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# SELMA GENERAL PLAN UPDATE

## *General Plan Policies Statement*



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Revised February 2024  
Adopted October 2010



Quad Knopf

## Amendments

### Adopted Date/Plan Amendment Resolution No.

#### **12-2-2019 / 2019-64R**

- **Revised Chapter 1: Table 1-1**
  - **Increase of the maximum density of dwelling units per gross acre threshold for the High Density Residential designation from 19.0 to 24.0.**
- **Revised Chapter 1: Policy 1.15**
  - **Revision to the High Density Residential Definition to include specificity on the limitations of each of the compatible zone designations.**
- **Revised Chapter 1: policy 1.15**
  - **Increased the maximum density of dwelling units per gross acre threshold of the Mixed-Use Land Use Designation from 19.0 to 24.0**

#### **5-15-2023 / 2023-36R**

- **Revised Chapter 1: Table 1-1**
  - **Removal of minimum lot size requirements for all residential land use designations.**
- **Revised to Chapter 1: Policy 1.15**
  - **Removal of reference to minimum lot size requirements for all residential land use designation definitions.**

# CITY OF SELMA GENERAL PLAN UPDATE 2035

## *General Plan Policies Statement*

### **City Council**

Don Tow, Mayor  
Dennis Lujan, Mayor Pro Tem  
Jim Avalos  
Mike Derr  
Sandi Niswander



### **Planning Commission**

Kenneth Grey, Chairman  
Joseph Tiger  
Estella Kessle  
Danny Serimian  
Jim Ivory  
Lloyd Allen  
John Pendergraft

**Adopted October, 2010**

**Submitted to:**

City of Selma  
1710 Tucker Street  
Selma, California 93662  
(559) 891-2200  
[www.cityofselma.com](http://www.cityofselma.com)

**Prepared By:**



Quad Knopf

Quad Knopf, Inc.  
P.O. Box 3699  
5110 West Cypress Avenue  
Visalia, California 93278  
(559) 733-0440  
[www.quadknopf.com](http://www.quadknopf.com)

in association with



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## **INTRODUCTION**



# Introduction

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## SELMA GENERAL PLAN POLICIES STATEMENT



### *Introduction*

California state law requires each city and county to adopt a General Plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning” (§65300). The California Supreme Court has called the General Plan the “constitution for future development.” Selma’s General Plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private. State law specifies that each General Plan address seven issue areas (“elements”): land use, circulation, open space, conservation, housing, safety and noise. Additional elements may be added as a local option.

The Selma General Plan provides comprehensive planning for the future. It encompasses what the City is now, what it intends to be, and provides the overall framework of how to achieve this future condition. Estimates are made about future population, household types, and employment, so that plans for land use, circulation and public facilities can be made to meet future needs. The General Plan represents an agreement on the fundamental values and a vision that is shared by the residents and the business community of Selma and the surrounding area of interest. Its purpose is to provide decision makers and City staff with direction for confronting present issues, as an aid in coordinating planning issues with other governmental agencies, and for navigating the future.

- The Land Use Element provides the central policy context on which to base all land use decision making in Selma. It is through the implementation of the goals, objectives and policies that the future land use pattern of Selma will continue to be shaped.
- The Housing Element looks at the current and future need for housing units, the capacity in the City for additional units, the types of households that will need some form of assistance or special housing, and ways to perpetuate existing housing. Selma’s current Housing Element was completed in 2004. The Housing Element is not a part of the General Plan Update and will be updated separately.
- Transportation routes, design standards for streets and neighborhoods, bicycle and pedestrian facilities, and current and future traffic levels on City streets are among the issues covered in the Circulation Element of the General Plan.
- Open space and recreation issues include discussion of parks and recreation resources, targeted growth of these facilities, the creation of a city-wide bike/pedestrian path system and payment strategies to pay for future facilities. The Open Space and Conservation Elements

have been combined along with the optional Element, Recreation. The Element also includes policies and standards with regard to air quality.

- Conservation issues include strategies for an orderly transition from agriculture to urban uses, groundwater recharge, conservation of ground water resources, energy conservation, and commitment to conservation of agricultural lands.

Existing and future noise from traffic, rail, airport and other activities are issues discussed in the Noise Element.

- The Safety Element of the General Plan analyzes conditions in the City and surrounding area that may be hazardous to those who live and work there, such as flood inundation, fire, seismic hazards, geologic hazards and hazardous materials.

Each of these issue areas have goals, objectives, and policies and standards designed to provide a safe and pleasant environment in the future. Selma's General Plan contains not only the seven mandatory elements required by state law, but also optional elements. These include: Public Services and Facilities and Recreation. Each General Plan chapter covers an aspect of the City's growth and development. Components of each section are interrelated and therefore must be consistent with each other. Taken together, they provide the guidance for all aspects of planning for the future.

Having adopted the General Plan, the City assumes the responsibility to implement it, to report on its continuous status, and to communicate with citizens and other agencies regarding the Plan's policies.

### ***Organization of the General Plan***

This General Plan is an update, expansion and reorganization of the 1997 General Plan. Significant changes to the 1997 General Plan have occurred: including updating the goals, objectives and policies; creating an existing conditions or Background Report; expanding the boundaries of the Sphere of Influence (SOI), the creation of Urban Development Boundaries (UDB), an updated circulation system; the development of three new specific plan areas (Rockwell Pond, Amberwood and South Selma); and a new Planning Area beyond the SOI. The Planning Area encompasses the City limits and SOI, and unincorporated territory bearing a relation to the City's planning.

The Selma General Plan Update consists of three separate documents – a General Plan Background Report, the General Plan Policies Statement, and the Environmental Impact Report (EIR) and technical appendices. The General Plan Policies document contains six (6) chapters. The focus of each element consists of goals, objectives and policies associated with the major issue areas. Some of the elements contain related background information required by State law. The EIR presents three alternatives and documents how the proposed plan will impact the environment as compared to the alternative plans. The technical appendices contain technical

reports and background information (i.e., noise, traffic, cultural, etc.) which provide a more detailed analysis.

### ***Context***

The Selma General Plan Planning Area is located in the Central San Joaquin Valley in south-central Fresno County, approximately 207 miles north of Los Angeles and 209 miles south of San Francisco. The closest major city, Fresno, is located approximately 15 miles northwest of Selma. The Selma General Plan covers a 31 square mile Planning Area which encompasses the City of Selma, the SOI and unincorporated land outside the SOI within Fresno County. All lands outside of the City's boundary are regulated by the Fresno County General Plan and zoning designations. However, State law requires that cities plan for areas outside of their immediate jurisdiction; if the areas have a direct relationship to the city's planning needs. The SOI also establishes future growth areas and the area in which annexations may be permitted.

The Selma Planning Area consists of three distinct geographical areas: The City, which represents the incorporated City within the City limit boundaries; the SOI which is slightly larger than the City's previous SOI; and the Planning Area or Area of Interest, which includes unincorporated Fresno County lands outside of the City's SOI.

### ***Intent of the Plan***

This General Plan was developed through a cooperative effort involving the City Council, Planning Commission, City staff and their consultants, and interested citizens who participated in "visioning workshops" and public hearings. The General Plan Update process disclosed a number of important issues which have been instrumental in shaping the plan. Some of these issues are summarized as follows:

- The community needs more walkable, neighborhood oriented subdivisions.
- Selma needs to maintain its "small town" atmosphere.
- More mix of uses needed in the downtown area.
- More recreational opportunities needed in all areas of town.
- More senior housing needed throughout town.
- Expansion of the city-wide bike/pedestrian path system.
- More variety in housing (recessed/detached garages, smaller setbacks, mix of housing).
- New Industrial development to be an expansion of existing industrial areas.
- Selma needs to be more balanced on both sides of SR 99.
- Railroad tracks and SR 99 are aesthetic and noise nuisances.
- Only two SR 99 interchanges in the community which leads to congestion.

### ***Administering the General Plan Program***

Once adopted, the General Plan does not remain static. State law provides direction on how cities can maintain the plan as a contemporary policy guide. Government Code section 65400

[b] directs the Community Development Department to report annually to the City Council on the status of the general plan and progress made in its implementation.

Over time it may be necessary to re-evaluate the goals, objectives and policies and modify them due to changes in the environment, regional considerations, and the economy. Up to four general plan amendments per year for each mandatory element are permitted by State law. It is required that any decision on a general plan amendment be supported by findings of fact.

### ***General Plan Requirements***

While they allow considerable flexibility, state planning laws do establish some requirements for the issues that general plans must address. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, state law and judicial decisions establish three overall guidelines for general plans.

- **The General Plan must be comprehensive.** This requirement has two aspects. First, the General Plan must be geographically comprehensive. That is, it must apply throughout the entire incorporated area and it should include other areas that the City determines are relevant to its planning. Second, the General Plan must address the full range of issues that affects the City's physical development.
- **The General Plan must be internally consistent.** This requirement means that the General Plan must fully integrate its separate parts and relate them to each other without conflict. The internal consistency requirement has five dimensions: equal status among elements, consistency between elements, consistency within elements, area plan consistency and text and diagram consistency.
- **The General Plan must be long-range.** Since the General Plan affects the welfare of current and future generations, state law requires that the plan take a long-term perspective (§65300). The General Plan projects conditions and needs into the future as a basis for determining objectives. It also establishes long-term policies for day-to-day decision-making based upon those objectives.

**CHAPTER ONE**  
**LAND USE ELEMENT**

# Land Use Element

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## 1.0 LAND USE ELEMENT

### 1.1 *Introduction*

The Land Use Element is a guide to future land use within Selma and affects many of the issues addressed in the other General Plan Elements.

The Land Use Element identifies the type and location of future land uses within the City. The specific land uses and their location in turn affect the remaining General Plan Elements. For example, the location and type of land uses outlined in the Land Use Element affect the circulation system that is identified in the Circulation Element. They also reflect the application of the community's goals for its future form and character. In addition to land uses, the Land Use Element also addresses how and when growth will occur, with special attention given to public services and facilities as well as economic development.

### 1.2 *Purpose of the Land Use Element*

State law requires that Selma prepare and adopt a General Plan as a tool to manage growth and development. The Land Use Element is one of the seven mandatory elements of the General Plan. The purpose of the Land Use Element is to describe present and planned land uses and their relationship to the community's long-range goals for the future. The Land Use Element identifies the proposed general distribution, location, and extent of land uses such as residential, commercial, industrial, and public/quasi public. The Element consists of text and a map (reference map pocket) that outlines the future land uses within the City and how these uses are integrated with the other General Plan Elements and policies. The Land Use Map is a particularly important feature of the Element since it shows the location and types of development within the City. The Element also describes the intensity or density of development planned for the community. The Land Use Element of the Selma General Plan represents the City's desire for long-range changes and enhancements of land uses. Finally, the goals, objectives and policies and standards contained in this Element establish the framework for future land use planning and decision making in Selma.

### 1.3 *Scope and Content of the Land Use Element*

The Land Use Element complies with the requirements of the General Plan Land Use Element mandated in Government Code §65302(a). The Element is comprised of five sections: the Introduction; Purpose of the Land Use Element; Scope and Content of the Land Use Element; Goals, Objectives, and Policies and Standards; and Land Use Map. In the Goals, Objectives, and Policies and Standards section, major land use issues are identified and related goals and policies are established to address these issues. The goals, which are overall statements of community desires, are comprised of broad statements of purpose and direction. Policies serve as guides for



reviewing development proposals, planning facilities to accommodate anticipated growth, and

accomplishing community economic development strategies. To achieve the goals, objectives and policies, a logical, organized land use pattern is established with standards for future community development. The Land Use Map graphically identifies the planned land uses within Selma.

#### **1.4 Growth Management**

The issue of growth management is central to the general plan process. Growth impacts the community in a variety of ways affecting all of its residents. When growth takes place in a manner consistent with the community's ability to provide necessary services, growth can have positive impacts. Unplanned growth or rapid growth beyond the ability to provide services can create an unpleasant environment and have a devastating effect on the long term economic vitality of the community.

It is in the context of managed growth that the impact of the General Plan can best be understood. A general plan can be broadly defined as an adopted statement of policy for the physical development of a community. As such, it not only represents the official policy regarding the nature and quality of development within the community, but also represents an assessment of the type, quantity, and timing of future development. A major purpose of this General plan is to provide a clear statement of the City's desire for future development. The Plan will be used in the decision making process and is designed to be the framework for policy decisions on both private development projects and City capital expenditures.

The General Plan reflects a serious interest in the effects of urban development on the City's operation and capital budgets. All land use decisions have an effect on future City tax revenues and on the cost of delivering services. As long as the City continues to grow in population, the operating and capital budgets have to address increased service demands. The purpose of a growth management strategy is to reach a balance between the need to house new population and the need to balance the City's budget while providing acceptable levels of service.

The City's strategy for growth management can best be described as the prudent location and timing of new development to maximize the efficient use of urban facilities and services. The General Plan gives direction to the growth the City will experience in the future. Where and when growth is accommodated has major implications for service levels and on the costs of City operations.

#### **1.5 Zoning Consistency**

To meet requirements of State Law and simplify the planning process, all land within the Sphere of Influence identified on the General Plan map is provided with a land use designation. The classifications of land are adopted as General Plan policy and are intentionally broad to allow flexibility in project planning. Typically, this flexibility may allow more than one zoning district to be consistent with a single general plan land use designation.

By law, the Land Use Element must establish standards of population density and building intensity for each land use designation. Residential land use density and intensity is expressed in



terms of units per gross acre. A gross acre is the raw land before any dedication of streets, setbacks or other restrictions are applied. Units per gross acre is used because it is easier to understand and convey to the general public. Each residential category includes minimum and maximum densities specified in a range of units per gross acre. This allows for a variety of development proposals and zoning requests to be consistent with the General Plan land use designation. The figures are estimates based on average housing units per gross acre. The ultimate population density may be obtained by multiplying the number of units by the average household size to determine the number of persons per acre.

Commercial and industrial land uses include a maximum lot coverage which should not be exceeded. It would not include parking areas (except garages and carports), sidewalks and similar features.

While the Land Use Element specifies a range of unit densities per acre, the Zoning Ordinance of the Selma Municipal Code regulates lot size, parking requirements and other development standards. Under a given land use designation, different zone districts may be appropriate. Consideration of different development requirements within a land use designation is accomplished under the Planned Development provisions of the Zoning Ordinance.

Table 1-1 provides a summary of the density ranges allowed in residential designations and the maximum lot coverage area ratio allowed in non-residential designations and also lists the zoning districts appropriate for each land use.

## **1.6 Agricultural Management**

### **GOAL 1**

**Protect adjacent and nearby agricultural lands within the City's Planning Area, while providing for logical growth of the City.**

#### ***Policies and Standards***

- 1.1 The following agricultural land use category identifies land throughout the Planning Area that is intended primarily for agricultural uses.

Agriculture (AG) 0 to 0.05 Units Per Gross Acre.

This designation provides for agriculture and agriculturally-related uses with a 20-acre minimum lot size, and is generally applied to lands outside of urbanized areas or areas planned for future urbanization. Although lands designated Agriculture are not always under the direct control of the City of Selma, the agricultural designation of these lands is intended to express the City's preference that these areas remain in agricultural use and production.

**Table 1-1  
Land Use and Zoning Consistency**

	Units Per Acre		Lot Size (sq. ft)	
General Plan Designation	Min	Max	Min	Consistent Zoning
Residential Land Uses				
Extremely Low Density	0.0	0.5		AE, OS, RA
Very Low Density (VLD)	0.0	2.0		R-1-12
Low Density (LD)	1.0	4.0		R-1-9, R-1-12
Medium Low Density (MLD)	3.0	5.5		R-1-7, R-1-9
Medium Density (MD)	4.5	9.0		R-2
Medium High Density (MHD)	8.0	14.0		R-3, R-2
High Density (HD)	13.0	24.0	Min Lot	R-4, R-3
	Max Lot		Size	
Commercial Land Uses	Coverage			Consistent Zoning
Neighborhood Commercial (NC)	40%		1 Acre	C-1
Community Commercial (CC)	60%		20,000	C-2
Commercial Office (CO)	40%		5 Acres	C-O
Service Commercial (SC)	75%		20,000	CS
Highway Commercial (HC)	70%		20,000	CH
Regional Commercial (RC)	60%		5 Acres	C-3
Planned Medical Devel. (PMD)	50%		20,000	PMD
Central Business District (CBD)	100%		None	CBD
	Max Lot		Min Lot	
Industrial Land Uses	Coverage		Size	Consistent Zoning
Light Industrial (LI)	80%		10,000	M1
Heavy Industrial (HI)	90%		10,000	M2
Business Park (BP)	75%		10,000	BP
	Max Lot		Min Lot	
Miscellaneous Land Uses	Coverage		Size	Consistent Zoning
Public Facilities (PF)	N/A		None	Any
Park (PA)	N/A		1 Acre	OS
Reserve (RE)	N/A		N/A	RA, OS

- 1.2 In order to preserve them as a natural resource and provide a buffer between existing and future development in the City and neighboring cities, prime agricultural lands should not be designated for urban development to the extent feasible.
- 1.3 The premature conversion of productive agricultural lands to urban uses is discouraged. Steps to curb conversion of these lands include the use of Williamson Act contracts, Farmland Security Zone contracts, agricultural zoning, purchase/transfer of development rights and “right to farm” covenants.
- 1.4 Request that Fresno County amend the County’s Selma Community Plan to be consistent with the City’s General Plan.
- 1.5 Support Fresno County General Plan objectives and policies which protect agricultural lands by maintaining large agricultural parcel sizes and preventing the development of these parcels until it is appropriate to be annexed into the City for development.
- 1.6 Support agricultural industries within the City, but not in the unincorporated areas of the Selma Sphere of Influence. The City shall discourage agricultural industries in unincorporated lands as it would blur the City edge and create demand for annexation and City services.
- 1.7 Require a “right to farm” covenant to be recorded for all development adjacent to productive agricultural lands, in order to provide notice to future owners and protect the farming activities.
- 1.8 New development in the community should be sequential and contiguous to existing development, to ensure the orderly extension of municipal services and preservation of an adequate circulation system.
- 1.9 While the City prefers contiguous urban development, this may not always be feasible or possible given short-term ownership and development constraints. However, leapfrog development greater than ¼ mile from existing urban uses should be discouraged. Such development should be required to submit an analysis of the fiscal and service impacts the development would have upon the City.
- 1.10 The in-fill of existing vacant lands within the City limits should be encouraged over development on the periphery of the community.
- 1.11 Development of peninsulas of urban development into agricultural lands shall be discouraged.
- 1.12 In cooperation with Fresno County and the Fresno Local Agency Formation Commission, the City shall adopt and maintain a Sphere of Influence consistent with this General Plan. The Sphere of Influence shall serve the mutual interests of the County and City by preserving agricultural uses in areas vulnerable to development while protecting

the ultimate growth area of the City from potential incompatible or unplanned urban uses.

- 1.13 The City shall discourage extension of urban services for land which will not be annexed into the City for greater than one year, except when required to eliminate health and safety problems in existing developments.
- 1.14 The City shall oppose untimely urban development in the unincorporated areas of the Sphere of Influence.

## **1.7 Residential Land Use**

### **GOAL 2**

**Provide adequate land and services to facilitate the development of a wide range of housing types within the City of Selma.**

#### ***Policies and Standards***

- 1.15 The following residential land use categories identify land throughout the Planning Area that is acceptable for housing; clarifies the overall type of housing to be developed within each category; and allows for a mixture of housing types, lot sizes and affordability within the community.

#### ***Extremely Low Density (ELD): 0.0 to 0.5 Units Per Gross Acre***

*This designation allows for large lot sizes typically 20 acres and larger. Typical zoning would be RA (Residential Agricultural), and OS (Open space). Other permitted uses include crop and tree farming, horticulture, temporary stands for the sale of agricultural products grown on the same property, small farming, and publicly owned parks and playgrounds. Estate sized lots and areas where horses could be kept may also be compatible in some areas.*

#### **Very Low Density (VLD): 0 to 2.0 Units Per Gross Acre**

This category is characterized by larger lot sizes. Typical zoning would be R-1-12. A planned unit development may be appropriate if accompanied by a recreational amenity such as a golf course, lake or similar amenity. Estate sized lots and areas where horses could be kept may also be compatible in some areas.

#### **Low Density (LD): 1.0 to 4.0 Units Per Gross Acre**

The intent of this classification is to provide locations for the construction of single family homes. Zoning classifications under this designation include R-1-9 and R-1-12

**Medium Low Density (MLD): 3.0 to 5.5 Units Per Gross Acre**

This Designation allows for a transition of housing types between higher density development and conventional single family developments. Typical zoning would be R- 1-7 or R-1-9. This land use designation is representative of most existing single family developments within the City.

**Medium Density (MD): 4.5 to 9.0 Units Per Gross Acre**

Small-lot, clustered development and low density multiple family development would be acceptable in this designation. To accommodate these types of development, typical zoning would be R-2, In addition, specific development standards would be necessary on a project by project basis to insure that there would be sufficient open space, parking, etc. The majority of multiple family development in this district would be in the form of duplexes.

**Medium High Density (MHD): 8.0 to 14.0 Units Per Gross Acre**

This classification provides for lower intensity multiple family developments. Typical zoning would be R-3. A lot with the minimum lot size would typically have up to 4 residential units. Typical development would be tri- and four-plexes and single story apartment complexes.

**High Density (HD): 13.0 to 24.0 Units Per Gross Acre**

. Notable apartment developments are provided within this designation. Typical zoning for the HD designation would be R-3 and R-4. A new zone district, R-4 will be required to be developed in the zoning ordinance. This designation would likely result in multiple-story apartment complexes and mixed use developments.

**Mixed Use (MU) 5.0 to 24.0 Units Per Gross Acre**

This classification accommodates a variety of retail, government, and commercial services, including but not limited to, restaurants, offices, inns/hotels, and entertainment uses. Residential uses can be provided above commercial or in free-standing buildings. Innovative housing options, integration with commercial and office uses, and pedestrian-oriented design are particularly encouraged within the Mixed Use land use designation.

- 1.16 For fostering competition and choice of housing, the City shall identify approximately 150 percent of the estimated land needed for development to accommodate the projected growth of the community during the plan period on the general plan land use map.
- 1.17 Within one year of adoption of the General Plan, the City shall review its Capital Improvements Program to ensure that planned improvements are consistent with the Plan.
- 1.18 The City shall work closely with the school district in monitoring housing, population, school enrollment trends and in planning for future school facility needs, and shall assist the school district in locating appropriate sites for new schools.

- a. The City will involve the school district as early as possible in the planning process to ensure that the analysis of and provision for adequate school facilities are an integral part of any project review.
  - b. New schools should be located as close as possible to housing developments so children can walk/bike to school, and to minimize district transportation costs.
  - c. New school sites should be located adjacent to public parks and/or open space to allow joint use of public land.
  - d. New school sites should be located to minimize the need for young children to cross major roadways, railroads or other physically challenging barriers.
  - e. The City shall assist the school district in finding sites for the elementary schools, middle schools and high schools which the school district indicated would be necessary to serve the population growth projected in this General Plan update.
- 1.19 The City will work closely with the school district to ensure that school facilities will keep pace with new development. The City may assist the school district in securing funding for new school facilities and, where legally feasible, the City may provide a mechanism which, along with state and local sources, requires development projects to satisfy the school district's financing program based upon evidence of their impact.
- a. The school district will impose fees as legally allowed by the state on residential development projects for the construction and/or reconstruction of school facilities. The fees on residential development projects may be adjusted every two years for inflation.
  - b. The City will encourage the school district to take actions necessary to qualify for state school funds.

### **GOAL 3**

#### **Provide a high quality living environment in residential neighborhoods.**

##### ***Policies and Standards***

- 1.20 Support smart growth principles that advance mixed use, higher density, walkable, bikeable and accessible neighborhoods which coordinate land use and transportation with open space areas for recreation. Promote green/sustainable building standards for private residential, multifamily, and commercial projects.
- 1.21 The City will encourage Leadership in Energy and Environmental Design (LEED) features for new construction including commercial, residential, industrial and public facilities. LEED was established to provide the building industry with design tools and standards which create high performing, environmentally friendly, sustainable buildings.

- 1.22 Residential neighborhoods should be protected from encroachment of incompatible activities or land uses which may have a negative impact on the residential living environment.
- 1.23 New residential developments shall incorporate specific and unique design features into their projects to help promote a sense of ownership and place in a neighborhood. Proposed elevations and materials shall be compatible with adjacent or nearby neighborhoods. Design features shall include the physical appearance and materials used on a structure as well as the placement of structures within a development. Elevations and floor plans shall be reviewed and evaluated prior to approval of new residential developments.
- 1.24 In order to encourage the integration of neighborhood and community commercial uses into neighborhoods, designs should de-emphasize the usage of walls as buffers where they create barriers to pedestrian access. Continuous block walls shall be discouraged, and offsets and openings shall be encouraged, other types of uses, such as open space, may be utilized as buffers.
- 1.25 If walls are used, they shall be designed in a manner that incorporates a variety of materials and textures as well as landscaping. Wall design and materials shall be reviewed and evaluated at the time of approval of new residential developments.
- 1.26 The City shall plan new residential areas to be within the recommended distance of ½ mile of school playgrounds and/or recreational open space. Park facilities shall be provided in each quadrant of the City within a recommended ¼ mile walking distance of most residents.
- 1.27 Required front yard setbacks shall be landscaped and provided with permanent irrigation systems prior to issuance of occupancy permits for single family residential developments. A minimum of one street tree for every 30 feet of street frontage shall be provided. Such trees shall not be less than two inches in diameter, measured four and one half feet from the root ball, and shall be a variety from the City's list of approved trees.
- 1.28 To provide additional security, privacy and noise reduction, all new residential development shall require minimum setbacks of 20 feet for structures abutting arterial streets and 10 feet for structures abutting collector streets.
- 1.29 The following access restrictions shall apply to new single family subdivisions:
  - a. New single family residential lots shall not be permitted to have vehicle access to arterial streets.
  - b. New single family residential lots shall not be permitted to have vehicle access to collector streets where it can be avoided.
  - c. The use of frontage roads, corner lots, open end cul-de-sacs or other street design solutions for access is encouraged.

- 1.30 The east side of McCall Avenue between Floral Avenue and Gaither Street shall be designated as a Special Policy Area. The purpose of the Special Policy Area is to define the area of existing single family residential uses that are subject to changing urban environments that may reduce the suitability of the area for new residential development. The anticipated impacts of street widening that would affect the single family residential use of property, include: reduction in front yard building setbacks for existing homes, increased awareness of the arterial street classification due to nearness of the street improvements and increased traffic volumes. The McCall Avenue Special Policy Area shall be subject to the following:
1. In order to protect the existing residential nature of the area, all properties shall continue to be designated for medium density residential use.
  2. In consideration of the potential effects of the future widening of McCall Avenue, the properties within the McCall Special Policy Area shall be permitted to develop with office commercial uses in a manner that considers and protects the residential environment of the existing uses.
  3. Any proposal to develop commercial office uses shall be subject to a precise plan overlay district, which may be enacted subject to making the following findings:
    - a. The size and shape of the property is adequate to provide for the proposed development.
    - b. The development gives consideration to the potential effect of development on other immediately adjacent properties by providing compatible architectural building designs, setbacks, significant landscape treatment, shared driveway access and on site circulation and parking facilities.
    - c. The commercial office development does not generate vehicular traffic that significantly affects the adjacent residential uses.
    - d. The conversion of existing residential buildings for commercial office use provides for structurally safe, as well as aesthetically pleasing buildings as a result of the change of occupancy.
  4. Precise plans for commercial office development within the special policy area shall incorporate the following general development guidelines.
    - a. The placement of buildings on the property shall conform to the average building line of the existing development along the east side of McCall Avenue.
    - b. The architectural design of new office buildings shall reflect the residential character of the single family residential buildings in the area. Detailed architectural elevations and renderings shall be submitted for review during the precise plan approval process.



5. The conversion of existing residential buildings to commercial office use shall be subject to the same architectural review as new office buildings. The detailed architectural elevations submitted for review shall provide assurance that architectural building enhancements are incorporated into the change of occupancy consistent with other improvements to the property.
  - a. The use of existing residential buildings for commercial office use shall be subject to code compliance inspection performed by a licensed architect or engineer. The Code compliance inspection shall be performed to assure that any existing building used for office commercial use is safe for commercial occupancy.
  - b. All parking areas shall be located to the rear of buildings and or shall be setback a minimum of 20 feet and screened from McCall Avenue by buildings, low brick walls and extensive landscaping. Shared parking facilities shall be encouraged.
  - c. Drive approaches and driveways serving development from McCall Avenue shall be to the one way residential standard 12 to 15 feet in width and shall be spaced to retain the residential character of the area. Shared driveway access shall be encouraged.
  - d. The landscaping plan shall include the planting of large trees, at least 24 inch nursery box size, along the front or street side of the property. Trees shall be spaced in a manner that provides a 100 percent shade canopy, upon tree maturity, along street frontages.
  - e. Adjacent properties are encouraged to consolidate and join together in order to provide adequate property size for commercial office development.

#### **GOAL 4**

**Ensure that higher density residential developments provide amenities and maintenance of facilities that assures an adequate standard of living to the residents of the development.**

#### ***Policies and Standards***

- 1.31 In order to meet a portion of the open space and recreational needs generated by higher density residential developments, private recreational facilities should be provided in all residential planned unit developments and multiple family residential projects over five units.

**GOAL 5**

**Ensure that higher residential densities do not negatively affect existing neighborhoods.**

***Policies and Standards***

- 1.32 "Medium High" and "High" residential land use districts should be distributed throughout the community. However, such residential districts shall be located at or near intersections of arterial and/or collector streets and should be close to shopping, transit and schools. Access to developments within these districts through single family residential neighborhoods is discouraged.
- 1.33 Higher density residential developments should be designed in a manner that minimizes the impacts upon adjacent properties. To that end, the following development standards should be incorporated into higher density residential projects:
  - a. Outdoor recreation areas, game courts, pools and solid waste collection areas on multifamily properties shall be oriented away from adjacent properties planned for single family residential.
  - b. Parking areas, garages, other non-residential structures and access drives shall be separated from adjacent properties planned for single family residential with a 10- foot landscaped setback containing deciduous and evergreen trees.
  - c. Exterior area lighting for multiple family residential parking, carports, garages, access drives and outdoor recreation areas shall be shielded to minimize line-of-sight visibility from abutting property planned for single family residential.
  - d. Multiple family residential buildings greater than 20 feet in height shall be prohibited within 25 feet of property planned for single family residential.
  - e. Permanent fences or walls shall be provided adjacent to non-street project boundaries.
- 1.34 Driveway access within 175 feet of the intersection of two arterials for multiple family residential should not be permitted.
- 1.35 Multiple family residential development projects should be no larger than 120 units. Developments larger than this should be designed, approved and managed as separate projects.
- 1.36 Multiple family residential development projects in the "Medium High" and "High" land use designations should be of sufficient size to provide on-site management.

**GOAL 6**

**Provide for a mix of densities which will ensure adequate and affordable housing for all economic segments of the community.**

***Policies and Standards***

- 1.37 The minimum lot area for a single family dwelling unit shall be 7,000 square feet, with exceptions to this minimum allowed subject to the approval of a Conditional Use Permit or Specific Plan as set forth in the City of Selma Zoning Ordinance.
- 1.38 Prior to development of less than the minimum range specified for a given residential General Plan Designation or amendment of the General Plan to allow a lower density designation for a parcel of land, the findings listed below shall be made. The intent of this policy is to make efficient use of land and ensure the viability of long-range financing mechanisms used to finance public improvements.
- a. A determination that the density will not cause a shortfall in any assessment district, reimbursement agreement or other fee program implemented by the City.
  - b. That the design of the project addresses noise, traffic, and access within the confines of the project.
  - c. That adjacent land uses, existing or planned, are not significantly impaired, or prohibited, as a result of the lower density.
  - d. That the lower density is consistent with the requirements of State Government Code Section 65863.
- 1.39 The maximum densities provided for in this general plan land use element may be exceeded for reconstruction of existing multiple dwelling units in accordance with the following:
- Demolition and reconstruction of existing multiple dwelling units on a single legal parcel in areas designated or zoned for single family development may be permitted subject to review and approval by the Planning Commission at a public hearing and in accordance with the following:
- a. The multiple dwelling units were legally constructed. For the purposes of this policy, legally constructed shall include all multiple dwellings which have approved entitlements, approved building permits for construction or conversion, or can be shown by City records to have existed prior to 1970.
  - b. The lot can be shown to accommodate reasonable facilities for the scale of the development, such as open space, parking and common areas. A minimum of one hundred fifty (150) square feet of private open space per unit should be provided.

- c. A minimum of one (1) on-site parking space per unit shall be provided. Where parking in excess of one space per unit exists, parking spaces numbering not less than the existing number shall be provided upon completion of the reconstruction.
- d. There shall be no increase in the intensity of the land use over that which previously existed. No increase in the number of units shall occur. The average size of all units on the property shall not be increased, except as required to meet any minimum size required by the Selma Municipal Code.
- e. The proposed height and bulk of the dwellings shall be compatible with the surrounding neighborhood.
- f. The exterior materials and architecture shall be compatible with the surrounding neighborhood.

## **1.8 Commercial Land Uses**

### **GOAL 7**

**Promote a full range of commercial activity appropriate to the community.**

#### ***Policies and Standards***

- 1.40 The Land Use Element and plan map include eight commercial categories intended to provide a complete range of neighborhood, community, service, regional and highway commercial needs. In addition, there are districts identified for commercial office, planned medical development and the central business district. Below is a summary of the commercial land uses provided for in this General Plan:

#### **Neighborhood Commercial (NC): 40% Lot Coverage**

This designation includes convenience commercial and neighborhood shopping centers providing a range of necessary day-to-day retail goods and services serving a market area generally less than ½ mile around the site. Neighborhood commercial areas should be on a 1-5 acre site.

#### **Commercial Office (CO): 40% Lot Coverage**

This designation is intended for the exclusive development of non-retail business and professional offices. New sites should be a minimum of one acre or larger in size.

#### **Community Commercial (CC): 60% Lot Coverage**

This designation includes a variety of uses that serve the community and occasionally nearby rural areas and small cities. New Community Commercial development usually includes multiple anchor tenants such as grocery-drugstore combinations as well as smaller retail and service businesses. New Community Commercial designations should occupy sites ranging in size from 5-25 acres and be located at arterial intersections. Existing Community Commercial sites in the downtown or surrounding area could be as

small as 6,000 square feet. However, new sites should require a minimum of five acres and a depth of 500 feet.

**Central Business District (CBD): 100% Lot Coverage**

The Central Business District represents the historical business center of Selma. It is currently developed with a variety of retail stores, offices and parking lots. The Central Business District designation is designed to provide flexibility in the development of new uses within the downtown area, while maintaining the ambience of the area.

**Planned Medical Development (PMD): 40% Lot Coverage**

The Planned Medical Development designation is designed to provide development opportunities for medical oriented offices and businesses in close proximity to the existing hospital. The clustering of medical related professional services will provide convenient access to the public and to the professionals who provide the services.

**Regional Commercial (RC): 60% Lot Coverage**

This designation is designed to provide development opportunities for those uses that attract customers from well outside the City of Selma. To fulfill the role as a regional commercial provider, such development must be close to major transportation links and contain sufficient area to provide adequate facilities and parking. Regional uses have anchor tenants with market areas generally covering at least a fifteen mile radius such as larger durable good retail stores and vehicle sales.

**Highway Commercial (HC): 70% Lot Coverage**

This designation includes several types of uses distinguishable because of their service orientation to the highway traveller. Uses include hotels and motels, restaurants, service stations, truck stops, and associated uses. Highway Commercial designations are limited to the areas surrounding the interchanges with Highway 99.

**Service Commercial (SC): 75% Lot Coverage**

This designation includes a broad range of commercial activities that can include businesses with both retail and service components. Among these uses are: auto repair, service stations, building materials, warehousing, contractors, equipment yards and similar uses. Uses within this designation would usually be conducted entirely within a building, with outside storage screened from public view.

- 1.41 The City shall monitor the availability of vacant lands for each commercial land use designation. When the amount of available land is less than required for three years of average growth, the City shall initiate applications, such as zoning and general plan amendments, excluding annexation, to ensure that at least a three-year supply of commercial lands are available for development.
- 1.42 The City shall provide pre-application services for commercial activities if requested.
- 1.43 The City shall monitor and update plans for public streets and utilities, particularly as they pertain to new commercial areas.

1.44 The City shall assist in the planning of privately owned public utilities.

**GOAL 8**

**Provide an appropriate interface between commercial and residential land uses.**

***Policies and Standards***

- 1.45 A minimum six-foot high, grout reinforced, solid masonry wall shall be constructed between all new commercial developments and land designated for residential use. A wall taller than six feet may be allowed when required for sound reduction as identified in a noise study or as determined to be necessary for security of commercial property. Openings in the wall may be provided at appropriate locations to allow for pedestrian connectivity.
- 1.46 A 20 foot-minimum setback shall be provided between all new developments in the Regional Commercial and Highway Commercial land use designations, and properties designated for residential uses. Half the width of streets and alleys may be counted towards this setback. The setback area shall be landscaped and not include any parking, trash, loading, storage, or similar facilities.
- 1.47 A 10-foot minimum setback shall be provided between all new developments in all commercial land use designations and properties designated for residential uses, except the Central Business District, Regional Commercial and Highway Commercial land use designations. Half the width of streets and alleys may be counted towards this setback. The setback area shall be landscaped and not include any parking, trash, loading, storage, or similar facilities.
- 1.48 Commercial building height shall not exceed twice the distance to the nearest property line which is shared with property designated for residential uses.

**GOAL 9**

**Developers shall provide pleasant interfaces between commercial uses and adjacent public areas.**

***Policies and Standards***

- 1.49 A minimum of 20 feet of landscaping shall be required for all new commercial development adjacent to arterial streets, except in the CBD land use designation.
- 1.50 A minimum of 10 feet of landscaping shall be required for all new commercial development adjacent to collector and local streets, except in the CBD land use designation.

- 151     Parking areas shall be screened from adjacent streets in all new commercial developments by either landscaped berming, dense landscaping or low height walls.
- 152     All commercial outdoor storage areas shall be screened from adjacent public right-of-ways.
- 153     All new commercial developments or substantially rehabilitated commercial buildings shall include trash enclosures. Within the Central Business District and in cases of substantially rehabilitated commercial buildings, the size and configuration of the enclosure may be adjusted to the scale and size of the property.

**GOAL 10**

**Commercial areas adjacent to Highway 99 shall present a visually pleasing image to the traveler and potential customer to Selma businesses.**

***Policies and Standards***

- 154     All commercial areas adjacent to Highway 99 shall be designed so that truck bays, trash areas, loading docks and other similar areas are visibly screened from the freeway.
- 155     If the rear or sides of new buildings or substantially remodeled buildings will be visible from Highway 99, then those building faces shall have architectural features similar to the main entrance to the building. Buildings adjacent to Highway 99 shall contain features such that flat, non-descript walls are eliminated.
- 156     Visible metal exteriors on commercial buildings shall be prohibited on parcels adjacent to Highway 99, except in the Highway Commercial land use designation.

**GOAL 11**

**Adequate parking should be provided for commercial uses.**

***Policies and Standards***

- 157     The City shall require adequate off-street parking for all new commercial developments.
- 158     The City shall review all substantial changes of use for adequate parking. If the new use will result in a substantial increase in required off-street parking, then additional parking shall be provided on-site or within 300 feet of the new use prior to commencement of the use, except in the CBD land use designation.
- 159     The City shall allow shared parking when it can be clearly demonstrated that two or more uses will not require use of the same parking spaces at the same time. No greater than 75 percent of required parking may be shared parking.

**GOAL 12**

**Promote new interest in the Central Business District through policies which recognize the unique attributes of the CBD and facilitate the establishment of new uses.**

***Policies and Standards***

- 1.60 The City shall promote and encourage retail and restaurant uses on the street level floor of Second Street and High Street between Second and North Streets. The use of public sidewalks for outside sales and food service is encouraged, provided a minimum of five feet of sidewalk remains clear for pedestrian traffic.
- 1.61 To encourage new development that is consistent with the existing CBD building pattern and character, the following shall apply to new construction within the CBD:
  - a. Setbacks and landscape areas shall not be required. However, small window planters and similar features are encouraged to add color and interest to individual store fronts.
  - b. Parking shall not be required as a condition of construction due to the existence of municipal parking facilities. The City will seek to provide additional municipal parking areas in the CBD.
  - c. All new or substantially remodeled buildings should include architectural features consistent with the Selma Redevelopment Design Standards. Architectural features include covered walkways, canopies, and building facades which include variations in textures, materials and surface.
  - d. Building facade materials shall be consistent with existing and historic materials in the CBD.
- 1.62 New or remodeled buildings shall not have a building face adjacent to a public street or sidewalk greater than 15 feet without a door or window.
- 1.63 The City shall identify appropriate sites for new civic facilities in the CBD and cooperate with other governmental and quasi-governmental agencies in locating facilities in the CBD.

**GOAL 13**

**Improve the appearance of the Whitson Street corridor (both sides of Whitson Street between Highland and Todd) and promote reintroduction of commercial businesses.**

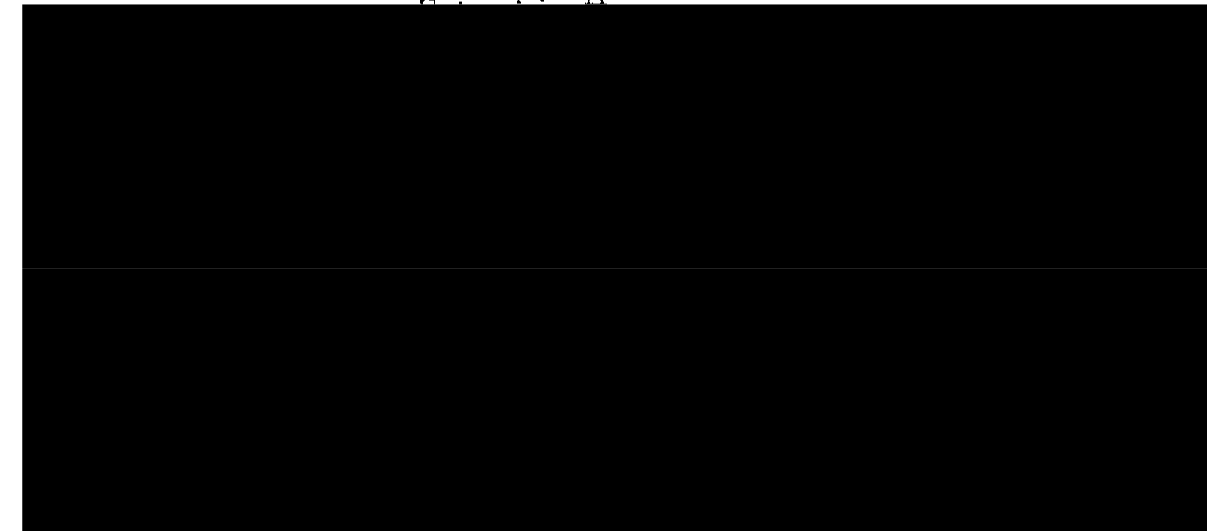
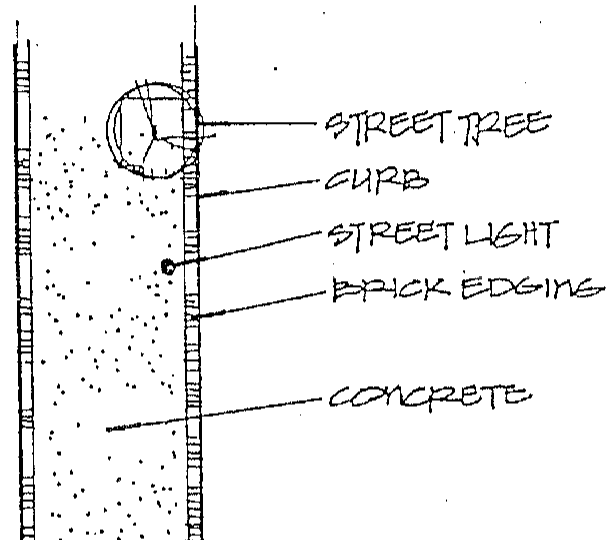
***Policies and Standards***

The following policies and standards apply only to lands located within the Whitson Street corridor.



- 1.64 All new permitted and conditional proposed uses within the Whitson Street corridor shall be subject to site plan review requirements as set forth in the City of Selma Zoning Code, in addition to any other permitting requirements. Site plan application materials, including exterior elevations, shall be prepared by a licensed architect or similarly qualified professional.
- 1.65 Brick, stucco, wood and similar materials should be used to minimize the amount of visible metal surfaces on store fronts.
- 1.66 Bay doors, loading areas and trash enclosure openings should be screened from Whitson Street.
- 1.67 Parking areas along Whitson Street are encouraged to be placed to the rear of buildings, so that buildings become the predominate feature and create a more pedestrian-oriented environment.
- 1.68 Whitson Street shall have a sidewalk of not less than seven feet in width where feasible and shall include tree wells a minimum of 25 feet on-center. The sidewalk shall be constructed using a combination of brick and cement similar to the design used in the Selma Redevelopment Plan Area (see Figure 1-1).
- 1.69 Patio areas with outdoor seating are encouraged for restaurants in areas adjacent to Whitson Street.
- 1.70 Second story dwelling units over commercial businesses may be permitted, subject to approval by the Selma Planning Commission.
- 1.71 The use of common or shared parking areas, and common driveways between adjoining uses on the Whitson Street corridor is encouraged.

SIDEWALK DETAIL



## **1.9 Industrial Land Use Districts**

### **GOAL 14**

**Provide sufficient industrially designated land to accommodate industrial users.**

#### ***Policies and Standards***

- 1.72 To foster potential for a broad range of industrial development with the City, the General Plan provides for three industrial land use districts. Each of these districts is designed to accommodate a different intensity of industrial use and serves to improve the marketability of the City for new job creation.

Business Park (BP): 75% Lot Coverage.

The Business Park designation is intended to provide for the development of campus type office developments that would utilize substantial landscaping and innovative architectural designs. Parking areas would typically be screened from the street and the sites would provide amenities for employees. Some commercial uses, such as restaurants and daycare, should be permitted to serve the employees.

Light Industrial (LI): 80% Lot Coverage.

The Light Industrial designation provides development opportunities for those industrial uses that would not typically utilize major manufacturing processes. Lower intensity assembly, fabrication and food processing may be consistent with the land use designation.

Heavy Industrial (HI): 90% Lot Coverage.

The heavy industrial designation is intended to allow for the development of facilities and businesses engaged in intense manufacturing and fabrication. Heavy industrial uses typically require large properties and may require access to rail and highway transportation for the receipt and shipment of materials.

- 1.73 The City shall monitor the availability of vacant lands for each industrial land use designation. When the amount of available land is less than required for five years of average growth, the City shall initiate applications, such as zoning and general plan amendments, but excluding annexation, to ensure that at least a five-year supply of industrial lands are available for development.
- 1.74 The City shall monitor and update plans for public streets and utilities, particularly as they pertain to new industrial areas. The City shall also assist in the planning of privately owned public utilities. Provision of planning services and infrastructure is essential to providing adequate land for industrial development.
- 1.75 The City shall assist private developers in locating and developing appropriate land for industrial development through economic development assistance and planning consultations from the initial contact through project completion.

**GOAL 15**

**Provide an appropriate interface between industrial land uses and non-industrial uses.**

***Policies and Standards***

- 1.76 A minimum of a six-foot high, grout reinforced, solid masonry wall shall be constructed between all new industrial developments and land designated for non-industrial use. Walls higher than six feet may be permitted when required for sound reduction as identified in a noise study or as determined by the Planning Commission as necessary for site security.
- 1.77 A –20 foot minimum setback shall be provided between all new industrial developments and properties designated for residential uses. Half the width of streets and alleys may be counted towards this setback. The setback area shall be landscaped. Parking, trash, loading, storage, or similar facilities shall not be permitted within the setback area and shall be kept from view from residential uses.
- 1.78 A 10 foot minimum setback shall be provided between all new industrial developments and properties designated for non-industrial uses, except residential uses where policy 1.72 shall apply. Half the width of streets and alleys may be counted towards this setback. The setback area shall be landscaped. Parking, trash, loading, storage, or similar facilities may be permitted if it is determined that a conflict with the adjacent land use will not occur.
- 1.79 Industrial building height shall not exceed twice the distance to the nearest property line which is shared with property designated for residential uses.
- 1.80 New industrial developments shall be served by streets which do not require access through residential neighborhoods.

**GOAL 16**

**Developers shall provide pleasant interfaces between industrial uses and adjacent public areas.**

***Policies and Standards***

- 1.81 A minimum of 20 feet of landscaping shall be required for all new industrial development adjacent to arterial streets.
- 1.82 A minimum 10 foot landscaped setback shall be required for all new industrial development adjacent to collector and local streets.
- 1.83 All outdoor storage areas shall be screened from adjacent public right-of-ways which are classified as arterial streets or larger by the Selma General Plan Circulation Element.

- 1.84 All new industrial developments or substantially rehabilitated industrial buildings shall provide adequate trash enclosures.
- 1.85 All new proposed uses on lands zoned for industrial uses shall be subject to site plan review requirements as set forth in the City of Selma Zoning Code, in addition to any other permitting requirements. Site plan application materials, including exterior elevations, shall be prepared by a licensed architect or similarly qualified professional.

**GOAL 17**

**Industrial areas adjacent to Highway 99 shall present a visually pleasing image to the highway traveller and potential customer to Selma businesses.**

***Policies and Standards***

- 1.86 All industrial areas adjacent to Highway 99 shall be designed so that truck bays, trash areas, loading docks and other similar areas are screened from view from the highway.

**GOAL 18**

**Adequate parking should be provided for industrial uses.**

***Policies and Standards***

- 1.87 The City shall require adequate off-street parking for all new industrial developments.
- 1.88 The City may allow shared parking when it can be clearly demonstrated that two or more uses will not require use of the same parking spaces at the same time. No greater than 75 percent of required parking may be shared parking.

**1.10 Miscellaneous Land Use Districts**

**GOAL 19**

**Provide flexibility in providing public facilities where needed.**

***Policies and Standards***

- 1.89 The following land use districts are intended to accommodate a variety of public facility and recreational uses.

**Public Facility (PF).**

This designation is intended for public and quasi-public facilities, including, but not limited, to, government services and facilities, fire stations, wastewater treatment facilities, electrical substations, airports, domestic water treatment and storage, recreational facilities, and similar uses. It is also appropriate for institutional uses, such as schools and accredited secondary educational facilities, hospitals, and cemeteries, as well

as appropriate lands controlled by philanthropic and nonprofit organizers for existing or future public uses. Facilities such as those described above are not restricted to being located on lands designated Public Facility.

**Open Space/Park (OS).**

This designation is for a variety of active and passive public recreational facilities and for city-owned open space facilities. This includes natural open spaces and areas which have been designated as environmentally and ecologically significant. Facilities such as those described above are not restricted to being located on lands designated Open Space/Park.

- 1.90 The zoning of land less than one acre and designated as Public Facility shall be consistent with adjacent parcels. Where more than one zoning exists adjacent to a Public Facility designation, the Selma Planning Commission shall recommend to the Selma City Council the appropriate zone district. The Selma City Council shall make the final determination.
- 1.91 Because of the wide variety of uses and area requirements, public facilities shall not be subject to the minimum lot size of the underlying zone district.

**1.11 Planned Growth**

**GOAL 20**

**Maintain a viable population growth rate in Selma over the plan period that provides for orderly growth with minimal adverse impacts upon City services within the community and consistent with the character of Selma, and with a planned average annual growth rate of 4.0 percent.**

***Policies and Standards***

- 1.92 Residential development at urban densities shall be located only where services and facilities can be provided.
- 1.93 In any given three-year period where the average annual growth rate exceeds 4.0 percent, the City shall enact measures which control the number of building permits issued for new residential construction. At the time the average annual population growth rate exceeds 4.0 percent, the City shall determine the number of residential permits which will be needed to be issued over the next two years to establish a 4.0 percent growth rate for that 5-year period. The number of annual permits may be prorated on a monthly basis and adjusted for traditional seasonal construction. Residential units constructed or reconstructed by funds provided in full or part by the Selma Redevelopment agency shall be exempt from this policy.
- 1.94 Development shall be allowed only in areas that already have urban services or are within a master plan to provide those services. Development of lands outside of current service or master plan areas (such as the SKF Sewer District, City of Selma Master Plan for Storm Drainage Area, etc.) may be considered if the following findings can be made:

- a. The development will not cause a shortfall, either short- or long-term in the financing of any public facility.
- b. The development will not significantly delay the provision of a public improvement.
- c. The development will not accelerate the need for a public improvement beyond the ability of the improvement fund to adjust for the improvement.
- d. Expansion of the master plan area and/or public facility will not result in the City being unable to maintain existing facilities at their current service levels.
- e. Notwithstanding the improvements proposed by any development, all developments will be required to contribute their pro rata share towards the completion of established Master Plan improvements.

#### **GOAL 21**

**The City shall establish Urban Development Boundaries to direct growth into areas with adequate infrastructure.**

##### ***Policies and Standards***

- 1.95 The City shall maintain a 40,000 population and 70,000 population Urban Development Boundary (UDB) that limits development to within those boundaries until the City's population exceeds the corresponding UDB population. The City shall not develop or annex areas designated as "Reserve" within the Planning Area until such time as additional land is needed.
- 1.96 Establish Urban Development Boundaries as urbanizable areas within which a full-range of urban services will need to be extended to accommodate urban development. These boundaries shall be established based on the following factors:
  - a. Adequate residential, commercial and industrial capacity for the planning period.
  - b. Inclusion of at least a 50 percent vacancy factor ("flexibility factor") for residential and commercial development.
  - c. Provision of adequate industrial land.
  - d. Adequacy of infrastructure including existing and planned capacity of water and sewer facilities, school, roadways, and other urban services and facilities.
  - e. Community growth priorities.
- 1.97 The City shall consider the appropriateness of opening up lands designated as Reserve for development based upon the following factors:

- Availability of land for development within the UDB has become limited. This is defined as when the City's population, as measured by the California Department of Finance, exceeds 40,000 individuals.
  - Proximity of reserve lands to existing developed land (to minimize leapfrog development).
  - Implications for overall community form and relationship to the existing community.
  - Market feasibility of development in this area, including the expected rate of absorption.
  - Infrastructure availability and impact to existing infrastructure and other public services.
  - Consideration of circulation patterns and improvements.
  - Implications of providing public services, including law enforcement and fire protection services.
- 1.98 The City shall evaluate the UDB annually to ensure there is enough capacity to accommodate anticipated growth.
- 1.99 Encourage Fresno County to strictly limit the establishment of new or expanded developments in the City's Urban Development Boundary.
- 1.100 The City shall discourage leapfrog development (defined as urban development more than ½ mile from existing urban development) and development of peninsulas extending into agricultural lands to avoid adverse effects on agricultural lands, and to avoid adverse effects on agricultural operations that contribute to premature conversion.
- 1.101 The City shall support non-renewal processes for Williamson Act designated lands within the 40,000 population Urban Development Boundary.

## **GOAL 22**

**The City shall maintain reserve areas in an undeveloped state until their development becomes required for further growth of the City.**

### ***Policies and Standards***

- 1.102 The City shall establish Reserve land use designations for Business Park, Commercial, Light Industrial, and Residential uses. Reserve designations are intended to prevent incompatible development on land within the area covered by the City's General Plan, but



outside its current city limits, that is not intended for development in the immediate future.

- 1.103 The City shall work with neighboring jurisdictions to prevent development on lands designated Reserve that would create potential inconsistencies with their future annexation into the City of Selma. When the development of lands designated Reserve becomes necessary for further growth of the City, the City will pursue their annexation and place them under a land use designation and zoning district appropriate to their intended use.
- 1.104 The City shall not approve a general plan amendment, pre-zoning or any development entitlement application for reserve areas for a period of at least five years from the adoption of this general plan update.
- 1.105 The City shall not approve a general plan amendment, pre-zoning or any development entitlement application for reserve areas until a minimum of 80 percent of all non-reserve property with the same general designation within the general plan boundaries have been developed or have approved development entitlements.

## ***1.12 Airports and Heliport***

### **GOAL 23**

**Protect future operations at the Selma Aerodome and the Quinn airstrip.**

#### ***Policies and Standards***

- 1.106 Development occurring within the primary and secondary review radii of the Fresno County Airports Land Use Policy Plan shall be reviewed for consistency with the Airport/Land Use Safety Compatibility Criteria (Table 1-2 and Figure 1-2) as adopted by the Fresno County Airport Land Use Commission.

**Table 1-2**  
**Airport/Land Use Safety Compatibility Criteria**

Land Use Characteristics	Safety Zones			
	Clear of Runway	Inner Approach	Outer Approach & Traffic Pattern	Horizontal & Conical
Residential	-	A,F	B,F	+
Other Uses in Structures	-	C,E,F	E,F	+
Other Uses Not in Structures	C,G	D	+	+
Light or Glare	-	-	-	G
Smoke or Electronic Interference	-	-	-	G
Attractor of Birds	-	-	-	+

+ Acceptable

- Unacceptable

A - Density no greater than 1 du/3 acres.

B - Density no greater than 4 du/acre.

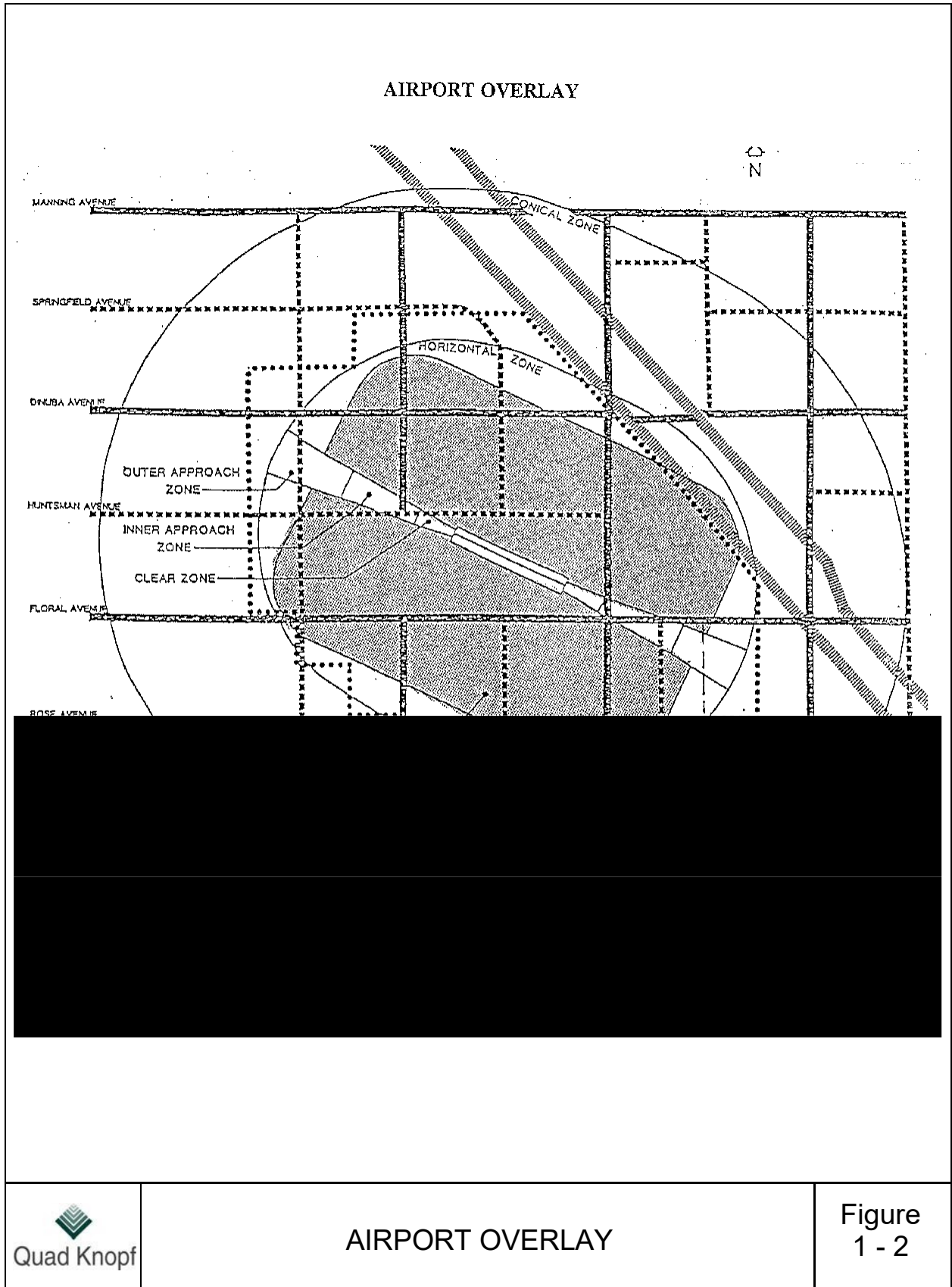
C - No uses attracting more than 10 persons/acre.

D - No uses attracting more than 25 persons/acre.

E - No schools, hospitals, nursing homes or similar uses.

F - At least 20% of area open (having a size and shape such that a small aircraft could conceivably make an emergency landing without damage to buildings or serious injury to aircraft occupants.

G - Characteristic cannot reasonably be avoided or located.



**CHAPTER TWO**  
**CIRCULATION ELEMENT**

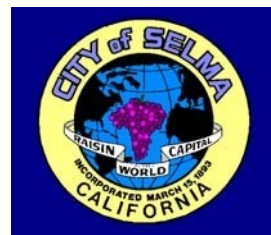
# Circulation Element

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## 2.0 CIRCULATION ELEMENT

### 2.1 Introduction

In the City of Selma, regional vehicular transportation is provided primarily by State Route (SR) 99 and SR 43. SR 99 runs in a northwest-southeast direction and SR 43 runs in a north-south direction. Regional rail is available through the Union Pacific railroad. Selma is served by a City fixed-route transit system and Dial-a-Ride system.



### 2.2 Purpose of the Circulation Element

The Circulation Element guides the continued development and improvement of the circulation system to support existing and planned development, while the Land Use Element identifies the City's planned development pattern. The development of additional land in the future will increase the demand for local and regional roadway improvements and construction. The Circulation Element establishes acceptable roadway service levels and identifies improvements required to maintain the service levels. The use of other modes of transportation such as transit, walking, and bicycling is promoted to reduce the demand for transportation system improvements and to improve air quality. The pedestrian and bicycling systems will also be used to connect the various activity centers identified in the Land Use Element.

The purpose of the Circulation Element is to provide a safe, efficient, and adequate circulation system for the City. State planning law requires: "...a circulation element consisting of the general location for proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element plan." To meet this purpose, the Circulation Element addresses the circulation improvements needed to provide adequate capacity for future land uses. The Element establishes a hierarchy of transportation routes with typical development standards described for each roadway category. Reference the map pocket for the General Plan Circulation Map.

### 2.3 Scope and Content of the Circulation Element

The State General Plan Guidelines recommend that the circulation policies and plans should:

- Coordinate the transportation and circulation system with planned land uses;
- Promote the safe and efficient transport of goods and the safe and effective movement of all segments of the population;

- Make efficient use of existing transportation facilities; and

- Protect environmental quality and promote the wise and equitable use of economic and natural resources

The Guidelines indicate that the Circulation Element should address all facets of circulation including streets and highways, transportation corridors, public transit, railroads, bicycle and pedestrian facilities, and commercial, general, and military airports. The Selma Circulation Element fulfills state requirements with a plan to provide effective circulation facilities supporting desired community development. Along with circulation, public utilities must be addressed in the General Plan. Instead of addressing utilities within the Circulation Element, the Selma General Plan contains a Public Services and Facilities Element that discusses the provision of utilities and public services/facilities. This element contains goals, objectives, and policies and standards to improve overall circulation in Selma. For vehicular transportation, a hierarchical roadway network is established with designated roadway types and design standards. The roadway type is linked to anticipated traffic levels, and acceptable levels of service are established to determine when capacity improvements are necessary. Because local circulation is linked with the regional system, the element also focuses on participation in regional programs to alleviate traffic congestion and construct capacity improvements. Alternative transportation modes are also emphasized in this element to reduce dependency on the automobile and thereby improve environmental quality.

## 2.4 Goal, Objectives and Policies

### GOAL 1

**To design and maintain a fully integrated local network that provides for safe and convenient circulation using a variety of transportation modes.**

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*A **goal** is a general direction-setter. An **objective** is a specified end, condition, or state that is an intermediate step toward attaining a goal. A **policy** is a specific statement that guides decision-making.*

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#### **Objectives**

- A. Maintain a roadway level of service (LOS) of D or better for intersections and road segments for Minor Collectors, Collectors, Arterials, Major Arterials, and Highways; where other jurisdictions control and manage roadways, their respective level of service standards shall prevail on applicable segments. In order to avoid using Local streets for excessive through traffic, an LOS of B is established for Local streets.
- B. Develop a circulation network of local roads, collectors and arterials that will meet projected traffic needs.
- C. Enhance the availability and accessibility of alternative modes of transportation, such as walking, bicycling, carpools, buses and rail.
- D. Design streets that promote safe and pleasant conditions for residents, pedestrians, bicyclists, and motorists on neighborhood streets, while preserving access for emergency vehicles, buses, and other users. In order to promote safe streets, traffic calming measures described

in Table 2-1 herein shall be used.



**Table 2-1  
Permitted Traffic Calming Measures**

	Functional Classifications					Subdivision Streets			
	Interstates Freeways Expressways	Arterials	Collectors	Minor Collectors	Local Roads	Collector Streets	Minor Collector Streets	Local Streets	Other Restrictions
Volume Control Measures									
Full Closure Half Closure	Not Recommended				Only on an exception basis	Not Recommended	>500 vpd >25% non- local traffic		
Diagonal Diverter Median Barriers Forced Turn Islands	Not Recommended				<5,000 vpd >25% non- local traffic	Not Recommended	>500 vpd >25% non- local traffic		
Vertical Speed Control Measures									
Single Speed Humps	Not Recommended				Only on an exception basis	Daily volumes <3,000 vpd Posted speed <30 mph		Not on primary emergency routes or bus routes	
Speed Tables Raised Crosswalks Raised Intersections	Not Recommended					Daily volumes <5,000 vpd Posted speed <35 mph		Not on primary emergency routes	
Horizontal Speed Control Measures									
Mini-traffic Circles	Not Recommended				Only on an exception basis	Daily volumes <5,000 vpd Posted speed <35 mph		Not on primary emergency routes or bus routes	
Roundabouts	Not Recommended					Combined approaches daily volumes <5,000 vpd Posted speed <35 mph			
Lateral Shifts	Not Recommended					Daily volumes <10,000 vpd Posted speed <35 mph			
Chicanes	Not Recommended					Daily volumes <5,000 vpd Posted speed <35 mph			
Realigned Intersections	Not Recommended					Daily volumes <5,000 vpd Posted speed <35 mph			
Narrowings									
Bulbouts Two-Lane Chokers Center Islands	Not Recommended					Daily volumes <1,000 vpd Posted speed <35 mph			
Combined Measures	Not Recommended					Subject to limitations of component measures			

Note: Subject to Approval by City Engineer

- E. Eliminate truck conflicts with commercial, industrial and residential areas in the community.

## 2.5 Transit

### POLICIES AND STANDARDS

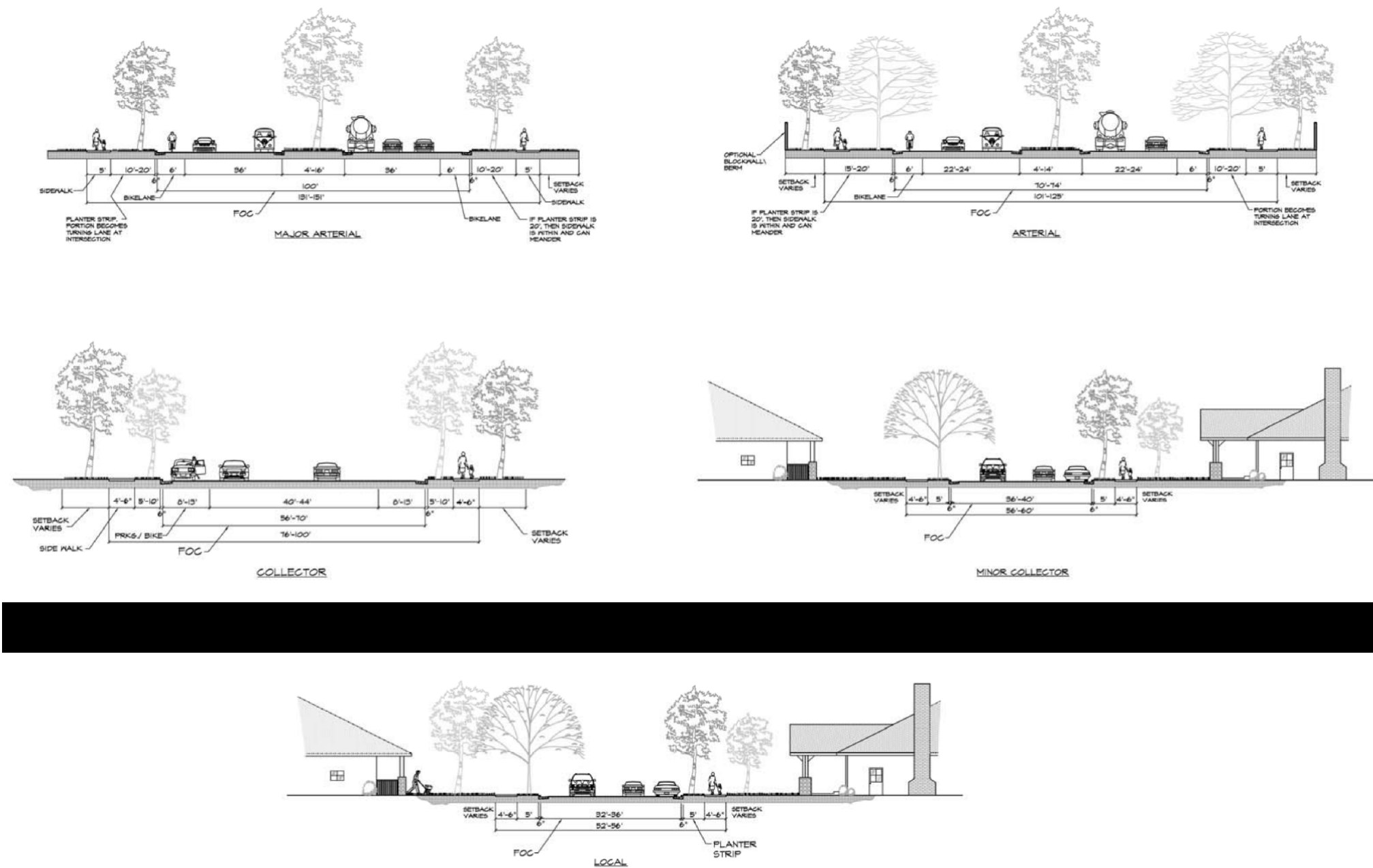
- 2.1 Coordinate demand-responsive transit service in conjunction with the Council of Fresno County Governments (COFCG) and Fresno County.

- 2.2 Coordinate convenient and efficient transit service to the elderly, handicapped, and low-income population of the City and its environs.
- 2.3 Coordinate transit services through the City Manager and in conjunction with surrounding cities, and the County of Fresno, and Council of Fresno County Governments.
- 2.4 Cooperate with the COFCG in providing transit service and planning to meet the social and economic needs of all segments of the community.
- 2.5 Encourage benches, telephones and shaded areas at major transit destinations so people can utilize the transit system safely and comfortably. The City shall determine such need based on site plan review procedure and other planning implementation methods.
- 2.6 Major arterials, arterials, and collectors will be designed to allow transit vehicles to pull out of traffic. This policy may be implemented with either a continuous parking lane with bus stops, or with special bus pull-out lanes.
- 2.7 Transit centers/stops shall be established to encourage the interface between commercial centers, high density residential uses and the transit system.

## **2.6 Streets and Highways**

### **POLICIES AND STANDARDS**

- 2.8 All street and roadway improvements shall be designed and constructed in accordance with the Circulation Element and Circulation Plan.
- 2.9 The Circulation Plan shall act as a guide in determining the function of major streets. The City's functional street classification system shall include highways, expressways, major arterials, arterials, collectors, minor collectors, and local streets.
- 2.10 The City will plan for and seek funding for the construction of on- and off-ramps and a highway overpass at Dinuba Avenue and SR 99.
- 2.11 The City will plan for and seek funding for the construction of a grade separation with the railroad tracks at the intersection of the railroad tracks and Floral and Dinuba Avenues.
- 2.12 Expressways should be at least four divided lanes, with limited access at one-half mile points.



STREET CROSS SECTIONS

Figure 2 - 1

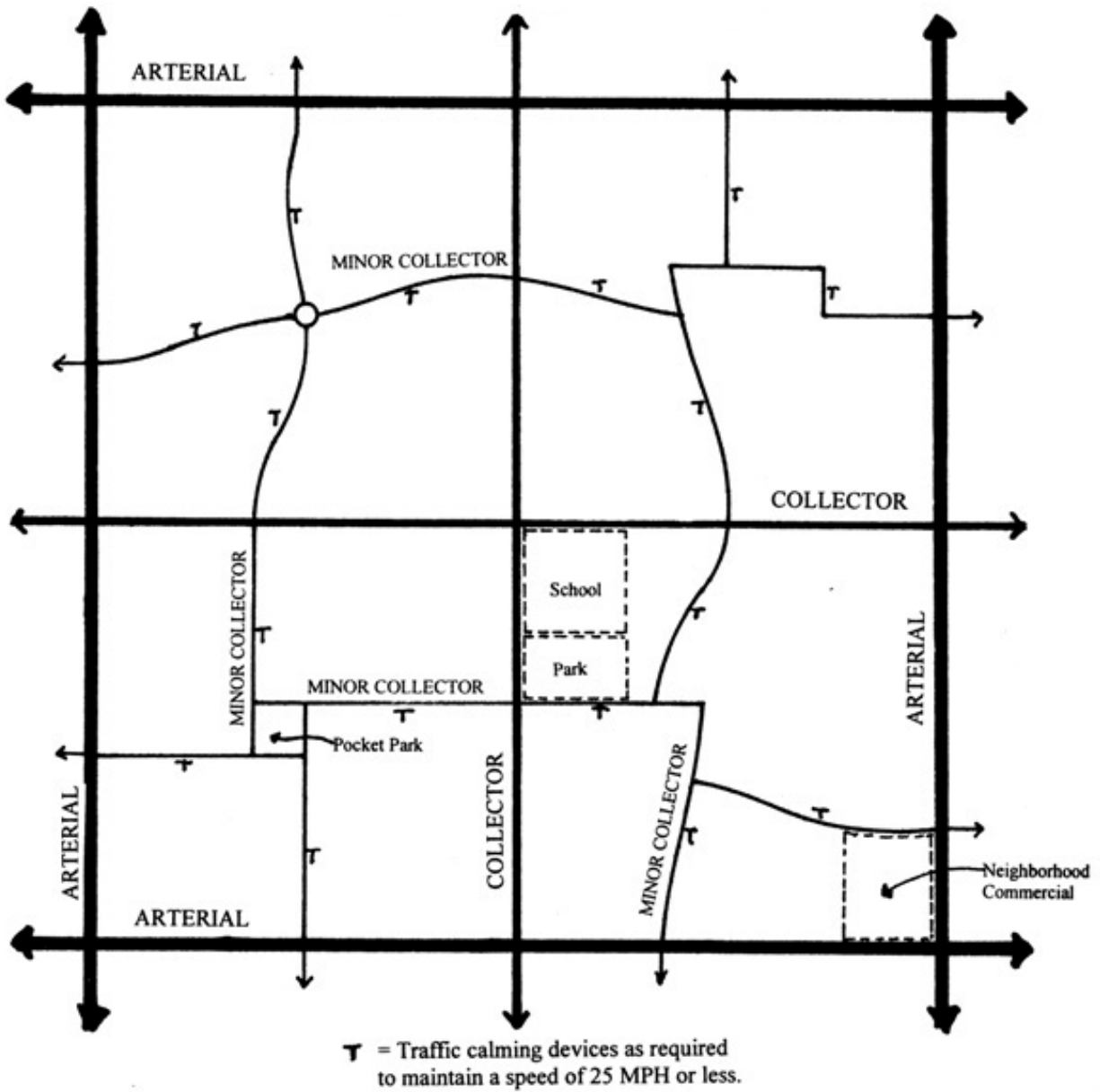
- 2.13 Arterials shall be improved to four lanes, with appropriate variations in intersection design to alleviate special traffic problems where necessary. Major arterials shall be improved to six lanes, with appropriate variations in intersection design to alleviate special traffic problems where necessary.
- 2.14 Meandering sidewalks shall be encouraged along collectors and arterials.
- 2.15 Floral Avenue from SR 99 to Amber shall be widened to four lanes, either by street widening or by elimination of parking as traffic generation warrants.
- 2.16 City circulation system street alignments shall be coordinated with Fresno County circulation system street alignments.
- 2.17 Local collectors shall serve residential neighborhoods, but shall not be used to carry through traffic or high traffic volumes. Actual design and improvement to ultimate standards shall be achieved through inclusion of facilities as part of the City-wide Capital Improvements Program, or by new developers as areas adjoining the designated circulation system are developed, with allowance for bicycle lanes, where planned.
- 2.18 If Heartland High School is ever abandoned (although this is not currently planned), a more direct route shall be developed from Rose Avenue to Whitson Street, and a connection to Arrants Avenue provided, including an improved railroad grade crossing.
- 2.19 The City of Selma will request that Selma's Circulation Element and Circulation Plan be incorporated into the Fresno County General Plan and Selma Community Plan.
- 2.20 A one-mile arterial frequency grid system plan shall be used to allow efficient access throughout the community and to support the major commercial areas of the City, including McCall Avenue at Dinuba, the downtown area and commercial uses along SR 99.
- 2.21 The overall circulation plan for future neighborhoods shall be in conformance with Figure 2-1 and include offset minor collectors, traffic calming features as needed, a neighborhood park within ¼ mile walking distance per neighborhood, and a commercial/office/transit node.
- 2.22 Extend McCall Avenue as a four lane divided arterial north of Dinuba to serve future development.
- 2.23 Collector streets shall be at approximately one-mile intervals centered between arterial streets and shall be planned to intersect with other streets so as to maximize traffic safety and discourage fast flowing traffic through residential areas. Where possible, major arterials, arterials, and collectors shall form 4-leg, right-angle intersections; jog, offset and skewed intersections of streets in near proximity shall be avoided where possible.

- 2.24 Residences shall not be permitted to have direct access onto arterials, particularly where traffic volumes are likely to create excessive noise levels or safety hazards.
- 2.25 The primary purpose of arterials is for cross-town traffic flow and through-traffic. Parking along arterials should be discouraged and eliminated where it now exists, as deemed appropriate by the Traffic and Streets Commission and as traffic safety conditions warrant.
- 2.26 McCall Avenue between Arrants and Floral Avenue shall be designated as a seventy foot arterial street with plan lines developed accordingly. This will provide for four lanes with no on street parking.
- 2.27 It shall be the policy of the City to develop major streets in the community as follows:

Arterials

- Nebraska Avenue from De Wolf to Second and Front to Bethel
  - Amber Avenue from Nebraska to future connection with Del Rey
  - McCall Avenue from Manning Avenue to Dinuba Avenue
  - Floral Avenue from Whitson to De Wolf
  - Whitson Avenue in its entirety
  - Golden State Boulevard in its entirety
  - Highland Avenue from Manning Avenue to Mountain View
  - Mountain View Avenue from De Wolf to Bethel
  - Dinuba Avenue throughout the Sphere of Influence
- 2.28 The street network should provide a quick and efficient route for emergency vehicles, including police, fire and other vehicles, when responding to calls for service. The length of single-entry access routes shall be restricted.
- 2.29 Major arterials shall be built in areas where traffic demand warrants the development of this facility to meet the adopted level of service standard.
- 2.30 Major arterial, arterial, collector, minor collector, and local street standards shall be developed to provide an increased quality of life for residential neighborhoods, a more attractive bike and pedestrian environment, conservation of natural resources and adequate capacity for their appropriate function. These new standards shall be incorporated into the City's Standard Specifications for Public Works.
- 2.31 Median breaks and driveway standards for major arterial, arterial and collector streets directly affect the performance of these roadways, and the following minimum standards have been developed to facilitate the proper operation of these roadways:

**Figure 2-2**  
**Overall Conceptual Circulation Plan**  
(Illustration only, refer to policies for precise requirements)



**Major Arterial Street Standards**

- a. Driveway access to major activity centers (locations that generate more than 5,000 daily trips) should be located no closer than 200 feet to the adjacent intersection of a collector or arterial street (measurement shall be from the curb return to the nearest edge of the driveway). If driveways must be provided near intersections for facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located no less than 100 feet from the intersection (measurement shall be from the curb return to the nearest edge of the driveway). If more than one is required to serve a property, the driveways shall be separated by 150 feet (the 150 feet are to be measured edge to edge, not centerline to centerline).
- b. The distance between driveways along commercially developed major arterials should not be less than 600 feet (measurement shall be from centerline to centerline). Where this spacing is not practical, the development shall provide acceptable traffic mitigation measures in addition to those already required.
- c. Where practical and desirable, driveways should be located on adjacent arterial or collector streets rather than on major arterial streets.
- d. Full median breaks, where there is no adopted design, should provide access to collector streets and to major activity centers and should parallel the standards for driveways: not less than 200 feet from an adjacent intersection of an arterial or collector street, and not less than 1,000 feet between full median breaks.
- e. Driveway consolidation shall be encouraged through joint access agreements along arterials where standards a. through d. are exceeded.
- f. Major arterials shall be developed in conformance with Figure 2-1 and shall be sized in accordance with the projected traffic volumes on road segments and intersections. The preferred minimum distance between intersections along major arterials is  $\frac{1}{4}$  mile.

**Arterial Street Standards**

- a. Driveway access to major activity centers (locations that generate more than 5,000 daily trips) should be located no closer than 200 feet to the adjacent intersection of a collector or arterial street (measurement shall be from the curb return to the nearest edge of the driveway). If driveways must be provided near intersections for facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located no less than 100 feet from the intersection (measurement shall be from the curb return to the nearest edge of the driveway). If more than one is required to serve a property, the driveways shall be separated by 150 feet (the 150 feet are to be measured edge to edge, not centerline to centerline).



- b. The distance between driveways along commercially developed arterials should not be less than 400 feet (measurement shall be from centerline to centerline). Where this spacing is not practical, the development shall provide acceptable traffic mitigation measures in addition to those already required.
- c. Where practical and desirable, driveways should be located on adjacent collector streets rather than on arterial streets.
- d. Full median breaks, where there is no adopted design, should provide access to collector streets and to major activity centers and should parallel the standards for driveways: not less than 200 feet from an adjacent intersection of an arterial or collector street, and not less than 1,000 feet between full median breaks.
- e. Driveway consolidation shall be encouraged through joint access agreements along arterials where standards a. through d. are exceeded.
- f. Major arterial and arterials shall be developed in conformance with Figure 2-1 and shall be sized in accordance with the projected traffic volumes on road segments and intersections.

***Collector Street Standards***

- a. Driveway access to major activity centers should be located no closer than 150 feet to the adjacent intersection of a collector or arterial street (measurement shall be from the curb return to the nearest edge of the driveway). If driveways must be provided near intersections for facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located no less than 100 feet from the intersection (measurement shall be from the curb return to the edge of the driveway). If more than one is requested to serve a property, the driveways shall be separated by 150 feet (the 150 feet are to be measured edge to edge, not centerline to centerline).
- b. The distance between driveways and intersecting local streets should not be less than 300 feet (measurement shall be from the curb return to the nearest edge of the driveway). Where this spacing is not practical, the development shall provide acceptable traffic mitigation measures in addition to those already required.
- c. Driveways to residential property along collectors should be consolidated whenever possible.
- d. Medians on collectors shall be provided by concrete where left turn control is needed and by painted medians on two-way left turn pockets where appropriate. Where concrete medians are provided, median breaks should be spaced not less than 300 feet apart.
- e. Collectors shall be developed in conformance with Figure 2-1 and shall be sized in accordance with the projected traffic volumes on road segments and intersections.



***Local Streets and Minor Collectors***

- a. Local streets shall not carry an unreasonable level of through traffic. Should it be determined that a local street is carrying an unacceptable level of through traffic, the City may use appropriate means to reduce traffic through creation of one-way traffic flow, installation of traffic calming devices, and/or any other means deemed to be acceptable under the Vehicle Code of the State of California. Traffic calming features in conformance with Table 2-1 are encouraged when warranted.
- b. Local residential streets shall be kept at a curb-to-curb width of 40 feet, may include a planter strip to provide shade to prevent excessive heat build-up, and include a sidewalk of sufficient width to allow two people walking side-by-side to pass.
- c. In new residential subdivisions, local streets should be aligned in an orientation that allows for homes to be located in a manner that provides the best solar orientation.
- d. Design the street network with multiple connections and relatively direct routes for pedestrians and bicyclists as well as motorists.
- e. Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high volume streets by designing pedestrian and bicycle pass-through pathways at cul-de-sac bulbs adjacent to Arterial roadways.
- f. Short streets, trees, on-street parking, tee intersections, use of terminating vistas and traffic calming devices should be used to limit vehicle speed.
- g. Streets shall be designed in accordance with projected traffic volumes and City-adopted level of service standards. Oversized streets shall be discouraged.

Deviations to the arterial, collector, and local street standards identified above may be adopted subject to review and approval by the City Council.

2.32 To continue to provide a high level of service to the community, the City designates Service Level "D" as defined in the Highway Capacity Manual as the minimum desirable service level at which freeways, expressways, major arterials, arterials and collector streets should operate. All new facilities in these categories shall be designed to operate at this level or better for a period of at least 20 years following their construction.

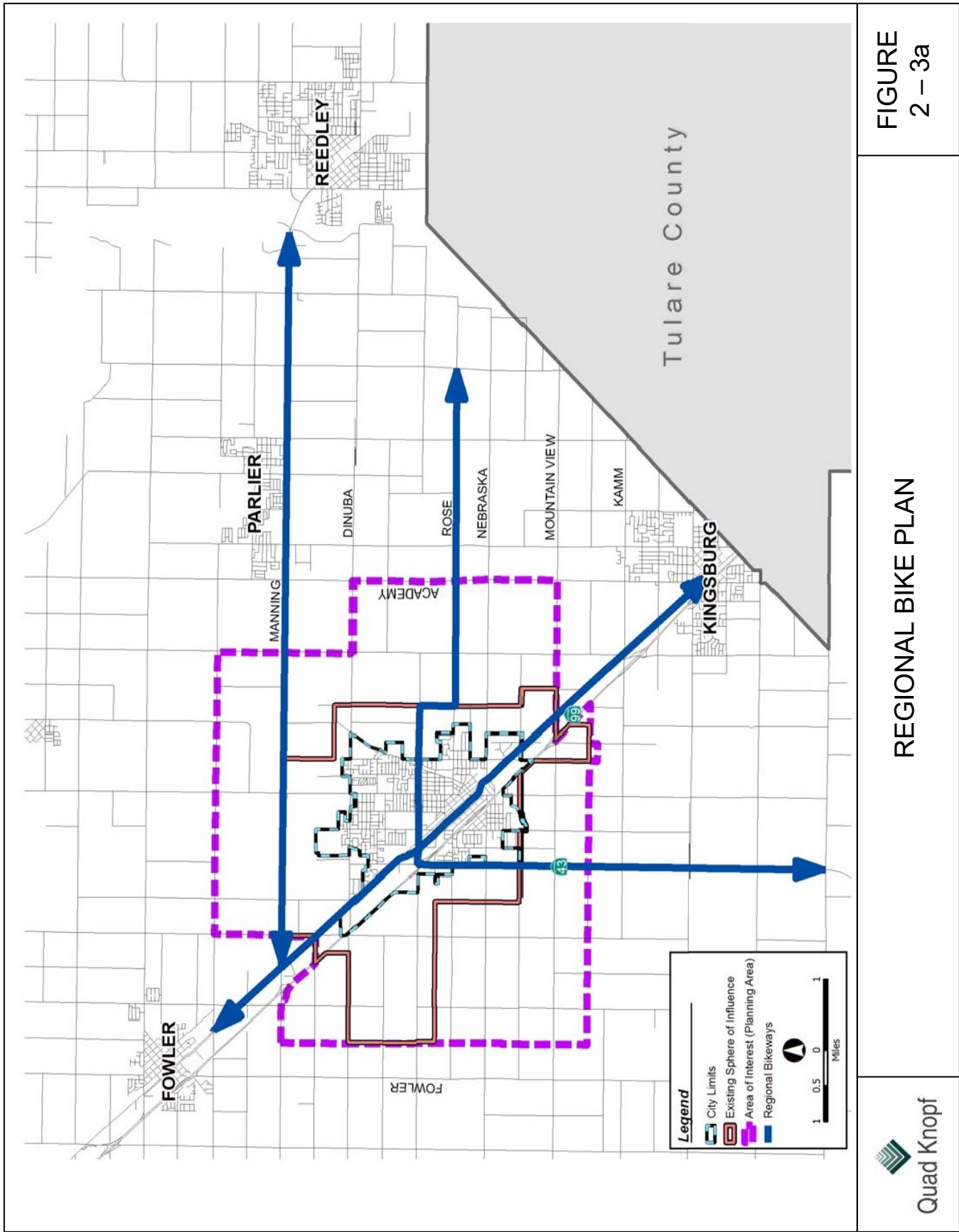
2.33 The circulation system shall be designed and developed to minimize excessive noise impacts on sensitive land uses and traffic congestion which would increase the rate of vehicle emissions. New development shall mitigate noise and emission impacts [e.g. by

constructing sound walls (where warranted), designing to minimize emissions (such as roundabout or traffic circle), etc.].

- 2.34 Right-of-way essential to the circulation system should be dedicated and/or developed to the appropriate extent and width when a division of property or development occurs. The City shall coordinate street improvements with the County of Fresno so that the same requirements apply outside the City limits.
- 2.35 The right-of-way widths and construction widths of all classes of streets from local to major arterial shall be updated as necessary to reflect the street classifications in this Element.
- 2.36 Developers shall mitigate traffic impacts associated with their projects to minimize the impacts to highways, major arterials, arterials, and collector streets.
- 2.37 The City will continue to collect development impact fees for the circulation system (streets, signals and bridges) and shall revise and update the development impact fees as needed.
- 2.38 The City will implement a transportation impact fee program to help facilitate state highway facility circulation improvements in the Selma Planning Area, in coordination with Caltrans. This program is intended to help mitigate the impacts and additional vehicle trips that will be added to the regional transportation network from new development.
- 2.39 The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing developed major arterials, or arterials when development or change in intensity of development or land use occurs or when traffic operation or safety warrants.
- 2.40 Residential subdivisions shall be designed to encourage access from collector streets and to discourage use of local streets as a bypass to congested arterials.
- 2.41 Where major arterials, arterials, and collector streets are required, residential development shall be oriented away (side-on or rear-on) from such streets, and shall be properly buffered so that the traffic carrying capacity on the street will be preserved and the residential environment protected from the adverse characteristics of the street.
- 2.42 Due to the traffic congestion which results from numerous points of ingress and egress along commercial streets, future commercial developments or modifications to existing developments shall be master planned with limited points of ingress and egress onto a major street. Ingress and egress to shopping centers should be carefully designed in order to promote traffic safety. Left-hand movements into and out of commercial areas should be minimized and existing points of ingress and egress shall be consolidated whenever possible.
- 2.43 In order to promote safe and efficient traffic flow throughout the City, traffic signals shall be spaced no closer than 1/4 mile on arterials except in unusual circumstances. The intersections of arterial and collector streets and the access driveways to major traffic generators shall be located so as to maintain this minimum spacing.

**2.7 Bicycle and Pedestrian Facilities**

- 244 The City will develop, through various funding mechanisms and sources, a city wide bicycle path/lane/route system in conformance with the City's 2003 Bicycle Transportation Plan. The bicycle path/lane/route system will utilize existing or future railroad right-of-way and water courses. The paths (class I), may also include landscaping, lighting, mileage markers, directional signage and benches. The on-road lanes (class II) would include striping and the on-road routes (class III) would not include striping. Reference Figure 2-3 for the proposed city-wide bike plan. The class I bike paths can also be utilized by pedestrians if the proposed paths are wide enough to allow both bicyclists and pedestrians.
- 245 Sidewalks, paths, and appropriate crosswalks should be located to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths should be developed to allow for unobstructed pedestrian flow from within a neighborhood.
- 246 The City shall require curb, gutter, and sidewalks in all areas of the community to accommodate pedestrian traffic, especially along routes with high pedestrian traffic such as schools, parks, and the Downtown area. Installation of these improvements shall be encouraged to the extent feasible in existing neighborhoods where they do not currently exist.
- 247 The City shall promote safe, convenient and accessible pedestrian ways within the community.
- 248 Where security walls or fences are proposed for residential developments along major arterials, arterials, or collector streets, pedestrian access should be considered between the major arterial, arterial, or collector, and the development to allow access to transit vehicles, commercial facilities, educational facilities and recreation areas operating on the street.
- 249 Street lighting shall be provided for all public streets and pedestrian signals shall be provided at all traffic signal locations.







## **2.8    *Parking***

- 2.50    New development shall be required to plant and maintain appropriate trees or other devices in order to achieve shading of at least 50% of all hardscaped parking and pedestrian surfaces.
- 2.51    Adequate off-street parking shall be required of all commercial and industrial land uses to accommodate parking demand. Off-street parking shall also be required of residential land uses to accommodate tenants.
- 2.52    Parking standards shall be evaluated for new development to ensure that parking requirements are satisfied within walking distance of development, and to ensure that arterial streets do not separate parking from the parking demand generator.
- 2.53    Parking standards shall be evaluated to assess the potential for offering reduced parking requirements to development that incorporate measures proven to reduce vehicular trips. Shared parking should be encouraged whenever possible.
- 2.54    The City shall work with Caltrans and transit service providers to establish a park and ride lot or lots within the community to serve the needs of regional and local commuters.

## **2.9    *Railroad***

- 2.55    To preserve the viability of the Golden State Industrial Corridor, uses or activities shall not be permitted to encroach so as to reduce the efficiency of the rail system.

## **2.10   *Airports and Heliports***

- 2.56    To preserve the viability of the Selma Aerodrome as a regional general aviation facility, the City adopts the policy plan recommendations of the Fresno County Airports Land Use Policy Plan Study, where applicable.
- 2.57    The City shall discourage land uses surrounding the Selma Aerodrome, which would reduce its ability to function as an element of the transportation system.
- 2.58    Since the Selma Aerodrome serves as the primary air field in the area, efforts shall be made to continue to upgrade the service capacity of the airport.

## **2.11   *Pipeline and Transmission Facilities***

- 2.59    The City will encourage coordination of major transmission and canal facilities in the community and, where possible, integrate such facilities into the recreation, open space and conservation element plans of the community.

**2.12 Transportation System and Congestion Management**

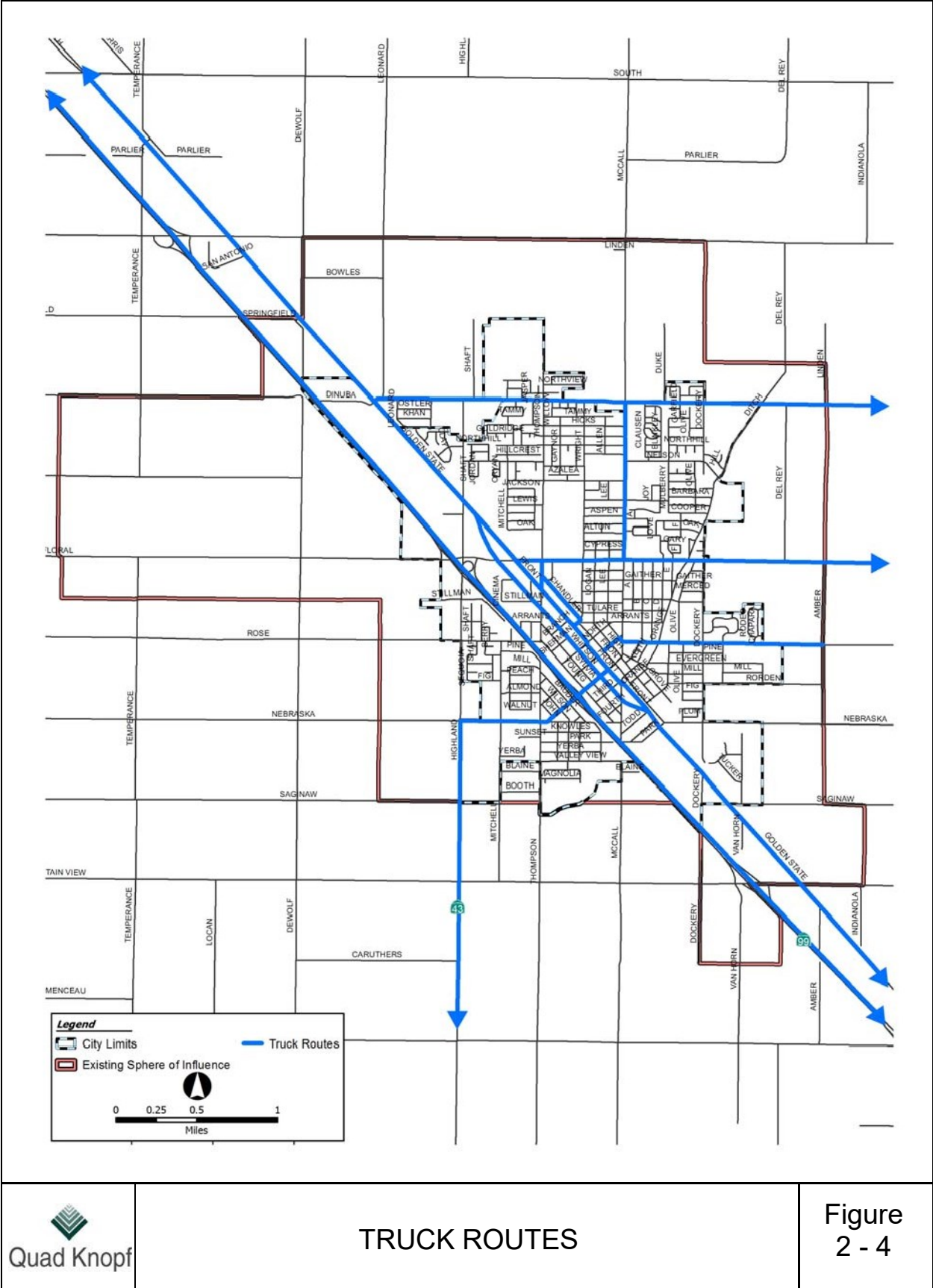
- 2.60 The City shall encourage the use of energy efficient and non-polluting fuels and modes of transportation.
- 2.61 Transportation System Management and Transportation Demand Management are the applicable strategies for the mitigation of traffic and parking congestion. Public transit, traffic management, ridesharing and parking management are to be used to the greatest extent practical to implement transportation management strategies.
- 2.62 Promote the long term shifting of peak hour commute trips from the single occupant automobile to ridesharing, buses, pedestrians, and bicycles.
- 2.63 Large development shall be encouraged to incorporate transit passenger facilities, bicycle racks or lockers, shower facilities, as well as on site services (eating, mail, banking, etc.) as ways to encourage alternative modes for commute trips.

**2.13 Maintenance and Integration**

- 2.64 Provide for the development and maintenance of the community's transportation infrastructure, including streets, sewer, water, storm drain, pipeline, electrical, and communication facilities.
- 2.65 The maintenance of the investment in the existing and future infrastructure is a high priority for the community.
- 2.66 The City shall maintain a high level of inter-governmental coordination and citizen participation in the circulation and transportation planning process and work with other agencies to assure that regional transportation plans are consistent with the City's General Plan.

**2.14 Truck Routes and Truck Parking**

- 2.67 Truck traffic shall be permitted on designated arterial and collector streets only; as identified in the Circulation Element Truck Route Map (reference Figure 2-4).
- 2.68 The City shall encourage development of truck and parking facilities appropriately located within the industrial area.
- 2.69 Truck parking
- a. Shall be discouraged on streets outside of industrial areas.
  - b. Shall be prohibited in residential areas for vehicles in excess of 10,000 gross vehicle weight (GVW), or higher than 8 feet.





## **CHAPTER THREE**

### **NOISE ELEMENT**

# Noise Element

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## 3.0 NOISE ELEMENT



### 3.1 Introduction

Noise levels within the City of Selma affect the quality of life of people living and working in the City. The most significant noise levels within the community are associated with the roadways and railroad. In addition, the Selma Aerodrome and a small private (Quinn) airport serve as potentially significant noise sources. High noise levels associated with these and other activities can create stress and irritation. The Noise Element addresses the physiological, psychological and economic effects of noise by providing effective strategies to reduce excessive noise and limit community exposure to loud noise sources.

### 3.2 Purpose of the Noise Element

Government Code § 65302 (f) states that a City's General Plan must include "A noise element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

1. Highways and freeways.
2. Primary arterials and major local streets.
3. Passenger and freight on-line railroad operations and ground rapid transit systems.
4. Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
5. Local industrial plants, including, but not limited to, railroad classification yards.
6. Other ground stationary noise sources identified by local agencies as contributing to the community noise environment."

### 3.3 Scope and Content of the Noise Element

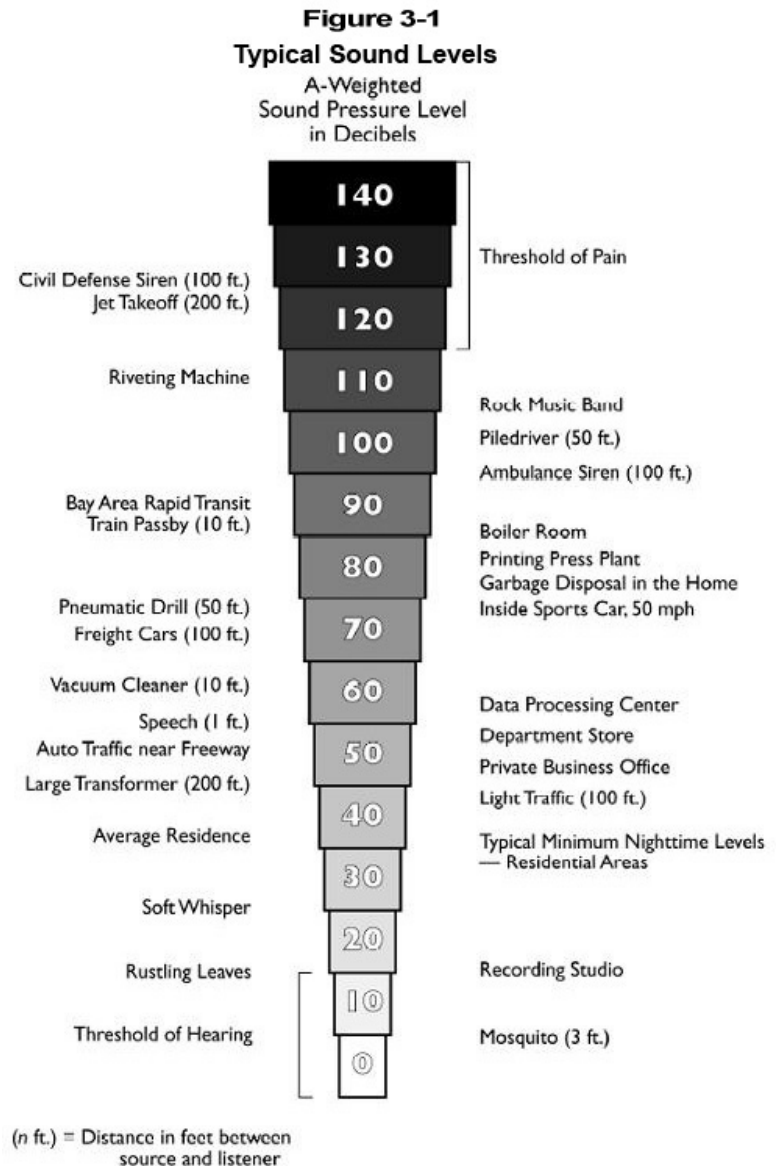
The State of California recognizes the relationship between noise and noise sensitive uses and has adopted State Guidelines for Noise Elements. This Noise Element satisfies the requirements of State law and is a mandated component of the General Plan. Government Code § 65302 (f) establishes the required components of the Noise Element. The Noise Element also complies with California Health and Safety Code Section 46050.1 (as amended) guidelines for Noise Elements.

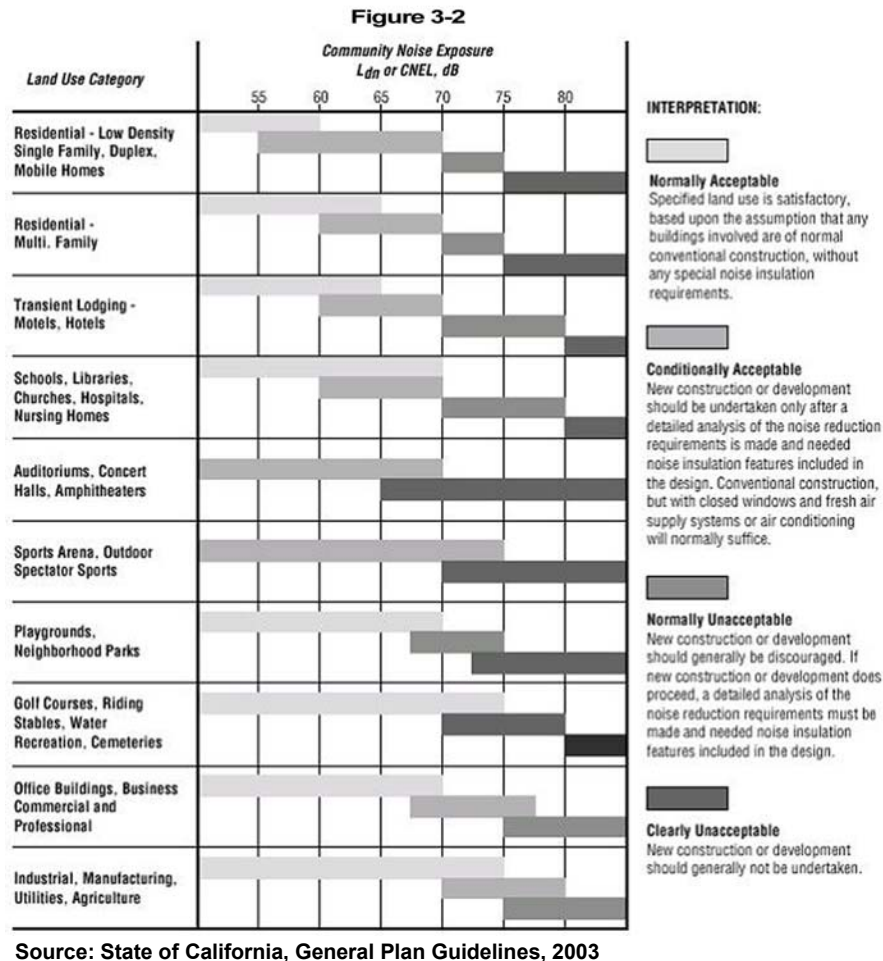
Future noise conditions from short- and long-term growth are quantified and identified as noise exposure contours. This noise information serves as the basis for developing guidelines for identifying compatible land uses; identifying the proper distribution of land uses on the General Plan Land Use Map; and establishing proper development standards.

The Noise Element comprises four sections: the Introduction; Purpose of the Noise Element; Scope and Content of the Noise Element; and the Goals, Objectives and Policies. In the Goals, Objectives, and Policies section, major issues pertaining to noise sources are identified and related policies are established. The objectives are statements of the City's desires and comprise broad statements of purpose and direction. The policies and standards serve as guides for reducing or avoiding adverse noise impacts on the population.

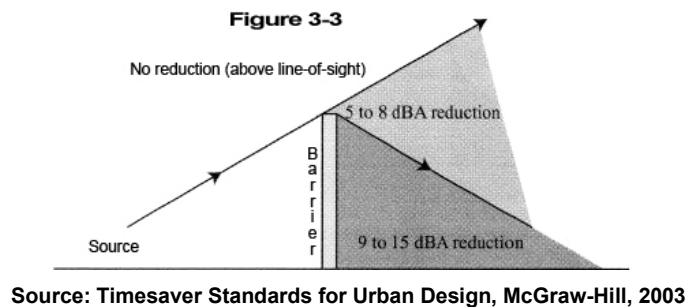
For reference, Figure 3-1 shows the decibel levels associated with different common sounds, and illustrates typical sound levels, Figure 3-2 provides noise level criteria for a variety of land uses, and Figure 3-3 illustrates the reduction in sound from a solid barrier.

Sound generally dissipates at a rate of 3 to 6 dBA per doubling of distance from a source within 200 to 300 feet of that source. Its decay rate beyond that is highly variable depending on the atmospheric (mainly temperature variations, wind currents, and humidity) and terrain conditions between the source and listener. Sound levels, however, generally decrease with increasing distance from a source. For additional background information, consult the General Plan Background Report.





Source: State of California, General Plan Guidelines, 2003



### 3.4 Goals

1. To protect the peace, health, safety, and welfare of Selma residents from adverse effects of any such noise source under any condition.
2. To prohibit unnecessary, excessive and offensive noises from all sources subject to local police power.

3. To improve the living, working, and recreational environment through the reduction and control of noise nuisances.

### 3.5 Objectives

- A. To protect the economic base of the City by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.
- B. To preserve the tranquility of residential areas by preventing noise producing uses from encroaching upon existing or planned noise-sensitive uses.
- C. To educate the citizens of the City concerning the effects of exposure to excessive noise and the methods available for minimizing such exposure.
- D. To emphasize the reduction of noise impacts through careful site planning and project design, giving second preference to the use of noise barriers and/or structural features to buildings containing noise-sensitive land uses.

### 3.6 Policies and Standards

- 3.1 It shall be deemed unlawful for any devices, appliances, equipment or vehicles on public or private property abutting noise sensitive land uses to operate between the weekday hours of 7:00 p.m. and 6:00 a.m. and between the weekend hours of 7:00 p.m. and 9:00 a.m.
- 3.2 The City of Selma shall update its Noise Regulations (Title VI: Police Regulations, Chapter 17: Noise Regulations) to the following standards with regards to interior and exterior noise standards:

Exterior Noise Standards - Fixed			
Noise Level Standards, dBA			
Cumulative Number of minutes in any one-hour time period	Daytime 6 a.m. to 7 p.m.	Evening and Nighttime 7 p.m. to 6 a.m.	
30	50	45	
15	55	50	
5	60	55	
1	65	60	
0	70	65	

Residential Interior Noise Standards			
Noise Level Standards, dBA			
Cumulative Number of minutes in any one-hour time period	Daytime 6 a.m. to 7 p.m.	Evening and Nighttime 7 p.m. to 6 a.m.	
5	45	35	
1	50	40	
0	55	45	

- 3.3 The City shall utilize the noise/land use compatibility standards in Figure 3-2 as a guide for future planning and development decisions.

- 34 Areas within Selma shall be recognized as noise impacted if exposed to existing or projected future noise levels at the exterior of buildings in excess of 65 dB Ldn (or CNEL).
- 35 Noise sensitive land uses shall be discouraged in noise impacted areas unless effective mitigation measures are incorporated into the specific design of such projects to reduce exterior noise levels to 65 dB Ldn (or CNEL) or less and 45 dB Ldn (or CNEL) or less within interior living spaces.
- 36 The City shall enforce applicable State Noise Insulation Standards (California Administrative Code, Title 24) and Uniform Building Code (UBC) noise requirements.
- 37 Industrial, commercial or other noise generating land uses (including roadways, railroads, and airports) shall be discouraged if resulting noise levels will exceed 65 dB Ldn (or CNEL) at the boundary areas of planned or zoned noise sensitive land uses.
- 38 The City shall review all relevant development plans, programs and proposals to ensure their conformance with the policy framework outlined in this Noise Element.
- 39 The preferred method of noise control used is thoughtful site design. Secondly, noise control should be achieved through the use of artificial noise barriers. Site and building design guidelines may include:
- a Noise sensitive land uses should not front onto the primary noise source. Where this is not possible, the narrow portion of the building should face the primary noise source, and the interior layout should locate the most sensitive areas away from the noise source by placing garages, storage facilities, carports or other such areas nearest the noise source.
  - b Site design should permit noise to pass around or through a development. This can be achieved by placing the narrow or convex portion of the structure toward the primary noise source.
  - c Commercial and industrial structures shall be designed so that any noise in excess of 65dB Ldn (or CNEL) generated from the interior of the building is focused away from noise sensitive land uses.
  - d Two story residential construction should be avoided, where possible, immediately adjacent to arterials or collectors unless adequate combinations of noise attenuation procedures are used.
  - e When feasible, residential cul-de-sacs should be perpendicular to adjacent arterials or collectors.

- f. Loading and unloading activities for commercial uses should be conducted in an enclosed loading dock, preferably with a positive seal between the loading dock and trucks.
- 3.10 Prior to the approval of a proposed development in a noise impacted area, or the development of an industrial, commercial or other noise generating land use in or near an area containing existing or planned noise sensitive land uses, an acoustical analysis may be required if all of the following findings are made:
- a. The existing or projected future noise exposure at the exterior of buildings which will contain noise sensitive uses or within proposed outdoor activity areas (patios, decks, backyards, pool areas, recreation areas, etc.) exceeds 65 dB Ldn (or CNEL).
  - b. Interior residential noise levels resulting from offsite noise are estimated to exceed 45 dBA.
  - c. Estimated or projected noise levels cannot be reduced to the noise exposure limitations specified in this Noise Element by the application of Standard Noise Reduction Methods.

When noise studies are necessary they shall:

- a. Be the responsibility of the applicant.
- b. Be prepared by an individual or firm with demonstrable experience in the fields of environmental noise assessment and architectural acoustics.
- c. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe and assess local conditions.
- d. Include estimated noise levels in terms of dB Ldn (or CNEL) for existing and projected future (10-30 year hence) conditions, with a comparison made to the adopted policies of the Noise Element.
- e. Include recommendations for appropriate mitigation measures to achieve compliance with the adopted policies and standards of the Noise Element.
- f. Include estimates of noise exposure after the prescribed mitigation measures have been implemented. If compliance with the adopted policies and standards of the Noise Element will not be achieved, a rationale for acceptance of the project must be provided.
- g. The acoustical analysis should be prepared as early in the project review or permitting process as possible so that noise mitigation measures may be an integral part of the project design rather than an afterthought.

- 3.11 The City shall seek to reduce impacts from ground borne vibrations associated with rail operations by requiring that habitable buildings are sited at least 100-feet from the center-line of the tracks, whenever feasible.
- 3.12 Require new development of habitable buildings within 100-feet from the centerline of the railroad tracks to provide a study demonstrating that ground borne vibration issues associated with rail operations have been adequately addressed (i.e., through building siting or construction techniques).
- 3.13 New equipment and vehicles purchased by the City should comply with noise level performance standards consistent with the best available noise reduction technology.
- 3.14 All projects within the impact area of airports and heliports, shall be evaluated for potential noise impacts from aircraft overflights based on the standards in the Fresno County Airports Land Use Policy Plan and this Noise Element.



**CHAPTER FOUR**  
**SAFETY ELEMENT**

# Safety Element

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## 4.0 SAFETY ELEMENT

### 4.1 Introduction

The quality of life in Selma is directly impacted by the sense of security of its residents and businesses. In order to provide a safe and enjoyable environment for residents, it is important to address the issues of crime, violence, and other human caused hazards, and to prepare a response to uncontrollable natural hazards. The Safety Element establishes goals, objectives and policies and standards to ensure that there is an adequate, coordinated, and expedient response to public safety concerns.



### 4.2 Purpose of the Safety Element

The purpose of the Safety Element is to identify and address those features or characteristics existing in or near Selma that represent a potential hazard to the community's citizens, sites, structures, public facilities, and infrastructure. The Safety Element establishes policies to minimize the danger to residents, workers, and visitors, while identifying actions needed to manage crisis situations such as earthquakes, fires, and floods. The Element also focuses on preventing criminal activity and violence before they occur. Additionally, the Safety Element contains specific policies to regulate existing and proposed development in hazard-prone areas.

### 4.3 Scope and Content of the Safety Element

The Safety Element satisfies the requirements of state planning law and is a mandated component of the General Plan. Government Code §65302 (g) sets forth a list of hazards that the Element must cover, if they pertain to conditions in the City. These hazards are:

- Seismically induced conditions including ground shaking, surface rupture, ground failure, tsunami, and seiche;
- Slope instability leading to mudslides and landslides;
- Subsidence and other geologic hazards;
- Flooding;
- Wildland and urban fires; and
- Evacuation routes

The Safety Element contains four sections: the Introduction; Purpose of the Safety Element; Scope and Content of the Safety Element; and Goals, Objectives, Policies and Standards. In the Goals, Objectives, Policies and Standards section, major issues pertaining to hazardous conditions and safety are identified, and related policies established. The policies serve as guideline for reducing the risks associated with humans, including criminal activity and natural hazards. The policies also serve to direct and maximize community emergency preparedness.

#### **4.4 Goals**

1. To prevent loss of life and serious injury, resulting from natural or man-induced hazards, to the residents of Selma.
2. To prevent serious structural damage to critical facilities and structures where large numbers of people are expected to congregate at one time.
3. To ensure the continuity of vital services to the Selma area in case of disaster.
4. To provide a leadership role in education on public safety.

#### **4.5 Seismic Hazards**

##### **SEISMIC SAFETY OBJECTIVES**

- A. Identify risks to the City of Selma from seismic hazards.
- B. Establish and maintain a plan to minimize identified risks from seismic hazards.
- C. Establish and maintain a plan for responding to seismic disaster and for the provision of emergency services.

##### **SEISMIC SAFETY POLICIES**

- 4.1 The safety element shall be reviewed periodically and updated if necessary.
- 4.2 The City shall develop and adopt an Emergency Operations Plan which shall include action plans in the event of an earthquake or other disaster. Emergency evacuation routes shall be included in the plan.
- 4.3 The City shall maintain and continue to update, with the County of Fresno and other agencies, an Emergency Services Plan. The plan should include:
  - a. Provision for control and direction of emergency operations.
  - b. Provision for continuity of governmental services.
  - c. Program to coordinate the repair and restoration of essential systems and services.
  - d. Coordination of emergency operations with other jurisdictions.
- 4.4 The City should establish an inspection program to identify and inventory all existing unreinforced masonry structures in the City.
- 4.5 The City shall work with property owners to remove or rehabilitate all identified substandard structures.
- 4.6 Emergency communication centers, fire stations and other emergency service or critical facilities should be examined to determine earthquake resistance. A program to mitigate deficient facilities should be established.
- 4.7 Emergency procedures should be identified for public and private utility districts.

- 4.8 Primary and secondary hazards from seismic activity should be evaluated in all environmental assessment and reporting processes.
- 4.9 The list of critical facilities (hospitals, police and fire stations, and similar facilities) for the City of Selma shall be reviewed and updated annually.
- 4.10 Critical facilities shall be designed to the standards established by the Uniform Building Code for such facilities. Critical facilities mean essential facilities as provided in the Uniform Building Code.
- 4.11 The City shall continue to adopt current issues of the Uniform Building Code and implement the seismic design standards provided by the Code.
- 4.12 Seismic safety information should be made available to the general public. School districts and agencies related to aged, handicapped and seismically susceptible industries should be encouraged to develop education programs for seismic awareness.
- 4.13 The Seismic Impact Transportation Plan designates the following disaster transportation routes.

A. Primary Transportation Routes

- 1. Freeway 99 through the Selma Planning Area;
- 2. Manning Avenue through the Selma Planning Area;
- 3. McCall Avenue between Manning Avenue and Second Street;
- 4. Second Street between McCall Avenue and Nebraska Avenue;
- 5. Nebraska Avenue between Second Street and Highland Avenue;
- 6. Highland Avenue south of Nebraska Avenue.

B. Secondary Transportation Routes

- 1. Golden State-Whitson through the Selma Planning Area;
- 2. McCall Avenue south of Golden State-Whitson;
- 3. Del Rey Avenue between Manning Avenue and Orange Avenue;
- 4. Orange Avenue (Ditch Road) between Del Rey Avenue and Rose Avenue;
- 5. Rose Avenue between Orange Avenue and McCall Avenue.

C. Evacuation Routes

All arterial and collector streets of the Circulation Element of the Selma General Plan, shall be designated as evacuation routes in the event of a seismic disaster.

## **4.6 Geologic Hazards**

### **GEOLOGICAL SAFETY OBJECTIVE**

- D. To provide a safe environment for building construction through knowledge and understanding of soil and land resources.

### **GEOLOGIC SAFETY POLICIES**

- 4.14 Detailed mapping and analysis of identified areas of geologic hazard shall be provided through the use of Geographic Information Systems (GIS) technology. Areas identified with a "severe" rating for allowable soil pressures or high corrosivity soil characteristics should be mapped for City staff use in new development project consideration.
- 4.15 Continue to enforce the Uniform Building Code in all matters related to soil preparation and foundation requirements.

## **4.7 Flood Hazards**

### **FLOOD SAFETY OBJECTIVES**

- E. Minimize the hazards of localized sheet flooding resulting from prolonged rainfall and storm water runoff.
- F. Develop policies to help protect the lives and property of residents from the hazards of flooding.

### **FLOOD SAFETY POLICIES**

- 4.16 The City shall evaluate areas within its Planning Area to identify areas of potential localized flood hazards.
- 4.17 In areas identified as being potentially subject to flooding, where the exact area and depth of flooding is uncertain, the applicant or developer of an annexation or development proposal shall be responsible for the preparation of a civil engineering report evaluating the flooding potential.
- 4.18 The City shall continue to implement and administer the Master Plan for Storm Drainage as a means of offsetting increased storm water runoff from urbanization.
- 4.19 The City shall incorporate maps from appropriate state and federal agencies that identify all flood hazard areas within the General Plan Planning Area into its Geographic Information System.
- 4.20 The City shall encourage new development to avoid floodplains or require developers to mitigate and protect against flood impacts if development is to be located in such areas.
- 4.21 The City shall seek and petition the County of Fresno, Council of Fresno County Governments and other agencies and cities impacted by potential dam failure, to participate in the completion of a disaster plan dealing with Pine Flat Dam failure.

- 4.22 The City shall prepare a local emergency evacuation plan responding to the complete failure of Pine Flat Dam at peak capacity. The evacuation plan shall be coordinated with other responsible and impacted jurisdictions.

#### **4.8 Transportation Hazards**

##### **TRANSPORTATION SAFETY OBJECTIVES**

- G. To maintain a safe relationship between major transportation routes and urban land uses.
- H. To provide for land use safety in areas influenced by airports and railways.

##### **TRANSPORTATION SAFETY POLICIES**

- 4.23 The City shall consider the impacts of potential transportation hazards upon adjacent land uses when considering proposals for new or changed urban uses.
- 4.24 New public use buildings, such as schools and hospitals, should be located a minimum of 1,000 feet from mainline rail or highway routes.
- 4.25 The City shall continue to implement the Airport Land Use Plan for the Selma Aerodome.
- 4.26 New public use buildings should not be located within the flight path or approach zone of airports.
- 4.27 Neighborhood and local streets shall be designed for speeds of 25 miles per hour.
- 4.28 Traffic calming devices such as bulbouts, chokers, mid-block bulbs, traffic circles and textured sidewalks shall be encouraged, to keep speeds below 25 miles per hour.

#### **4.9 Fire Hazards**

##### **FIRE SAFETY OBJECTIVES**

- I. To prevent urban fires through code enforcement and public education.
- J. To minimize property damage and public injury through effective fire service delivery.

##### **FIRE SAFETY POLICIES**

- 4.29 The City shall maintain an efficient fire department operation and strive to keep the staffing and equipment levels in line with the growth of the City.
- 4.30 The City will strive to reduce the demand for fire service by emphasizing fire prevention and public education. The Selma Fire Department will continue to conduct annual fire prevention inspections for commercial uses.

- 4.31 The City will require installation, maintenance and inspection of automatic fire detection and suppression devices in structures as required by City Code.
- 4.32 Encourage the installation of a system of heat and/or smoke detection devices and encourage a sprinkler system and other fire suppression equipment including fire hoses and water storage tanks or fire hydrants for all structures that exceed 5,000 square feet in floor area for the following facilities:
- a. Critical facilities (public buildings).
  - b. Permanent industrial facilities employing ten or more people on a year-round basis.
  - c. Housing for the elderly, children and mentally infirm.
  - d. Nursing homes and hospitals.
  - e. Structures where large amounts of chemicals or fuels are known to be stored and are considered to be significantly dangerous by the Fire Chief.
  - f. As required by the Fire Chief or other legislation.
- 4.33 New development in the City of Selma shall conform to existing fire codes, including the provision of adequate ingress and egress for fire response vehicles.
- 4.34 The City shall continue to monitor and coordinate the water supply system with California Water for fire protection purposes to include the water supply for both peak load and emergency use. Areas of substandard water supply should be identified, and system improvements completed prior to and in conjunction with new development in the area.
- 4.35 The City shall continue to enforce its weed abatement program limiting the amount of combustible vegetation throughout the Planning Area.
- 4.36 The City should encourage public and private agencies, especially schools and social service groups to become involved in promoting fire protection and prevention education.
- 4.37 The City's Fire Services response goal shall be five minutes from "tone-out" to arrival on scene.

#### **4.10 Hazardous Materials**

##### **HAZARDOUS MATERIALS OBJECTIVE**

- K. To reduce and control the effects of hazardous wastes so as to promote the public health and welfare of the Selma Community.
- L. To maintain a responsive City staff, trained in Hazardous Materials incidents.

**HAZARDOUS MATERIALS SAFETY POLICIES**

- 4.38 To coordinate and cooperate with other local, state, and federal agencies with expertise and responsibility for all aspects of hazardous wastes.
- 4.39 To educate the public on the subject of hazardous wastes.
- 4.40 To aid in the identification and mapping of abandoned waste disposal sites, as necessary, and in the survey of the kinds, amounts, locations, etc. of hazardous wastes.
- 4.41 To ensure that disaster planning for the City of Selma includes policies appropriate to problems associated with hazardous wastes.
- 4.42 To identify the potential hazards from landfills and/or toxic waste sites as a component of environmental review of projects.
- 4.43 To prohibit the discharge of toxic and hazardous wastes into the municipal sewer system.
- 4.44 The City shall continue to staff, train and equip an emergency response team to respond and coordinate public safety activities. The Selma Fire Department is designated as the City's emergency response team for hazardous materials incidents.



## **CHAPTER FIVE**

### **OPEN SPACE, CONSERVATION AND RECREATION ELEMENT**

# Open Space, Conservation and Recreation Element

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## 5.0 OPEN SPACE, CONSERVATION AND RECREATION ELEMENT



### 5.1 Introduction

Some of the most valuable assets of Selma include its agricultural land, parks, historical and architectural resources. The Open Space, Conservation and Recreation Element focuses



on the protection and enhancement of open space, natural and recreational resources to ensure a high quality living environment in Selma.

### 5.2 Purpose of the Open Space, Conservation and Recreation Element

The Open Space, Conservation and Recreation Element meets the state requirements for Conservation and Open Space Elements as defined in Sections 65302(d) and 65301(e) of the Government Code. According to these requirements, the Conservation Element must contain goals and policies to protect and maintain natural resources such as water, soils, wildlife, and minerals, and prevent wasteful resource exploitation, degradation, and destruction. The Open Space Element should contain goals and policies to manage open space areas, including undeveloped lands and outdoor recreation areas. Specifically, the Open Space Element must address several open space categories such as those used for the preservation of natural resources and managed production of resources, as well as open space maintained for public health and safety reasons. This last category of open space is addressed in the Safety Element. Because the subjects required to be addressed under the Conservation Element and Open Space Element overlap substantially, the two elements, and the Recreation Element have been combined.

### 5.3 Scope and Content of the Open Space, Conservation and Recreation Element

The Open Space, Conservation and Recreation Element include community policies to protect environmental, open space and recreational resources. Resources addressed in this element include: water resources; agricultural resources; cultural resources; ecological and biological resources; mineral resources; and parks and recreational facilities. Because everyday activities in Selma affect air quality outside City boundaries and regional activities affect air quality within Selma, regional air quality issues are also addressed in this element. The Open Space, Conservation

and Recreation Element is comprised of four sections: the Introduction; Purpose of the Open Space, Conservation and Recreation Element; Scope and Content of the Open Space,

Conservation and Recreation Element; and the Goals, Objectives, and Policies and Standards. In the Goals, Objectives, and Policies and Standards section, community open space needs and resource management issues are identified and corresponding policies are established. The objectives, which are overall statements of the City desires, are comprised of broad statements of purpose and direction. The policies and standards serve as guidelines for planning and maintaining recreational facilities, enhancing the natural amenities of Selma and minimizing the environmental effects of planned development.

## **5.4 Open Space and Conservation**

### **GOALS**

#### ***Management of Resources***

1. Protect the environment.
2. Provide for the usage of natural resources without causing their premature depletion.
3. Conserve prime agricultural land.
4. Preserve groundwater quality and encourage reduction of overdraft conditions.
5. Eliminate potential for soil erosion or degradation of its agricultural productivity.

#### ***Unique Resources***

6. Protect any rare or endangered plant and animal species, found in the Selma area.
7. Identify and protect unique cultural and historical features of the community.

#### ***Environmental Hazards***

8. Limit potential threats to human health and property, which may result from natural environmental hazards.

### **POLICIES AND STANDARDS**

#### ***General***

- 5.1 The City shall review the Conservation and Open Space Element regularly to ensure its compatibility with State guidelines and related plans developed by the Council of Fresno County Governments and Fresno County.
- 5.2 Encourage all construction wastes generated from new construction and demolition to be recycled.
- 5.3 Encourage reduction of the City's peak electrical load by 10% through energy efficiency, shifting the timing of energy demands, and conservation measures.
- 5.4 Add a weatherization/energy conservation component to City renovation and repair programs where applicable. Coordinate with development and implementation of a

homeowner weatherization program to aid seniors and low-income residents in insulating their homes.

- 5.5 Encourage the public health and environmental benefits of supporting locally grown and organic foods.
- 5.6 Continue to implement “user-friendly” recycling and composting programs in compliance with State mandates.
- 5.7 Maintain Rockwell Pond as both a resource management area (water recharge) and community open space.

#### ***Agriculture***

- 5.8 Prime and uniquely productive agricultural land should be conserved through orderly expansion of the City.
- 5.9 To protect human health and safety from potential impacts due to agricultural spraying, dust, and traffic congestion, the City will encourage lower density development adjacent to land planned for long-term agricultural uses.
- 5.10 Agricultural lands which currently produce, or have the potential to produce, specialty crops for which the area is uniquely suited, should be protected from encroachment by urban uses.
- 5.11 Maintain a 20-acre minimum parcel size for agriculturally designated parcels to encourage viable agricultural operation and to prevent parcelization into rural residential or ranchette developments.
- 5.12 Work with regional partners/organizations to develop an agricultural land conservancy program. Encourage the application of new agricultural land preservation and conservancy programs outside of the City’s SOI.

#### ***Environmental Hazards***

- 5.13 Require correction of local storm water ponding conditions prior to development in such areas, either through off-site improvements provided by land developers, or through community storm drain facility capital improvement projects.
- 5.14 Require soil studies in localized areas known to have expansive or unstable soils.

#### ***Natural Resources***

- 5.15 Use conservation irrigation technology as well as a water efficient plant palette for all City-owned properties.
- 5.16 Areas with high erosion potential or soil instability which cannot be mitigated shall be designated for open space land uses.
- 5.17 Channel and slope modification shall be discouraged where they increase the rate of surface runoff and increase the potential for erosion.
- 5.18 The City shall endeavor to mitigate, to the extent feasible, activities which will exacerbate groundwater overdraft.

## **5.5 Air Quality**

### **GOAL**

To protect the health and welfare of Selma residents by promoting development that is compatible with air quality standards.

### **OBJECTIVES**

- A. Participate in the development of consistent and accurate procedures for evaluating the air quality impacts of new projects.
- B. As part of the development review process, develop mitigation measures to minimize stationary and area source emissions.
- C. Develop transportation systems that minimize vehicle delay and air pollution.
- D. Develop consistent and accurate procedures for mitigating transportation emissions from new and existing projects.
- E. Encourage alternative modes of transportation including pedestrian, bicycle, and transit usage.
- F. Conserve energy and reduce air emissions by encouraging energy efficient building designs and transportation systems.

### **POLICIES AND STANDARDS**

- 5.19 Coordinate with other local and regional jurisdictions, including the San Joaquin Valley Air Pollution Control District (SJVAPCD) and the California Air Resources Board (ARB), in the development of regional and county clean air plans and incorporate the relevant provisions of those plans into City planning and project review procedures. Also coordinate with the SJVAPCD and ARB in:
  - Enforcing the provisions of the California and Federal Clean Air Acts, State and regional policies, and established standards for air quality;
  - Utilizing clean fuel for city vehicle fleets, when feasible; and
  - Developing consistent procedures for evaluating project-specific and cumulative air quality impacts of projects.
- 5.20 Require area and stationary source projects that generate significant amounts of air pollutants to incorporate air quality mitigation in their design, including:
  - The use of best available and economically feasible control technology for stationary industrial sources;

- Discourage the use of wood burning heaters or pellet stoves in new residential units;
- The use of new and replacement fuel storage tanks at refueling stations that are clean fuel compatible, if technically and economically feasible; and
- The promotion of energy efficient designs, including provisions for solar access, building siting to maximize natural heating and cooling, and landscaping to aid passive cooling and to protect from winter winds.

5.21 Develop strategies to minimize the number and length of vehicle trips, which may include:

- Promoting commercial/industrial project proponent sponsorship of van pools or club buses;
- Encouraging commercial/industrial project day care and employee services at the employment site;
- Encouraging the provision of transit, especially for employment-intensive uses of 200 or more employees; and
- Providing expansion and improvement of public transportation services and facilities.

5.22 Encourage transportation alternatives to motor vehicles by developing infrastructure amenable to such alternatives by doing the following where feasible:

- Consider right-of-way requirements for bike usage in the planning of new arterial and collector streets and in street improvement projects;
- Require that new development be designed to promote pedestrian and bicycle access and circulation; and
- Provide safe and secure bicycle parking facilities at major activity centers, such as public facilities, employment sites, and shopping and office centers.

5.23 Encourage land use development to be located and designed to conserve air quality and minimize direct and indirect emissions of air contaminants by doing the following where feasible:

- Locate air pollution point sources, such as manufacturing and extracting facilities in areas designated for industrial development and separated from residential areas and sensitive receptors (e.g., homes, schools, and hospitals); establish buffer zones (e.g., setbacks, landscaping) within residential and other sensitive receptor uses to separate those uses from highways, arterials, hazardous material locations and other sources of air pollution or odor;

- Consider the jobs/housing/balance relationship (i.e., the proximity of industrial and commercial uses to major residential areas) when making land use decisions;
- Provide for mixed-use development through land use and zoning to reduce the length and frequency of vehicle trips;
- Accommodate a portion of the projected population and economic growth of the City in areas having the potential for revitalization;
- Locate public facilities (libraries, parks, schools, community centers, etc.) with consideration of transit and other transportation opportunities;
- Encourage small neighborhood-serving commercial uses within or adjacent to residential neighborhoods when such areas are aesthetically compatible with adjacent areas; do not create conflicts with neighborhoods schools; minimize traffic, noise, and lighting impacts; encourage and accommodate pedestrian and bicycle access; and, are occupied by commercial uses that have a neighborhood-scale market area rather than a community-wide market area; and
- Encourage a development pattern that is contiguous with existing developed areas of the City.

### **5.6 Recreation**

#### **GOALS**

9. Preserve and protect unique or natural recreation resources.
10. Provide adequate public and private open space for existing and future residents.
11. Provide adequate and accessible open space and park facilities for active and passive recreation.
12. Private recreational open space, or dedications of equivalent land, or fees in lieu thereof, shall be required in conjunction with all residential developments to the maximum extent permissible by law.

#### **POLICIES AND STANDARDS**

- 5.24 Provide adequate park facilities distributed throughout the City to provide organized and informal recreation opportunities and open space for City residents. Table 5-1, to be used as a reference only, classifies various parks and greenways, provides a general description and includes suggested size and service area criteria.
- 5.25 The standard park acreage in Selma is 5.0 acres per 1,000 people. This acreage may include park-ponds (to the extent that they are accessible and usable recreational areas),





neighborhood parks, pocket parks, community parks and community recreational facilities. Priority should be given to development of property already owned by the City for park programs.

- 5.26 Location standards for parks and recreational open space specified in the Background Report of the General Plan, the Land Use Map, and Specific Plans, shall guide the location of future park and open space developments.
- 5.27 Neighborhood parks should be from 3 to 5 acres in size and centrally located within each ½ square mile of land. Such parks may be developed alone, in conjunction with school sites, or with ponding basins.
- 5.28 Community parks, providing a full range of passive and active recreational areas and facilities, will be from 20 acres and larger in size.
- 5.29 Developed public recreation land will be within walking distance of potential users. For purposes of this Element, an optimum walking distance for neighborhood parks is within ¼ mile.
- 5.30 Consider the recreational needs of all socio-economic and age groups within the City in accordance with the availability of financial and other resources for these purposes.
- 5.31 Seek available state and federal funds, and local grants for park improvements and recreational programs and land acquisition.

**Table 5-1  
Parks and Greenways Classifications**

<b>Classification</b>	<b>General Description</b>	<b>Size and Service Area Criteria</b>
Neighborhood Park	Neighborhood parks are the basic units of the park system and serve a recreational and social purpose. Focus is on informal recreation.	Typically 5 acres or more; 8 to 10 acres preferred with 3 acres the desired minimum size. Service area is one-fourth to one-half mile uninterrupted by major roads and other physical barriers.
Community Park	Serves a broader purpose than neighborhood parks. Focus is on meeting community-based recreational needs, as well as preserving unique landscapes and open spaces.	Varies, depending on function. A minimum of 20 acres is preferred, with 40 or more acres optimal. Service area can be communitywide or several neighborhoods in given area of the community.
Large Urban Park	Large urban parks are generally associated with larger urban centers with large populations. Focus is on meeting wide-ranging community needs and preserving unique and sometimes extensive landscapes and open spaces.	Varies depending on circumstances. A typical minimum size is 50 acres (20.2 hectares), with hundreds of acres not uncommon, such as Central Park in New York City.
Youth Athletic Complex/Facility	Consolidates programmed youth athletic fields and associated facilities to fewer strategically located sites throughout the community. Also can provide some neighborhood use functions.	Varies, with 40 acres or more desirable, but not absolute. Optimal size is 40 to 80 acres (16.3 to 32.4 hectares).
Community Athletic Complex/Facility	Consolidates programmed adult and youth athletic fields and associated facilities to a limited number of sites. Tournament-level facilities are appropriate.	Varies, with 20 acres (8.1 hectares) or more desirable, but not absolute. Optimal size is 40 to 80 acres (16.2 to 32.4 hectares).
Greenway	Lands set aside for preserving natural resources, remnant landscapes, and open space, and providing visual aesthetics/buffering. Also provides passive-use opportunities. Ecological resource stewardship and wildlife protection are high priorities. Suitable for ecologically sensitive trail corridors.	Varies, depending on opportunity and general character of natural systems within the community.

**Table 5-1  
Parks and Greenways Classifications (continued)**

Parkway	Linear park like transportation corridors between public parks, monuments, institutions, and sometimes business centers. Can be maintained green space or natural in character.	Varies.
Special Use	Covers a broad range of parks and recreation facilities oriented toward single-purpose uses, such as a nature center, historic sites, plazas, urban squares, aquatic centers, campgrounds, and golf courses.	Varies, depending on need.
Park-School	School sites that are used in concert with, or in lieu of, other types of parks to meet community park and recreation needs. School sites often provide the majority of indoor recreational facilities within a community.	Varies, depending on specific site opportunities.
Private Park/Recreation Facility	Parks and recreation facilities that are privately owned, yet contribute to the public park and recreation system.	Varies.
Regional Parks and Park Reserves	Larger-scale, regionally based parks and open spaces the focus on natural resource preservation and stewardship.	Typically a minimum of 500 acres (202.3 hectares) and up to several thousand acres or several hundred hectares. Service area is regional, which generally encompasses several cities.

- 5.32 Require the dedication of recreational open space land or the payment of fees in lieu thereof as a condition for approval of subdivisions of land. Funds collected shall be expended for the purposes of purchasing and/or developing land for recreational facilities or serve the subdivision. The amount of land or fee shall be commensurate with demand for recreational land and facilities generated by the subdivision.
- 5.33 Cooperate with the school district in developing recreational open space land and programs.

- 5.34      Develop new parks or recreational facilities at locations which complement existing and planned population centers and, where possible, complement existing school recreational facilities.

**CHAPTER SIX**

**PUBLIC SERVICES AND FACILITIES ELEMENT**

# Public Services and Facilities Element



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## 6.0 PUBLIC SERVICES AND FACILITIES ELEMENT

### 6.1 *Introduction*

The Public Services and Facilities Element addresses the community need for public services and facilities. The City is currently well served with infrastructure, and with master plans in place to guide capital spending to make improvements as necessary. Future development of the remaining vacant land within the City will require expansion of public services and facilities to meet the increase in demand for service. Planning for this future increase in demand will ensure that the needs of future residents for public services and infrastructure are met, while avoiding adverse impacts to existing areas of the community.



### 6.2 *Purpose of the Public Services and Facilities Element*

The purpose of the Public Services & Facilities Element is to ensure that sufficient levels of public services are provided as Selma develops. Working in conjunction with the Land Use Element, the Public Services & Facilities Element plans for the needed expansion and funding of public services and infrastructure to coincide with new development.

### 6.3 *Scope and Content of the Public Services and Facilities Element*

The Public Services & Facilities Element is not a state-mandated element, however, the issues addressed within this Element closely relate to the Land Use Element. The Element is comprised of four sections: the Introduction; Purpose of the Public Services & Facilities Element; Scope and Content of the Public Services & Facilities Element; and the Goals and Policies and Standards. In the Goals and Policies and Standards section, major issues related to the provision of public services and facilities are identified and related policies and standards are established to address these issues. The policies and standards serve as guides for infrastructure and facility improvements to provide sufficient levels of service.

#### **GOALS**

1. **Encourage the provision of adequate and convenient school facilities in order to provide an appropriate education for all pupils.**
2. **Reduce the threat to persons and property resulting from natural and man-made hazards including fire, crime and flooding.**

**3. Provide a safe and sanitary physical environment.**

**4. Coordinate required improvements of the sewer and storm drainage systems.****POLICIES AND STANDARDS**

- 61 Coordinate City-wide sewer, water, and storm drainage master plans which implement adopted land use goals, objectives and policies and Federal and State regulations. These master plans shall be updated as needed and implemented through various funding mechanisms including assessment district, property owner's association's user fees, development impact fees, mitigation payments, reimbursement agreements and/or other mechanisms which provide for equitable distribution of development and maintenance costs.
- 62 Require the development and extension of infrastructure to proposed developments according to adopted elements and master plans. Projects that are not contiguous to existing urban development shall be required to assess the cumulative impact of all non- contiguous development.
- 63 Temporary drainage facilities may be constructed by the developer if the major facilities are not available, subject to City determination and approval. The developer will also be required to pay all applicable drainage fees in addition to constructing temporary facilities at his/her own cost.
- 64 In order to address sewer constraints, new developments shall demonstrate that adequate sewer capacity exists prior to development or that mitigation measures will ensure that sewer capacity will be created as part of the project. Mitigation measures may include installation of necessary facilities or other methods acceptable to the City.
- 65 Potential school sites shall be designated on the land use plan in locations convenient to their service populations. Future school site locations on the adopted Land Use Diagram are approximate and subject to change.
- 66 Adequate space and facilities shall be provided for City services and administrative functions including senior citizen centers, community centers, and a civic center complex.
- 67 The City shall continue to review fire call response time and other factors relating to ISO ratings and strive to maintain the current ISO rating.
- 68 Adequate facilities shall be provided for law enforcement and fire suppression and prevention programs.
- 69 Police and fire staffing levels shall be reviewed on an annual basis to determine appropriate and feasible staffing ratios.
- 610 Capital improvements shall be undertaken to eliminate existing flooding problems.
- 611 All new developments shall be required to have community sewer, water and storm water systems.