

Infill Rezone Program – City of Clovis Project Description

The California Department of Housing and Community Development (HCD) requires local jurisdictions to identify sufficient housing sites to cover the jurisdiction's Regional Housing Needs Allocation (RHNA). According to State law, a housing element must address the City's fair share of the regional housing need and specific State statutory requirements and must reflect the vision and priorities of the local community. The City was unable to meet its 4th and 5th Cycle Housing Element RHNA for lower income households.

Action Item 4 of the *Martinez v. City of Clovis* court judgment ("Judgment") required the City of Clovis to initiate the **Infill Rezone Program**. The Infill Rezone Program is designed to increase the opportunity for additional housing units by rezoning underutilized parcels within established neighborhoods. As part of the Judgment, the project will ensure that Clovis meets state housing requirements by creating opportunities for affordable housing in the City of Clovis. The Judgment requires the City to create capacity for approximately 1,284 additional housing dwelling units. The City has identified 20 parcels in Clovis that can accommodate the additional capacity by redesignating and rezoning the 20 sites to High and/or Very High Density Residential land uses and to the R-3 or R-4 multi-family zone districts. The Infill Rezone Program has assumed capacity of 1,303 housing units. No physical development is proposed as part of the project, but the land use changes and rezoning create the capacity for affordable multifamily housing development to occur.

The redesignations and rezones are being processed through General Plan Amendment 2024-003 and Rezone 2024-002. Pursuant to the City of Clovis General Plan Environmental Safety Policy 3.11, the City shall approve land uses in a manner consistent with the Fresno Yosemite International Airport Land Use Compatibility Plan. Therefore, the City is requesting a Finding of Consistency by the Airport Land Use Commission.

Of the 20 selected sites, there are five sites located within the Airport Influence Area (Traffic Pattern Zone) of the Fresno Yosemite International Airport (see **Attachment A**). Below is a brief description of the five sites within the Airport Influence Area.

Site 110 – This site is located at 236 & 256 West Santa Ana Avenue (APN 499-060-74) and is currently zoned R-1 with a General Plan land use designation of Medium Density Residential. The project is proposing to change the land use designation to High Density Residential and to rezone the site to the R-3 zone district. This 1.25-acre site is currently vacant and is assumed to accommodate 30 units under the new zoning.



Site 161 – This site is located at 2930 Willow Avenue (APN 430-433-16) and is currently zoned C-P with a General Plan land use designation of Office. The project is proposing to change the land use designation to High Density Residential and to rezone the site to the R-3 zone district. This 1.67-acre site is currently vacant and is assumed to accommodate 40 units under the new zoning.



Site 217 – This site is located at 885 Gettysburg Avenue (portion of APN 499-540-13ST) and is currently zoned M-1 with a General Plan land use designation of Industrial. The project is proposing to change the land use designation to High Density Residential and to rezone a portion of the site to the R-3 zone district. This 1.8-acres

currently hosts the Clovis Academy of Gymnastics and Dance and the vacant portion is assumed to accommodate 43 units.



Sites 598 & 599 – These sites are located at 2560 Fowler Avenue (APN 499-384-42) and 2612 Fowler Avenue (APN 499-384-41). The sites are zoned R-1 with a General Plan land use designation of Low Density Residential. The project is proposing to change the land use designation to High Density Residential and to rezone the sites to the R-3 zone district. Both sites total 2.27 acres and are assumed to accommodate 54 housing units under the new zoning.



The table below outlines the development standard differences between the existing and proposed zone districts.

Development Feature	Existing			Proposed
	R-1	C-P	M-1	R-3
Minimum Parcel Size	6,000 sq. ft.	10,000 sq. ft.	9,000 sq. ft.	8,500 sq. ft.
Minimum Parcel Width	60 ft. (1)	65 ft.	75 ft.	60 ft. (16)
Minimum Corner Parcel Width	65 ft.	65 ft.	75 ft.	65 ft.
Minimum Reverse Corner Parcel Width	70 ft.	65 ft.	75 ft.	70 ft.
Minimum Parcel Depth	100 ft. (2)	110 ft.	120 ft.	120 ft. (17)
Minimum Density	-	-	-	20 du/ac
Maximum Density	-	-	-	30 du/ac
Setbacks Required				
Front	20 ft.	10 ft. (5)(6)	10 ft. (11)	15 ft.
Side (Each)	5 ft. each side	None (5)(7)	None (12)	5 ft.
Street Side	10 ft. (3)	10 ft. (5)	10 ft. (13)(14)	10 ft. (18)
Reversed Corner (Street Side)	15 ft. (3)(4)	-	-	15 ft.
Rear	20 ft.	None (8)	None	15 ft.
Maximum Parcel Coverage	40%	None	None	45%
Minimum Distance between Structures on the Same Parcel	-	-	None (15)	
Main Structure – Maximum Height (Whichever Is Less)	35 ft./2.5 stories	40 ft./3 stories (9)(10)	75 ft.	45 ft./3 stories (19)
Footnotes				
(1) A parcel siding a freeway right-of-way shall have a minimum width of 100 ft. A cul-de-sac parcel shall have a minimum street frontage width of 50 ft.				
(2) A parcel abutting a major or secondary highway shall have a minimum parcel depth of 120 ft.				
(3) Private garages located in the side yard area and facing the street shall be set back at least 20 ft. from the property line on the side street and not less than 5 ft. from the rear property line of a reversed corner lot.				
(4) A reverse corner lot may process an administrative use permit to construct side yard fencing at 5 ft. from property line. There shall be a 10 ft. corner cut off for sight distance visibility.				
(5) No setback shall be required between structures within a commercial center where the structures comply with the California Building Code.				
(6) No main structure shall be erected within 50 ft. of railroad or freeway right-of-way, or flood control channel.				
(7) Where the commercial district abuts a residential district, the minimum side yard shall be 10 ft.				
(8) Where the commercial district abuts a residential district, the minimum rear yard shall be 10 ft.				
(9) Additional height/stories may be allowed, in compliance with Chapter 64 of the Development Code.				
(10) Hotels in the C-P zone district are allowed a maximum height not to exceed 55 ft. in height by right. Additional height may be allowed, in compliance with Chapter 64 of the Development Code.				
(11) On any street or highway which is a boundary between an industrial district and any residential district, the minimum front yard setback shall be that of the adjacent residential district. Such front yard setback shall not be used for parking, loading or storage.				
(12) When the side lot line of a parcel in an industrial district abuts any residential districts, the minimum side yard setback shall be 5 ft. Such side yard setback shall not be used for parking, loading or storage.				
(13) When the rear lot line of a corner lot in an industrial district adjoins any residential districts, the minimum street side setback shall be 10 ft. Such side yard setback shall not be used for parking, loading or storage.				

(14) When the rear lot line of a reversed corner lot in an industrial district adjoins any residential districts, the minimum street side setback shall be 15 ft. Such side yard setback shall not be used for parking, loading or storage.

(15) Building separations must comply with building and fire codes.

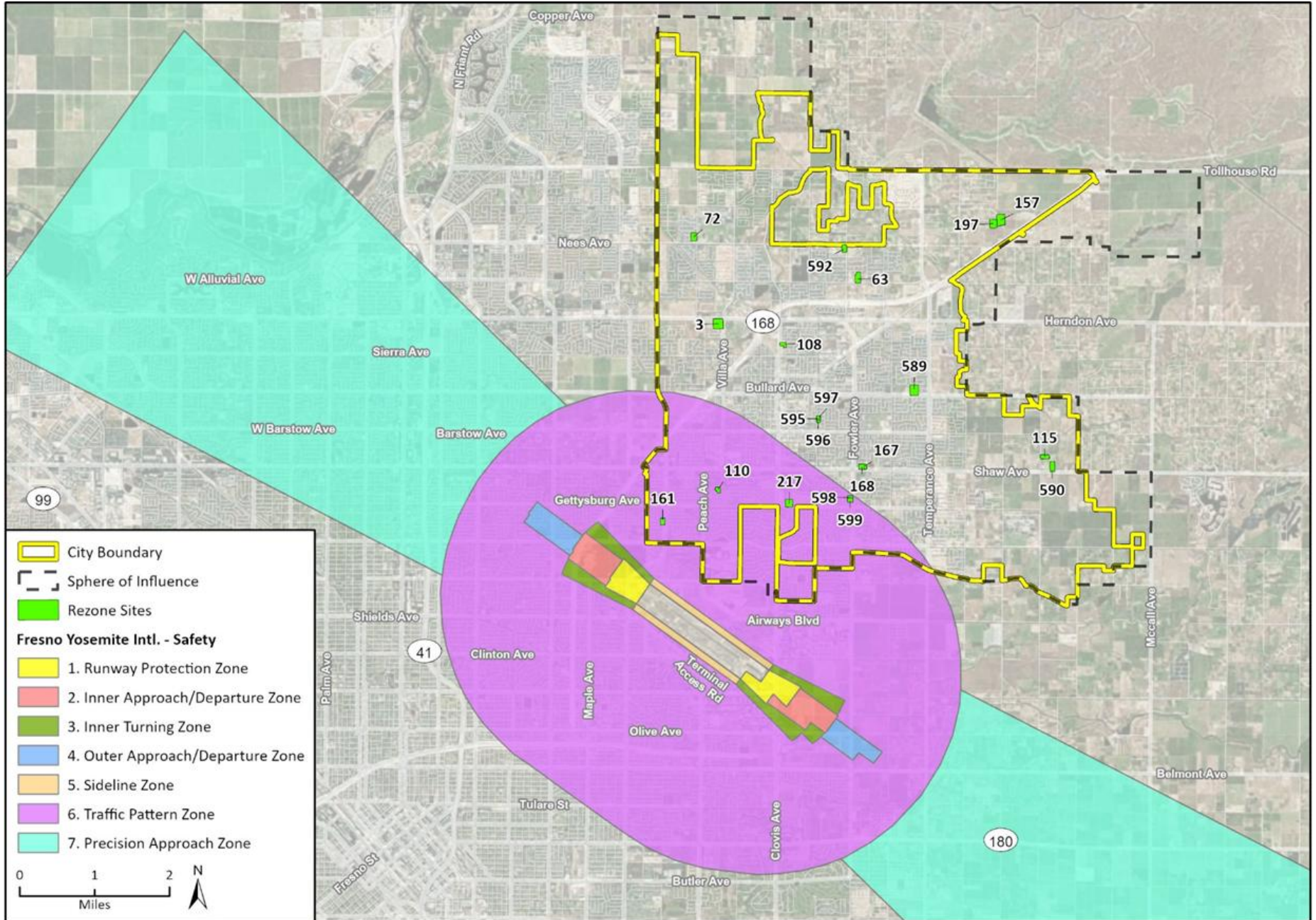
(16) A parcel siding a freeway right-of-way shall have a minimum width of 110 ft. A cul-de-sac parcel shall have a minimum street frontage width of 45 ft.

(17) A parcel with a rear property line abutting a freeway right-of-way shall have a minimum parcel depth of 150 ft.

(18) A reverse corner parcel shall have a minimum street side setback of 15 ft., with a minimum of 20 ft. to the face of the garage door.

(19) In the R-3 Districts, greater main structure height may be granted under a conditional use permit, not to exceed 3 stories or 60 ft. in the R-3 District.

Airport Safety Compatibility Zones



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 Fresno Yosemite International Airport Authority, 2025.

24-15842 SPS
 Fig 8 Airport Safety Zone and Sites

Attachment A

Airport Safety Compatibility Zones

