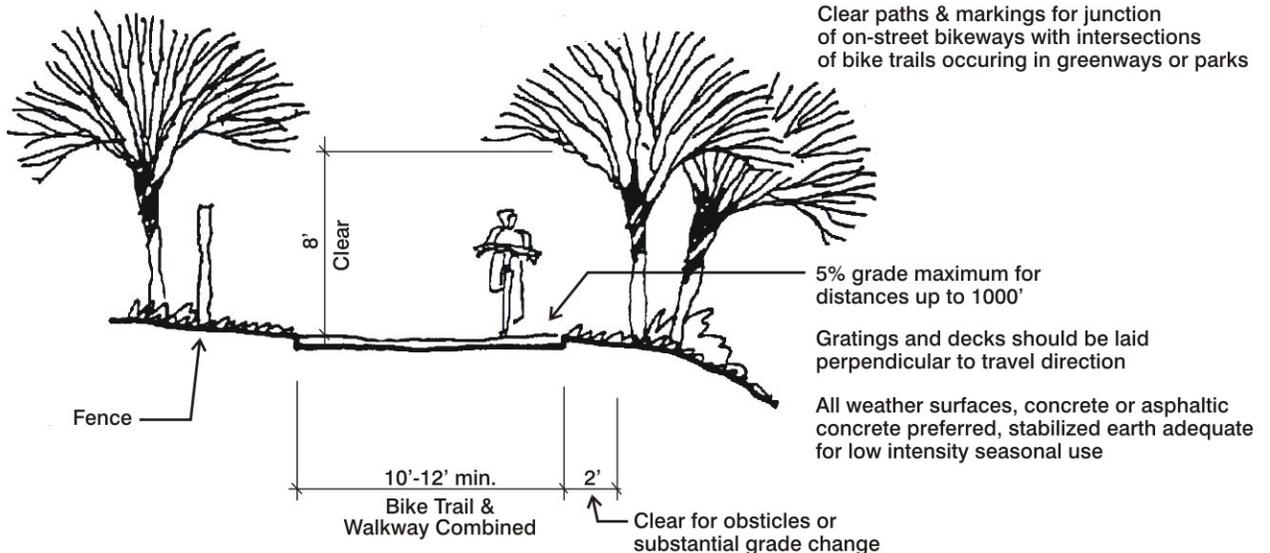


Trail dimensions:
 Pedestrian trail: 6' width min.
 Combined pedestrian & bike trail: 10' width min.
 Equestrian Trail: 12' width min.
 2' on either side of trails should be clear of obstacles

At buffer areas:
 Provide street drainage means through bermed areas from private property.
 Open up buffer areas at community and neighborhood park areas to integrate them with the trails system.

Conceptual Multipurpose Trails Section, Canal/Creekside, Section A

Trail section is conceptual. Actual configuration and dimensions are subject to approval of the Fresno Irrigation District and/or the Fresno Metropolitan Flood Control District.

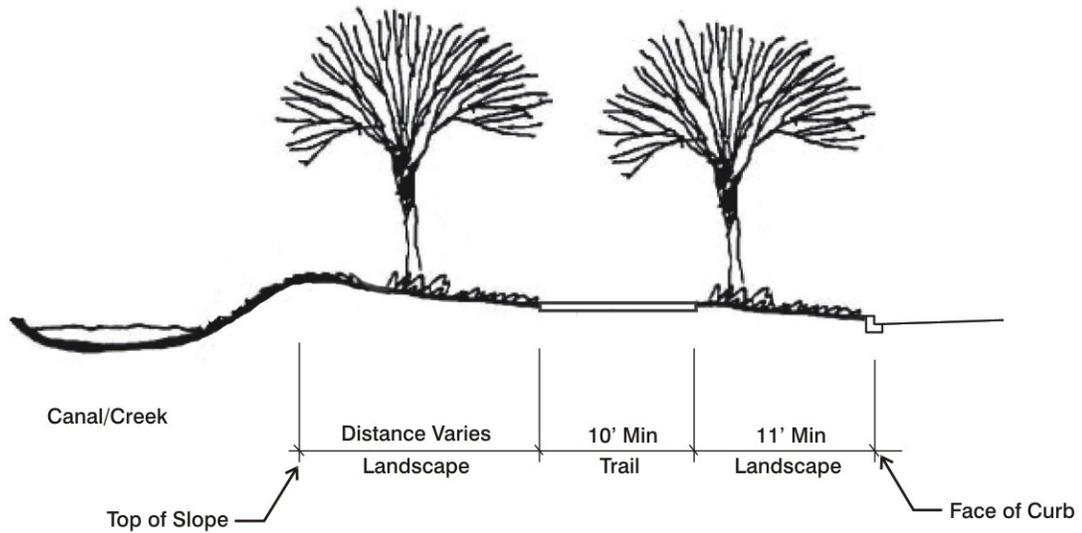


Conceptual Multipurpose Trail, Bike Trail, Section A

Trail section is conceptual. Actual configuration and dimensions are subject to approval of the Fresno Irrigation District and/or the Fresno Metropolitan Flood Control District.

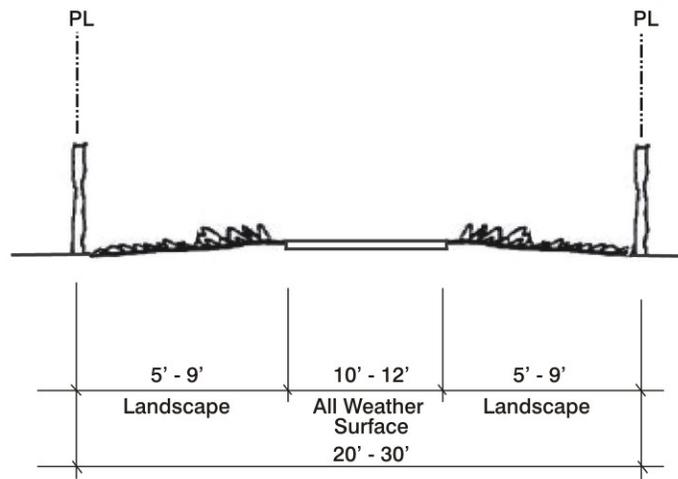


Trails Sections



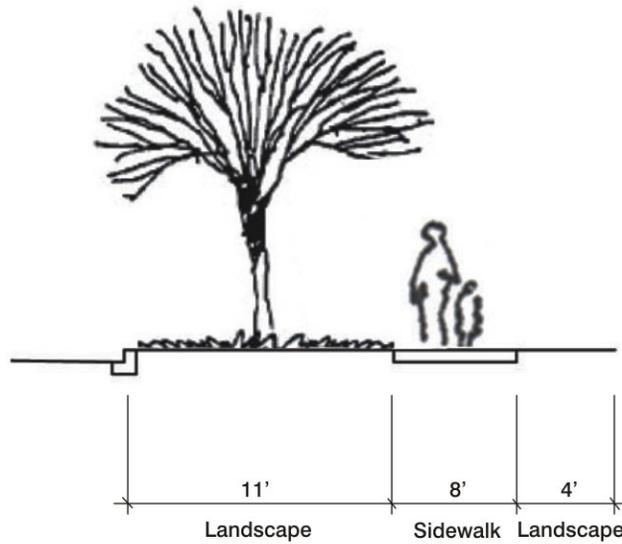
Conceptual Streetside/Creekside Trail, Section B

Trail section is conceptual. Actual configuration and dimensions are subject to approval of the Fresno Irrigation District and/or the Fresno Metropolitan Flood Control District.



Conceptual Paseo, Section C

Trails Sections



Conceptual Community Collector Trail, Section D

Trails Sections



Conceptual Community Collector Trail in Community Centers, Section E

In the community centers, the Community Collector Trails should reflect the urban character of the surrounding area. Wide sidewalks (minimum 12 feet) with pedestrian amenities such as benches, covered walkways, textured pavement, and shade trees should be provided.

3.4 OPEN SPACE PLAN

The open space system for the Southeast Urban Center consists of parks and linear open space features, as shown on Figure 20, Open Space Plan.

Canals and Waterways

As shown on Figure 20, there are several irrigation canals and waterways located within the Southeast Urban Center area: Gould Canal forms the southern boundary, Dog Creek runs north-south through the central portion of the planning area, and the Jefferson and Enterprise Canals are located in the northern portion of the planning area.

These existing features are preserved and utilized as linear open space amenities in the Southeast Urban Center, allowing connections to regional trails and significant features within the planning area. Dog Creek, and the Jefferson, Gould, and Enterprise Canals are identified as Open Space on the land use plan and accommodate multi-purpose trails.

Parks

Several parks are indicated on Figure 20. The parks that are designated as Proposed Neighborhood/Area Park are required to be developed as indicated. The neighborhood parks identified in residential quarter-sections are required but the location is flexible. The location, size, and function of these parks will be determined on a case-by-case basis during the project review phase.

According to the City's General Plan, 4.9 acres of parks are required for every 1,000 persons. Based upon the projected population at buildout (28,928), 142 acres of parks are required to be developed in the Southeast Urban Center. Parks will be acquired, dedicated, and developed according to Sections 3.4.01 through 3.5.06 of the Municipal Code. Within the Master Planned Communities, parks are required to be provided according to the City's standards, as shown on the following table (Table 3).



**TABLE 3
SPECIFIC PLAN RECREATION STANDARDS**

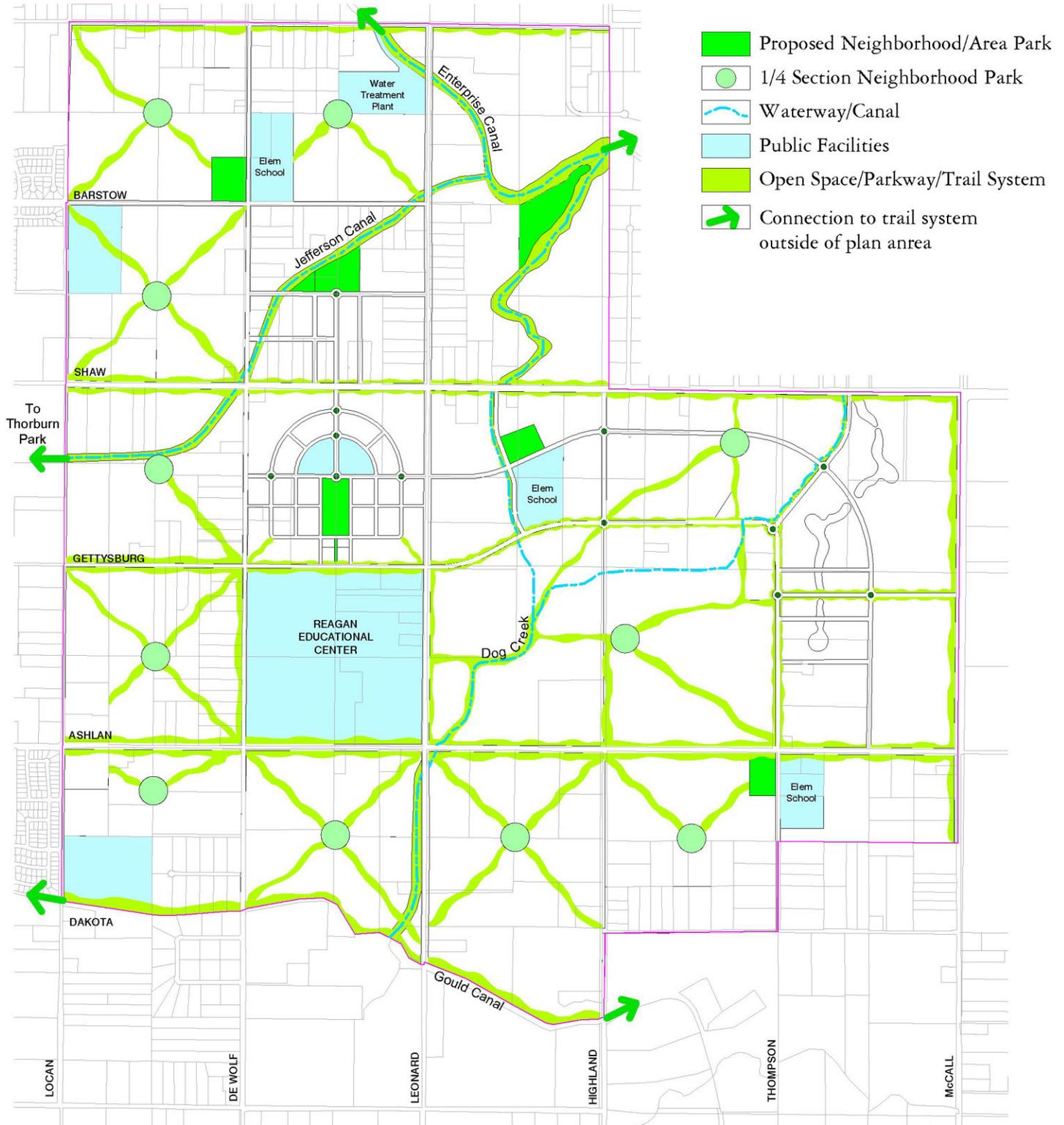
<i>Classification</i>	<i>Acres/ 1,000 pop.</i>	<i>Size Range (ac)</i>	<i>Pop. Served</i>	<i>Service Radius</i>
Neighborhood Park	1 acre	1 to 2	500–2,500	Neighborhood, ¼ mile
Area Park	1-2 acres	3 to 20	2,000–10,000	¼ mile to ½ mile
Community Park	2.5 acres	15 to 100	10,000–50,000	½ mile to 3 miles
Regional Park	5 acres	100 +	Entire pop.	Within ½ hour

Biological Resources

In order to reduce potential impacts on biological resources, development in the Specific Plan shall be guided by the following policies:

- Development areas with potential special status species, as identified in the General Plan, Specific Plan, or by other substantive evidence, shall be subject to an appropriate level of biological reconnaissance. Mitigation measures to comply with state and federal regulations shall be made conditions of development.
- Setbacks from canals or creeks for the purposes of habitat protection along recreational trails shall be determined by site-specific reconnaissance studies in consultation with the appropriate resource management agency (ies).
- Developments with potential jurisdictional waters shall comply with the permit program of the appropriate resource management agency.

Open Space Plan



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3.5 PUBLIC AND QUASI-PUBLIC FACILITIES

The Southeast Urban Center contains numerous public facilities: from educational facilities, to places of worship, to drainage basins. These are identified on Figure 21, *Public and Quasi-Public Facilities Plan*.

Educational Facilities

As shown on Figure 21, *Public and Quasi-Public Facilities Plan*, the Southeast Urban Center is divided into two separate school districts along Highland Avenue. The area west of Highland Avenue is within the Clovis Unified School District and the area east of Highland Avenue is within the Sanger Unified School District. Each district utilizes different student generation rates and minimum sizes for schools.

Based upon the land use plan and the student generation rates provided by the school districts, development of the Southeast Urban Center would result in approximately 5,045 new students in the Clovis Unified School District¹ and 2,018 new students in the Sanger Unified School District².

The centerpiece of the educational facilities is the Reagan Educational Center. This 145-acre facility includes Clovis East High School, Reyburn Intermediate School, and the Reagan Primary School.

Three new elementary schools are accommodated in the land use plan. One school, located east of Highland and south of Ashlan Avenues, is within the Sanger Unified School District. The two other schools, located on the northeastern corner of Barstow and DeWolf Avenues and north of Gettysburg between Highland and Leonard Avenues, are in the Clovis Unified School District.

Surface Water/Flood Control/Recharge Basins

The Fresno Metropolitan Flood Control District (FMFCD) is responsible for planning and ultimately constructing all storm water drainage facilities in the Southeast Urban Center. There are two existing storm drain basins already situated within the Southeast Urban Center area: The drainage basin for Drainage Area 3G at Locan Avenue between Barstow and

¹ Single Family (Ag, RR, VLR, RPC, LR, MR, MHR): 0.7822 students/dwelling unit. Multi-Family (HR, VHR, CC): 0.3330 students/dwelling unit.

² Single Family (Ag, RR, VLR, RPC, LR, MR, MHR): 0.977 students/dwelling unit. Multi-Family (HR, VHR, CC): 0.309 students/dwelling unit.



Shaw Avenues, and the drainage basin for Drainage Area DO at Locan Avenue and the Gould Canal.

The FMFCD is authorized to control storm waters within an urban and rural foothill watershed of approximately 400 square miles, known as the Fresno County Stream Group.

The flood control program relates to the control, containment, and safe disposal of foreign storm waters that flow into the valley floor from the eastern streams. The local drainage program relates to the collection and safe disposal of storm water runoff generated within the urban and rural watersheds or “drainage areas.”

Local Storm Water Drainage Program

The FMFCD local storm water drainage system consists of storm drains, detention and retention basins, and pump stations some of which discharge to irrigation canals, creeks, and the San Joaquin River. The system is designed to retain and infiltrate as much runoff as possible. The FMFCD’s Storm Drainage and Flood Control Master Plan includes over 165 adopted or proposed drainage areas, each providing service to approximately one to two square miles. All but six of the developed drainage areas are served by a retention or detention facility. Local drainage services include topographic mapping, Master Plan engineering, facility design, system construction, operation, and maintenance, and engineering design services to ensure adequate drainage for new development.

Local Storm Water Drainage

The local storm water drainage program provides control and safe disposal of storm water runoff generated by local land uses. The metropolitan portion of the District is divided into local drainage areas or one to two square miles. These drainage areas are identified and established through the on-going revision of the District Storm Drainage and Flood Control Master Plan, incorporated herein by reference. Within the drainage areas, the District operates and maintains a complex system of surface conveyances, storm drains, pump stations, and retention basins that capture and recharge storm water to the groundwater aquifer. When runoff exceeds the system’s storage and recharge capacity, excess runoff is discharged to other District facilities, or to irrigation canals, creeks, and the San Joaquin River.

At present, roughly half the Southeast Urban Center is included in a FMFCD Flood Control Master Plan, which extends east to Dog Creek until it intersects with the Enterprise

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Canal. Dog Creek and the Enterprise Canal also function as the border between what the FMFCD refers to as the “urban area” (west of the creek) and the “rural area” (east of the creek).

There are no planned urban drainage facilities for the “rural area,” defined as everything east of Dog Creek and the Enterprise Canal. The FMFCD is in the process of developing an Urban Master Plan for the area generally east of Dog Creek. Drainage basins would be planned and built as development proceeds throughout the Southeast Urban Center. Drainage fees assessed to new projects by the FMFCD would cover the anticipated costs.

The Specific Plan area is located almost entirely within the Fresno Irrigation District (FID) except for a portion lying north of the Enterprise Canal. The City has an existing agreement with the FID whereby the City receives and manages the Kings River water, which would be available to those lands on behalf of the landowners within the urbanized area.

Withdrawal of groundwater within the Clovis/Fresno metropolitan area and surrounding regions has exceeded the amount replenished to the groundwater by recharge. The principal means of artificial groundwater recharge in the Specific Plan environs include the City of Clovis' current and proposed groundwater recharge facilities, the FMFCD storm drainage retention basins, the recharge that occurs along the canal distribution system of the FID, and water percolating through the over-irrigation of farmlands.

The groundwater recharge program conducted by the City relies on water supplied to the City by the Fresno Irrigation District. The City's agreement with the Fresno Irrigation District provides the City with Kings River water that is proportioned to the City based upon the City's included acreage as a proportion of the total District area. The amount of water supplied varies year-to-year depending on the FID's supply.

Rural Streams Program

The rural streams program was created in conjunction with the federal Redbank-Fancher Creeks Flood Control Program to preserve the FMFCD's natural streams and to convey through those streams the storm flows originating in the foothills and eastern rural areas.

Between the easterly boundary of the planned urban storm water drainage system and the FMFCD's eastern boundary, there are approximately 180 miles of streams and channels,



many of which are severely obstructed. The FMFCD is implementing the rural streams program to preserve, restore, and maintain these channels and to complete any necessary additional facilities to safely convey storm flows through the rural area and the urban area downstream. The rural streams program includes activities to secure and maintain drainage amenities necessary for rural lands within the watershed.

Restoring Stream Channel Flow Capacities

Restoration activities would reestablish flow capacity within channel beds and banks, restore hydrology, improve water quality, and improve conditions for native habitat. Typical activities that would be performed include: restoring and preserving flow paths and capacities by securing easements, widening channels, or creating parallel high-flow channels where necessary; removing and maintaining channels free of obstructions such as small culverts, debris, and invasive vegetation; and reestablishing obstructed channels, within historic alignments where possible. To restore the flow capacities of altered streams, all undersized facilities (e.g. inadequate culverts) would be removed, as necessary, in addition to removing restrictive encroachments.

In some areas where a channel has been completely eradicated due to development or grading, it may not be practical to restore the historic flow path. In those cases, a new alternative conveyance route may be constructed.

In order to provide adequate levels of storm water/drainage service, development in the Specific Plan shall be guided by the following policy:

- Development in drainage areas DP, DO and 3G that may result in storm water runoff in excess of designed or constructed drainage facilities may be approved subject to the following conditions:
 - Construction of on-site detention ponds to reduce the peak flows from the development to that anticipated in the design of the FMFCD Master Plan for Storm Drainage;
 - Implementation of landscaping and open space areas of sufficient size to make the runoff characteristics of the project area equivalent to those anticipated by the design of the FMFCD Master Plan for Storm Drainage facilities;
 - Construction of non-Master Plan facilities to increase the system capacity of the FMFCD system; or
 - Other as approved by FMFCD.

Domestic Water (see also Appendix F)

The City currently provides all of its potable water supply from groundwater. City wells contaminated with levels of dibromochloropropane (DBCP), which exceed the Maximum Contaminant Level of 0.2 ppb, have or are scheduled to have granular activated carbon treatment facilities. In addition to treatment for DBCP, the City provides disinfections at 34 of its well sites.

The City's water system consists of a network of 12-inch or larger water mains located on a one-half mile grid with smaller water mains serving interior streets. The mains are fed by 34 wells located at various locations throughout the City and Tarpey Village. The City operates two elevated water storage tanks and one ground level storage tank with a pump station.

Water main construction will continue on the one-half mile grid system into the Specific Plan area as development occurs. The adopted Water Master Plan Updates Phase 1 and 2 and the 2000 Urban Water Management Plan, incorporated herein by reference, will guide development and placement of the Specific Plan's domestic water system.

The City's existing water distribution system provides water service to all existing urban developed areas within the Clovis Sphere of Influence boundary. Most of the existing rural residential developed parcels that currently fall within the Specific Plan have their own on-site domestic water well to serve their individual water needs. These wells cannot be converted to City use as they are likely of very low capacity, produce water quality that would not meet the requirements for a public water supply, or are not constructed to public water supply well standards. Those parcels that will be located directly adjacent to newly developed urban uses may connect their existing on-site water system to the public distribution system and discontinue use of the on-site well in accordance with Clovis Municipal Code Section 6.6.

Currently the City's supply of surface water has been used almost exclusively to recharge the groundwater. The City is also pursuing the use of surface water for domestic use, which will have a positive effect on groundwater levels in the Specific Plan area.

In March of 2001, the City prepared an Initial Study/Negative Declaration that considered several alternative sites adjacent to or near the Enterprise Canal in the eastern portion of the City's planning area. Based on that document, the City prepared a more focused Initial Study on a selected site



located in the southwest quadrant of Bullard and Leonard Avenues. A third Initial Study analyzed three alternative sites located along Leonard Avenue generally between Bullard Avenue and Shaw Avenue and including the Bullard/Leonard site previously analyzed. These efforts resulted in the selection of the Bullard/Leonard site as now shown on the Specific Plan.

The raw water supply for the surface water treatment plant will be the Kings River, delivered to the treatment plant site through the Enterprise Canal. The City has a “commitment to serve” from the Fresno Irrigation District (FID) based on the City’s legal right to water resulting from property annexed to the City over time that formerly received surface water from FID.

To meet build-out conditions of the General Plan, the City of Clovis Water Master Plan Update recommended an ultimate 30 million gallons per day (MGD) treatment plant. The near-term operation would involve construction of a 10-MGD plant to serve much of the existing urban area and phased increases in capacity to serve the Specific Plan area. The surface water treatment plant is but one element of the city’s planned water facilities depicted in the Water Master Plan Update that will be put into place over the next 25 years.

In order to provide adequate levels of water service, development in the Specific Plan shall be guided by the following policies:

- The surface water treatment facility shall be used to its maximum capacity whenever possible to allow optimal use of surface water supplies and maximum recharge of the aquifer.
- Reclaimed water will be used whenever feasible to achieve a water balance.
- Continue to recharge the aquifer through deliveries to flood control basins whenever possible.
- Continue water conservation and enforcement actions.

Wastewater Collection and Treatment (see also Appendix G)

Wastewater collection and treatment are the responsibility of the City of Clovis. The City adopted a Wastewater Master Plan update in 1996 to develop a course of action for the City of Clovis with respect to wastewater service needs through the year 2030, in keeping with the 1993 General Plan and its

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development guidelines. The Wastewater Master Plan update is incorporated herein by reference.

Within the Specific Plan area, a 560-acre area located east of the original Fowler Trunk Sewer service area, representing a 0.51 mgd projected buildout flow, has been added to the Fowler Trunk Sewer service area. A 15" diameter sewer has been extended to serve the Reagan Educational Center.

Sewer service is currently limited in the Specific Plan area. A sewer capacity study for the entire City is now underway to quantify sewer flows based on land uses. Once complete, this study will identify pipe sizes in the Specific Plan area and development impact fees will be identified to support construction of this system.

Generally, major sewer collection lines are located within the public rights-of-way. This practice will be continued in the Specific Plan.

Many of the rural residential properties in the Specific Plan area are on private septic tanks. As these areas develop, City sewer service will be available to these properties. Future development will be required to connect to the City's wastewater collection and treatment system. Provisions for the connection of sewer collection supply are given in Clovis Municipal Code Sections 6.4.

New industrial users in the business campus will not discharge unregulated wastes within and beyond City limits. An industrial user may not construct its facility unless there is adequate municipal sewage conveyance, treatment, and disposal capacity, all to be determined through site-specific service and environmental review during evaluation of development applications. If necessary, the industrial users may be required by the City or the Regional Water Quality Control Board to submit a report of Waste Discharge.

The City is currently in the process of determining the appropriate location of a wastewater-sewer treatment plant/water reuse facility. General areas have been identified for the facility; however, specific sites have not been identified. These general areas are located between Leonard and McCall Avenues and north of Ashlan and south of Gettysburg Avenues. The wastewater-sewer treatment plant/water reuse facility is a regional facility that would serve the plan area and the other areas of the City. It is intended that the open space and landscaping features identified in the land use plan would be utilized to accept the tertiary treated water.



Please refer to additional discussion of this subject in Section 3.1 and in the Environmental Impact Report.

In order to provide adequate levels of wastewater service, development in the Specific Plan shall be guided by the following policies:

- The City shall select an alternative from its Wastewater Master Plan to provide the necessary wastewater facilities to serve the project area.
- The City shall ensure the provision of adequate trunk sewer and collector main capacities to serve the project area.
- The City shall ensure that adequate trunk sewer capacity exists or can be provided to serve proposed development prior to the approval of any discretionary approvals, so that capacities of wastewater facilities are not exceeded.

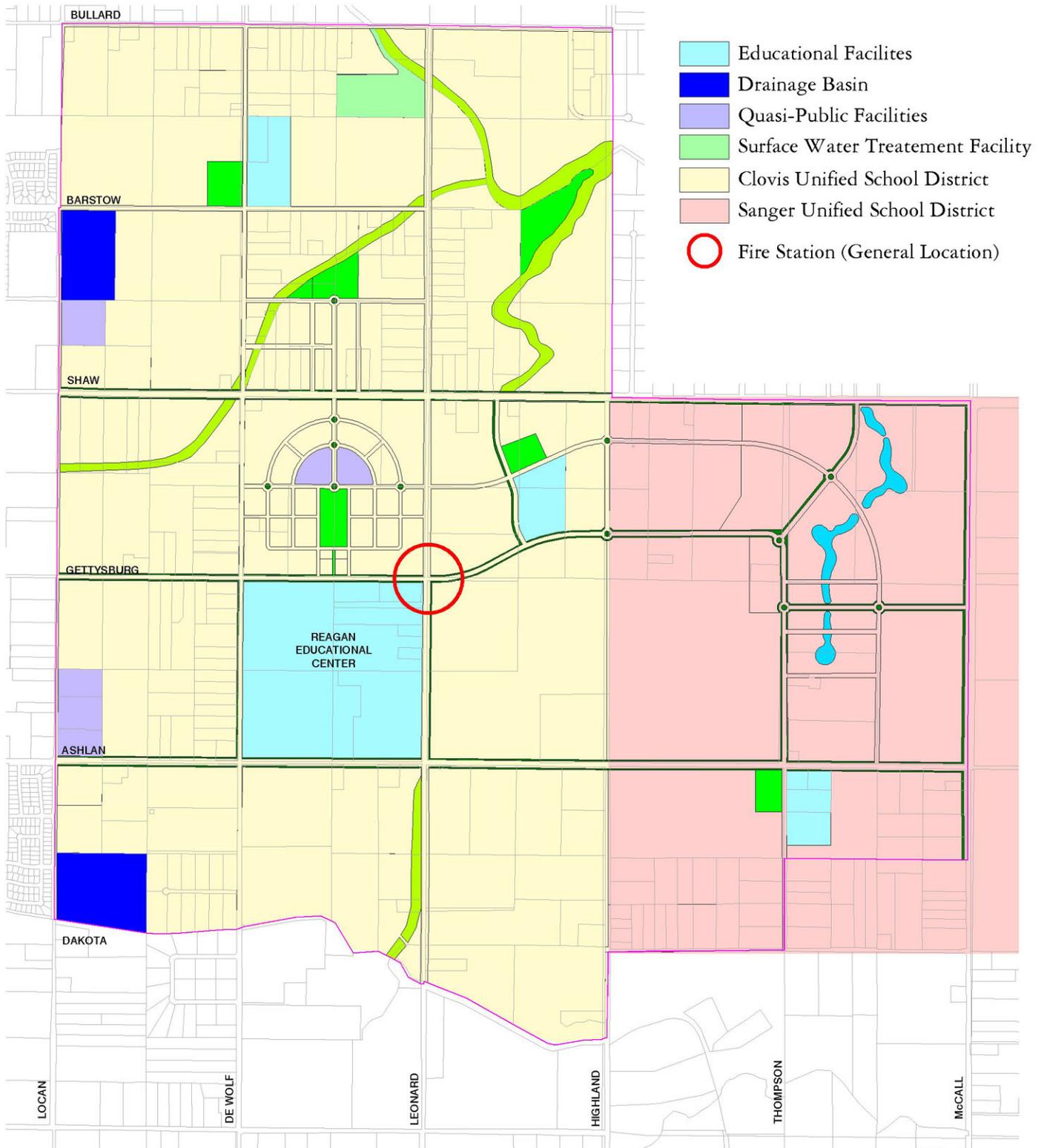
Quasi-Public Facilities

Two existing places of worship are accommodated in the Southeast Urban Center. These are identified as Quasi-Public on the land use plan. New places of worship are allowed to be developed in accordance with the permitted and conditionally permitted uses sections identified for each land use category.

Development of public and quasi-public facilities in the Specific Plan shall be guided by the following public and quasi-public facilities policies:

- A finding shall be made by the Planning and Development Services Department prior to approval by the City Council, to document that an adequate supply of potable water can be provided to serve the domestic and fire suppression requirements of each development. A finding may include conditions to be implemented with each development to assure that the necessary water supply, production, treatment, and/or distribution facility is available prior to issuance of a building permit.
- A finding shall be made by the Planning and Development Services Department prior to approval by the City Council to document that adequate wastewater collection and treatment can be provided to serve the requirements of each development. A finding may include conditions to be implemented with each development to assure that the necessary sewer collection facility is in place and/or wastewater treatment plant capacity is available prior to issuance of a building permit.

Public & Quasi-Public Facilities Plan



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SECTION IV: DESIGN GUIDELINES

4.1 INTRODUCTION

The Southeast Urban Center is envisioned as a family of unique neighborhoods and activity areas. The intent of the Design Guidelines is to ensure that the multiple parts of the Southeast Urban Center have a high level of quality to unify the project area. Architecture and amenities should be designed with “timeless” elements that will be appreciated as much in the future as when built. While promoting a high level of design quality, the Design Guidelines provide a wide degree of flexibility in order to encourage creativity on the part of property owners and designers.

The Design Guidelines presented here are intended to be general and illustrative in nature. They are not rigid requirements; however, every development within the Southeast Urban Center must incorporate the particular attention to detail reflected in these guidelines. These Design Guidelines establish the design framework that the City will use to evaluate proposed developments. The intent of these guidelines must be met in order for a project to be approved during the development review process.

The Design Guidelines are organized around two broad topical areas: Landscape/Streetscape elements, which includes design treatments for roadways, trails, sidewalks, and gateways; and Land Use Designation Design Character, which includes design treatments for residential uses and non-residential uses.

Contained within each section is a list of general guidelines accompanied by a series of representative photographs depicting examples of the design character envisioned for the Southeast Urban Center.



4.2 LANDSCAPE & STREETScape GUIDELINES

Landscape and streetscape features help to integrate the diverse elements of the built environment. Even when structures bear no resemblance to one another, strong landscape and streetscape features can help unify the street scene, orient travelers, and create a memorable image.

The purpose of the Landscape and Streetscape Guidelines is to establish a unified landscape framework that provides continuity throughout the public portions of the Southeast Urban Center, including public roads, easements, parkways, medians, and development edges.

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Streets and Trails – General Policies

The following general policies shall be used to guide the development of streets and trails within the Southeast Urban Center:

Landscaping

- Landscaping along roadways and trails should contain tall, vertical accent trees, a healthy understory, and groundcover to help establish a strong edge.
- Use non-potable water for irrigation when available.



Lighting

- The design and placement of lighting shall minimize glare affecting adjacent properties, buildings and roadways.
- Lighting shall enhance the safety of vehicular and pedestrian traffic at key points along the roadway.
- Street lighting fixtures other than the PG&E standard will be subject to review and approval of the Director.
- Utilize low level, pedestrian-scaled lighting along pathways and trails.



Fencing

- Fencing that parallels trails and roadways should be of consistent materials, color, height, and style.
- Utilize combinations of solid and view fences, which are constructed of durable materials, wherever possible to maintain views, enhance security, and to add variety to long stretches of walls.
- All services and utilities should be screened from view either with fencing or landscaping or placed underground.
- Retention walls and screening walls should be textured, landscaped, and staggered to reduce the appearance of the actual height and length.
- Fences along the right-of-ways for collectors, arterials, or expressways shall be of masonry or other durable material (not wood).



Streets and Trails – General Policies (Continued)

Sidewalks

- Utilize the standards in the City’s Landscape and Design Standards in the design and development of sidewalks
- Canopy trees should be used to provide shade adjacent to sidewalks and pedestrian areas.
- Sidewalks may meander along the roadways to add visual interest and enhance the pedestrian experience.
- Unique paving should identify pedestrian crossings and vehicular access points.
- Sidewalks at street crossings shall be of an enriched change of surfacing.



Outdoor Furniture

- Outdoor furniture should blend with the surrounding character in terms of style, materials, and colors.
- Trash containers, drinking fountains, newspaper stands, and other outdoor furniture should blend with the architectural style, colors, and theme of their surroundings.
- Outdoor furniture shall be constructed of a durable material.



Landscape and Streetscape Treatment - Expressways, Arterials, and Collectors

The Expressways, Arterials, and Collectors are the most significant streets in terms of volume of traffic in the planning area. For many people, these streets will form their first impression of the Southeast Urban Center. The following guidelines shall be used to guide the development of the Expressways, Arterials, and Collectors:

Landscaping

- An informal, non-symmetrical grouping of landscaping should be used within the landscape setback. A formal, symmetrical landscape plan should only be utilized at prominent locations, such as gateways.
- Consider drought-tolerant, native landscaping in the right-of-ways and focus non-native species at prominent locations such as gateways.
- Medians and street edges should be primarily planted with drought tolerant and shade producing vegetation.
- Use non-potable water for irrigation when available.



Fencing

- Solid privacy walls should be heavily screened by landscaping and utilize a variety of textures, materials, and colors.
- Sound walls should not be of a single monotonous design. Walls should be “broken up” by lush landscaping, pedestrian entries, offsets, pilasters, recesses, and undulations.
- Solid wooden fences shall not be located adjacent to these streets and more durable materials should be used instead.
- Canopy trees should be used to provide shade adjacent to sidewalks and pedestrian areas.
- Accents at pedestrian entries, such as arches, arbors, or trellises, should be employed to add visual interest and identification.
- Architecturally treat both sides of walls and fences.



Landscape and Streetscape - Local Streets

Local streets are the primary vehicular and pedestrian system within neighborhoods. The following guidelines shall be used to guide the development of the Local Streets:

Landscaping

- Landscaping should enhance the character of the neighborhood.
- Trees should provide the pedestrian with shade.
- Hedges may be used on private property to provide buffers, safety zones, and private areas.
- Consider the use of non-potable water for irrigation of private landscaping.



Fencing

- Front yard fencing shall not exceed 3' in height.
- Fencing need not be identical but should reflect the surrounding character in terms of style, materials, and colors.
- Breakup long expanses of walls by offsets, recesses, pilasters, and landscaping.



Lighting

- Lighting fixtures should be designed to be durable and enhance the style, materials, and character of the neighborhood.



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Landscape and Streetscape - Community Center Streets

The streets within the community centers are intended to reflect an urban environment and are geared for the pedestrian experience. In addition to accommodating vehicular traffic, the streets in the community centers should include wide sidewalks to enhance the experience of the pedestrian and accommodate outdoor dining, street furniture, planters, public art, and other pedestrian amenities. The following guidelines shall be used to guide the development of the Local Streets:

Landscaping and Streetscape

- Street trees should be located in tree grates and integrated into the sidewalk system.
- Landscaping should enhance the character of the adjacent neighborhood.
- Canopy trees should be utilized for shade and to enhance the pedestrian experience but still allow views of adjacent businesses.
- Curb bulb-outs, special paving treatments, pedestrian signal priority, and mid-block crossings, are encouraged to facilitate pedestrian use.
- Outdoor dining, street furniture, low planters, public art, benches, public art, and other pedestrian amenities on the community center streets may be accommodated subject to site plan review.
- No less than six feet shall be preserved for an unimpeded pedestrian passage as measured from the back-of-curb to the edge of the planter or other street furniture.
- Use non-potable water for irrigation when available.



Landscape and Streetscape - Community Center Streets (Continued)

Lighting

- Lighting fixtures should reflect the surrounding character in terms of style, materials, and colors.
- Lighting should guide the pedestrian.
- Lighting should illuminate and highlight architectural features.
- Lighting should not be directed into the eyes of pedestrians and drivers.
- Sufficient light should be provided to create a safe and comfortable nighttime environment.



Fencing

- Fences should be ornate and well designed to reflect the character of surrounding architecture, materials, and colors.
- Fences should not exceed 3' in height excepting fencing used for screening purposes, in which case the fence should only be as high as necessary for the intended screening purpose.
- Fencing should provide interest as well as a sense of security.
- Fencing should be used to define special use areas.



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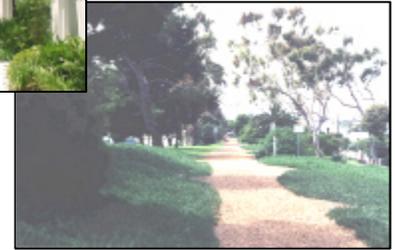
Southeast Urban Center Specific Plan

Landscape and Streetscape - Trails

Trails link the entire community together and flow through numerous landscape types throughout the community. The following guidelines should be used to guide the development of trails:

Landscaping

- Trails may be a combination of hard and soft paving to match the function of the trails and style of the surrounding character.
- Tree plantings along multi-purpose trails should be set back at least 4' from the trail edge.
- Canopy trees should be used to provide shade adjacent to the trails.
- The design and style of trails should reflect the character of the surrounding environment.
- Varieties of trees should be grouped to provide visual interest and special identity.
- Use non-potable water for irrigation when available.



Fencing

- Fences along trails should be set back at least 4' from the pavement edge.
- Fences should be designed to blend with the character of the area that the trail is passing through.



Outdoor Furniture

- Locate seating and benches at convenient locations to provide a resting place for pedestrians and bikers.
- Rest area structures should be encouraged at major congregation or access points on the trail.



Landscape and Streetscape - Gateways

Gateways are significant features that announce arrival into the Southeast Urban Center. Gateways should therefore be distinct and identifiable. There are two types of gateways proposed: those that identify major activity centers, called community gateways, and those that distinguish between neighborhoods, called neighborhood gateways. Figure 22, Gateway Plan, depicts the locations of community gateways. The location of the neighborhood gateways will be dependant upon future development plans and are therefore not depicted.

Community gateways are located to announce arrival to the two community centers and to the Southeast Urban Center itself. Community gateways are the largest of the gateways in size and scale and typically range from 800 to 1,400 square feet and generally have curbside dimensions of between 40 and 50 feet from the corner on each side. Neighborhood gateways announce arrival into specific neighborhoods and typically range from 300 to 420 square feet with a curbside dimension between 15 and 25 feet from the corner on each side.

The exact design, configuration, and content of the gateways will be determined on a case-by-case basis; however, the following guidelines should be used to develop the design and development of gateways:

Landscaping

- A formal, symmetrical landscape plan may be utilized at gateways.
- Lush, non-native species may be utilized as gateways.
- Gateways may utilize an informal or formal grouping of tall accent and shade trees with a lush understory and groundcover.
- Unique, eye-catching features should be utilized in the Community Gateways. Arches, towers, fountains, significant landscaping should be employed to help identify the area.
- Gateways should incorporate ornate features such as textured pavement, public art, and fountains, which are constructed of durable and, when possible, natural materials of an indigenous design.
- Consider the use of non-potable water for irrigation of private landscaping.



Fencing and Walls

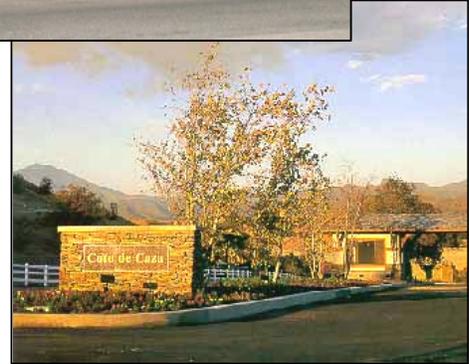
- Fencing should reflect the style and character of the surrounding development and should be simple and distinctive.
- Fencing should utilize a variety of textures, materials, and colors.
- Fencing should utilize offsets, recesses, and pilasters to provide distinction.



Landscape and Streetscape – Gateways (Continued)

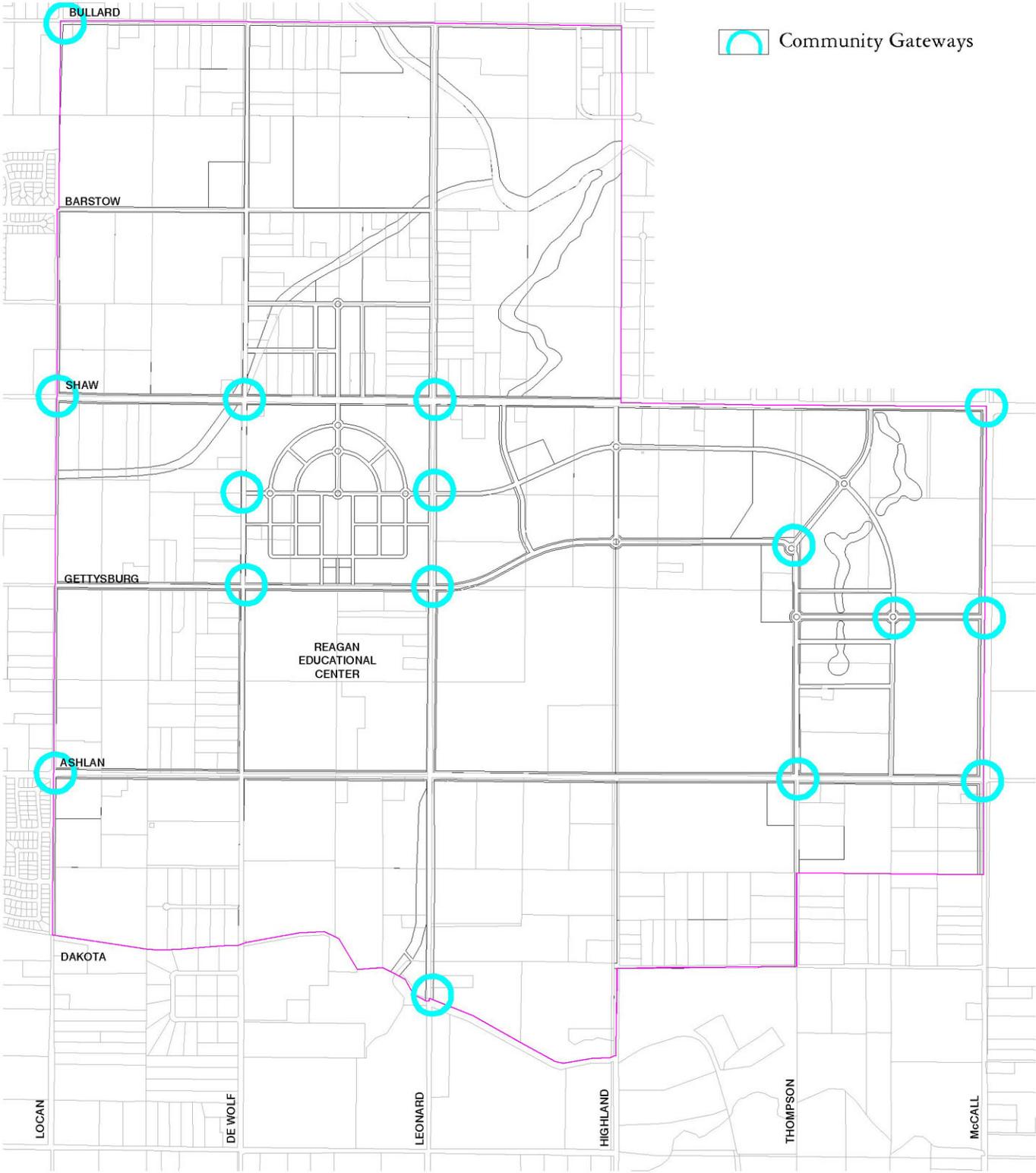
Signage and Lighting

- Gateways should incorporate themed signage and lighting that announces arrival into a particular area or project.
- Lighting should be positioned to enhance the safety of vehicular and pedestrian traffic.
- Signage and lighting fixtures should be distinctive and reflect the surrounding character in terms of style, materials, and colors.
- Gateways should be externally illuminated.



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Gateway Plan



 Community Gateways

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4.3 LAND USE DESIGNATION DESIGN CHARACTER

It is a stated goal that development within the Southeast Urban Center will be of a high quality. This will be achieved by an attention to detail in every project. While a particular design style is not prescribed in these guidelines, the expected attention to detail is depicted and described.

The purpose of these Land Use Designation Design Character section is to describe the desired elements that create a unique and high quality development within both residential and non-residential uses. These guidelines describe the desired character by land use category or type of use.



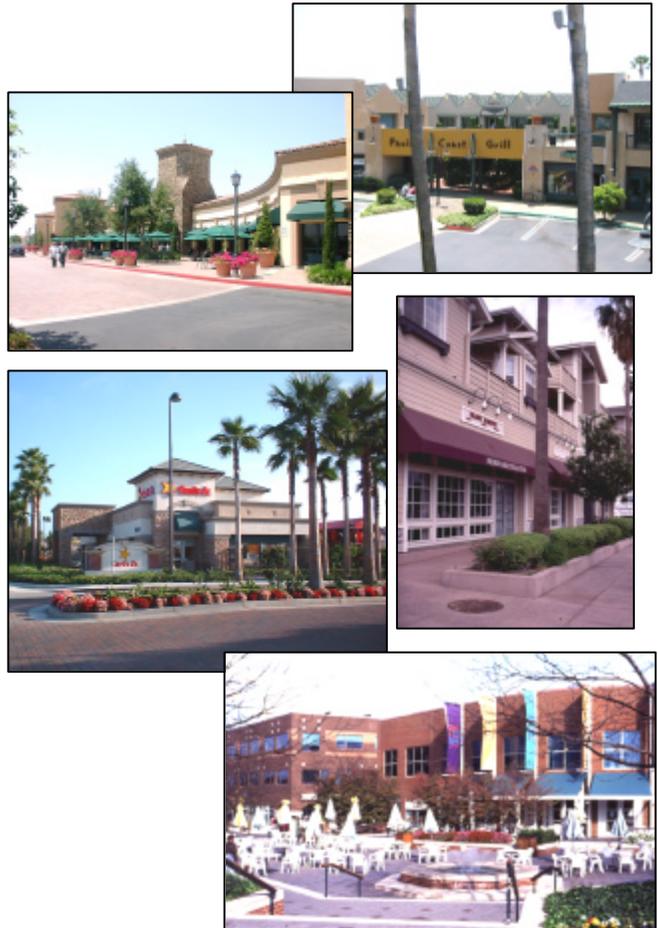
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Land Use Designation Design Character – Community Center, Commercial, and Business Campus General Policies

The following general policies shall apply to the development of community centers, commercial, and business campus land within the Southeast Urban Center:

Layout and Design

- Allow for visual relief to provide design interest, break up long planar surfaces, and avoid one continuous building. Offsets, pop-outs, overhangs, and recesses all may be used to produce visual relief.
- Establish connections among buildings and plazas through structural and landscape elements.
- Orient storage and service areas away from public views and provide ornamental screening for utility boxes, trash bins, outdoor storage, utility boxes, and other mechanical equipment.
- Provide an array of pedestrian amenities that are integrated into the overall design and character of development, such as seating areas, drinking fountains, landscape planters, water fountains, shade canopies, trash receptacles, and vending machines.
- Orient buildings entries toward plazas, outdoor eating areas, sidewalks, and other public gathering places.
- Avoid repetitive structures that will produce monotonous elevations and street scenes.
- Include a variation in colors, materials, and texture treatments.
- Vary building rooflines and heights to create visual interest.
- Orient storage and service areas away from public views and provide ornamental screening for utility boxes, trash bins, outdoor storage, utility boxes, and other mechanical equipment.
- Utilize a themed design element throughout the development that is defining yet complementary.



Parking

- Surface parking lots should have 20% shade coverage by parking lot trees within five years of the construction of the parking lot.
- Fencing should screen parking lots and should reflect the surrounding character in terms of style, materials, and colors.
- Utilize combinations of solid and view fences wherever possible to maintain views, enhance security, and to add variety to long stretches of walls.
- Lighting should clearly illuminate intersections and pedestrian street crossings.



Land Use Designation Design Character – Community Center, Commercial, and Business Campus General Policies (Continued)

Lighting

- The design and placement of lighting should minimize glare.
- Lighting fixtures should reflect the surrounding character in terms of style, materials, and colors.
- Lighting should feature or highlight architectural details of buildings, entryways, signs, and building/street numbers.



Signage

- The design and color schemes of signage should relate to other signs and graphics within a development in order to achieve a coordinated sense of identity.
- The numerical street addresses of all buildings in the community center shall be prominently displayed.
- The style, materials, and colors of signage should enhance the buildings on which they are placed.



Land Use Designation Design Character - Community Center

Community centers are intended to be vibrant, pedestrian oriented spaces that invite window shopping and social interaction. Careful design of the street scene, site layout, building design, and orientation with particular emphasis on the pedestrian experience will help community centers to be successful spaces. The following guidelines should be used to guide the development of the community centers:

Layout and Site Planning

- Establish commercial and public “anchor” destination uses that promote focus and vitality within the Community Center.
- Segment activity clusters on blocks no longer than 600 feet in length. Break up continuous rows of development with pedestrian linkages, public plazas, and green spaces at regular intervals to provide visual relief and places for rest and relaxation.
- Allow shade treatments, such as canopies, trees, roof overhangs, and arcades, to encroach onto public rights-of-way.
- Locate buildings on the front property line.
- Establish connections among buildings and plazas through structural and landscape elements.
- Provide open-air plazas that are pedestrian-friendly and act as a focus for surrounding development.
- Provide an array of pedestrian amenities that are integrated into the overall design and character of development, such as seating areas, drinking fountains, landscape planters, water fountains, shade canopies, trash receptacles, and vending machines.
- Encourage the placement of public art.
- Use a variety of walkway surfaces, patterns, and textured materials to guide pedestrians and create a sense of location and place.
- Orient buildings entries toward plazas, parks, village greens, outdoor eating areas, sidewalks, and other public gathering places.
- Emphasize the pedestrian versus the vehicular environment.



Land Use Designation Design Character - Community Center (Continued)

Architectural Design

- Utilize differing but complementary forms of architectural styles and designs. Creative architecture establishes the feeling of a unique place and contributes to a community’s “personality.”
- Discourage the development of overly themed or “cartoonish” environments. Instead, the design themes should be based upon historic architectural form.
- Avoid repetitive structures, colors, and materials that will produce monotonous elevations and street scenes. Relate buildings in terms of bulk and mass but do not make them identical.
- Vary building rooflines and heights to create visual interest.
- Design accessory structures, such as parking garages, to complement primary structures.
- Provide special building form elements, such as towers, archways, and other building massing elements, to help distinguish significant intersections and activity areas.
- Integrate detailed architectural treatment on all building exteriors.



Parking

- Locate on-site parking to the rear of buildings. Encourage parking to be located in shared facilities to the greatest extent possible.
- Parking facilities shall be directly and clearly connected to the shopping areas.
- Use the ground floor of parking structures for retail or office purposes.



Land Use Designation Design Character - Community Center (Continued)

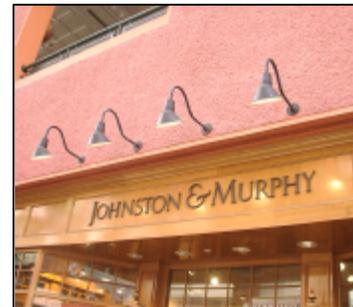
Signage

- Signs in the community centers should be backlit or externally illuminated and when fascia mounted be of individual lettering units.
- Signage within the community centers should be oriented to the pedestrian and can be smaller and more ornately detailed.
- Signage should be visually compelling, informative, and add to the pedestrian experience.
- Integrate lighting elements into sign designs. Conceal or integrate lighting mechanics so that they do not detract from sign aesthetics.
- Create thematic street signs that clearly identify street name and community.
- Internally illuminated “can signs” are not consistent with these design guidelines.
- Banners and bunting are permitted in the public right-of-way in order to advertise community events and to help provide direction.
- Signs, other than directional signs or kiosks, should be attached to the building. Pole signs are not appropriate in the Community Centers.



Lighting

- Light fixtures and area illuminated shall be of appropriate scale.
- Design lighting fixtures as both a decorative and functional feature of the streetscape.
- Utilize accent lighting to highlight key landscaping and architectural features.
- Monumentation, fountains, public art, entryways, ATMs, civic buildings, and other pedestrian amenities should be illuminated.



Land Use Designation Design Character - Commercial

The uses developed in the commercial land use designation, which provides for the development of retail commercial and office uses, should be of a high design quality with a focused attention to details. The following guidelines shall be used to guide the development of commercially designated properties:

Layout and Design

- Consider a variety of walkway surfaces, patterns, and textured materials to guide pedestrians and create a sense of location and place.
- Provide landscaping and open space areas as a linkage to adjacent neighborhoods.
- Special building form elements, such as towers, archways, and other building massing elements, are encouraged to help distinguish significant intersections and activity areas.
- Developments should emphasize the pedestrian environment and pedestrian linkages.



Parking

- Locate on-site parking to the rear of buildings. Encourage parking to be located in shared facilities to the greatest extent possible.
- Parking facilities should be directly and clearly connected to the shopping areas.
- Utilize landscaping treatments such as berms, vegetation, and decorative fencing to minimize the potential visual dominance of surface parking lots and create distinction between the roadway and adjacent development.
- Parking lots should be screened and entry points distinguished by formal groupings of landscaping.
- Surface parking lots should be landscaped with canopy trees for shade.
- Ornamental landscaping should be placed at key access and entry points.
- Cluster surface parking areas rather than create one continuous expanse of parking.



Land Use Designation Design Character – Business Campus

The business campus is intended to reflect a park-like, campus setting and should be of a high design quality with a focused attention to details. The following guidelines shall be used to guide the development of business campus land use designated areas:

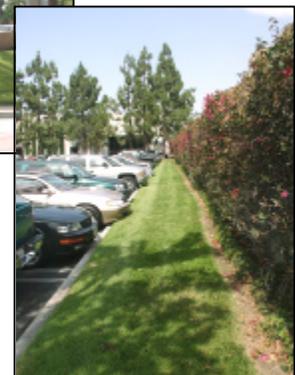
Layout and Design

- Use a variety of walkway surfaces, patterns, and textured materials to guide pedestrians and create a sense of location and place.
- Orient loading bays to the rear to structures and screen with landscaped walls.
- Developments should emphasize the pedestrian environment and pedestrian linkages.
- The structures should be designed to relate to the surrounding developing area and should not be stand-alone boxes.



Parking

- Parking should be located in shared facilities to the greatest extent possible.
- Utilize landscaping treatments such as berms, vegetation, and decorative fencing to minimize the potential visual dominance of surface parking lots and create distinction between the roadway and adjacent development.
- Parking lots should be screened and entry points distinguished by formal groupings of landscaping.



Land Use Designation Design Character – Residential General Policies

The following general guidelines shall be used to guide the development of housing within the Southeast Urban Center:

Layout and Design

- A box-like design is not consistent with these design guidelines. Projects should include units with a variety of building design, orientation, and massing. Each unit should possess articulated facades, including recesses, bays, variations in plane and height, recessed openings, and the inclusion of elements such as balconies, bay windows, porches, arcades and architectural projections to provide depth and contrast.
- Finish roof flashings, rain gutters, downspouts, vents and other roof protrusions to match adjacent finish materials and/or colors. Unfinished galvanized metal is not acceptable.
- Avoid exterior finish materials such as metal or aluminum siding and roofing, reflective materials, and unfinished concrete block.
- Projects that do not incorporate and provide connections to adjacent trails and open space features are not consistent with these guidelines. Orient buildings toward adjacent open space areas, streets, recreational features, trails, bicycle paths, schools, and other public features.
- Projects that are designed with residences that face the streets, thereby eliminating sound walls (unless traffic and noise levels merit protection), are encouraged.
- Corner buildings should have architectural details on street facing sides of the building.
- Neighborhoods should be oriented to the pedestrian.



Fences and Walls

- Walls and fences should blend with and complement the architecture of the main structure.
- Low walls and fences (3’ tall), in lieu of taller walls, should be located in the front yard setback.
- Accents at gates, such as arches, arbors, or trellises, should be employed to add visual interest and identification of entryways.
- Sound walls should not be of a single, unbroken, monotonous design. Walls should be “broken up” by lush landscaping, pedestrian entries, recesses, and undulations.
- Landscaping and/or opaque walls and fences should screen all trash receptacles and utilities.
- Architecturally treat both sides of walls and fences.
- Soften blank walls with vertical plantings and/or climbing vines and trellises.

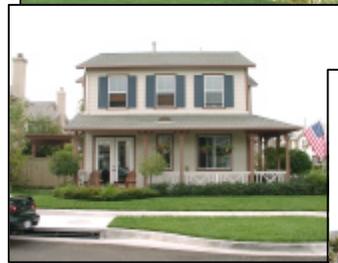


Land Use Designation Design Character – Single Family Detached Residential

The Very Low Residential, Low Residential, Medium Residential, and Medium High Residential land use designations accommodate detached singly family residential uses. The following guidelines shall be used to guide the development of singly family detached housing within the Southeast Urban Center:

Layout and Design

- Project designs that include a variety of front yard building setbacks are strongly encouraged. 33% of the units should have different front yard setbacks of at least five feet.
- Developments over four homes should have a minimum of two material and color palettes. Utilize a variety of wood, stucco, stone, and concrete finishes and textures. No two homes with the identical color or materials palettes should be located adjacent to one another.
- Projects with a variety of unit designs and types are encouraged. Developments over four units should include a minimum of two unit designs. No two homes with identical designs should be located adjacent to one another.
- Projects that employ a variety of roof forms and materials are strongly encouraged. Developments over four units should have a minimum of two primary roof materials and roof designs. A variety of hip and gables should be used, especially on the elevations facing the front street. No two homes with identical roof designs and materials should be located adjacent to one another.
- Front entry porches are strongly encouraged to add variety to the street scene. Front entry porches should primarily be single-story elements that provide variety to the building mass. 66% of the units in every project should have front entry porches. Corner lots should have porches that wrap around both street frontages.



Land Use Designation Design Character – Single Family Detached Residential (Continued)

Parking

- Avoid designs where the garage is the dominant feature of the street scene. Vary the placement, orientation, and size of garages. Each project should include garages that are located in the rear of the lot, side entry, and in some cases, front and alley entry garages. Garages should be varied in size (a mix of 2-car and 3-car designs).
- Detached garages and accessory structures should be architecturally integrated into the overall design of the project with similar materials and details as the residences.
- Garage doors should be recessed into the garage wall and multi-paned or otherwise provided with subtle adornment to provide shadow relief. Decorative panels, windows, arched doorways or ornamental trim are strongly encouraged.
- No two lots where the garage is located in the front half of the lot and with an identical front entry garage orientation should be located adjacent to one another.
- 25% of the lots should have garages located in the rear half of the lot, either alley-loaded or front-loaded.
- Alleys that serve residential areas may be landscaped to improve their aesthetic quality and function.



Land Use Designation Design Character – Attached Residential

The Medium Residential, Medium High Residential, High Residential, and Very High Residential land use designations accommodate attached residential uses. The following guidelines shall be used to guide the development of singly family attached housing within the Southeast Urban Center:

Layout and Design

- Project designs that include a variety of building setbacks and separations are strongly encouraged. Each building should have different setbacks and separations of at least five feet.
- Each separate building should have a minimum of two material and color palettes. Utilize a variety of wood, stucco, stone, and concrete finishes and textures. No two buildings with the identical color or materials palettes should be located adjacent to one another.
- Projects with a variety of building designs and types are encouraged. No buildings with identical designs should be located adjacent to one another.
- Projects that employ a variety of roof forms and materials are strongly encouraged. A variety of hip and gables should be used, especially on the elevations facing the front street.
- Articulated entry features, such as porches, are strongly encouraged to add variety and individual identity for each unit.



Parking

- Avoid designs where the garage is the dominant feature of the street scene. Vary the placement, orientation, and size of garages. Tuck under, rear-entry, and courtyard garages designs may be utilized to add variety to the parking layout.
- Parking garages and accessory structures should be architecturally integrated into the overall design of the project with similar materials and details as the residences.
- Garage doors should be recessed into the garage wall and multi-paned or otherwise provided with subtle adornment to provide shadow relief. Decorative panels, windows, arched doorways or ornamental trim are strongly encouraged.



Land Use Designation Design Character – Open Space

Open Spaces in the Southeast Urban Center are utilized for both passive and active recreational uses. Open spaces should be designed to enhance and reflect the character of the surrounding development. The following guidelines shall be used to guide the various elements that are developed in the Open Space and Open Space Recreational land use categories:

Landscaping

- Active recreational areas may utilize irrigated turf grasses and ornamental plantings. Passive areas should primarily utilize non-irrigated or drought tolerant species.
- Landscape character should match scale and character of the surrounding neighborhood.
- A combination of hardscape and softscape may be combined in a cohesive manner.
- Canopy trees should be used to provide shade and grouped in groves.
- A combination of hard and soft paving may be used depending upon the function of the recreational amenity.



Fencing

- Landscaping and/or opaque walls and fences should screen all service areas and utilities.
- Fences and walls should match the surrounding architectural style, materials, and colors.
- Architecturally treat both sides of walls and fences.
- Fences and walls should only be as tall as necessary to perform their function.
- Soften blank walls with vertical plantings and/or climbing vines and trellises.



Outdoor Furniture

- Outdoor furniture should reflect the surrounding character in terms of style, materials, and colors.
- Locate seating and benches at convenient locations to maximize views.



Lighting

- Utilize low level, pedestrian-scaled lighting along pathways and trails.
- Active recreational areas may be illuminated with taller light standards that are shielded to prevent off-site light pollution.
- Lighting fixtures should reflect the surrounding character in terms of style, materials, and colors.





SECTION V: IMPLEMENTATION

5.1 ORGANIZATION AND ADMINISTRATION

Whether regulatory or policy oriented, all specific plans must contain a "program of implementation measures including regulations, programs, public works projects, and financing measures" pursuant to California Government Code Section 65451(a)(4).

The first section discusses capital projects and implementation programs needed to construct urban infrastructure in the Specific Plan area. The second section describes a range of financing strategies for this infrastructure. The third section presents the implementation goals and policies to implement the Specific Plan. Taken collectively, these policies form the implementation program for the Southeast Urban Center Specific Plan area.

Other documents have been prepared and processed concurrently with the adoption of the Southeast Urban Center Specific Plan including a general plan amendment and a certified environmental impact report (EIR), and sewer and water master plans. These documents will form the basic framework to guide future development within the Specific Plan area.

The Southeast Urban Center Specific Plan is a long-term plan that provides direction for new development in the area. It cannot be reasonably expected to be implemented through the actions of industry alone. It is important to view implementation of the plan as a public-private partnership between the City and the property owners and developers that will undertake new development projects in the planning area.

The Southeast Urban Center Specific Plan is consistent with and implements the goals and policies of the Clovis General Plan. A more specific discussion of consistency between the two documents can be found in Appendix B, *General Plan Consistency Analysis*.



5.2 RESPONSIBILITY

The City’s Director of Planning and Development Services shall be responsible for administering the provisions of the Southeast Urban Center Specific Plan in accordance with the provisions of this Specific Plan, the State of California Government Code, Subdivision Map Act, and the City of Clovis General Plan and Municipal Code.

5.3 INTERPRETATIONS

When there is a question or ambiguity regarding the interpretation of any provision of this Specific Plan, the Director of Planning and Development Services has the authority to interpret the intent of such provision.

The Director of Planning and Development Services may, at his/her discretion, refer interpretations to the Planning Commission for its consideration and action. Such a referral shall be accompanied by a written analysis of issues related to the interpretation. The Planning Commission action may be appealed to the City Council.

All interpretation made by the Director of Planning and Development Services may be appealed to the Planning Commission in accordance with the appeal procedures set forth in the Zoning Ordinance.

5.4 SPECIFIC PLAN AMENDMENT

Minor Amendments

Minor amendments include simple modifications to text or graphics that do not change the meaning, intent, or are contrary to any provision of the Specific Plan. Minor modifications may be accomplished administratively by the Director of Planning and Development Services and are appealable to the Planning Commission and City Council.

Major Amendments

Major modifications are amendments to exhibits or text that are intended to change the intent and/or development standards or other provisions of the Specific Plan. Major modifications require an amendment to the Specific Plan and approval by the Planning Commission and City Council in accordance with the requirements of the City of Clovis Zoning Ordinance.

5.5 SEVERABILITY

If any section, subsection, sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this plan.

5.6 LAND USE DESIGNATIONS

The locations of the land use designations are approximate and generally follow streets and property lines. Zoning for properties that are adjacent to a street extend to the centerline of the abutting street. Minor changes in boundary alignment and location are permissible with approval by the Director of Planning and Development Services. However, the intended character and overall location of the land use categories must be maintained.

5.7 CAPITAL PROJECTS AND IMPLEMENTATION PROGRAMS

A series of public and private projects are required to implement the proposed Specific Plan. These projects include public street and utility improvements, development of parks, parkways and trails, lakes and other open spaces, and administration of development programs (e.g., capital improvement programs, design and development review). The capital projects and implementation programs are described as follows:

Public Street and Utilities

This category includes upgrading existing rural streets and utilities as necessary and the design and construction of new streets and utilities to accommodate new development. The costs for utilities include costs that are necessary to serve a parcel as well as overall needed upgrades for new construction. Improvements that are directly tied to new development may be funded by developers through fees and exactions.

Public Service Infrastructure

This category also includes costs related to construction of a surface water treatment plant, water distribution mains, a wastewater collection system, a wastewater sewage



treatment/water reuse facility, reused water distribution system, fire station, and other public facilities.

Public Amenity Program

This cost category includes streetscape improvements (i.e., landscaping, benches and lighting), bicycle and pedestrian system improvements, trails, and parks within the planning area.

Streetscape Improvements

Streetscape improvements will create the image and amenity of the area for existing and future businesses. These streets are heavily traveled, highly visible thoroughfares that are gateways to the community. The streetscape enhancements will improve both the project area and the City as a whole.

Bicycle and Pedestrian Improvements

This includes improvements to the trails along the Jefferson, Enterprise, and Gould Canals as well as Dog Creek Parkway. Improvement of these trails will provide a significant recreational and open space amenity for the project area as well as the City as a whole.

5.8 FINANCING STRATEGIES

A detailed financing plan should be prepared in order to successfully implement the improvements and programs proposed by the Southeast Urban Center Specific Plan. Along with establishing specific goals and policies, the financing plan should analyze a series of methods to finance infrastructure and other improvements, recommend preferred alternatives, and develop a process for enacting financing methods.

The following is a summary of possible methods for financing the Specific Plan improvements as identified above. Some of these financing methods may be impacted by the passage of Proposition 218 in November of 1996. Proposition 218 added Articles XIII C and D to the California Constitution controlling how general taxes are levied and requiring certain previously levied general taxes to be ratified by voters. It reduces all taxes to either general taxes or special taxes. It defines a general tax as "any tax imposed for general governmental purposes" and a special tax as "any tax imposed for specific purposes, including a tax imposed for specific purposes, which is placed into a general fund." General and special taxes can be reduced or repealed through the initiative process. Benefit assessments and "property related fees and charges" cannot

be imposed without prior voter approval. Fees, charges, and assessments can be reduced or repealed through the initiative process.

According to Proposition 218, a city, county, or special district (including a school district) contemplating a special tax levy must hold a noticed public hearing and adopt an ordinance or resolution prior to placing the tax on the ballot. The ordinance or resolution must specify the purpose of the tax, the rate at which it will be imposed, the method of collection, and the date of the election to approve the tax levy. Approval by a 2/3 vote of the city, county, or district electorate is necessary for adoption.

Impact Fees and Exactions

Dedications of land and impact fees are exactions that lessen the impacts of new development resulting from increased population or demand on services. Local governments derive their authority to impose exactions from the "police power" granted to them by the State Constitution and/or specific state enabling statutes such as the Subdivision Map Act.

A legally defensible exaction must (a) "advance a legitimate state interest" (such as protection of the public health, safety, and welfare) and (b) mitigate the adverse impacts to that interest that would otherwise result from the project (as held in *Nollan v. California Coastal Commission* (1987) 107 S.Ct.3141). Additionally, in *Dolan v. City of Tigard* (1994) 114S.Ct.2309, the U.S. Supreme Court held that, in addition to the standard for essential nexus established under *Nollan*, there must be a "rough proportionality" between the proposed exactions and the impacts that the project are intended to allay. The California Supreme Court further defined the principles of legal exactions under *Ehrlich v. City of Culver City* (1996) 12 Cal.App.4th 854. The Legislature has since amended the Mitigation Fee Act (§66000, et seq.) to require the local agency imposing the fee to identify the purpose of the fee and the use to which it will be put. The local agency must also specify the nexus between the development project and the improvement being financed (§66001). It must further establish that the amount of funds being collected will not exceed that needed to pay for the improvement (§66005).

Development Agreements

A development agreement is a tool for establishing a vested right to proceed with development in conformance with the policies, rules, and regulations in effect at the time of approval (California Government Code Section 65864). Development



agreements provide a developer with assurances for a specified length of time that his/her project may proceed as originally approved, and not be affected by future changes in land use regulations. The authority of local governments to enter into development agreements was tested and upheld by the courts in *Santa Margarita Area Residents Together v. San Luis Obispo County Board of Supervisors*, 84 Cal.App. 4th 221 (2000). In many cases and in exchange for this assurance, the landowner/developer may agree to a larger dedication of land or in-lieu fee for public use as a condition of the agreement.

A specific plan facilitates the administration of a development agreement by separating the development policies and regulations applied to a project site from those of the jurisdiction as a whole. This enables a local agency to revise its jurisdiction-wide plans and ordinances without affecting the policies and regulations "frozen" by an agreement. A specific plan adopted in correlation with a development agreement would only be amended when corresponding changes are made to the agreement.

Special Assessment Districts (1911, 1913, 1915 ACT)

California law provides procedures to levy assessments against benefiting properties and issue tax-exempt bonds to finance public facilities and infrastructure improvements. Assessment districts, also known as improvement districts, are initiated by the legislative body (e.g. city), subject to majority protest of property owners or registered voters. Assessments are distributed in proportion to the benefits received by each property, and represent a lien against property. The assessments are fixed dollar amounts and may be prepaid. Only improvements with property-specific benefits (e.g. roads, and sewer and water improvements) may be financed with assessments.

Area Of Benefit Fees

Area of benefit fees may be enacted by the legislative body (i.e. city) through adoption of an ordinance without voter approval. The fee must be directly related to the benefit received. It does not create a lien against property, but must be paid in full as a condition of approval. Its principle use is for encumbering properties that do not voluntarily enter into an assessment of a Community Facilities District (CFD), so that they pay their fair share at the time they are ready to be developed. Proceeds may be used to reimburse property owners who pay up-front cost for facilities benefiting other properties. Benefiting properties may be given the option to

finance the fees by entering into an assessment district (1913/1911 Act or Mello-Roos CFD).

Mello-Roos Community Facilities Districts (CFD)

The Mello-Roos Community Facilities Act of 1982 allows for the creation of special districts authorized to levy a special tax and issue tax-exempt bonds to finance public facilities and services. A CFD may be initiated by the legislative body or by property owner petition, and must be approved by a 2/3 majority of either property owners or registered voters (if there are more than 12 registered voters living in the area). Taxes are collected annually with property taxes, and may be prepaid if prepayment provisions are specified in the tax formula. The levy creates a tax lien against the property. There is no requirement that the tax be apportioned on the basis of benefit. Because there is no requirement to show special benefit, Mello-Roos levies may be used to fund improvements of general benefit, such as fire and police facilities, libraries and parks, as well as improvements that benefit specific properties. The provision also allows for the reallocation of cost burdens to alleviate untenable burdens on specific properties.

Landscaping And Lighting Districts

Landscaping and Lighting Districts (LLD) may be used for installation, maintenance, and servicing of landscaping and lighting, through annual assessments on benefiting properties. LLDs also may provide for construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and irrigation or drainage facilities. They also may be used to fund and maintain parks above normal park standards maintained from general fund revenues.

Surface Transportation Program (STP) Funds

The passage of the Intermodal Surface Transportation Efficiency Act of 1991 provides funding to strengthen the national transportation system through "enhancement" projects. Transportation enhancement activities include: pedestrian and bicycle facilities, acquisition of scenic and historic sites, scenic and historic highway programs, landscaping, rehabilitation of historic transportation facilities, preservation of abandoned transportation corridors, archeological planning and research, control and removal of outdoor advertising, and mitigation of water quality impacts from roadway runoff. Funding can be obtained through Fresno



County Council of Governments (COG) on a regional basis and also directly through the State.

Community Development Block Grants (CDBG)

These grants, issued from the Federal Housing and Urban Development Department (HUD), are available to areas in which at least 50 percent of the households have a low-moderate income.

General Obligation Bonds

In 1986, California voters approved Proposition 46, restoring the ability of local governments and school districts to issue general obligation (G.O.) bonds. General obligation bonds require approval by 2/3 of the jurisdiction's voters and are used to finance the acquisition and construction of public capital facilities and real estate (see §29900 et seq., 43600 et seq., and Education Code §15100 et seq.). G.O. bonds are repaid through an increase in the ad valorem property tax being levied by the issuing jurisdiction.

General Obligation bonds may be used to fund such things as schools, libraries, jails, fire protection, and capital improvements. According to the California Debt and Investment Advisory Commission, 27 G.O. bond measures were placed on local ballots in the November 1996 election. Fourteen passed, thirteen failed, and nine received more than 60 percent approval. Some of these bonds included K-12 school facilities and seismic-safety retrofitting of public buildings.

Public Enterprise Revenue Bonds

Local governments have the ability to issue bonds to finance facilities for revenue producing public enterprises. The enterprises developed under these funds are financed by user charges that, in turn, are applied to bond debt service payments. Revenue bonds do not require approval by 2/3 vote since they are neither payable from taxes nor from the general fund.

The Revenue Bond Act of 1941 (§54300 et seq.) is the most commonly used bond act. Under this act, bonds may be issued for revenue producing facilities such as airports, harbors, hospitals, parking, and garbage collection. Bonds under this act are adopted by resolution of the legislative body and subject to approval by a simple majority of the voters voting on the bond measure.

Other Funding Sources

There may be other sources available to finance improvement projects such as special assessment districts, government grants, or various types of bonds not listed above that may be used to fund improvements.

5.9 IMPLEMENTATION GOALS AND POLICIES

Goal 1: Support development of Master Planned Communities

There are four key sites, identified as Master Planned Communities, within the Specific Plan area. Because of their size and location, these areas hold the potential to set the 'tone' for the area and encourage further development and investment. Community Centers North and South lie near the current City limit and present near-term opportunities. These two large undeveloped sites could have a significant near-term influence on the planning area if they are developed with attractive new residential, commercial, and public space projects. The two other longer-term opportunities for master planning are the Gettysburg/Ashlan planned community east of the Reagan Educational Center and the Eastern Village south of Shaw Avenue roughly between Thompson and McCall Avenues.

Please refer to the additional discussion of Master Planned Communities in Section 3.2.

Policy 1.1: Development in Master Planned Communities shall be consistent with a Master Plan.

Consistency with the Specific Plan is required by state enabling law. Master Plans that are consistent with the characteristics of the Master Planned Communities described in the Specific Plan shall be deemed to be consistent with the Specific Plan. If the Director finds the Master Plan inconsistent with the Specific Plan, an amendment to the Specific Plan shall be required.

Policy 1.2: Evaluate assistance or incentives to develop the Master Planned Communities.

The City will consider appropriate incentives, as permitted by local or state law, to developers in order to support the creation of Master Planned Communities. Other incentives may include performance of marketing studies, financial feasibility reports. Incentives or assistance performed in support of Master Planned Communities shall be evaluated by



the Planning Commission and approved by the City Council prior to project approval.

Policy 1.3: Encourage aggregation of parcels in Master Planned Communities in order to meet the needs of higher-intensity commercial and residential development.

A characteristic of the Specific Plan area is its parcelization and ownership pattern. The abundance of small rural residential parcels complicates broad-scale development, especially in the Community Center North. Effective new development in this area would be facilitated by aggregation of smaller parcels into larger development units that allow for better overall site plans than could be achieved by piece-meal development of individual parcels.

Policy 1.4: Master Plans must be prepared for coordinated development for several parcels when development is proposed in Master Planned Communities.

The intent of this policy is to coordinate development over several parcels, so that each individual development contributes to a coherent overall site plan for a larger area. When a project developer located in one of the Master Planned Communities approaches the City regarding future development, a Master Plan for the overall area will be required.

Issues to be addressed in a Master Plan include: coordination of circulation and access, placement and configuration of parking, and building orientation. Opportunities for coordinating parcel access (i.e., sharing driveways and minimizing curb-cuts) are a key issue for preserving street capacity. Providing a coherent development pattern and interconnected street pattern is a key concern in the Master Planned Communities.

Policy 1.5: Place a priority on recruiting suitable commercial developers and uses to the Community Centers North and South and the Eastern Village Master Planned Communities.

The nearest commercial center is one and one-half miles from DeWolf Avenue at Armstrong and Shaw Avenue leaving the Specific Plan area lacking full service commercial area for the near term until a Master Planned Community is proposed. A market study conducted at the outset of the planning process concluded that at least an additional 2,000 housing units would be necessary in order to provide market support for standard commercial uses such as a grocery store.

The focal points of the Urban Villages are commercial uses that are compatible with mixed-use development that includes higher residential densities, including second story residential uses.

The strategy to attract a suitable commercial use to the area is fourfold:

- Encourage new housing in the area,
- Actively recruit potential retailers,
- Consider incentives to attract a retailer, and
- Consider incentives for mixed residential/commercial developers in the mixed-use areas.

Goal 2: Identify financial resources to create high-quality development that is financially self-sufficient to the extent feasible.

Over the long term, the plan should be financially self-sufficient; that is, it should generate adequate revenue to cover the costs of public investment in the area. Implementation of the plan will be a mix of public and private investment.

Policy 2.1: Implementation of the Specific Plan should be strategic with respect to fostering high quality development, fiscal sustainability, balanced community and economic development, and public benefit.

Policy 2.2: Public monies and resources should be allocated to projects that provide the highest amount of private investment and public benefit.

Policy 2.3: Allocation of capital improvement costs should reflect the relative benefits received by project beneficiaries.

Goal 3: Establish the funding and financing mechanisms necessary to implement the Specific Plan.

Policy 3.1: When appropriate, establish contractual and/or financial mechanisms to ensure the equitable financial participation of project developers in the construction of infrastructure and public facilities as appropriate.

In some areas it may be desirable to establish contractual or financial mechanisms such as reimbursement agreements, owner participation agreements, disposition and development agreements, and development fees or assessment districts to provide the financial mechanisms to fund or maintain improvements that serve or benefit several property owners.



Policy 3.2: Pursue funding from government sponsored grant programs for transit and pedestrian realm improvements.

Additional sources of funding for capital projects will be pursued through many grant programs. For example, improvements to the pedestrian and bicycle system, such as improvement of the creek trails, the pedestrian and bicycle over-crossing, may be candidates for TEA-21 (Transportation Equity Act for the 21st Century) funding. TEA 21 funds are applicable to a wide range of transportation related projects and typically require a local match.

Policy 3.3: Consider using a portion of the State Park Bond 2000 (Proposition 12) Funds toward developing the Canal/Creek Trail system.

In March, 2000 California voters approved the "Safe Neighborhood Parks, Clean Water, Clean Air and Coastal Protection Act of 2000" (Proposition 12) which provided \$824 million for local assistance grants. Local grants included within the bill are disbursed both on a per-capita basis as well as a competitive basis.

In addition to the per capita grants, the 2000 Bond Act also provides for competitive grants in a number of areas including development of trails. Applications for these competitive grants will be staggered throughout the 2001/02 fiscal year. The grant program will be administered by the State Department of Parks and Recreation.

Policy 3.4: Establish a Specific Plan Open Space fee account.

A separate account will be established for park in-lieu fees collected from development in the Specific Plan area in order to ensure that the fees go toward improving and maintaining parks, parkways, trails, and public open space.

Goal 4: Implementation of the Specific Plan.

The Specific Plan will require the use of number of regulatory mechanisms for implementation. These include the following:

- Development Review Committee,
- Amendments to the General Plan and Specific Plan,
- Conditional Use Permits,
- Rezoning,
- Tentative parcel maps or tract maps,
- Site plan review, and
- Master Plans for Master Planned Communities.

Policy 4.1: No project shall be approved unless it is consistent with the goals, policies, Development Standards and Design Guidelines of this Specific Plan.

The Plan sets forth a comprehensive set of development standards and design guidelines that are intended to ensure that new development is of high quality, and is oriented and designed to reinforce the public realm of the Specific Plan area, specifically the streets, parkways and trails, parks and open space, and community centers.

Future development within the Specific Plan area will involve obtaining the necessary development permits for the division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; any excavation, fill, or land disturbance, and any use or extension of the use of land. City review of these permit applications will ensure consistency of the proposed improvements with the design recommendations and development regulations outlined in the Specific Plan.

The planning area shall be developed in accordance with the criteria outlined in this Specific Plan and in accordance with other land use and zoning regulations of the City of Clovis. In cases where discrepancies occur between the Specific Plan and citywide development standards, the development regulations contained in the Southeast Urban Center Specific Plan shall prevail. All development within the Specific Plan boundary shall be consistent with the Southeast Urban Center Specific Plan.

Policy 4.2: Proposed plans for new development will be evaluated for consistency with the Specific Plan policies and design guidelines during entitlement application review to ensure high quality development.

In order to ensure that new development is of a high quality and is consistent with the intent of the Specific Plan, review will be conducted on proposed development plans in the Specific Plan area.

Policy 4.3: During any construction associated with new development in the Specific Plan, the following measures shall be enacted to reduce emissions and protect cultural resources:

- *Limit traffic speeds on unpaved roads to 15 mph.*
- *Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than 1%.*



- *The following measures are encouraged for construction located near sensitive receptors e.g. (schools and hospitals):*
 - *Install wheel washers for all exiting trucks, to wash off all trucks and equipment leaving the site.*
 - *Install wind breaks at windward side(s) of construction areas.*
 - *Suspend excavation and grading activity when winds exceed 20 mph.*
 - *Limit areas subject to excavation, grading, and other construction activity at any one time.*
- *Should site preparation, grading or excavation activities uncover a previously unidentified archaeological resource, work shall be stopped and a qualified archaeological consultant shall be retained to assess the find(s).*
- *In the event that site preparation, grading or excavation activities uncover a previously unidentified geological deposit identified as fossil bearing, work shall be stopped and a qualified paleontological consultant shall be retained to assess the find(s) and appropriate steps shall be instigated.*
- *Should site preparation, grading or excavation activities uncover previously unidentified human remains, work shall be stopped and a qualified paleontological consultant shall be retained to assess the find(s).*

Policy 4.4: In order to reduce potential noise impacts, the following measures shall guide new development in the specific plan:

- *The following table is an excerpt from Table 5.8-6 of the EIR. This table shall be used to evaluate potential noise impacts from Specific Plan development. The minimum distance described in this table may be reduced if measures to achieve required noise attenuation are demonstrated by the developer. Specific measures shall be incorporated into each project as determined in an acoustical analysis to be prepared as a condition of approval of any Tentative Tract Map or site plan.*

SPECIFIC PLAN POTENTIAL BUILD-OUT EXTERIOR NOISE EXPOSURE

Roadway	Ldn ¹ (dBA @ 50 Ft.)	Distance to 70 dBA Ldn (Ft.)	Distance to 65 dBA Ldn (Ft.)
Bullard Avenue	69.9	<50	106
Barstow Avenue	66.5	<50	63
Shaw Avenue	77.0	146	315
Gettysburg Avenue	67.8	<50	77
Ashlan Avenue	71.0	58	126
Fowler Avenue	72.6	75	161
Armstrong Road	69.8	<50	104
Temperance Avenue	73.0	79	171
Locan Avenue	65.9	<50	57
DeWolf Avenue	68.6	<50	87
Leonard Avenue	69.1	<50	94
Highland Avenue	65.6	<50	55
Thompson Avenue	66.8	<50	66
McCall Avenue	70.6	55	118

¹ Ldn = Day/Night Noise Equivalent Level. Measured at 50 feet from roadway centerline.
 Note: The noise measurements in this table reflect existing conditions in the project area. No mitigation measures, such as walls, are reflected in the noise measurements.
 Source: The Planning Center, October 2002

- *The following table, Table 5.8-7 from the EIR, shall be used to determine the potential for noise impacts from Specific Plan development at off-site sensitive land uses. The developer shall evaluate sensitive land uses situated along roadways subject to significant noise increase described in the table. Specific measures shall be incorporated into each project as determined in an acoustical analysis to be prepared as a condition of approval of any Tentative Tract Map or site plan.*
- *Where the exterior noise standards are exceeded and berms and/or sound walls are not feasible, an acoustic study shall identify structural modifications to ensure that interior noise levels are reduced to the extent reasonably feasible or other modifications shall be made in the plan to ensure that acceptable noise levels are achieved.*



**TABLE 5.8-7
COMPARISON OF LONG-TERM TRAFFIC-RELATED
EXTERIOR NOISE LEVELS**

Roadway	Speed (mph)	Existing		Existing Plus Project		Increase (dBA)
		ADT ¹	Ldn @50 Ft ²	ADT ¹	Ldn @50 Ft ²	
Bullard Avenue	45	3,000	63.0	14,700	69.9	6.9
Barstow Avenue	35	2,800	60.1	12,100	66.5	6.4
Shaw Avenue	55	9,300	70.0	46,500	77.0	7.0
Gettysburg Avenue	35	300	50.4	16,500	67.8	17.4
Ashlan Avenue	40	4,400	63.3	25,000	71.0	7.7
Fowler Avenue	45	17,900	70.7	27,300	72.6	1.9
Armstrong Road	45	4,200	64.4	14,300	69.8	5.4
Temperance Avenue	50	3,000	64.1	23,100	73.0	8.9
Locan Avenue	45	300	52.9	5,900	65.9	13.0
DeWolf Avenue	45	2,200	61.6	11,000	68.6	7.0
Leonard Avenue	45	500	55.2	12,400	69.1	13.9
Highland Avenue	45	500	55.2	5,500	65.6	10.4
Thompson Avenue	45	500	55.2	7,300	66.8	11.6
McCall Avenue	45	3,800	64.0	17,400	70.6	6.6

¹ ADT = Average Daily Traffic volume.

² Ldn = Day/Night Noise Equivalent Level. Measured at 50 feet from roadway centerline.

³ Bold values denote a potentially significant impact.

Source: The Planning Center, May 2002

Policy 4.5: As a condition of development evaluation, a Phase I Environmental Site Assessment shall be performed for projects which have the potential to have been sites for chemical storage, batching or mixing using methodology acceptable to the Fresno County Health Service Agency.

Goal 5: There is to be a broad range of housing products, designs, and types in every residential project to create diversity and character.

Policy 5.1: Projects shall contribute directly to a broad range of housing types and opportunities.

Goal 6: The Specific Plan shall support a diverse community with a variety in the design of structures.

Policy 6.1: Projects shall be characterized by design features that contribute to the quality and variety of the urban environment.

Policy 6.2: Prepare construction documents and integrate streetscape design and construction programs for major area streets into the Capital Improvement Program.

Streetscape improvement programs will contribute greatly to a new image and identity for the planning area as well as a more amenable pedestrian environment. These improvements should be integrated into the overall Capital Improvements Program as soon as feasible.

Policy 6.3: Work with the Fresno Metropolitan Flood Control District and Fresno Irrigation District to improve creek side trails and open space for the Jefferson, Enterprise, and Gould Canals and Dog Creek.

The FMFCD and FID should be encouraged to adopt policies that permit recreational use of their property and provide equitable allocation of capital funding responsibilities, risk/liability issues, and operations/maintenance costs. The Specific Plan utilizes the canal/creek trail system as a key component of area's park and open space network, and allows residential developers to improve the trail network to meet park dedication requirements. When residential development is proposed in the Specific Plan area, the developer shall work with the City to identify an overall plan for meeting park dedication requirements. Depending on the size of the residential development, this will include some combination of on-site parks and creek trails or in lieu fees for open space development. When improvement of the creek trails is proposed, a trail segment will be identified in consultation with City staff. Cost estimates for trail improvement and landscaping will be prepared and verified by the City. Developers will pay for the improvements, and the City will coordinate with the appropriate agencies (i.e., FMFCD or FID) and construct improvements.

Goal 7: Specific Plan implementation shall support orderly development.

The Clovis General Plan contains goals and polices to provide for orderly growth of the city and reduce the potential for urban sprawl; these will continue to be implemented as development in the Specific Plan is evaluated. Two General Plan goals accomplish the primary framework for the control of growth. Goal 8 of the General Plan seeks "the orderly conversion of agricultural lands within Clovis's project area." Policy 8.1 refines this goal as "allow agricultural lands within the Project area to be converted to planned urban uses in a gradual phased and orderly manner." Goal 9 establishes the "control (of) the development of lands within Clovis's project area," by



ensuring development is well planned and well developed (policy 9.2).

In addition, interagency coordination of annexation and urban growth is organized pursuant to the amended Memorandum of Understanding (MOU) between Fresno County and the City of Clovis. The City has agreed to manage growth and development in the Specific Plan area through the procedures described in the MOU. An orderly processing of annexations is maintained by consultation with County staff in a manner that permits timely review and comment of proposed developments within the Clovis sphere of influence. A cornerstone of the MOU is the condition that 60% of the developable area in the Southeast Urban Center is committed to development before annexation of residential land in the city's northwest growth area (a parcel is constructed upon, has an approved Tentative Tract Map, or has an approved Site Plan Review and is either annexed to the City or the City has a pending application of annexation before LAFCO).

Combined with the requirements of state annexation law (Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, California Government Code Section 56000 et seq.), and the city's "Right-To-Farm" Ordinance (Clovis Municipal Code section 9.2.800), the MOU is a decisive document to guide the growth of the city and the orderly conversion of rural lands to urban uses. The County has written that the 60% rule "provides for orderly growth" of the city and in general the MOU "provides for the city to continue annexing lands to address its residential, commercial, and industrial needs, consistent with the County's policies to direct urban growth to cities. It also provides for more compact development...."

Within the framework of the General Plan, which provides broad policy direction, and the MOU, which provides procedural direction, an additional policy can be created in the Specific Plan to carry out the phased and orderly urbanization of land and to facilitate the logical extension of urban services.

Policy 7.1: Development proposals shall be evaluated on the basis of the logical extension of development and urban services from the existing developed city.



APPENDICES



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APPENDIX A – GLOSSARY OF TERMS

Acres, Gross: The entire acreage of a site. Gross acreage is calculated to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net: The portion of a site that can actually be built upon. The following are not included in the net acreage of a site: public or private road rights-of-way, public open-space, and publicly owned floodways.

Arterial Highway: See “Street, Arterial.”

Bikeways: A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Buffer Zone: An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Buildout: Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

Clustered Development: Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining some feature, such as recreational areas or open-space.

Density, Employment: A measure of the number of employed persons per specific area (for example, employees/acre).

Density, Residential: A measurement of the number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See “Acres, Gross,” and “Developable Acres, Net”)

Developable Acres, Net: The portion of a site that can be developed and is assumed for the purpose of density calculations. This area would include the building pad but not public or private road rights-of-way and flood control channels.

Developable Land: Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Dwelling Unit: A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Family: (1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

Floor Area Ratio (FAR): The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft.

Gateways: The Gateway land use overlay denotes the locations of prominent structural and/or landscape features that announce the arrival into a particular neighborhood, district, or activity area. Gateways are typically located at the corners of key roadway intersections or in the median of a divided highway.

Granny Flat: See "Second Unit"

Household: All those persons (related or unrelated), who occupy a single housing unit. (See "Family")

Housing Unit: The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit" "Family" and "Household")

Intensity, Building: For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For non-residential uses, the actual or the maximum permitted floor area ratios (FARs).

Jobs/Housing Balance; Jobs/Housing Ratio: The availability of housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute and a ratio of less than 1.0 indicates a net out-commute.

Landmark: (1) 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. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Land Use Classification: A system for classifying and designating the appropriate use of properties. The land use classifications for the Southeast Urban Center are defined in the Specific Plan itself.

Live-work Quarters: Buildings or spaces within buildings that are used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.

Master Plan: A Master Plan is a map and operational statement for an entire Master Planned Community that illustrates the following:

- Land uses and the location of structures.
- Internal circulation (streets, bikeways, trails, and paseos).
- Public infrastructure, facilities, and utilities.
- Public open space features.
- Common open space areas and a description and general location of private recreational facilities and amenities such as swimming pools, community meeting rooms, stables, sports courts (tennis, basketball etc.) and similar, common facilities.
- Location of entry monuments and gateway treatments.
- The Master Plan may include building materials, colors, and landscape planning.

- Operational Statement that describes the proposed entitlements, which may include but not be limited to:
 - Phasing Plan depicting Subdivision Map activity,
 - Planned Unit Development,
 - Conditional Use Permit,
 - Tract Map,
 - Grading Permit, and
 - Building Permit.

A Master Plan shall be submitted prior to or in concurrence with an application for Planned Unit Development and any related entitlements and will be approved with all entitlements as a condition of development.

Master Planned Community: A Master Planned Community is an area identified in this Specific Plan as requiring more detailed planning to ensure consistency with the provisions of the plan with the development proposal. A Master Plan shall be required for development in a Master Planned Community. It shall be implemented through the City's Planned Unit Development Ordinance.

Median Strip: The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mixed-use: Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building, single site, or group of contiguous properties in an integrated fashion and with a coherent physical design.

Neighborhood: A grouping of residential, commercial, service, and recreational uses that are related by their orientation, design, or access points.

Open-Space Land: Any parcel or area of land or water that is essentially unimproved and devoted to an open-space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Overlay: A land use designation on the General Plan Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some manner.

Parcel: A lot in single ownership or under single control, usually considered a unit for purposes of development.

Parkland: Land that is publicly owned or controlled for the purpose of providing parks, recreation, or open-space for public use.

Parking, Shared: A public or private parking area used jointly by two or more uses.

Parking Area, Public: An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parks: Open-space lands for the primary purpose of recreation.

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."

Paseo: A system of pedestrian and bicycle trails that emanates from the center of residential quarter-sections providing connection to nearby schools, activity areas, and signalized intersections



Planning Area: The area directly addressed by this Specific Plan. In this instance, the planning area is boundaries of the Southeast Urban Center Specific Plan.

Recreation, Active: A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children’s play equipment.

Recreation, Passive: Type of recreation or activity that does not require the use of organized play areas and includes multipurpose trails and picnic areas.

Right-of-Way: A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roads, railroads, and utility lines.

Second Unit: A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. “Granny Flat” is one type of second unit intended for the elderly.

Specific Plan: A tool authorized by Government Code §65450 et seq. for the systematic implementation of the general plan for a defined portion of a community’s planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Street, Arterial: A roadway that supports medium to higher speeds (30-55 mph), medium to higher capacity (10,000-50,000 average daily trips) and provides intra- and inter-community travel and access to the regional highway and freeway system. Access to community arterials should be provided at collector roads and local streets, discouraging direct access from parcels to existing arterials.

Street, Collector: A relatively low speed (25-30 mph), relatively low volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Street, Local: A low-speed (15-25 mph), low-volume (less than 5,000 average daily trips) street that provides circulation within neighborhoods. Local streets provide direct access to fronting properties and are not intended for through-traffic. Local streets are typically not shown on the Circulation Plan, Map, or Diagram.

Streets, Major: The transportation network that includes a hierarchy of freeways, arterials, and collectors to service through traffic.

Street, Private/Private Road: Privately owned (and usually privately maintained) motor vehicle access that is not dedicated as a public street. Typically the owner posts a sign indicating that the street is private property and limits traffic in some fashion. For density calculation purposes, private roads are excluded when establishing the total acreage of the site.

Streets, Through: Streets that extend continuously between other major streets in the community.

Structure: Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. “Subdivision” includes a condominium project as defined in §1350 of the California Civil Code and a community apartment project as defined in §11004 of the Business and Professions Code.

Transfer of Development Rights: Also known as “Transfer of Development Credits,” a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the “donor” site) to another (“receiver”) site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

Urban: Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, industrial development, and the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (e.g., safety and emergency response). CEQA defines “urbanized area” as an area that has a population density of at least 1,000 persons per square mile - (Public Resources Code §21080.14(b)).

Urban Design: The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Land Use: Residential, commercial, or industrial land use in areas where urban services are available.

Urban Services: Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Zoning: The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning District: A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.

Zoning, Incentive: The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits (such as preservation of greater than the minimum required open-space; provision for low- and moderate-income housing; or plans for public plazas and courts at ground level) are included in a project.

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APPENDIX B – GENERAL PLAN CONSISTENCY ANALYSIS

The following documents the consistency of the Southeast Urban Center with the goals and policies of the City of Clovis General Plan.

Land Use Element

Goal 1: A self-sustaining community that provides a full range of land uses and related amenities.

The Southeast Urban Center accommodates a wide range of uses, from commercial, office, light industrial, social, civic, educational, recreational, public facilities, and residential at densities that range from rural to 43 dwelling units an acre. These uses are concentrated around two community centers, which allow a mixture of uses in a pedestrian oriented setting. The community centers provide an ideal opportunity for community events and gathering spots. The residential neighborhoods are located within a close proximity to retail, service, employment, educational, cultural, civic, and recreational opportunities and interconnected by a system of trails and linear open space features.

Since the Southeast Urban Center Specific Plan is a long-range plan, flexibility in the style and type of development is provided as well as clear guidance as to the expected character and quality of development. The four Master Planned Communities allow flexible land use options but assure quality through development standards and design guidelines. Quality and attention to design detail are the focus of the development standards and design guidelines.

Goal 2: Future land uses of high quality design that are compatible with existing development and are sensitive to existing natural resources.

The Southeast Urban Center Specific Plan is a direct response to the City's General Plan, which requires "new urban development to be designed around the Urban Village neighborhood concept," and mandates "the use of the Specific Plan process for new areas of urban development." As mentioned above, the Southeast Urban Center is designed around two community centers, which are the social, cultural, entertainment, commercial, and service centers for the community. The community centers allow a combination of commercial, office, public facilities, and residential uses mixed both horizontally and vertically.

The significant natural resources in the planning area, such as the Jefferson, Gould, and Enterprise canals and Dog Creek are preserved as linear open space amenities that help provide pedestrian connections.

Goal 3: A variety of residential uses that accommodate a range of household needs and styles.

The Southeast Urban Center Specific Plan contains eight land use designations that accommodate 10,714 residential units in a wide range of product choices: from semi-rural residential, to single-family detached subdivisions, to urban living in the community centers. Some of the existing rural residential

areas are preserved and incorporated into the land use plan. The residential neighborhoods are integrated internally and with the rest of the community by the system of trails, a hierarchy of streets, and nearby educational and recreational facilities.

Goal 5: A well-balanced and diversified economy that provides a variety of economic and employment opportunities.

The Southeast Urban Center Specific Plan accommodates approximately 6,351,484 square feet of commercial and employment opportunities. The Southeast Urban Center allows the development of retail, professional office, commercial, and clean industrial land uses that provide a diversity of employment opportunities. Commercial and employment areas are concentrated in and around the two community centers, thus preventing relatively inefficient strip commercial development.

Goal 8: The orderly conversion of agricultural lands within Clovis' project area.

Per the direction of the General Plan, the Southeast Urban Center Specific Plan is intended to accommodate future growth in a concentrated manner that allows the preservation of the characteristic rural and agricultural lifestyle that is characteristic of Clovis. The Southeast Urban Center Specific Plan guides the conversion of the existing agricultural and rural lands to planned urban uses in a gradual, phased, and orderly manner.

Goal 10: Sound City fiscal conditioning underlying growth conditions.

Per the direction of the General Plan, a fiscal analysis of the Southeast Urban Center has been performed to study the impact on the City's General Fund, see Appendix D, *Fiscal Analysis*, of the Specific Plan. The fiscal analysis found that with maximum floor area ratios, the Southeast Urban Center appears to be fiscally feasible with fairly minimal landscape maintenance district charges. If commercial/industrial development in the Southeast Urban Center takes place at densities closer to minimum floor area ratios, the Southeast Urban Center can still be fiscally feasible as long as landscape maintenance district charges are high enough to fund a sufficient portion of future landscape maintenance costs, even in a "worse case" cost scenario.

Circulation Element

Goal 1: Provide for the development of a street system to adequately address the mobility needs of the community.

The Southeast Urban Center is designed around a hierarchical street system that includes expressways, arterial, collector, community center, and local streets. The classification of the streets in the Southeast Urban Center is based upon the designations in the City's General Plan and the City's Level of Service standards, which were also utilized to analyze the traffic impact of the project.

McCall Avenue, which forms the eastern boundary of the Southeast Urban Center, plays a significant regional role as a part of the regional beltway system envisioned in the General Plan. Accordingly, McCall Avenue is designated as an expressway in the Southeast Urban Center Specific Plan. Shaw, Leonard, Bullard, and Ashlan Avenues are significant regional roadways and are designated as arterial roadways in the Specific Plan.

Goal 2: Provide adequate, safe, well maintained, and efficient access to employment, educational, commercial, and recreational uses throughout the community, including the downtown core area.

The Southeast Urban Center Specific Plan is designed to concentrate the employment, educational, commercial, and recreational uses near the residences. In fact, every residence in the Specific Plan is within one-half mile of these uses. The pathways, linear open space systems, and streets allow convenient access.

The arterial and collector roadway system provides an efficient system to move high volumes of traffic while protecting pass-through traffic in residential neighborhoods. The circulation systems will be designed to current City standards and specifications in order to maximize traffic safety for automobile, transit, bicycles and pedestrians. Landscape and streetscape standards help to unify the community and create a pleasing driving experience. Gateways announce arrive into the planning area and significant features of the plan.

Goal 3: Promote all modes of transportation, including transit, bicycle, walking, for the development of alternatives to the private automobile.

The land use plan is designed to provide every opportunity for residents to minimize the use of the automobile. The employment, educational, commercial, and recreational uses in the plan are located within one-half mile of every residence in the Specific Plan. A multi-modal transportation system, including multi-purpose open space corridors, bicycle paths, and pedestrian connections provide convenient access to the employment, educational, commercial, transit, and recreational uses.

Housing Element

Goal 1: A diversity of housing opportunities that satisfy the physical, social, and economic needs of existing and future residents of Clovis.

The Southeast Urban Center Specific Plan accommodates 10,714 residential units in a wide range product choices: from mixed-use projects that promote an urban lifestyle, to single-family detached subdivisions that are typical of a suburban lifestyle, and large lot residential consistent with a semi-rural lifestyle. This range of residential products accommodates a range of housing cost, density, type, and occupancy status.

This wide range of housing opportunities is balanced with a range of job opportunities, from employment, to educational, to recreational, to retail commercial, which provides the opportunity for local residents to live and work in the same community.

The purpose of the Southeast Urban Center Specific Plan is to guide the future development of this variety of uses in a balanced and orderly manner that minimizes unnecessary development costs.

Goal 2: Balance growth between housing production, employment, and provision of services.

The Southeast Urban Center Specific Plan accommodates approximately 28,928 people and 12,075 jobs. This means that there are slightly more employment opportunities than may reasonably be filled by residents of the planning area. The employment opportunities are concentrated near the residences and community centers. Connections to the employment opportunities are provided by a system of trails and linear open space corridors.

The Southeast Urban Center Specific Plan guides how development will occur within the planning area. The Specific Plan requires that new construction be designed in accordance with clear yet flexible aesthetic standards that will ensure the safety and integrity of each housing unit and provide for the development of attractive functional housing. In addition, infrastructure and service systems that meet the demands generated by the uses within the planning area are required to be operational prior to development.

Goal 3: Affordable housing for all economic segments of Clovis.

The Southeast Urban Center Specific Plan accommodates 10,714 residential units in a wide range product choices: from mixed-use projects that promote an urban lifestyle, to single-family detached subdivisions that are typical of a suburban lifestyle, and large lot residential consistent with a semi-rural lifestyle. This range of residential products accommodates a range of housing costs and occupancy status. This range of housing opportunities accommodates the needs of all income levels and provides opportunities to meet the City's fair share of low- and moderate-income housing.

Goal 6: To promote energy conservation activities in all neighborhoods.

Development within the Southeast Urban Center will be required to comply with all adopted local, state and federal standards that promote energy conservation.

Public Facilities Element

Goal 2: New development which includes a full complement of infrastructure and public facilities.

The Southeast Urban Center Specific Plan guides how development will occur within the planning area. The Specific Plan requires that infrastructure and service systems that meet the demands generated by the uses within the planning area be operational prior to new construction. Infrastructure will be developed and maintained through developer fees and assessment districts.

Goal 3: A comprehensive wastewater infrastructure system in Clovis.

The Southeast Urban Center Specific Plan accommodates the development of a new wastewater-sewer treatment plant/water reuse facility. The location and details of this project are being studied concurrently in a separate effort being led by the City. The Southeast Urban Center includes uses and open spaces that are intended to create opportunities to reuse and spread reclaimed water.

Goal 4: A comprehensive water source, distribution and treatment infrastructure system in Clovis.

The Southeast Urban Center accommodates a surface water treatment facility, which is located west of Leonard and south of Barstow Avenues. The surface water treatment plant would provide potable water for the Southeast Urban Center and the other areas of the City. The surface water treatment plant will improve water system reliability and protect the groundwater basin from overdraft. This facility is being addressed separately in a concurrent study.

Goal 5: A comprehensive drainage system in Clovis.

The Southeast Urban Center accommodates and preserves existing canals and waterways as open space corridors. Bike and pedestrian paths, recreation facilities, and landscaping are integrated with the open space corridors. Two existing storm water retention basins, located along Locan Avenue, are accommodated within the plan.

The Specific Plan requires that infrastructure, including storm drainage facilities, be operational prior to development within the Southeast Urban Center. Storm drainage facilities are being addressed separately in a concurrent study.

Goal 6: Adequate school facilities for all students in the Clovis project area.

The Southeast Urban Center is divided into two separate school districts along Highland Avenue. The area west of Highland Avenue is within the Clovis Unified School District and the area east of Highland Avenue is within the Sanger Unified School District. Each district utilizes different student generation rates and minimum sizes for schools. Based upon the land use plan and the student generation rates provided by the school districts, development of the Southeast Urban Center would result in approximately 5,045 new students in the Clovis Unified School District and 2,018 new students in the Sanger Unified School District.

There are six schools within the Southeast Urban Center: the existing Reagan Educational Center, which contains Clovis East High School, Reyburn Intermediate School, and the Reagan Primary school, as well as one new school within the Sanger Unified School District and two new elementary schools in the Clovis Unified School District.

Goal 7: Cultural and public community services that improve and maintain the quality of life for the residents of the Clovis community.

The Southeast Urban Center accommodates public and cultural uses such as museums, fire and police stations, libraries, community centers, schools, places of worship, and recreational uses that meet the cultural, spiritual, and health related needs of the community.

Open Space/Conservation Element

Goal 2: Conserved and effective use of water resources.

The Southeast Urban Center accommodates a surface water treatment facility, which is located west of Leonard and south of Barstow Avenues. The surface water treatment plant would provide potable water for the Southeast Urban Center and the growth areas of the City. The surface water treatment plant will improve water system reliability and protect the groundwater basin from overdraft.

Goal 3: Conserve natural resources through protection and enhancement of permanently observed open space.

The Southeast Urban Center accommodates and preserves the existing Jefferson, Gould, and Enterprise canals, as well as Dog Creek, and other seasonal waterways as open space corridors. Bike and pedestrian paths, recreation facilities, and landscaping are integrated with the open space corridors.

Goal 4: Open space lands for the future expansion of City facilities and amenities.

The Southeast Urban Center accommodates and preserves existing canals, waterways, and water retention basins as open space features. The waterways and canals are utilized for bike and pedestrian paths, recreation facilities, and landscaping. McCall Avenue, designated as a beltway in the General Plan, is accommodated and includes a wide landscaped area.

Goal 5: Preservation of productive agricultural lands to facilitate orderly conversion of lands to development.

Per the direction of the General Plan, the Southeast Urban Center Specific Plan is intended to accommodate future growth in a concentrated manner that allows the preservation of the characteristic rural and agricultural lifestyle that is characteristic of Clovis. The Southeast Urban Center Specific Plan guides the conversion of the existing agricultural and rural lands to planned urban uses in a gradual, phased, and orderly manner.

Goal 6: An environment in Clovis where energy resources are efficiently utilized.

The compact development pattern and extensive system of trails and open space corridors promote the use of bicycles as an alternative transportation mode. In addition, development within the Southeast Urban Center will be required to comply with all adopted local, state and federal standards that promote energy conservation.

Goal 8: Provide park facilities to meet the needs of existing and future residents, including acreage to offset the current deficit and provide for the projected population growth.

The Southeast Urban Center includes 110 acres of parks and usable open spaces. In addition, 142 acres of parks are required to be developed in the Southeast Urban Center in compliance with the City's General Plan.

Goal 10: A trails system that meets the needs of residents.

An extensive multi-purpose trails system connects the Southeast Urban Center. The Specific Plan incorporates regional trails that are identified along the Enterprise and Gould Canals.

Safety Element

Goal 1: Protect the Clovis community from hazards associated with the natural environment.

The Southeast Urban Center accommodates and preserves existing canals, waterways, and water retention basins as open space features. The 100-year floodplain was utilized to determine the width and location of open space corridors in the plan area.

Noise Element

Goal 1: Land use planning that provides for the separation of significant noise generators from sensitive receptor areas.

The roadways contain landscaped setbacks from the paved areas to increase the distance for the vehicles and reduce impacts from noise. The noise sensitive uses, such as schools, are separated from

the potentially noise generating uses in the community centers and business campus. All projects will be required to comply with the City's noise requirements.

Air Quality Element

Goal 1: Improvement of air quality through proper land use planning in Clovis.

The Southeast Urban Center Specific Plan accommodates approximately 28,928 people and 12,075 jobs. This means that there are slightly more employment opportunities than may reasonably be filled by residents of the planning area. The employment opportunities are concentrated near the residences and community centers. Connections to the employment opportunities are provided by a system of trails and linear open space corridors.

Goal 2: Enhanced mobility to minimize air pollutant emissions.

The Southeast Urban Center Specific Plan is designed to concentrate the employment, educational, commercial, and recreational uses near the residences. In fact, every residence in the Specific Plan is within one-half mile of these uses. The pathways, linear open space systems, and streets allow convenient access. This provides the opportunity for residents of the Southeast Urban Center to access employment, educational, social, entertainment, recreational, and civic uses without using the automobile.

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APPENDIX C – ENVIRONMENTAL IMPACT REPORT

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APPENDIX D – FISCAL ANALYSIS

The following is a summary of the Fiscal Impact Report ("FIR") that was prepared by Public Economics, Inc. for the Southeast Urban Center Specific Plan. The complete FIR can be obtained at the City of Clovis Development Services Department.

Background

The primary objective of the FIR is to estimate and quantify (i) the recurring revenues to the City (and other public agencies) from development of the Southeast Urban Center Specific Plan, and (ii) the recurring costs to the City of providing public services to future Project residents and businesses. The FIR also provides a preliminary estimate of potential one-time impacts, i.e., impact fee revenues intended to offset the cost of one-time capital improvements.

The FIR was based upon the land use designations, acreages, and projected dwelling units, jobs, workers, and floor area ratios contained in this Specific Plan. For purposes of the FIR, potential Project buildout was projected in 11-year increments (e.g., by FY 2014-15). However, actual buildout may occur sooner or later and the actual development schedule may be different than assumed in the FIR.

General Findings

With maximum or minimum FARs and baseline revenue/cost scenarios, the Southeast Urban Center Specific Plan will generate recurring fiscal deficits to the City at buildout. However, the Specific Plan is still fiscally feasible because any fiscal deficits can be readily mitigated by a number of available mitigation measures.

- With baseline revenue/cost scenarios and:
 - Maximum FARs the Southeast Urban Center Specific Plan will generate a recurring deficit to the City of about \$(267,000) per year in constant 2002 dollars at buildout. This represents the difference between recurring City revenues of \$13.6 million per year and recurring City costs of \$13.8 million per year, and corresponds to a revenue/cost ratio of 0.98.
 - Minimum FARs the Southeast Urban Center Specific Plan will generate a recurring deficit of about \$(1.5 million) per year in constant 2002 dollars at Project buildout. This corresponds to recurring annual revenues of \$12.0 million and recurring annual costs of \$13.5 million, for a revenue cost ratio of 0.89.

Fiscal outcomes are different under alternative revenue/cost scenarios, including fiscal surpluses with appropriate mitigation measures, such as annual assessments from landscape maintenance districts ("LMDs"). For example, compared to the baseline LMD scenario of \$86.16 per equivalent dwelling unit ("EDU"), but maintaining all other baseline assumptions, with:

- Maximum FARs, fiscal balance can be ensured with an average LMD assessment of \$108.27 per EDU
- Minimum FARs, fiscal balance can be ensured with an average LMD assessment of \$210.61 per EDU



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APPENDIX E – MASTER PLANS

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APPENDIX F – WATER PLAN



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APPENDIX G – SEWER PLAN



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