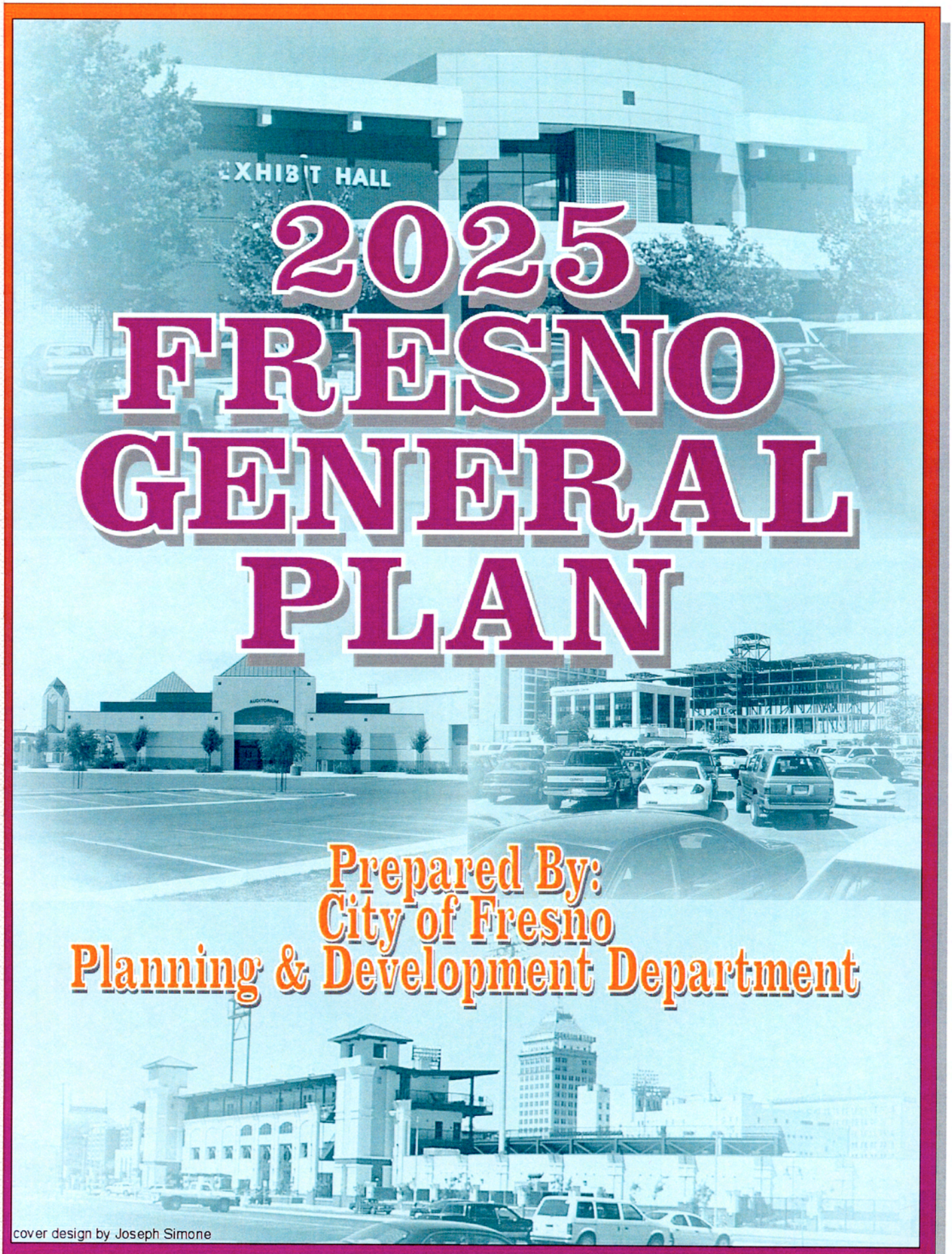


2025 FRESNO GENERAL PLAN

Prepared By:
City of Fresno
Planning & Development Department

cover design by Joseph Simone

2025
FRESNO GENERAL PLAN

and related

DRAFT
ENVIRONMENTAL IMPACT REPORT
NO. 10130

City of FRESNO

February 1, 2002

Planning and Development Department
Advance Planning

2025
FRESNO GENERAL PLAN

Preface

The preparation and adoption of the update of the Fresno General Plan was made possible through the efforts and commitment of many individuals including members of the Fresno City Council and Planning Commission, Citizen Advisory Committee members, representatives of community organizations, interested residents of the community, and city and county staffs. Although the participants are too numerous to acknowledge in their entirety, the City of Fresno wishes to express its gratitude to the following individuals.

ALAN AUTRY
Mayor of Fresno

Daniel G. Hobbs, City Manager
Andrew T. Souza, Assistant City Manager

City Council Members

Tom Boyajian
Brian Calhoun
Brad Castillo, Acting President
Jerry Duncan
Henry Perea, Council President
Sal Quintero
Daniel Ronquillo

Planning Commissioners

Jesse Alvarez
Lee Brand
Nat DiBuduo, Vice Chair
Jeff Harrington
Hal Kissler
Cynthia Sterling, Chair
Charles Vang
William Civiello (2001)
Sherian Eckenrod (2001)
Terry Stone (2001)
Lemarr Treadwell (2002)

Citizen Advisory Committee
(1992 - 1997)

Roger Anthony
Anna Bakholdin
Charles Briggs
Penny Christensen
Mike Dages
Marc Forestiere
Theresa M. Graham
Duane Herrick
John Hollis
Ivan Evans
Dave Koehler
Selma Layne
Miguel Lopez
Lori R. Mayfield
Scott Negri
William Patnaude
Jeff Roberts
Jess Saldana
Jan Schmidt
Ala Smith
Jeff Tweedie
Juanita Ashley
Kathy Bray
Suwan Chontong
Larry Cruff
George Finley
Juan M. Gonzalez
Anna Herrera
Marjorie Hinkly
Steve Holtkamp
Joni Johnson
James Lanas
Michael Licciardello
Cecelia MacDade
Kerry McCants
Clayton Nye
Robert Petersen
Paul Saito
Craig Scharton
Becky Scott
Jon Thomason
Doug Vagim

Planning and Development Department Staff

Nick P. Yovino, Development Director
Alvin P. Solis, Retired Development Director
Gilbert J. Haro, Planning Manager
Darrell Unruh, Supervising Planner
Lois R. Johnson, Planner III
Sandra Brock, Planner II
Shelby Chamberlain, Planner II
Joe Simone, Planning Illustrator II
Joann Zuniga, Management Analyst II

D R A F T
2025 FRESNO GENERAL PLAN

Table of Contents

EXHIBITS AND TABLES iv

CHAPTER 1: PURPOSE OF 2025 GENERAL PLAN AND GOALS 1

CHAPTER 2: NEED FOR THE GENERAL PLAN UPDATE / PLAN DEVELOPMENT PROCESS 5

CHAPTER 3: ORGANIZATION, USE / RELATIONSHIP AND AMENDMENT OF THE GENERAL PLAN 9

CHAPTER 4: PLAN ELEMENTS

A. IMPLEMENTATION ELEMENT 13

B. REGIONAL COOPERATION ELEMENT 15

C. URBAN FORM ELEMENT 20

Land Use / Sphere of Influence 28

Land Use / Intensity Corridors 34

Land Use / Activity Centers 35

Land Use / Centre City 35

Land Use / Mixed Uses 38

Land Use / Residential 39

Land Use / Commercial 41

Land Use / Industrial 42

Land Use / Public Facilities and Institutions 44

Land Use / Infill Development 44

Image / Gateways and Streetscapes 47

Image /Site and Building Design 48

Image / Community Maintenance and Beautification 51

D. ECONOMIC DEVELOPMENT ELEMENT 52

E. PUBLIC FACILITIES ELEMENT 57

Transportation / Streets and Highways 67
Transportation / Rail Systems 72
Transportation / Transit Systems 74
Transportation / Airport Facilities 78
Transportation / Bikeways 80
Transportation / Trails 82
Sewer 86
Water 88
Drainage and Flood Control 90
Police Services 91
Fire Services 92
Schools 94
Solid Waste and Community Sanitation 97

F. OPEN SPACE / RECREATION ELEMENT 97

Master Parks Plan 99
San Joaquin River Parkway Plan 108

G. RESOURCE CONSERVATION ELEMENT 127

Air Quality 129
Water Resources 134
Agricultural Land 137
Mineral Resources 139
Energy Conservation 147
Historic Resources 148
Native Plants and Wildlife 155

H. NOISE ELEMENT 160

I. SAFETY ELEMENT 166
Fire Hazards 168
Seismic and Geologic Hazards 169
Flooding Hazards 170
Hazardous Materials 173
Radiowave and Electromagnetic Emissions 175
Airport Safety 175

APPENDIX A / GROWTH ALTERNATIVES ALLIANCE 177
"Landscape of Choice - Principles and Strategies"

APPENDIX B / THE AHWAHNEE PRINCIPLES 181

APPENDIX C / PROPOSED MODIFICATIONS TO GENERAL PLAN UPDATE 183
(Three Proposals including Brief Descriptions)

APPENDIX D / REDEVELOPMENT PROJECT AREAS MAP 191

APPENDIX E / SPECIFIC PLAN BOUNDARIES MAP 193

APPENDIX F / EXISTING AND PLANNED PUBLIC SCHOOL SITES (Showing Alternative Locations for Select New Sites- See Table 3) 195

APPENDIX G / CONCEPT LAND USE AND CIRCULATION PLAN MAP FOR SOUTHEAST GROWTH AREA 197

APPENDIX H / MAP ILLUSTRATING SEVERAL EXISTING AND DEVELOPING COMMUNITIES OF REGIONAL CONCERN 199

APPENDIX W / WEST AREA COMMUNITY PLAN 201
(Goals, Objectives, and Policies)

ADDENDUM / ENVIRONMENTAL IMPACT REPORT NO. 10130

ADDENDUM / WORKING PAPERS FOR FRESNO GENERAL PLAN MARCH 1997

LIST OF EXHIBITS

(Exhibits follow in numerical order)

EXHIBIT 1: 2025 Fresno General Plan Urban Boundary Map
EXHIBIT 2: City of Fresno Community Plan Boundaries Map
EXHIBIT 3: City of Fresno Current Planned Land Use Map
EXHIBIT 4: 2025 Fresno General Plan Land Use and Circulation Map
EXHIBIT 5: 2025 Fresno General Plan Land Use Changes Maps (Exhibits 5-A through 5-D)
EXHIBIT 6: Urban Form Components Map (For Future Study)
EXHIBIT 7: 2025 Fresno General Plan Transportation Element Map (Streets and Highways)
EXHIBIT 8: Principal Transit Corridor and Route Concept Map
EXHIBIT 9: Multi-Purpose Trails Plan Map
EXHIBIT 10: Aggregate Mineral Resource Zones Map
EXHIBIT 11: Generalized Mineral Land Classification of Aggregate Resources in the Fresno P-C Region

LIST OF TABLES

(Tables follow in numerical order except as noted)

TABLE 1: Population Projection by Community Plan Area
TABLE 2: Planned Land Use and Zone District Consistency Matrix
TABLE 3: Underlying/Alternative Land Uses for Designated Public School Sites *(see Appendix F)*
TABLE 4: Underlying/Alternative Land Uses for Designated City Park Sites
TABLE 5: Underlying/Alternative Land Uses for Designated Fire Station Sites
TABLE 6: Underlying/Alternative Land Uses for Designated Ponding Basin Sites
TABLE 7: Secondary Uses of Fresno Metropolitan Flood Control District Basins for Recreation and Recharge
TABLE 8: Maximum Allowable Noise Exposure - Transportation Noise Sources *(see page 163 of text)*
TABLE 9: Maximum Allowable Noise Exposure - Stationary Noise Sources *(see page 165 of text)*

EXHIBIT 1

2025 Fresno General Plan Urban Boundary Map

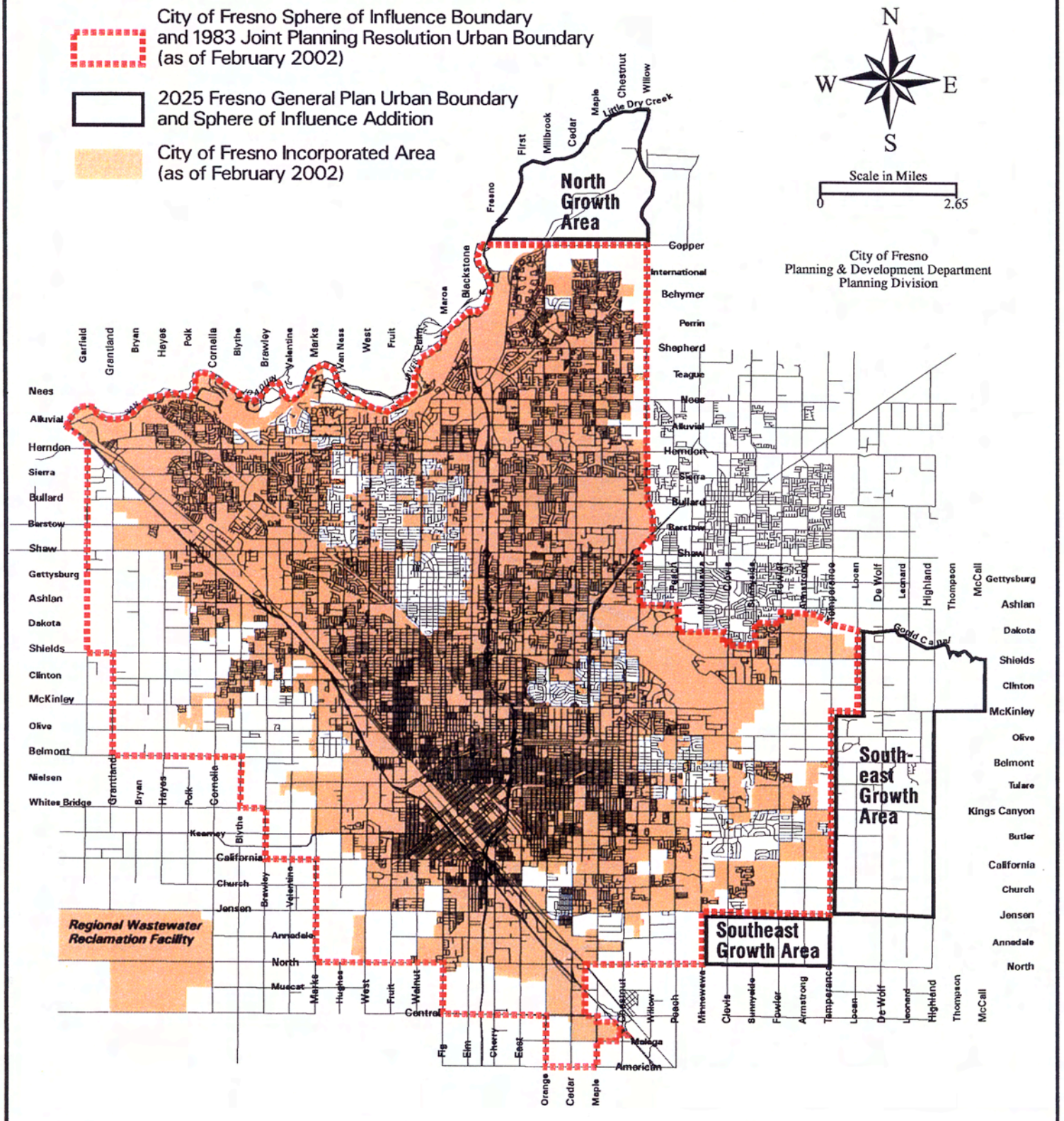


EXHIBIT 2

City of Fresno
Community Plan Boundaries Map

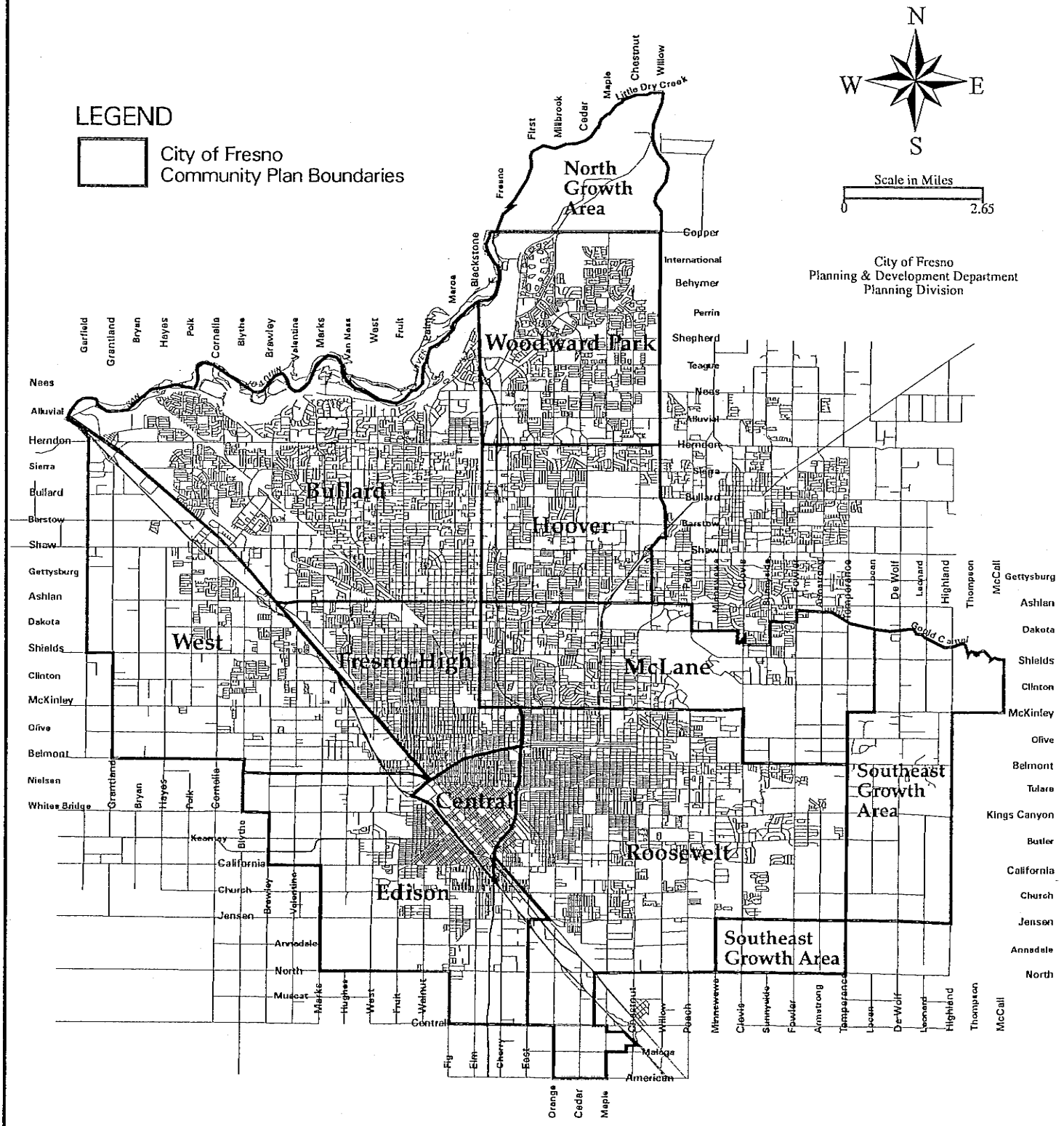
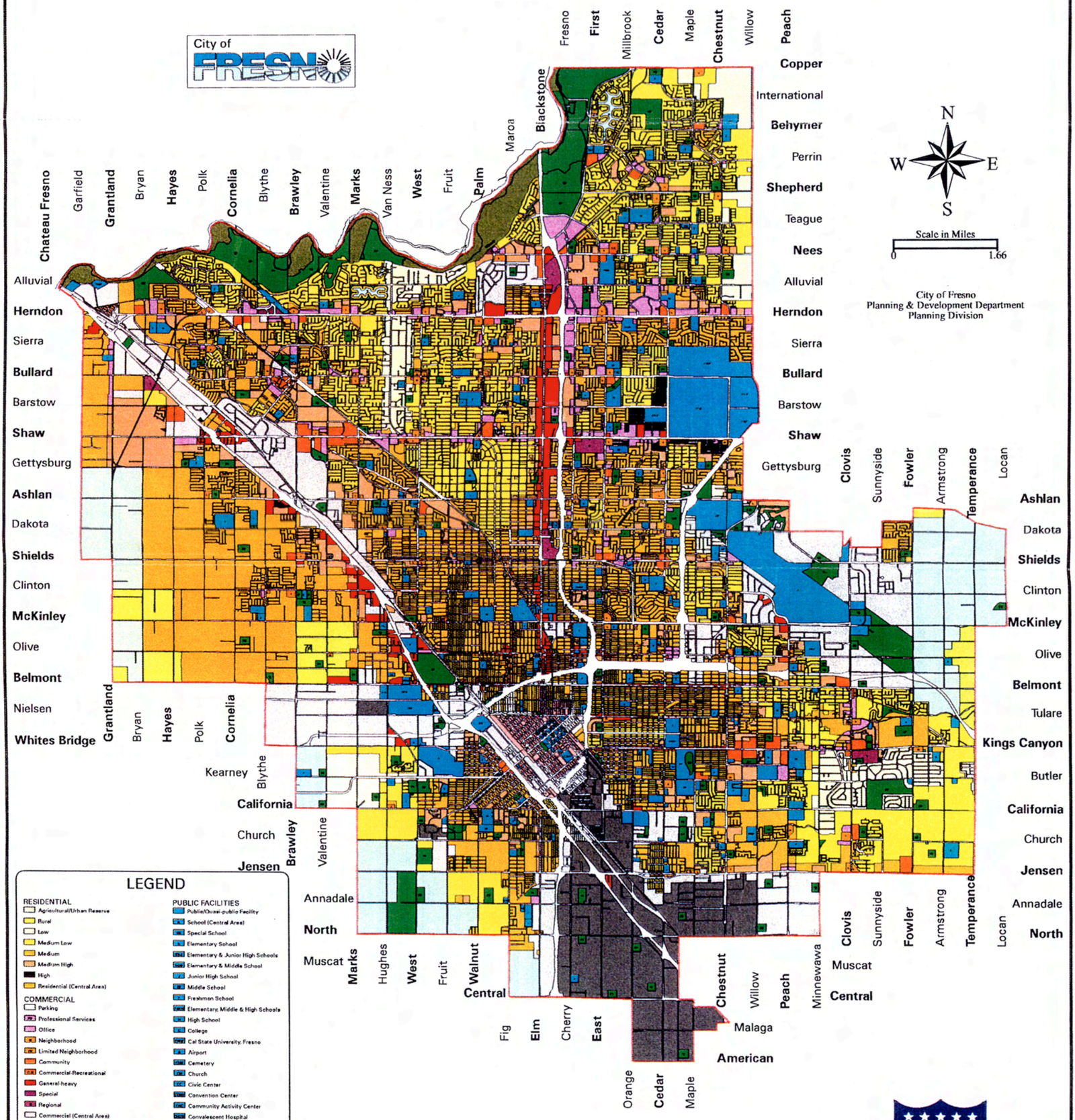


EXHIBIT 3

City of Fresno
Current Planned Land Use Map

(As of February 2002)



LEGEND

RESIDENTIAL
- Agricultural/Urban Reserve
- Rural
- Low
- Medium Low
- Medium
- Medium High
- High
- Residential (Central Area)

COMMERCIAL
- Parking
- Professional Services
- Office
- Neighborhood
- Limited Neighborhood
- Community
- Commercial-Recreational
- General-heavy
- Special
- Regional
- Commercial (Central Area)
- Commercial mixed use level 1 (Central Area)
- Commercial mixed use level 2 (Central Area)

OPEN SPACE
- Agricultural
- Clear Zone
- Commercial-Recreational
- Community Park
- Flood Control project
- Golf Course
- Multi-use
- Neighborhood Park
- Outdoor Environmental education area
- Park
- Ponding Basin (Park use)
- Ponding Basin
- Recreational/Open Space
- Regional Park
- Water Feature (Lake or Pond)

PUBLIC FACILITIES
- Public/Quasi-public Facility
- School (Central Area)
- Special School
- Elementary School
- Elementary & Junior High Schools
- Elementary & Middle School
- Junior High School
- Middle School
- Freshmen School
- Elementary, Middle & High Schools
- High School
- College
- Cal State University, Fresno
- Airport
- Cemetery
- Church
- Civic Center
- Convention Center
- Community Activity Center
- Convalescent Hospital
- Court House
- Fairgrounds
- Fire Station
- Government Offices
- Hospital
- Medical Center
- Municipal Service Center
- Neighborhood Center
- PG & E Substation
- Post Office
- Water Recharge Basin

INDUSTRIAL
- Light
- Heavy
- Commercial/Industrial (Central Area)

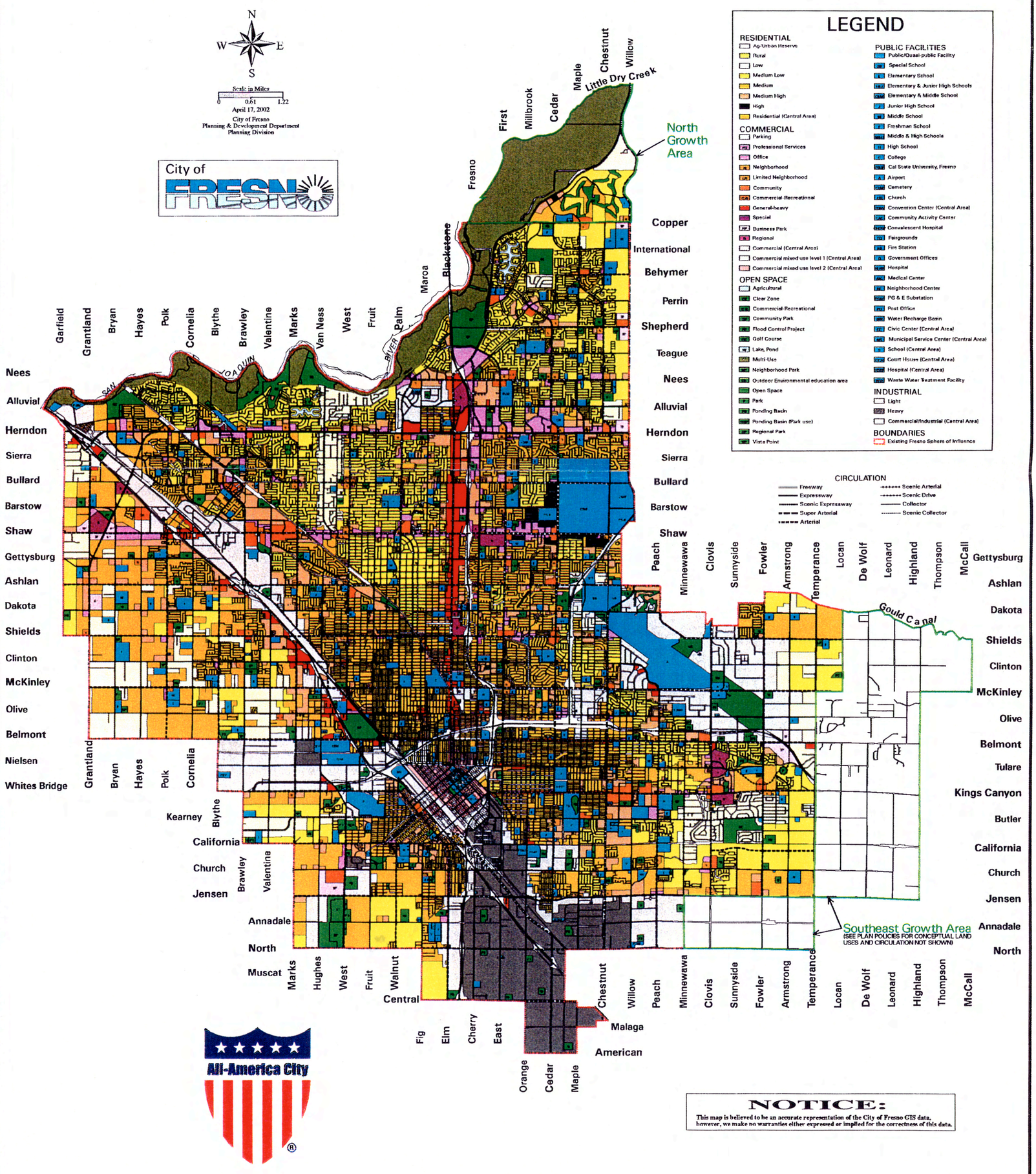
BOUNDARIES
- Fresno City Sphere of Influence

NOTICE:
This map is believed to be an accurate representation of the City of Fresno GIS data, however, we make no warranties either expressed or implied for the correctness of this data.

All-America City

EXHIBIT 4

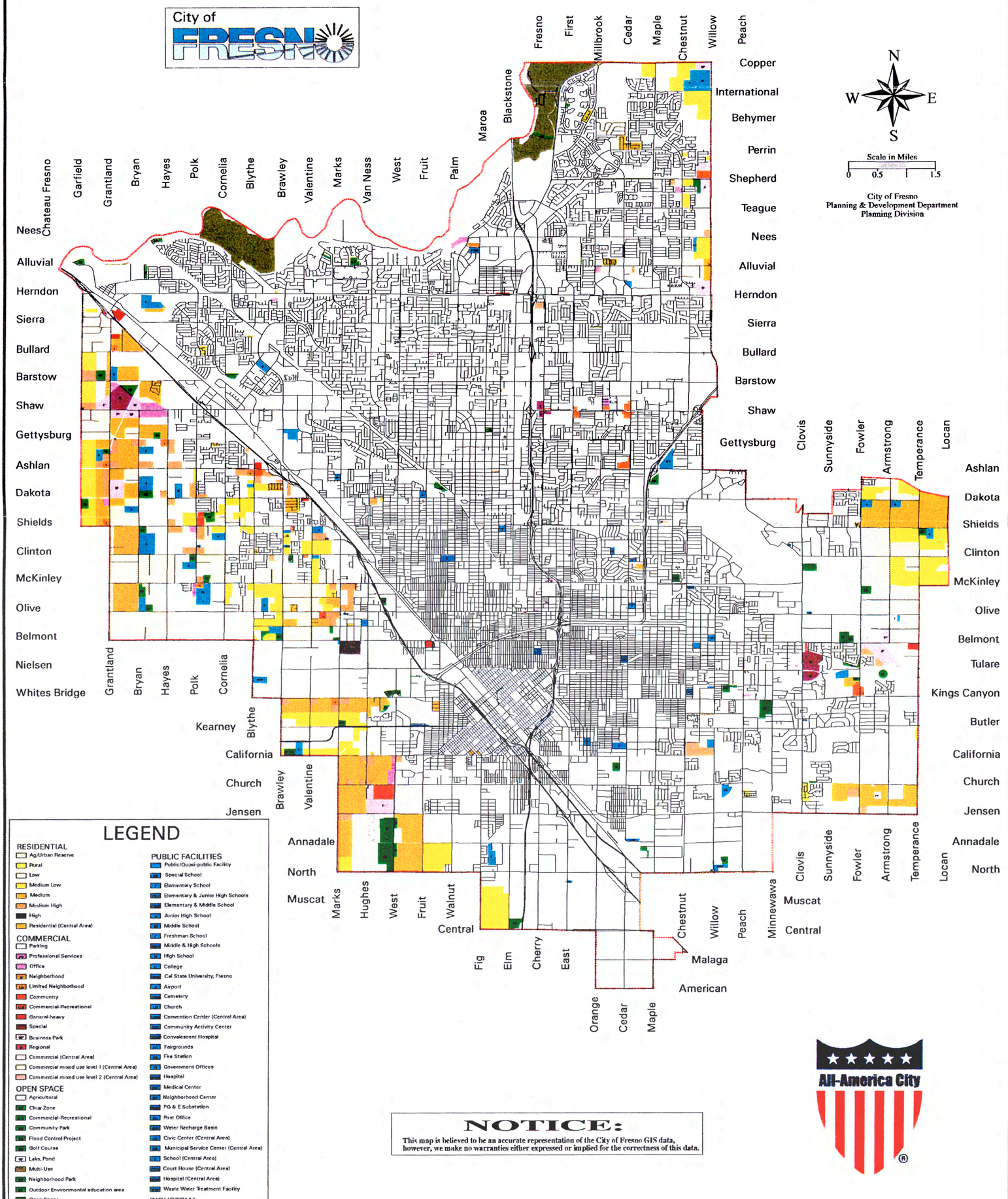
2025 Fresno General Plan Land Use and Circulation Map



NOTICE:
This map is believed to be an accurate representation of the City of Fresno GIS data, however, we make no warranties either expressed or implied for the correctness of this data.

EXHIBIT 5-A

2025 Fresno General Plan Land Use Changes Map



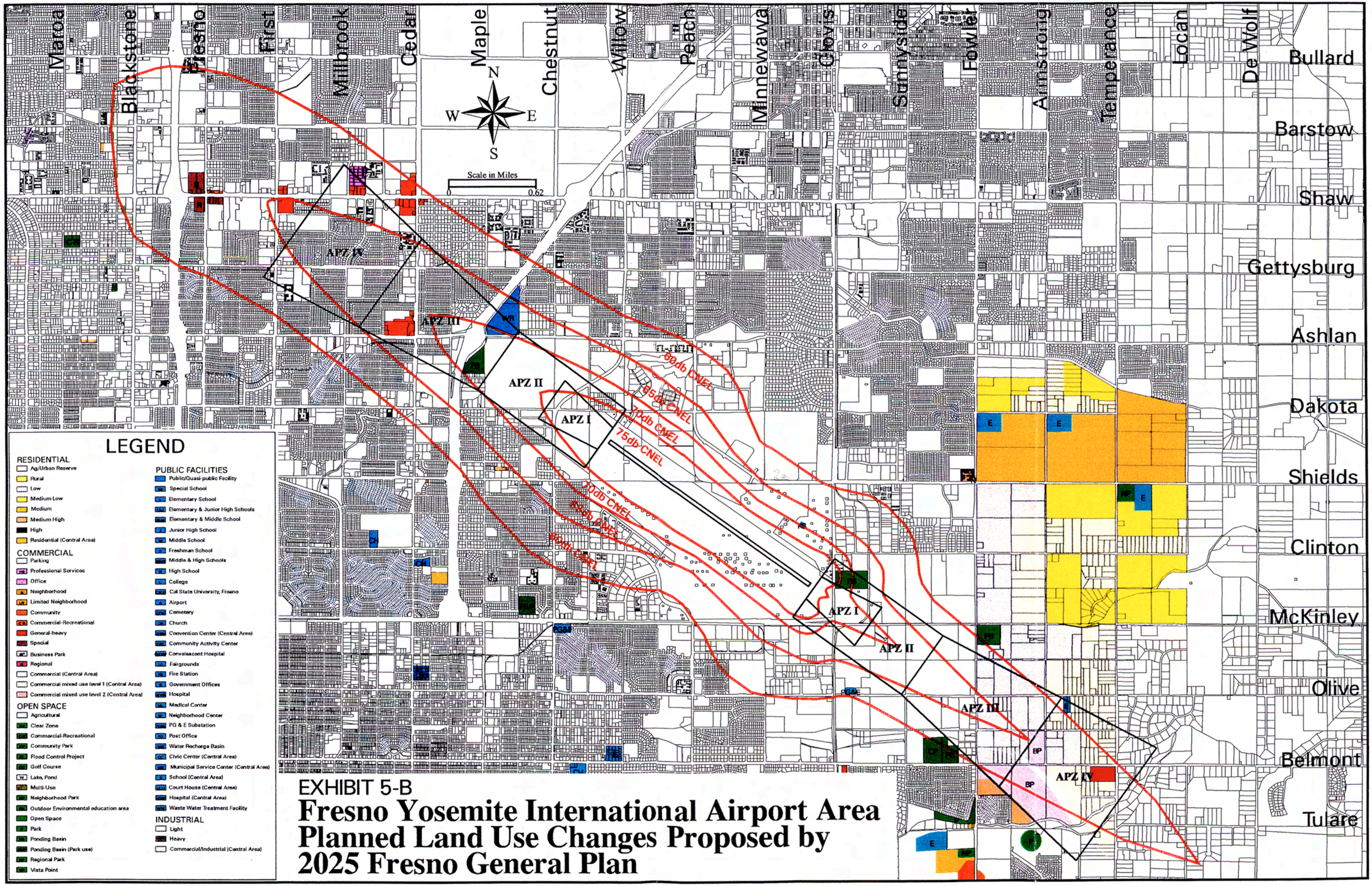


EXHIBIT 5-B

Fresno Yosemite International Airport Area Planned Land Use Changes Proposed by 2025 Fresno General Plan

EXHIBIT 5-C

Fresno Chandler Downtown Airport Area Planned Land Use Changes Proposed by 2025 Fresno General Plan

LEGEND

RESIDENTIAL
- Ag/Urban Reserve
- Rural
- Low
- Medium Low
- Medium
- Medium High
- High
- Residential (Central Area)

COMMERCIAL
- Parking
- PS Professional Services
- Office
- N Neighborhood
- LN Limited Neighborhood
- Community
- C R Commercial-Recreational
- General-heavy
- Special
- BP Business Park
- R Regional
- Commercial (Central Area)
- Commercial mixed use level 1 (Central Area)
- Commercial mixed use level 2 (Central Area)

OPEN SPACE
- Agricultural
- CZ Clear Zone
- C-R Commercial-Recreational
- CP Community Park
- FC Flood Control Project
- GC Golf Course
- W Lake, Pond
- Multi-Use
- NP Neighborhood Park
- OE Outdoor Environmental education area
- Open Space
- P Park
- PB Ponding Basin
- PBPU Ponding Basin (Park use)
- RP Regional Park
- VP Vista Point

PUBLIC FACILITIES
- Public/Quasi-public Facility
- SS Special School
- E Elementary School
- E&J Elementary & Junior High Schools
- E&M Elementary & Middle School
- J Junior High School
- M Middle School
- F Freshman School
- M&H Middle & High Schools
- H High School
- C College
- CSUF Cal State University, Fresno
- A Airport
- CEM Cemetery
- CH Church
- CONV Convention Center (Central Area)
- CAC Community Activity Center
- CHOSP Convalescent Hospital
- FG Fairgrounds
- FS Fire Station
- G Government Offices
- HOSP Hospital
- MC Medical Center
- NC Neighborhood Center
- PG&E PG & E Substation
- PO Post Office
- WR Water Recharge Basin
- CC Civic Center (Central Area)
- MS Municipal Service Center (Central Area)
- S School (Central Area)
- CCH Court House (Central Area)
- HOSP Hospital (Central Area)
- WW Waste Water Treatment Facility

INDUSTRIAL
- Light
- Heavy
- Commercial/Industrial (Central Area)

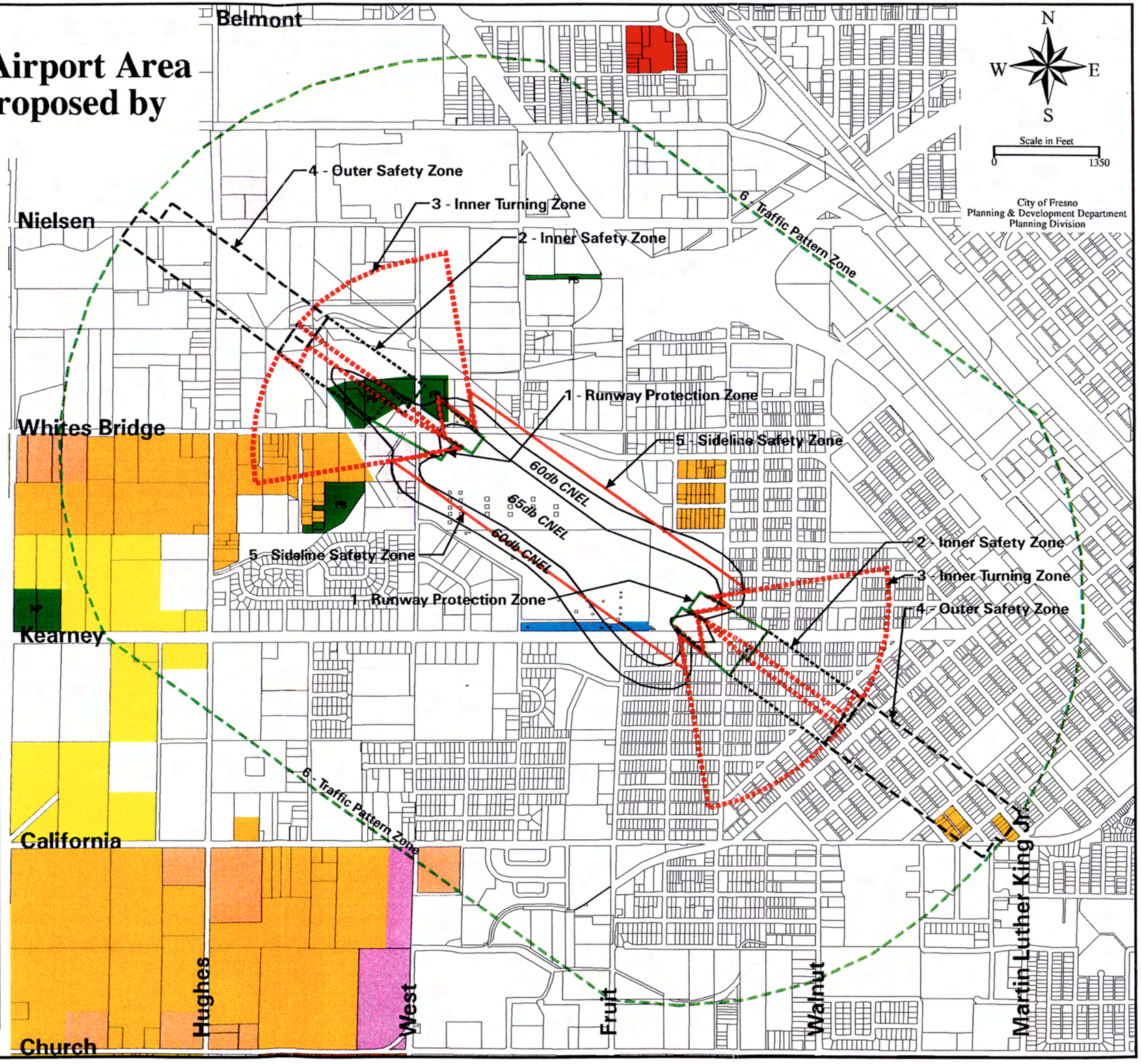


EXHIBIT 5-D

Sierra Sky Park Area
Planned Land Use Changes Proposed by 2025 Fresno General Plan

LEGEND

RESIDENTIAL
- Ag/Urban Reserve
- Rural
- Low
- Medium Low
- Medium
- Medium High
- High
- Residential (Central Area)

COMMERCIAL
- Parking
- PS Professional Services
- Office
- N Neighborhood
- LN Limited Neighborhood
- Community
- C-R Commercial-Recreational
- General-heavy
- Special
- BP Business Park
- R Regional
- Commercial (Central Area)
- Commercial mixed use level 1 (Central Area)
- Commercial mixed use level 2 (Central Area)

OPEN SPACE
- Agricultural
- CZ Clear Zone
- C-R Commercial-Recreational
- CP Community Park
- FC Flood Control Project
- GC Golf Course
- W Lake, Pond
- Multi-Use
- NP Neighborhood Park
- OE Outdoor Environmental education area
- Open Space
- P Park
- PB Ponding Basin
- PB/P Ponding Basin (Park use)
- RP Regional Park
- VP Vista Point

PUBLIC FACILITIES
- Public/Quasi-public Facility
- SS Special School
- E Elementary School
- E&J Elementary & Junior High Schools
- E&M Elementary & Middle School
- J Junior High School
- M Middle School
- F Freshman School
- M&H Middle & High Schools
- H High School
- C College
- CSUF Cal State University, Fresno
- A Airport
- CEM Cemetery
- CH Church
- CDMV Convention Center (Central Area)
- CAC Community Activity Center
- CHOSP Convalescent Hospital
- FG Fairgrounds
- FS Fire Station
- G Government Offices
- HOSP Hospital
- MC Medical Center
- NC Neighborhood Center
- PG&E PG & E Substation
- PO Post Office
- WR Water Recharge Basin
- CC Civic Center (Central Area)
- MS Municipal Service Center (Central Area)
- S School (Central Area)
- CCH Court House (Central Area)
- HOSP Hospital (Central Area)
- WW Waste Water Treatment Facility

INDUSTRIAL
- Light
- Heavy
- Commercial/Industrial (Central Area)

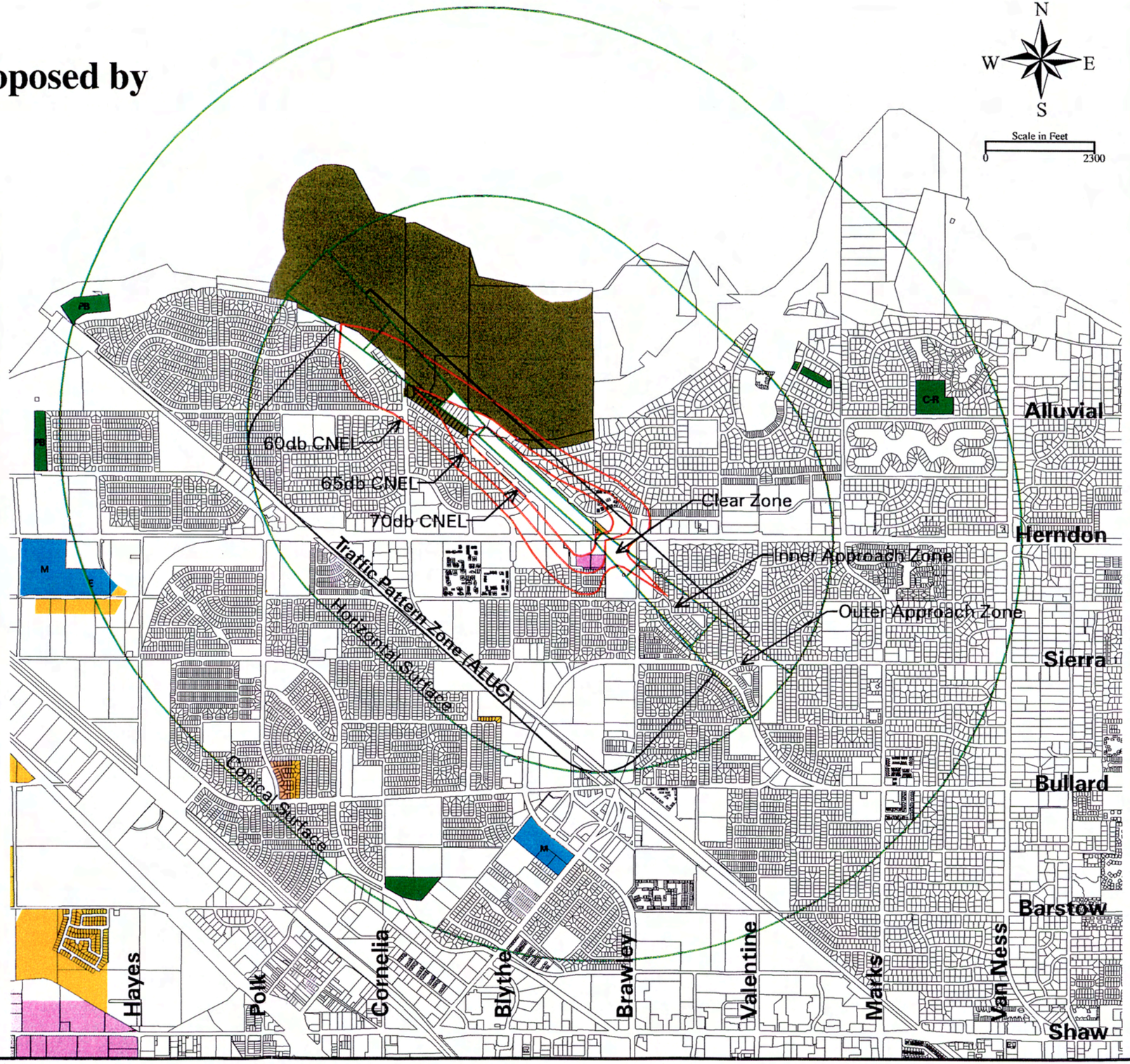


EXHIBIT 6

2025 Fresno General Plan Urban Form Components Map

(For Future Study)

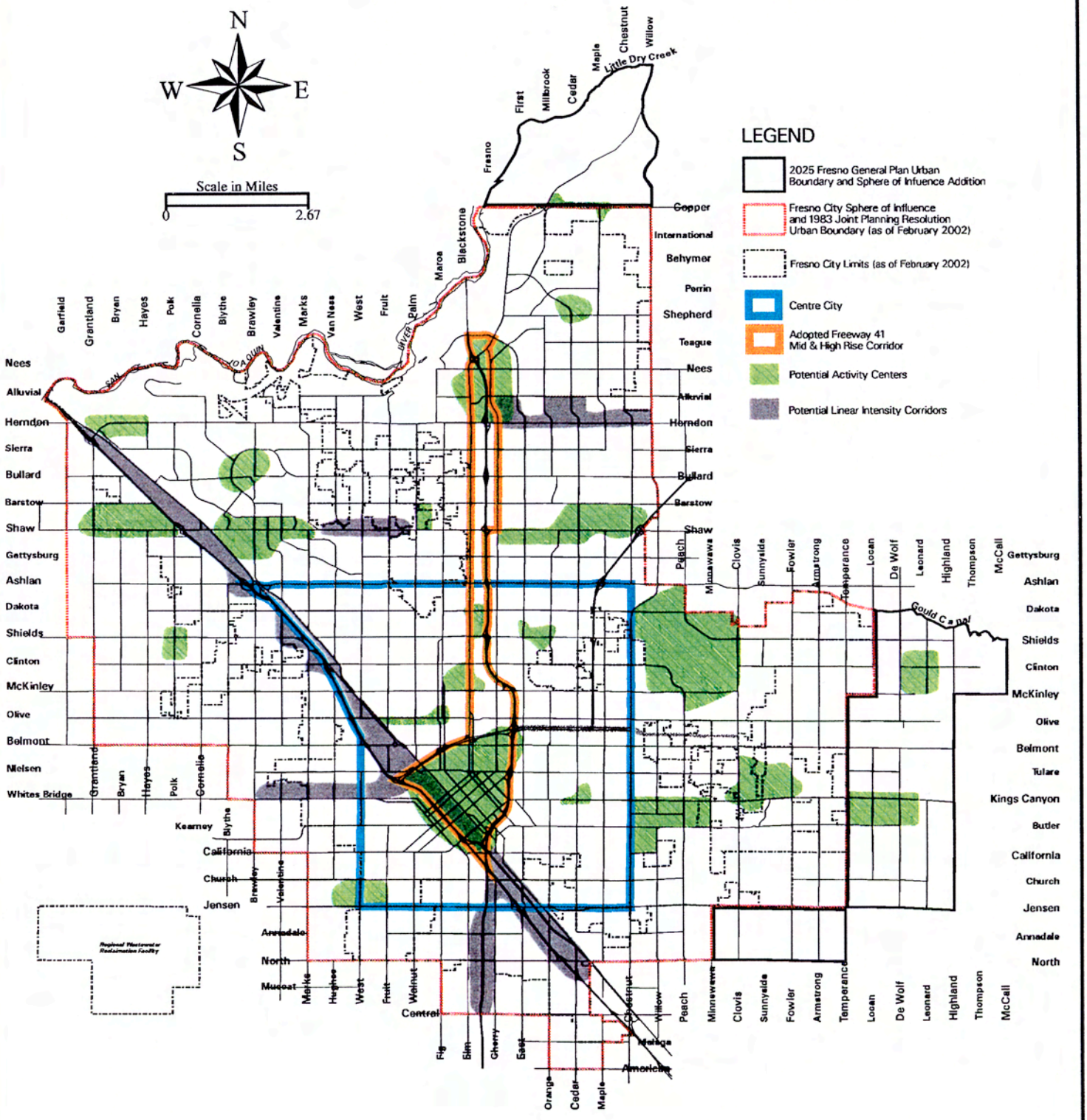


EXHIBIT 7

2025 Fresno General Plan
Transportation Element
(Streets and Highways)

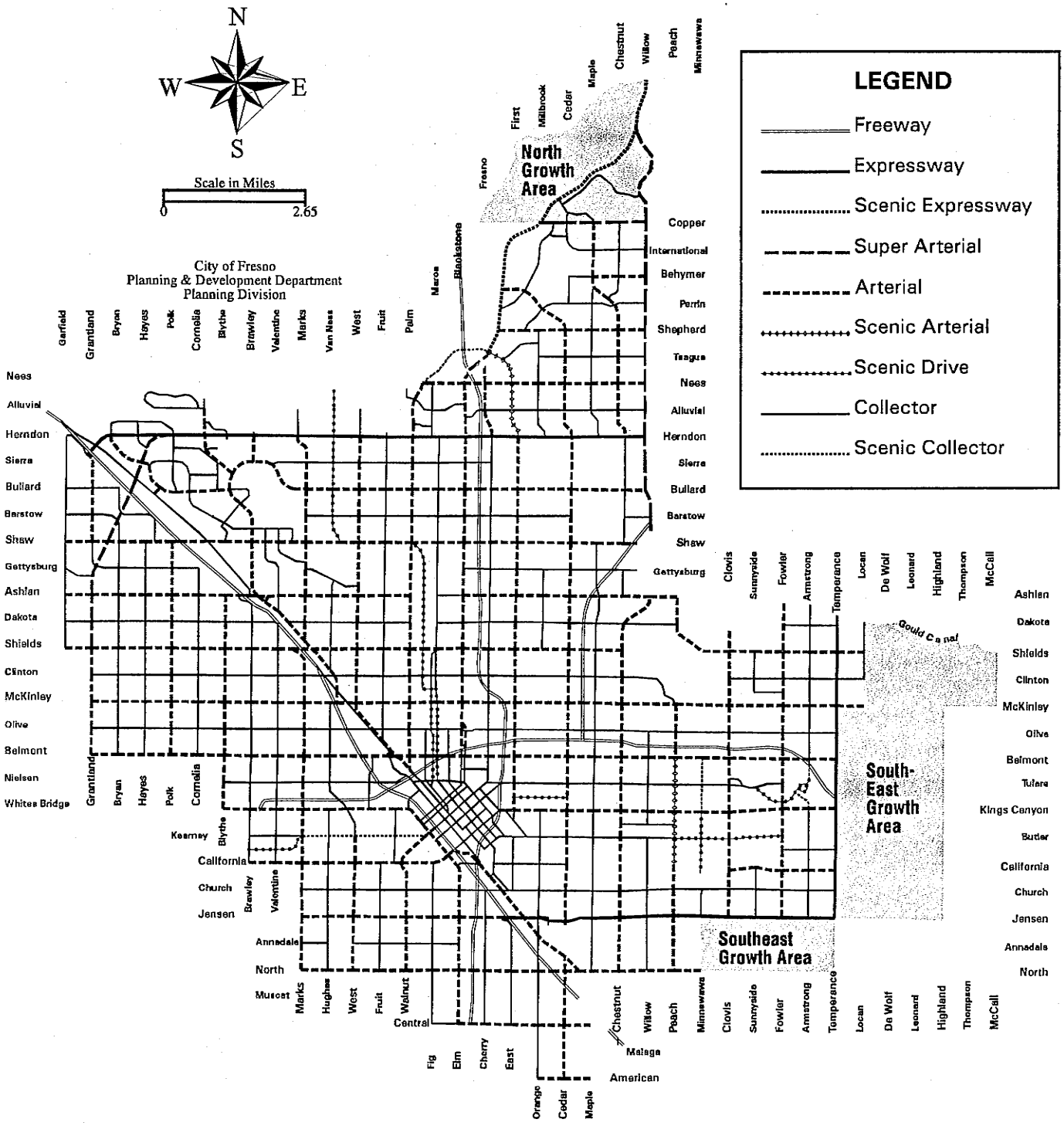
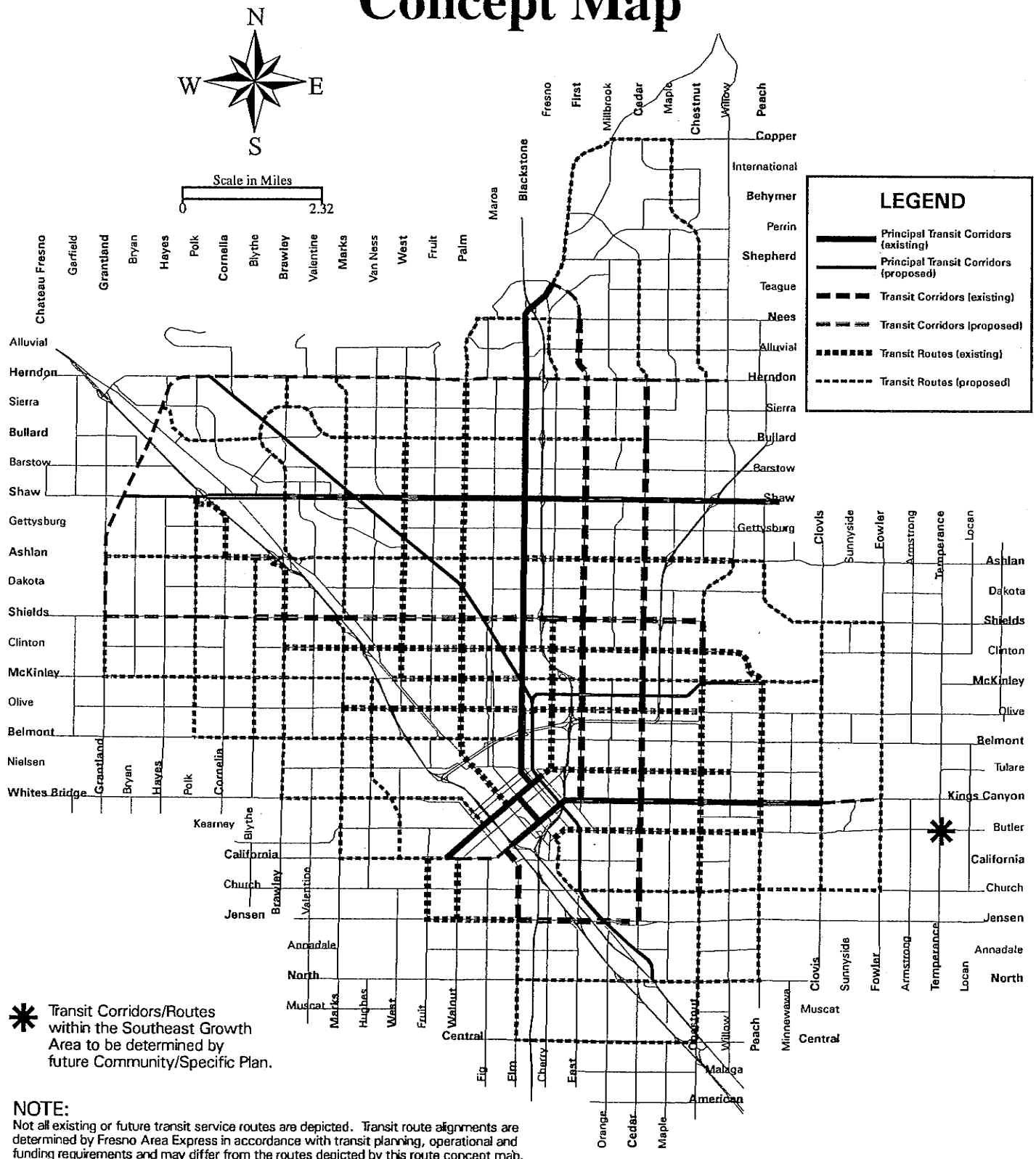


EXHIBIT 8

2025 Fresno General Plan Principal Transit Corridor and Route Concept Map



* Transit Corridors/Routes within the Southeast Growth Area to be determined by future Community/Specific Plan.

NOTE:
Not all existing or future transit service routes are depicted. Transit route alignments are determined by Fresno Area Express in accordance with transit planning, operational and funding requirements and may differ from the routes depicted by this route concept map. Contact Fresno Area Express for a current system map. Implementation of Proposed Transit Corridors and Routes is dependent upon available funding.

EXHIBIT 9

2025 Fresno General Plan Multi-Purpose Trails Plan Map

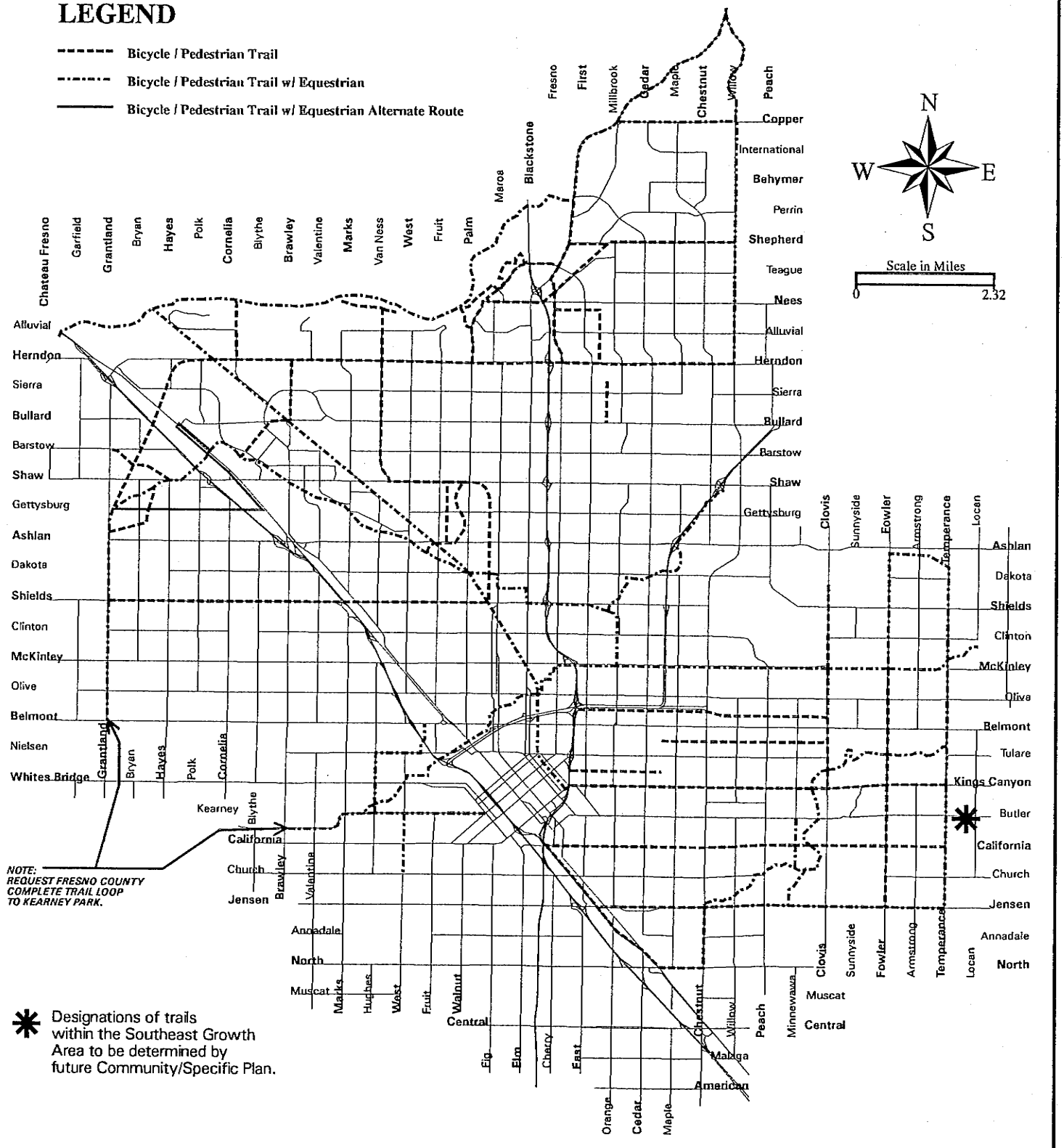


EXHIBIT 10

AGGREGATE MINERAL RESOURCE ZONES MAP

(SAN JOAQUIN RIVER AREA BETWEEN MILLERTON LAKE AND FREEWAY 99)

LEGEND

- MRZ-1 DETERMINED TO CONTAIN NO SIGNIFICANT MINERAL RESOURCES
- MRZ-2 REGIONALLY SIGNIFICANT MINERAL RESOURCES PRESENT
- MRZ-3 POTENTIAL, BUT PRESENTLY UNPROVEN, MINERAL RESOURCES

Source: Department of Conservation

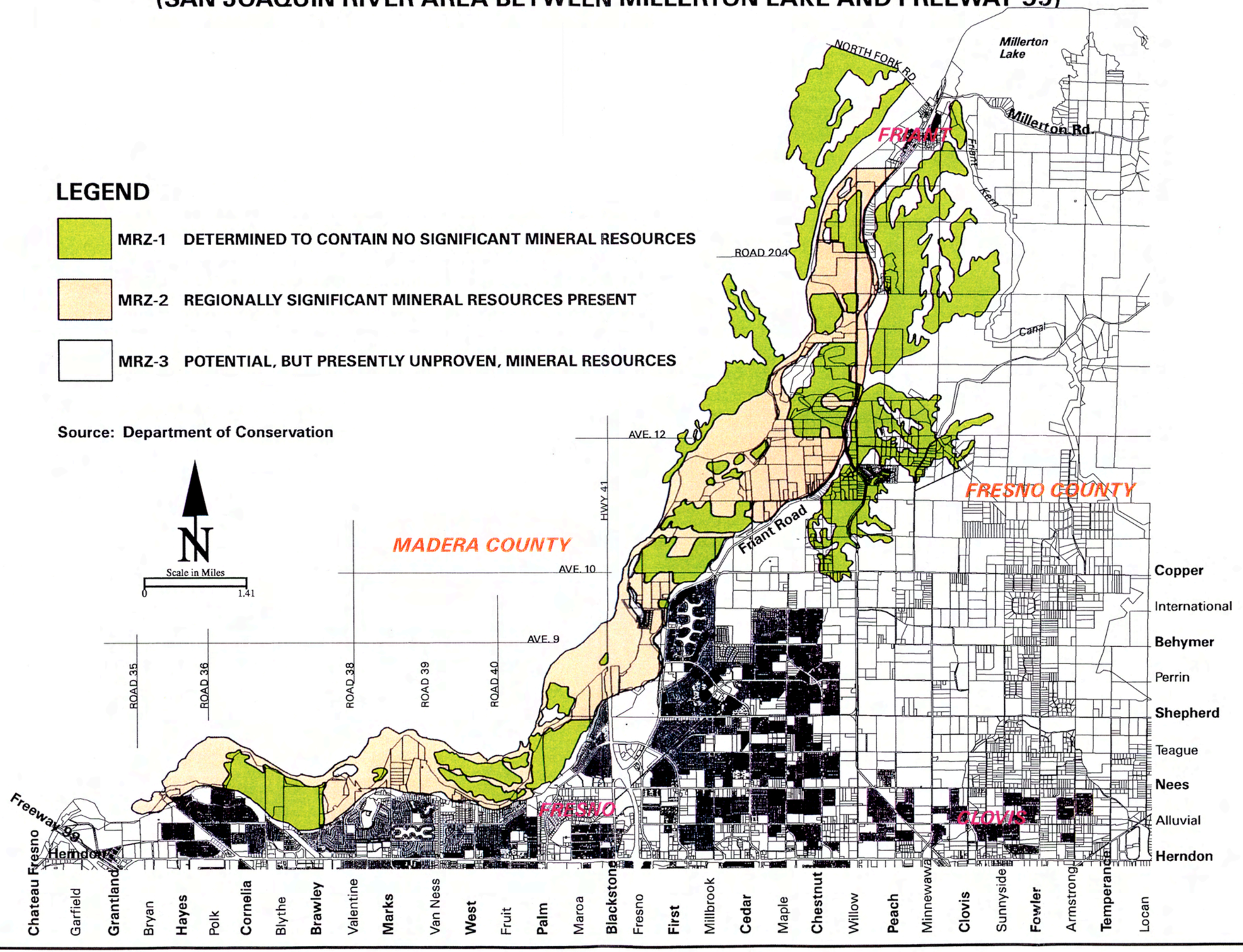
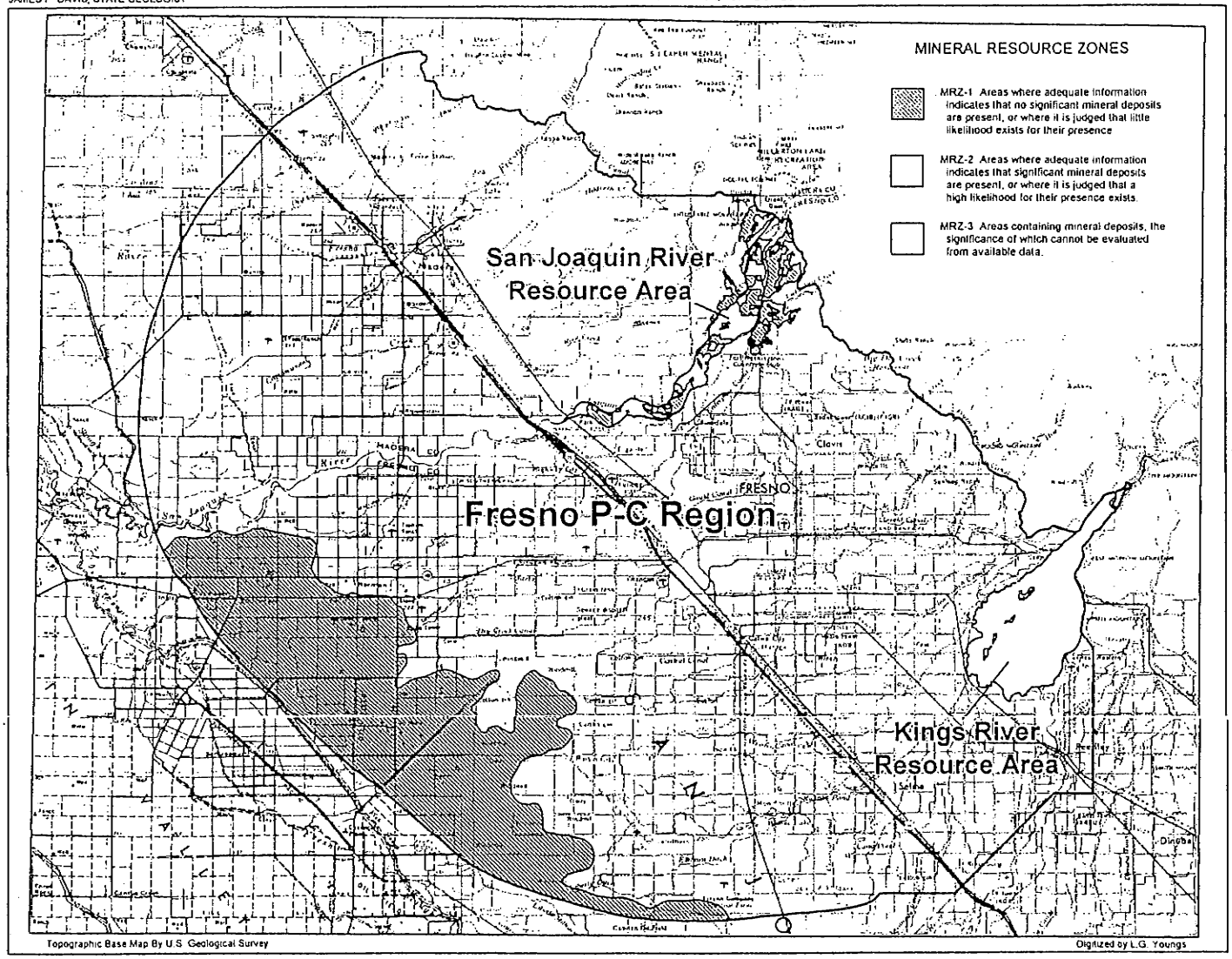


EXHIBIT 11

DIVISION OF MINES AND GEOLOGY
JAMES F. DAVIS, STATE GEOLOGIST

STATE OF CALIFORNIA - GRAY DAVIS, GOVERNOR
THE RESOURCES AGENCY - MARY NICHOLS, SECRETARY FOR RESOURCES
CALIFORNIA DEPARTMENT OF CONSERVATION - STEVE ARTHUR, ACTING DIRECTOR

OPEN-FILE REPORT 99-02
GENERALIZED MINERAL LAND CLASSIFICATION OF AGGREGATE RESOURCES IN THE FRESNO P-C REGION
PLATE 1 OF 9



Generalized Mineral Land Classification of Aggregate Resources In The Fresno P-C Region

Updated from Cole and Fuller (1988) by
Leslie G. Youngs
1998

DEPARTMENT OF CONSERVATION
Division of Mines and Geology

Copyright © 1998 by the California Department of Conservation, Division of Mines and Geology. All rights reserved. No part of this publication may be reproduced without written consent of the Division of Mines and Geology.

"The Department of Conservation makes no warranties as to the suitability of this product for any particular purpose."

SCALE 1:250,000

0 5 10
Miles
0 5 10
Kilometers

Table 1
2025 FRESNO GENERAL PLAN
POPULATION PROJECTION BY COMMUNITY PLAN AREA

COMMUNITY PLAN AREA	POPULATION YEAR 2000	POPULATION YEAR 2025	POPULATION INCREASE
Bullard	86,538	118,197	+31,659
Central Area	14,919	27,764	+12,845
Edison	24,728	68,014	+43,286
Fresno High/Roeding	57,817	60,779	+2,962
Hoover	50,314	56,212	+5,898
McLane	46,440	64,829	+18,389
Roosevelt	115,846	154,882	+39,036
West Area	37,134	111,047	+73,913
Woodward Park	44,730	60,528	+15,798
Citywide - Mixed Use Intensification	N/A	2,000	+2,000
North Growth Area	1,073	8,747	7,674
Southeast Growth Area	2,956	57,956	55,000
TOTAL	**482,495**	**790,955**	**+308,460**

Table 2
PLANNED LAND USE AND ZONE DISTRICT CONSISTENCY MATRIX

PLANNED USE	CONSISTENT ZONE DISTRICT	CONSISTENT DENSITY (RESIDENTIAL)
Residential Uses		
Rural	AE-20, AE-5, R-A	0.0 – 1.21 Dwelling Units/Acre
Low	R-1-A, R-1-AH, R-1-E, R-1-EH, R-A****	0.0 – 2.18 Dwelling Units/Acre
Medium Low	R-1-B, R-1-C, R-1	2.19 – 4.98 Dwelling Units/Acre
Medium	R-1, MH	4.99 – 10.37 Dwelling Units/Acre
Medium High	R-2-A, R-2, T-P, R-P*	10.38 – 18.15 Dwelling Units/Acre
High	R-3-A, R-3, R-4†, C-P*	18.16 – 43.56 Dwelling Units/Acre
Commercial Uses		
Parking	P	
Office	RP-L, R-P**, C-P**, S-L, R-P Planned Office Development, C-P Planned Office Development	
Neighborhood	C-1, C-L, P****	
Limited Neighborhood	C-L	
Community	C-2, P****	
Commercial Recreational	C-R, P****	
General, Heavy Strip	C-4††, C-5, C-6, C-R, S-L, P****	
Business Park	C-P, M-1-P, M-1***	
Regional	C-3, C-4, P****	
Commercial (Central Area)	†† (as defined by the Central Area Community Plan)	
Commercial Mixed Use Level I	†† (as defined by the Central Area Community Plan)	
Commercial Mixed Use Level II	†† (as defined by the Central Area Community Plan)	

PLANNED USE	CONSISTENT ZONE DISTRICT	CONSISTENT DENSITY (RESIDENTIAL)
Industrial Uses		
Light	C-M, M-1, M-1-P, S-L	
Heavy	M-2, M-3, S-L	
Commercial/Industrial (Central Area)	(as defined by the Central Area Community Plan)	
Other Uses		
Open Space	O, AE-20	
Agricultural	O, AE-20	
Public Facilities	All districts unless specifically prohibited and subject to provisions of Section 12-403 and subject to a conditional use permit	

* In the R-P or C-P zone district(s), pursuant to a conditional use permit for a residential mixed use development, a maximum of thirty-five percent of the property may be developed with the non-residential uses permitted in those zone districts, subject to the criteria of FMC Subsection 12-306-N-51.

** In the R-P or C-P zone district(s), pursuant to a conditional use permit for a residential mixed use development, a maximum of thirty-five percent of the property may be developed with the residential uses permitted in those zone districts, subject to the criteria of FMC Subsection 12-306-N-51

*** Subject to M-1-P development standards of FMC Subsection 12-225.5 except size of new district.

**** Subject to amendment to FMC Section 12-403

† Thirty or more dwelling units per acre in the R-4 zone district only, subject to a conditional use permit.

†† Within the Central Area Community Plan, bounded by Freeways 99, 180, and 41 and as may be provided by community plan and specific plan amendments to implement mixed use strategies of the general plan.

Table 3
UNDERLYING / ALTERNATIVE LAND USES FOR DESIGNATED PUBLIC SCHOOL SITES

Type of School	Location not yet publicly owned	Proposed 2025 General Plan Alternative Land Use	Current General Plan ("No Project") Alternative Land Use
In Central Unified School District			
H*	NE corner of Clinton & Bryan Avenues	Medium Density Residential	Medium Density Residential
M+	E side of Bryan Avenue between Dakota & Ashlan Avenues	Medium Density Residential	Medium Density Residential
M / E◆	SE corner of Polk & McKinley Avenues (except for corner nbrhd. commercial site)	Medium Density Residential	Medium Density Residential
E	NE corner of (existing) Grantland Avenue & Barstow Avenue	Medium Density Residential	Light Industrial (north one-half) Medium-High Density Residential (south one-half)
E	Between Grantland & Garfield Avenues & between Gettysburg & Ashlan Aves.	Medium Density Residential	Agricultural Open Space
E	E side of Bryan Avenue between Gettysburg & Ashlan Avenues	Medium Density Residential	Medium Density Residential
E	N side of Dakota Avenue between Hayes & Polk Avenues	Medium Density Residential	Medium Density Residential

* H = high school; + M = middle school; ◆ E = elementary school ♥ S = special school
M / E = combination middle school and elementary school site H / M = combination high school and middle school site

Type of School	Location not yet publicly owned	Proposed 2025 General Plan Alternative Land Use	Current General Plan ("No Project") Alternative Land Use
In Central Unified School District *(cont'd.)*			
E	W side of Bryan Avenue between Dakota & Shields Avenues	Low Density Residential	Agricultural Open Space
E	W side of Cornelia Avenue between Shields & Clinton Avenues	Medium Density Residential	Medium Density Residential
E	SE corner of Shields & Valentine Aves.	Medium-High Density Residential	Medium-High Density Residential
E	N side of McKinley Avenue between Valentine & Brawley Avenues	Medium Density Residential	[E-- no alt. use stated in current Fresno High-Roeding Community Plan]
E	NE corner of Olive & Bryan Avenues	Medium Density Residential	Medium Density Residential
E	N side of Olive Avenue between Blythe & Brawley Avenues	Medium Density Residential	Medium Density Residential
E	W side of Brawley Avenue between Olive & Belmont Avenues	Medium-Low Density Residential	Medium Density Residential
E	N side of California Avenue between Brawley & Valentine Avenues	Low Density Residential (north 10 acres of site) Medium-Low Density Residential (south 10 acres of site)	Agricultural Open Space
In Clovis Unified School District			
H / M	N side of International Avenue between Willow & Chestnut Avenues	Medium-Low Density Residential	Agricultural/Urban Reserve
E	W side of Willow Avenue, one-quarter mile north of Copper Avenue	Medium-Low Density Residential	N/A

Type of School	Location not yet publicly owned	Proposed 2025 General Plan Alternative Land Use	Current General Plan ("No Project") Alternative Land Use
In Clovis Unified School District *(cont'd.)*			
E	SE corner of Dakota & Armstrong Aves.	Medium Density Residential	Agricultural Open Space
E	S side Shields Avenue between Temperance & Locan Avenues	Medium-Low Density Residential	Agricultural Open Space
E	SE corner of Fowler & Dakota Avenues	Medium Density Residential	Agricultural Open Space
E	SE corner of Armstrong & Dakota Avenues	Medium Density Residential	Agricultural Open Space
In Fresno Unified School District			
M	SW side of Figarden Drive between Gates & Bullard Avenues	Commercial Office	Commercial Office
E	W side of Marks Avenue between Ashlan & Sussex Avenues	Medium Density Residential	Medium Density Residential
E	NW corner of Fruit & Dakota Avenues	Medium Density Residential	Medium Density Residential
E	S side of Shields Avenue between Glenn & Del Mar Avenues	Commercial Office (north one-third) Medium Density Residential	Commercial Office (north one-third) Medium Density Residential
E	W side of Cedar Avenue between Illinois & McKenzie Avenues	Medium Density Residential	Medium Density Residential
E	NW corner of Belmont & Willow Avenues	Medium Density Residential (north one-half) Commercial Office (south one-half)	Medium Density Residential (north one-half) Commercial Office (south one-half)

Type of School	Location not yet publicly owned	Proposed 2025 General Plan Alternative Land Use	Current General Plan ("No Project") Alternative Land Use
In Fresno Unified School District *(cont'd.)*			
E	W side of Hughes Avenue between Dennett & Dudley Avenues	Medium Density Residential	Medium Density Residential
E	E side of Chestnut Avenue between Mono & Balch Avenues	Medium-Low Density Residential	Medium Density Residential
E	NW corner of Fresno Street & McKenzie Avenue	Medium Density Residential	Medium Density Residential
E	E side Cedar Avenue between Hammond & Floradora Avenues	Medium and Medium-High Density Residential (north one-half) Commercial Office (south one-half)	Medium and Medium-High Density Residential (north one-half) Commercial Office (south one-half)
E	Between Butler & California Avenues and between Orange & East Aves.	Medium Density Residential	Medium Density Residential
In Sanger Unified School District			
H	SE corner of Church & Armstrong	Medium Density Residential	Medium-Low Density Residential
In West Fresno School District			
M	S side Annadale Avenue between Fig & Elm Avenues	Medium Density Residential	Medium Density Residential

Table 4
UNDERLYING / ALTERNATIVE LAND USES FOR DESIGNATED CITY PARK SITES

Type of Park	Location not yet publicly owned	Proposed 2025 General Plan Alternative Land Use	Current General Plan ("No Project") Alternative Land Use
RP*	W side of West Ave., north of North Ave. (portion along W side of West Avenue is old landfill already owned by City)	Recreational Open Space	Recreational Open Space
CP+	S side of Shepherd Avenue between Chestnut & Willow Avenues	Medium-Low Density Residential	Agricultural/Urban Reserve
CP	S side of Clinton Avenue east of Brawley Avenue (eastern half of depicted CP site; west half is existing NP❖)	Medium Density Residential	Elementary School
CP	N side of Belmont Avenue between Sunnyside & Fowler Avenues	Light Industrial	Light Industrial
CP	SW corner of Minnewawa Avenue & East Kings Canyon Road	Medium-Low Density Residential (east half, approx. 17.5 acres) Medium Density Residential (west half, approx. 25 acres)	Medium-Low Density Residential (east half, approx. 17.5 acres) Medium Density Residential (west half, approx. 25 acres)
CP	N side of planned Grantland Diagonal, south of Barstow Avenue	Medium-High Density Residential	Medium-High Density Residential
NP	Inside Bullard Loop (SE of Figarden Drive on NE side of BNSF Railroad tracks)	Office Commercial	[NP-- no alt. use stated in the current Bullard Community Plan]

* RP = regional park; + CP = community park; ❖ NP = neighborhood park

Type of Park	Location not yet publicly owned	Proposed 2025 General Plan Alternative Land Use	Current General Plan ("No Project") Alternative Land Use
NP	W side of Polk Avenue between Sierra & Bullard Avenues	Medium-Density Residential	[NP-- no alt. use stated in the current Bullard Community Plan]
NP	W side of Grantland Avenue between Gettysburg & Ashlan Avenues	Medium Density Residential	Agricultural Open Space
NP	N side of Gettysburg Avenue between Polk & Hayes Avenues	Medium Density Residential	[NP-- no alt. use stated in the current "Old" Bullard Community Plan]
NP	SE corner of Bryan & Shields Avenues	Medium Density Residential	Medium Density Residential
NP	SW corner of Polk & Clinton Avenues	Medium Density Residential	Medium Density Residential
NP	N side of Olive Avenue between Bryan & Hayes Avenues	Medium Density Residential	Medium Density Residential
NP	NW corner of Belmont & Brawley Aves.	Medium-Low Density Residential	Medium Density Residential
NP	NE corner of Marks Ave. & Kearney Blvd.	Medium-Low Density Residential	Low Density Residential
NP	N side of California Avenue east of Brawley Avenue	Medium-Low Density Residential	Agricultural Open Space
NP	E side of Minnewawa Avenue between Freeway 180-East alignment & Olive Ave.	Light Industrial	[NP-- no alt. use stated in the current Roosevelt Community Plan]
NP	S side Church Avenue on both sides of planned Minnewawa Avenue alignment	Medium-Low Density Residential	[NP-- no alt. use stated in the current Roosevelt Community Plan]
NP	W side of Fowler Avenue between Tulare Avenue & East Kings Canyon Rd.	Medium Density Residential	Community Park
NP	NE corner of Fowler & Church Avenues	Medium-Low Density Residential	[NP-- no alt. use stated in the current Roosevelt Community Plan]

Table 5
UNDERLYING / ALTERNATIVE LAND USES FOR DESIGNATED FIRE STATION SITES

Fire Station No.	Location not yet publicly owned	Proposed 2025 General Plan Alternative Land Use	Current General Plan ("No Project") Alternative Land Use
16	E side of Polk Avenue between Clinton & Shields Avenues	Medium Density Residential	Medium Density Residential
17	NE corner of Shaw & Garfield Avenues	Medium-High Density Residential	Medium Density Residential
18	SW corner of Belmont & Marks Avenues	Light Industrial	Light Industrial
19	NW corner of North & Willow Avenues	Heavy Industrial	Heavy Industrial

Table 6
UNDERLYING / ALTERNATIVE LAND USES FOR DESIGNATED PONDING BASIN SITES

FMFCD Basin Identifier	Location not yet publicly owned	Proposed 2025 General Plan Alternative Land Use	Current General Plan ("No Project") Alternative Land Use
AT	N side of California Avenue between Brawley & Valentine Avenues	Medium-Low Density Residential	Agricultural Open Space
AU	NE corner of Annadale & West Avenues	Medium Density Residential	[Basin - no alternative use identified in current Edison Community Plan]
AV	N side of Central Avenue between Elm Ave., & Freeway 41-South alignment	Light Industrial	Light Industrial
AX	N side of Central Avenue between East & Orange Avenues	Heavy Industrial	[Basin– no alternative use identified in current Roosevelt Community Plan]
BG	W side of Minnewawa Avenue between Jensen & Annadale Aves.	Light Industrial	[Basin– no alternative use identified in current Roosevelt Community Plan]
BP	N side of Belmont Avenue between Clovis & Sunnyside Avenues	Light Industrial	[Basin– no alternative use identified in current Roosevelt Community Plan]
BR	E side of Clovis Avenue between Olive and McKinley Avenues	Light Industrial and Open Space (Airport Safety Zone)	[Basin– no alternative use identified in current Roosevelt Community Plan]
CD	SE corner of Dakota & Garfield Aves.	Medium-Low Density Residential	Agricultural Open Space

FMFCD Basin Identifier	Location not yet publicly owned	Proposed 2025 General Plan Alternative Land Use	Current General Plan ("No Project") Alternative Land Use
CH	SE corner of McKinley & Bryan Avenues (a portion of this basin is not already owned by FMFCD)	Low Density Residential	Medium Density Residential
EO	NE corner of Dakota & Hayes Avenues	Medium Density Residential	Medium Density Residential
RR3	Between Whitesbridge Avenue and Freeway 180-West alignment, both east of the West Ave. alignment and between West Ave. and the Hughes-West Diagonal OPL (a portion of this basin is not already publicly owned)	Light Industrial	Airport Facilities
QQ	Between California Ave. & Kearney Blvd., and Marks & Hughes Aves.	Medium-Low Density Residential	[Basin– no alternative use identified in current Edison Community Plan]
ZZ	Between Whitesbridge & Kearney Aves., Aves., and Hughes and West Ave– SW of the Hughes-West Diagonal OPL (a portion of this basin is not already owned by FMFCD)	Medium-Low Density Residential	[Basin– no alternative use identified in current Edison Community Plan]

Table 7

Secondary Uses of FMFCD Basins for Recreation and Recharge

Data as of July, 2000. Basin use designations have been adopted by FMFCD's Board of Directors

Notes explaining terms used in this table:

Recreation - the secondary use is, or will be, a developed park open when and where safety allows
Recharge - the secondary use will be groundwater recharge using an intertie to irrigation/surface water
Dual Purpose - secondary uses are both Recreation (in higher part of basin) and Recharge in the 'Low Flow' part of the basin
Undetermined * - the secondary use is undetermined and likely will be Recharge in the future
Undetermined - the secondary use is undetermined and could become Recreation in the future
IC - Incompletely excavated basin
Basin "**BO**" is actually two separate/adjacent basins. The east one is for Recreation; the west one is for Recharge.

FMFCD Basin I.D.	Location	Nature of Basin Service Area	Planned/ Proposed Secondary Use(s) of Basin	Total Area of Basin (Acres)	Est. Area Available for Recharge (Typ. 75% Tot.)	Expected Recharge Capacity (in AF/yr.)	Current Status of Basin Excavation	Currently Intertied w/ FID
A	Floradora & Maple	Residential	Recreation	9.4	7.1	500	Complete	Yes
AA	Holland & Glenn	Non Residential	Undetermined *	7	5.3		Complete	
AB	Palo Alto & Marks	Residential	Dual Purpose	13.9	10.4	1,500	IC	Yes
AC	Escalon & Bullard	Residential	Dual Purpose	13.2	9.9	1,000	Complete	Yes
AD	Valentine & Escalon	Residential	Dual Purpose	9	6.8	500	Complete	Yes
AE	Barstow & Santa Fe	Residential	Dual Purpose	19.9	14.9	2,000	IC	Yes
AF	s/o Herndon w/o Marty	Residential	Dual Purpose	20	15.0	1,000	IC	Yes
AG	Valentine & Ashlan	Non Residential	Recharge	14	10.5		IC	Yes
AH1	Alamos & El Capitan	Residential/Turf	Recreation	2.4	1.8		Complete	
AH2	Gettysburg & Cornelia	Residential	Dual Purpose	18.5	13.9	1,800	IC	Yes
AI	Gettysburg w/o Hayes	Residential	Recreation	12.7	9.5		IC	

Table 7: Secondary Uses of FMFCD Basins for Recreation and Recharge (pg. 2 of 8)

FMFCD Basin I.D.	Location	Nature of Basin Service Area	Planned/ Proposed Secondary Use(s) of Basin	Total Area of Basin (Acres)	Est. Area Available for Recharge (Typ. 75% Tot.)	Expected Recharge Capacity (in AF/yr.)	Current Status of Basin Excavation	Currently Intertied w/ FID
AJ	Ashlan w/o Cornelia	Residential	Dual Purpose	10.2	7.7	300	IC	Yes
AK	Dakota & Polk	Residential	Recreation	20	15.0		IC	
AL	Brawley & Clinton	Residential	Dual Purpose	17.6	13.2		Complete	Yes
AM	Ashlan and Dockery	Residential	Clovis	7.3	5.5		Complete	
AN	Cornelia & Olive	Residential	Recreation	12.7	9.5		IC	
AO	Belmont & Blythe	Residential	Recharge	17	12.8		IC	Yes
AQ	Willow & Perrin	Residential	Clovis Recharge	14.2	10.7		IC	
AS	Whitesbridge & Valentine		Undetermined	9.18				
AT	Kearney & Valentine		Undetermined	9.74				
AU	West & Annadale		Undetermined	14.37				
AV	Central & Elm		Undetermined	9.48				
AW1	Orange s/o North	Non Residential	Undetermined *	9.8	7.4		IC	
AW2	North & Cherry	Non Residential	Undetermined *	8.6	6.5		IC	
AX	Central e/o Clovis		Undetermined	9.34				
AY	n/o Central w/o Cedar	Non Residential	Undetermined *	10.4	7.8		IC	
AZ	Chestnut & Golden State	Non Residential	Recharge	13.2	9.9	600	IC	Yes
B/E	Gettysburg & First	Residential/Turf	Recreation	17.3	13.0		Complete	
BB	Fresno n/o Shields	Residential/Turf	Recreation	9.5	7.1		Complete	

Table 7: Secondary Uses of FMFCD Basins for Recreation and Recharge (pg. 3 of 8)

FMFCD Basin I.D.	Location	Nature of Basin Service Area	Planned/ Proposed Secondary Use(s) of Basin	Total Area of Basin (Acres)	Est. Area Available for Recharge (Typ. 75% Tot.)	Expected Recharge Capacity (in AF/yr.)	Current Status of Basin Excavation	Currently Intertied w/ FID
BC	Willow & Teague	Residential	Clovis	19.8	14.9		IC	
BD	Vine & Helm	Residential	Recreation	9.6	7.2		IC	
BE	w/o Peach n/o Church	Residential	Recharge	11.1	8.3		IC	Yes
BF	Chestnut & Byrd	Residential	Recharge	9.3	7.0		Complete	Yes
BG	Minnewawa & Jensen		Undetermined	16.35				
BH	Clovis & Church	Residential	Recreation	16.6	12.5		IC	
BJ	n/o Central, e/o Maple	Non Residential	Undetermined *	18.1	13.6		IC	
BK	Clovis, s/o Kings Canyon	Non Residential	Undetermined *	5.9	4.4		Complete	
BL	Church & Armstrong	Non Residential	Recreation	13.7	10.3		IC	
BM	Fowler & California align.	Residential	Recreation	30.3	22.7		IC	
BO	Sunnyside n/o Fancher Cree	Residential	See Notes	12.1	9.1	1,000	Complete	Yes
BP	Belmont e/o Clovis		Undetermined	9.34				
BQ	Belmont and Fowler	Residential	Recreation	9.6	7.2		IC	
BR	Clovis @ Floradora Alignmt.		Undetermined	6.65				
BS	McKinley and Fowler	Residential	Recharge	15.4	11.6		IC	
BU	Clovis, s/o Clinton	Non Residential	Recharge	25.7	19.3	750	IC	Yes
BV	Fowler, n/o Shields	Residential	Recharge	12	9.0	500	IC	Yes
BW	Clovis & Dakota	Residential	Recharge	10	7.5	500	Complete	Yes

Table 7: Secondary Uses of FMFCD Basins for Recreation and Recharge (pg. 4 of 8)

FMFCD Basin I.D.	Location	Nature of Basin Service Area	Planned/ Proposed Secondary Use(s) of Basin	Total Area of Basin (Acres)	Est. Area Available for Recharge (Typ. 75% Tot.)	Expected Recharge Capacity (in AF/yr.)	Current Status of Basin Excavation	Currently Intertied w/ FID
BY	Behymer & Sunnyside	Residential	Recreation	86.4	64.8		IC	
BZ	Cedar and Copper	Residential	Dual Purpose	13.5	10.1		IC	Yes
C	Ashlan & Barton	Residential	Recreation	9.4	7.1		Complete	
CC	Clark & Floradora	Non Residential	Recharge	4.2	3.2	400	Complete	Yes
CD	Garfield & Dakota		Undetermined	18.94				
CE	Maple n/o American	Non Residential	Undetermined *	16.9	12.7		IC	
CF	Peach & Central	Non Residential	Undetermined *	19.1	14.3		IC	
CH	Bryan s/o McKinley		Undetermined	17.43				
CI	McKinley e/o Polk	Residential	Recreation	10.4	7.8		IC	
CL	Willow & Escalon	Residential	Dual Purpose	14.9	11.2	1,000	Complete	Yes
CM	Cedar & Palo Alto	Non Residential	Recharge	10.1	7.6	1,000	Complete	Yes
CN	First & Herndon	Residential/Turf	Dual Purpose	20.3	15.2	500	Complete	Yes
CO2	Herndon & Maroa	Non Residential	Recharge	13.3	10.0	4,000	IC	Yes
CS	S/O North E/O Peach	Non Residential	Undetermined *	22	16.5		IC	
CU	n/o North, e/o Willow	Non Residential	Undetermined *	9.6	7.2		IC	
CV	Willow & Central	Non Residential	Undetermined *	7.4	5.6		Complete	
CW	Fresno & Nees	Residential	Recharge	15.2	11.4	2,000	Complete	Yes
CX	Nees & Millbrook	Non Residential	Recharge	11.2	8.4	500	IC	Yes

Table 7: Secondary Uses of FMFCD Basins for Recreation and Recharge (pg. 5 of 8)

FMFCD Basin I.D.	Location	Nature of Basin Service Area	Planned/ Proposed Secondary Use(s) of Basin	Total Area of Basin (Acres)	Est. Area Available for Recharge (Typ. 75% Tot.)	Expected Recharge Capacity (in AF/yr.)	Current Status of Basin Excavation	Currently Intertied w/ FID
CY	Alluvial, w/o Cedar	Residential	Dual Purpose	10	7.5	600	Complete	Yes
CZ	s/o Nees, e/o Chestnut	Residential	Recharge	18.1	13.6	1,500	IC	Yes
D	Forkner & Barstow	Residential/Turf	Dual Purpose	9.1	6.8		Complete	Yes
DD1	Holland & Thorne	Residential/Turf	Recreation	4.4	3.3		Complete	
DD2	Palm & Dakota	Non Res./Turf	Recharge	16.8	12.6	2,500	Complete	Yes
DE	Copper, w/o Maple align.	Residential	Recreation	18.8	14.1		IC	
DG	San Joaquin Country Club	Neither	Undetermined	1.2	0.9		IC	
DH	Maroa & Cromwell	Non Residential	Recharge	9	6.8	800	Complete	Yes
DK	Hwy 41 & San Joaquin River	Neither	Undetermined	11.7	8.8		Complete	
DM	Peach and Copper	Non Residential	Undetermined *	18.9	14.2		IC	
DN	Friant Rd s/o Willow	Non Residential	Undetermined	27.5	20.6		IC	
DO	Locan @ Dakota alignment	Residential	Clovis	32.7	24.5		IC	
EE	McKinley & West	Non Residential	Recharge	11.1	8.3	700	Complete	Yes
EF	Cornelia & Browning	Residential	Dual Purpose	25	18.8	2,000	IC	Yes
EG	n/o Spruce, w/o Hayes	Residential/Turf	Recreation	7.4	5.6		Complete	
EH	Bullard & Motel Drive	Non Residential	Undetermined *	13.8	10.4		IC	
EI	Garfield & Alluvial	Non Residential	Undetermined *	9.6	7.2		IC	
EJ	Garfield, n/o Bulllard	Non Residential	Undetermined *	14.4	10.8		IC	

Table 7: Secondary Uses of FMFCD Basins for Recreation and Recharge (pg. 6 of 8)

FMFCD Basin I.D.	Location	Nature of Basin Service Area	Planned/ Proposed Secondary Use(s) of Basin	Total Area of Basin (Acres)	Est. Area Available for Recharge (Typ. 75% Tot.)	Expected Recharge Capacity (in AF/yr.)	Current Status of Basin Excavation	Currently Intertied w/ FID
EK	SPRR & San Joaquin River	Neither	Undetermined	13.6	10.2		Complete	
EL	99 & Herndon Canal	Non Residential	Recharge	2.6	2.0	500	Complete	Yes
EM	Barstow, w/o Grantland	Residential	Undetermined	17.5	13.1		IC	
EN	Garfield & Gettysburg	Non Purchased	Undetermined	12.6	9.5		IC	
EO	Bryan & Dakota	Non Purchased	Recreation	15	11.3		IC	
F	Barstow & Del Mar	Residential/Turf	Recreation	6.8	5.1		Complete	
FF	Kearney & West	Residential/Turf	Dual Purpose	42.6	32.0	3,200	Complete	Yes
G	Olive & Winery	Residential/Turf	Recreation	8.6	6.5		Complete	
GG	Maple & Florence	Residential	Recharge	12	9.0	900	IC	Yes
H	Mesa & Del Mar	Residential/Turf	Recreation	8.7	6.5		Complete	
HH	Commece w/o Maple	Non Residential	Recharge	15.3	11.5	600	IC	Yes
I	Bullard &Teilman	Residential/Turf	Recreation	8.6	6.5		Complete	
II1	Grove e/o Fig	Residential/Turf	Dual Purpose	14.6	11.0	750	Complete	Yes
II2	n/o Church, e/o Orange	Non Residential	Recharge	11.3	8.5	1,000	Complete	Yes
II3	Hazelwood & First	Non Residential	Undetermined *	5.8	4.4		Complete	
II4	Millbrook and Dudley	Non Residential	Undetermined *	4.8	3.6		Complete	
J	Bullard & Forkner	Non Residential	Recharge	6.8	5.1	1,000	Complete	Yes
JJ	McKinley btwn 8th & 9th	Non Residential	Recharge	12.1	9.1	1,200	Complete	Yes

Table 7: Secondary Uses of FMFCD Basins for Recreation and Recharge (pg. 7 of 8)

FMFCD Basin I.D.	Location	Nature of Basin Service Area	Planned/ Proposed Secondary Use(s) of Basin	Total Area of Basin (Acres)	Est. Area Available for Recharge (Typ. 75% Tot.)	Expected Recharge Capacity (in AF/yr.)	Current Status of Basin Excavation	Currently Intertied w/ FID
K	Shaw & Santa Fe	Residential	Recharge	7.2	5.4	500	Complete	Yes
KK	Elm n/o Annadale	Residential	Recharge	13.6	10.2	750	Complete	Yes
L	Blackstone & San Jose	Non Residential	Recharge	9.1	6.8		Complete	
LL	Annadale e/o Cherry	Non Residential	Recharge	18.7	14.0	800	IC	Yes
M	San Jose e/o First	Residential/Turf	Recreation	12.2	9.2		Complete	
MM	Ashlan w/o Hughes	Non Residential	Recharge	8.5	6.4	1,500	Complete	Yes
N	Escalon & Fresno	Non Res./Turf	Recharge	12.5	9.4	1,600	Complete	Yes
NN	Valentine & Church	Non Purchased	Recharge	26	19.5		IC	
O	First & Bullard	Residential/Turf	Dual Purpose	13	9.8	200	Complete	Yes
OO	West & Lorena	Non Res./Turf	Recharge	10.8	8.1	800	IC	Yes
P	Cedar & Bullard	Residential	Dual Purpose	9.1	6.8	500	Complete	Yes
PP	Willow s/o Butler	Residential	Recreation	9.4	7.1		Complete	
Q	Winery & North of Ashlan	Non Res./Turf	Recreation	8.1	6.1		Complete	
QQ	Hughes & California	Non Purchased	Undetermined	10.2	7.7		IC	
R	Chestnut & Shepherd	Residential	Recharge	16.2	12.2	1,000	Complete	Yes
RR1	Nielson & Teilman	Non Residential	Recharge	16.8	12.6		Complete	Yes
RR2	Belmont & G St.	Non Residential	Recharge	5.7	4.3		Complete	
S	Ashlan & Peach	Residential	Clovis Recharge	20	15.0	1,500	IC	Yes

Table 7: Secondary Uses of FMFCD Basins for Recreation and Recharge (pg. 8 of 8)

FMFCD Basin I.D.	Location	Nature of Basin Service Area	Planned/ Proposed Secondary Use(s) of Basin	Total Area of Basin (Acres)	Est. Area Available for Recharge (Typ. 75% Tot.)	Expected Recharge Capacity (in AF/yr.)	Current Status of Basin Excavation	Currently Intertied w/ FID
SS	Annadale e/o Walnut	Residential	Recreation	24.3	18.2		IC	
T	Peach-Shields Connector	Residential	Undetermined	9.1	6.8		IC	
TT1	Jensen & West	Residential	Recharge	38.3	28.7	2,200	IC	Yes
TT2	Kaviland & Harrison	Residential/Turf	Recreation	4	3.0		Complete	
U	Chestnut & Dakota	Non Residential	Recharge	12.4	9.3	700	IC	Yes
UU2	w/o 99, s/o Pine	Non Residential	Recharge	6	4.5	500	Complete	Yes
UU3	Marks & Dudley	Non Residential	Recharge	20.9	15.7	1,500	Complete	Yes
V	Sierra Vista & Mckinley	Residential/Turf	Recreation	9.8	7.4		Complete	
W	Minnewawa & Harvey	Non Residential	Recharge	10	7.5		IC	Yes
X	Belmont & Willlow	Residential	Recreation	6.5	4.9		Complete	
XX	Hughes s/o McKinley	Residential	Dual Purpose	13.4	10.1		IC	
Y	Kings Canyon & Adler	Residential/Turf	Dual Purpose	9.2	6.9	500	Complete	Yes
Z	Kings Canyon & Maple	Residential	Dual Purpose	30.4	22.8		IC	Yes
ZZ	Dry Creek & Crystal	Residential	Recharge	14.1	10.6	1,500	Complete	Yes
	Totals			1,846		54,650		

Chapter 1: Purpose of the General Plan and General Plan Goals

Purpose of the 2025 General Plan

Since adoption of the 1984 Fresno General Plan (Exhibit 3), the Fresno-Clovis Metropolitan Area has continued to experience substantial increases in its population, physical size, economic activity, transportation network, educational institutions, and cultural/recreational facilities. Much of this growth has contributed to the vitality of the community with high quality residential and commercial communities, innovative social and educational endeavors, increasing economic diversity and more efficient use of resources. However, along with these growth-related advances have come many challenges for the community including increasing unemployment, declining older neighborhoods and property values, excessive demand upon limited public facilities and services including parks and schools, and finite air, water, and land resources.

The 2025 Fresno General Plan (Exhibit 4) provides a substantially revised and updated strategy to address these current issues and deficiencies, reinforce existing community assets and improve the quality of life of the community as a whole. It provides long-range planning strategies for the continued development, enhancement, and revitalization of the Fresno Metropolitan Area through the first two decades of the 21st century and beyond. These planning strategies acknowledge the consequences of past land development patterns; consider present problems, assets, and community values; and recognize the critical significance of land use, development and resource allocation decisions (both governmental and private) in determining the quality of life experienced by Fresno's residents in the future.

Based upon the consideration of these factors, the 2025 Fresno General Plan is intended to serve as a guide to enable government at all levels, private enterprise, community groups, and individual citizens to make decisions and utilize community resources in a manner that will realize progress toward a common vision of a measurably enhanced physical, economic, and social environment. It is intended to accomplish this purpose through the use of both the map and text of the general plan itself as well as through the more direct guidance provided by the city's adopted community and specific plans. The community and specific plans are tailored to the specialized needs and concerns of the nine identifiable community areas within the existing Fresno Sphere of Influence (Exhibit 2). Community and/or specific plans will be prepared to provide more direct guidance for development of the proposed 2025 general plan North Growth Area and Southeast Growth Area (Exhibit 1).

This update attempts to achieve this purpose by making the general plan document more "user friendly" not only for those individuals who develop land but especially for the public policy decision makers (i.e., the city council and planning commission) as well as the general public. This stated purpose of the 2025 General Plan update evolves directly from the planning procedures adopted with the city's 1987 Local Planning and Procedures Ordinance (Article 6, Chapter 12, Fresno Municipal Code). This ordinance not only established the guidelines for the preparation and adoption of this general plan update, but also encourages active citizen, planning commission, and city council involvement in the planning process with the idea that the general plan document will be user oriented.

It is also noted that during 1982 and 1983 there were extensive meetings among the local jurisdictions of Fresno County, Fresno City, and the City of Clovis regarding issues of land use planning, the provision of urban services, and annexation. As a result of these meetings, a Joint Resolution on Metropolitan Planning was adopted by the above jurisdictions, providing direction for cooperative planning efforts over a period of 15 years. This general plan update has been conducted in accordance with the guidelines of the 1983 resolution.

California State Planning and Zoning Law (Government Code, Section 65300) also requires that the city prepare and adopt a general plan which addresses the seven following mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety. The mandated elements of the general plan must be legally adequate and internally consistent with one another. In addition, state law permits the city to address additional issues such as public facilities and services, energy, recreation, or any other subject that relates to the physical development of the city.

Together with the community and specific plans, the general plan has been designed to

1. Provide a blueprint for the growth of the city through the year 2025;
2. Guide the expansion of infrastructure and public services to meet the community needs;
3. Create an effective planning tool which is both efficient and responsive to citizens' needs;
4. Create a "user friendly" document that is easily understood and administered;
5. Incorporate policy and land use changes made through the community and specific planning process;
6. Provide appropriate planning and public services analysis for the expansion of the urban areas of the city;
7. Meet the requirements of state and local planning and zoning law.

General Plan Goals

The focal point of the general plan vision is the endeavor to judiciously utilize available resources to accommodate a moderate population growth while limiting outward expansion beyond the city's present planned urban boundary and substantially enhancing the established community's physical and social environment through revitalization of Fresno's existing urban core. Beyond this focal point, this vision is defined by 17 essential goals that have been identified through extensive discourse among elected office holders, professional staff, and representative citizen advocates of the community. Broad general plan goals intended to address potential opportunities as well as problems have been formulated and enumerated below, whereas detailed objectives and policies for carrying out the goals are presented in Chapter 4, Plan Elements, of this document. These goals are as follows:

1. Enhance the quality of life for the citizens of Fresno and plan for the projected population within the moderately expanded Fresno urban boundary in a manner which will respect physical, environmental, fiscal, economic, and social issues.

2. Pursue coordinated regional planning with Fresno and Madera Counties and the City of Clovis.

3. Preserve and revitalize neighborhoods, the downtown, and historical resources.

4. Promote a partnership among citizens, industry, and government which fosters well-planned and efficiently processed development.

5. Support the Growth Alternatives Alliance "Landscape of Choice-Principles and Strategies" as based upon the Ahwahnee Group Principles, both of which are included in the Appendix.

6. Coordinate land uses and circulation systems to promote a viable and integrated multi-modal transportation network.

7. Manage growth to balance Fresno's urban form while providing an adequate public service delivery system, which is fairly and equitably financed.

8. Provide opportunity for a variety of affordable housing throughout the Metropolitan Area.

9. Provide activity centers and intensity corridors within plan areas to create a mix of land uses and amenities to foster community identity and reduce travel.

10. Provide quality open space, park and recreational facilities and programs to support the projected population.

11. Protect, preserve, and enhance significant biological, archaeological, and paleontological resources and critical natural resources, including, but not limited to, air, water, agricultural soils, minerals, plants, and wildlife resources.

12. Develop urban design strategies to improve Fresno's visual image and enhance its form and function.

13. Plan for a healthy business and diversified employment environment, and provide adequate timely services to ensure that Fresno is competitive in the marketplace.

14. Protect and improve public health and safety.

15. Recognize, respect, and plan for Fresno's cultural, social, and ethnic diversity.

16. Work cooperatively with the local agricultural industry to conserve prime farmland and respect its importance as Fresno County's base economic resource.

17. Encourage fiscal and local agency planning policies that will assist in the annexation of unincorporated county islands within the City of Fresno Sphere of Influence.

Chapter 2: Need for the General Plan Update/Plan Development Process

Regional Growth Projections

A generally accepted twenty-five year population and employment growth forecast for the Fresno County region has been prepared by the Central California Futures Institute (CCFI) affiliated with California State University Fresno. The revised CCFI report titled "Population Forecast for Fresno County to 2025" (dated April 2000) provides a prudent forecast for a modest average annual population growth rate of 1.9 percent between the years 2000 and 2025. This growth forecast, prepared for and accepted by the Council of Fresno County Governments, indicates that the county population will increase by 479,407 people (58 percent) from a population of 821,797 to a population of 1,301,204 by December 31, 2025. While the CCFI forecast used an estimated year 2000 population slightly higher than the United States 2000 Census (799,407 as of April 2000), the long-range forecast remains appropriate and is consistent with the State of California Department of Finance population estimate for January 1, 2001, of 823,909.

Consistent with the historical development and growth trends that have occurred during the past several decades, it is expected that approximately 61 percent of the county population will be accommodated within the Fresno Metropolitan Area. Therefore, the 2025 Fresno General Plan is intended to have population of capacity of 790,000 people over the 25-year planning horizon. In order to accommodate this projected growth, it is necessary to implement strategies of more efficient utilization of resources together with intensified and innovative development patterns. However, even with the successful implementation of plan strategies promoting revitalization of older neighborhoods, urban infill, and intensified transit oriented mixed-use development, the forecasted population growth and economic development can not be contained within the City of Fresno's planned urban boundary and sphere of influence identified by the 1983 Joint Resolution on Metropolitan Planning and1984 Fresno General Plan (as amended).

The planned urban boundary and sphere of influence designated by the 1984 Fresno General Plan (amended) as depicted by Exhibit 1 encompasses approximately 90,000 acres (140.1 square miles) and provides for a potential 34-percent increase of the city's year 2000 incorporated area of 67,114-acres (104.9 square miles). Excluding the various kinds of transportation rights-of-way, it is estimated that this sphere of influence contains land parcels totaling approximately 75,000 acres in area and provides a population capacity of approximately 671,000 people if developed in accordance with the 1984 Fresno General Plan depicted by Exhibit 3. This potential capacity is substantially less than the Fresno Metropolitan Area's 61 percent (790,000 population) proportional share of the region's projected 1,301,204 population projected for the year 2025.

The insufficient capacity of the 1984 Fresno General Plan to meet the city's proportion of the forecasted population increase and economic development constitutes one of the compelling reasons to reconsider long range planning strategies for the area's future. Accordingly, land use plan changes and development strategies have been devised to accommodate the projected population and economic growth including intensification of related commercial, industrial, and public facility uses.

This strategy continues to focus upon new and innovative strategies to revitalize existing neighborhoods and more efficiently utilize urbanized areas by providing for 86.4 percent (725,000 people) of the forecasted population within the constrained 1984 urban boundary. However, it is also necessary to accommodate approximately 13.6 percent (65,000 people) of the forecasted 479,407 population growth within an additional urban area and sphere of influence of approximately 12,800 acres (20 square miles) (Exhibit 1). Although the population growth and economic development forecasted to occur by the year 2025 can not be accommodated within the 1983 Joint Planning Resolution urban boundary, the 2025 Fresno General Plan strives to apply land use arrangements and development patterns that minimize the extent of urban growth.

The 2025 Fresno General Plan reinforces and expands upon strategies initially introduced with previously considered general plan update alternatives (Fresno 2000 General Plan) to maximize efficient use of land and resources and accommodate new opportunities for industrial development within the adopted urban boundary. It minimizes outward geographic expansion by increasing the intensity and efficiency of urban uses (see Exhibit 4). Agricultural lands and rural or low density uses are not retained in those areas where it is feasible to extend urban facilities and services. The multiple activity centers urban form concept utilizing appropriate clustering of higher intensity or mixed use development and the mid-rise/high-rise corridor intensification concept are also supported by this plan. As a result the plan provides for an increased population density factor approaching 8.7 persons per plan area acre as compared to the approximately 6.2 persons per plan area acre existing within the incorporated city boundaries in the year 2000. With a proposal for strategically focused intensification, the 2025 General Plan can accommodate a population of 790,000. This capacity includes 725,000 people within the 1983 Joint Planning Resolution urban boundary plus an additional 65,000 people within the North and Southeast Growth Areas (see Table 1).

Plan Development Process

The City of Fresno has typically adopted general plan updates at intervals of approximately every ten years including 1964, 1974 and 1984. In 1987 the City adopted a Local Planning and Procedures Ordinance (Article 6, Chapter 12, Fresno Municipal Code) which formalized the preparation of a comprehensive plan update every ten years. Thus, in mid-1992 the city council appointed a 27-member citizens' advisory committee to work with the Development Department staff to set direction for the preparation of plan update. A major consideration was that this plan would have a twenty-year planning horizon during which the Fresno Metropolitan area was projected to grow at an average annual rate of 2.9 percent resulting in a population of 960,000 by the year 2020.

Over a four-year period, the committee held over 100 public meetings and worked to complete its responsibilities. The committee considered numerous planning issues and land use alternatives, and there were six city council workshops to guide the committee on deciding key growth issues. The committee completed its work in March of 1997, and Alternative 10z (subsequently referred to as the 2020 Fresno General Plan) was forwarded to the council for consideration. This plan provided for a moderately reduced 2.5 percent rate of population growth and a population capacity of 920,000. On March 25, 1997, the 2020 Fresno General Plan was presented to the city council for preliminary review prior to commencing public review and hearings. An ad hoc council subcommittee, consisting of Mayor Jim Patterson and Councilmembers Bredefeld, Quintero, and Steitz, was appointed to meet with the City of Clovis and County of Fresno representatives to

determine mutually acceptable general plan growth boundaries and development parameters as provided by the 1983 Joint Resolution on Metropolitan Planning.

Efforts to achieve a consensus among the three governmental entities was hindered by a lack of agreement regarding sphere of influence expansions and by the inability of the jurisdictions to resolve tax sharing issues. When it was concluded that an impasse had been reached, the city council formally initiated the 2020 Fresno General Plan on February 9, 1999, upon the city manager's recommendation to begin the process of public review and preparation of an environmental impact report. However, the growth parameters of this planning effort were again modified on October 4, 1999, when Mayor Patterson and the city council subcommittee specified that urban development would not be planned beyond the city's urban boundary and sphere of influence as identified by the 1983 Joint Planning Resolution. This more constrained plan was titled the Fresno 2000 General Plan.

The Fresno 2000 General Plan presented urban form strategies to accommodate the year 2020 CCFI population forecast of 725,000 with a very long range concept to accommodate an additional 60,000 people within the Blackstone Avenue and Freeway 41 mid-rise/high-rise intensity corridor. These urban form strategies included utilizing all agricultural land within the urban boundary with the exception of the San Joaquin River influence area, increasing the density of the planned residential areas, facilitating infill development, and promoting innovative mixed-use developments with residential components. This proposed plan also relied extensively upon the policies and measures of the citizens advisory committee's draft 2020 Fresno General Plan with revisions to provide clarity and provide additional emphasis upon implementation and regional cooperation.

Following consideration of this plan by the Fresno City Planning Commission, the city council conducted several evenings of public hearings before concluding that additional efforts should be made to resolve urban growth and sphere of influence issues with the County of Fresno and City of Clovis. In addition, the city council identified the following six key issues to be addressed within the general plan. These issues were as follows:

1. Fresno County shall be a part of the negotiations with the City of Fresno and staff was directed to immediately arrange a meeting.

2. In agreements related to approval of Sphere of Influence boundaries or annexation, the county shall treat the cities of Fresno and Clovis with economic equity. Any procedural or processing requirement applicable to the city shall be no more burdensome, restrictive, or less favorable than those of other Fresno County cities.

3. The northwest Clovis Village should not be developed unless appropriate federal and state regulatory agencies determine that there will be no long-term adverse water impacts on the City of Fresno.

4. The city should have land use authority over the extended northeast, southeast, and southwest areas shown on General Plan Alternative 10-Z. This authority does not necessarily assume that these areas will develop with urban uses, but will guarantee that the city has the ability to adequately implement its adopted plans and policies.

5. The county will stop all rural residential lot splits within Fresno and Clovis Spheres of Influence.

6. Consideration should be given to recognizing existing rural and low density residential enclaves on the eastern and western fringes of the existing city urban boundary.

Following the election of a new City of Fresno mayor and three new city council members, intensive negotiations were renewed by designated representatives of the Fresno City Council and Mayor, Clovis City Council and the Fresno County Board of Supervisors. These negotiations addressed the above identified issues as well as agreement on a revised urban boundary and sphere of influence. Based upon these negotiations and further direction provided by the Mayor, the draft 2025 Fresno General Plan and related environmental impact report was initiated by the city council on April 3, 2001, replacing the draft Fresno 2000 General Plan as the preferred plan alternative.

Satisfactory three-party resolution of the planning and tax revenue allocation issues, however, proved to be elusive and several preliminary agreements were not ratified by the respective entities. Therefore, the general plan contains implementation and regional cooperation measures that strive to achieve the necessary consensus regarding the primary land use and resource management issues affecting the quality of life experienced within the metropolitan area and surrounding region. These measures allow for balanced growth including two growth areas to the North (Exhibit 4) and the Southeast (Appendix G) that would accommodate approximately 10,000 and 55,000 people, respectively.

The 2025 General Plan also intensifies strategies focusing upon the revitalization and enhancement of the established urban core. Particular emphasis has been placed upon new strategies to balance growth and development around a reinvigorated traditional downtown. These strategies address thirteen performance measures (contained in the Urban Form Element-Land Use/Infill Development topic) that have been identified for the urban core communities. These performance measures include development of substantial civic or public facilities (regional medical center phase I, downtown stadium), construction of 500,000 square feet of office space (either private or governmental/non-profit), increasing employment by 3,000 employees, addition of new off-street parking for 6,000 vehicles, rehabilitation of 1,000 dwelling units and construction of 1,000 new infill dwelling units (within the centre city area bound by Ashlan, Chestnut, Jensen and West Avenues). In addition, these strategies include implementation of an appropriate development impact fee mechanism that would link development in peripheral growth areas with the provision of comparable facilities and services absent in older sectors of the city (contained in the Urban Form Element-Land Use/Sphere of Influence topic).

Chapter 3: Organization, Use/Relationship and Amendment of the General Plan

Organization of the General Plan

The main body of the general plan document consists of the stated goals and the nine plan elements that implement the goals. Chapter 1 (Purpose and Goals) incorporates the written set of 17 primary goals. These 17 goals provide the guiding principles for the update of the general plan and provide the framework for the plan's objectives and policies.

Chapter 4, Plan Elements, contains the nine general plan elements and the series of objectives and policies which support the 17 goals and carry out the general plan. The general plan land use and circulation maps are graphic illustrations of the written goals, objectives, and policies regarding the city's physical and socio-economic environments during the next 20-plus years.

The history, present and future setting of the development of the city including population projection and various urban form alternatives considered during the general plan process were included in the previously published March 1997 Working Papers for Fresno General Plan and have been updated in the plan environmental impact report.

The environmental impact report (EIR No. 10130) document, which is included as an addendum, contains the draft and final report together with comments and responses, environmental mitigation measures, and the findings required by the California Environmental Quality Act (CEQA) and its implementing guidelines. This report identifies the potential environmental consequences of adopting and implementing the 2025 Fresno General Plan (Exhibit 4) and identifies measures to reduce these environmental impacts when feasible. Also included in the appendices is the West Area Community Plan (Appendix W) goals, objectives, and policies, the "Landscape of Choice - Principles and Strategies" (Appendix A) and the related Ahwahnee Principles (Appendix B). The submitted modifications to the initiated general plan update are included in Appendix C and Appendix D and E are maps illustrating the city's existing redevelopment plan and specific plan boundaries, respectively. Appendix F shows the proposed alternative locations for designated public school sites which have more than one preferred location and Appendix G is a map illustrating conceptual land use and circulation patterns for the proposed Southeast Growth Area. Appendix H is a large-scale representation of several of the existing and developing communities in the counties of Fresno and Madera that are of concern to the Fresno region.

The nine plan elements are summarized in the Table of Contents. Of the seven plan elements required by state law, land use and housing are incorporated in the Urban Form Element; circulation is incorporated into the Public Facilities Element; open space is incorporated into the Open Space/Recreation Element; the Resource Conservation Element is contained as an independent element as are the Noise Element and the Safety Element.

The identified planning issues for each of the nine plan elements include a discussion of the challenges, direction, and relationship of the plan element to the 17 general plan goals. Each plan

element also contains a listing of objectives and policies which are the city's official position on development and resource management. The objectives represent generalized statements of plan issue resolution, describing the desired end results for each issue. As general commitments of the city, the policies provide direction on how to achieve the stated objectives, including when appropriate, projects, programs, regulations and activities to carry out the policies.

Use of and Relationship between the General Plan and Community/Specific Plans

The general plan addresses all nine plan elements on a citywide basis. The city's community (Exhibit 2) and specific plans (Appendix E) are intended to focus on specific elements or areas/communities of the city. It is important that the user of the general plan document understand the relationship of the general plan to the community and specific plans, especially when the question in hand relates to the determination of consistency of a proposed land use for a particular parcel of land with adopted general plan policies.

The city's Local Planning and Procedures Ordinance (Article 6, Chapter 12, Fresno Municipal Code) defines the relationship of the general plan to the adopted community and specific plans by establishing a priority order of plans. The ordinance requires that a decision relating to (1) the consistency of a zone district, density, land use, or land use intensity to a plan designation, or (2) the conformity of the location and nature of a public facility, street, or other component of a plan be governed by the following order of priorities.

1. The provisions of the pertinent specific plan; or,

2. The provisions of the pertinent community plan, in the absence of a specific plan; or,

3. The provisions of the general plan in the absence of a community plan and a specific plan. Where the provisions of an applicable community or specific plan do not cover a particular plan consistency question, the decision or determination of that question shall be governed by applicable provisions of the general plan.

In addition, the Local Planning and Procedures Ordinance, as well as the provisions of the city's Zoning Ordinance, mandate that all development proposals be consistent with the general plan (see Table 2). Therefore, based on the above-noted priority of plans, the plan user with questions regarding proposed development projects will have to refer to applicable policies of the appropriate community and/or specific plan as well as the general plan.

It is also noted that several major modifications and amendments to the general plan have been adopted by the city council since adoption of the 1984 Fresno General Plan. Major amendments include defining of the mid-rise/high-rise corridor policies, refining the Air Quality Element with the air quality improvement program, defining the mineral resource conservation and recovery policies, and adoption of a policy requiring sidewalk and park strip installation on residential streets within subdivisions. Newly adopted plan elements include the Master Parks Plan and a Master Multi-Purpose Trails Manual. The goals, objectives, and policies of these amendments and modifications have been incorporated, where appropriate, into the 2025 General Plan.

Since the adoption of the 1984 Fresno General Plan, the City Council has adopted several community and specific plans. These plans include the Bullard Community Plan (1988), Woodward Park Community Plan (1989), Central Area Community Plan (1989), Roosevelt Community Plan (1992), Fresno Air Terminal/Yosemite International Environs Area Specific Plan (1987 amended 1997), Yosemite School Area Specific Plan (1988), Tower District Specific Plan (1990), Highway City Neighborhood Specific Plan (1995), Fulton/Lowell Specific Plan (1996), and Fresno-Chandler Downtown Airport Master and Environs Specific Plan (1999). Unless they are specifically amended at the time of adoption of the 2025 General Plan, the provisions of these plans will remain in effect for the properties within their respective plan boundaries as the Local Planning and Procedures Ordinance provides that a community or specific plan is not automatically amended upon the adoption of a general plan.

In order to maintain internal consistency between the community and specific plan documents and the general plan document, the appropriate provisions of the community and specific plans have been incorporated into the 2025 General Plan map and text. Also, Appendix W contains the objectives and policies for implementation of the West Area Community Plan upon adoption of the 2025 Fresno General Plan.

How to Amend the General Plan

As discussed above, all proposed development projects and land uses, either public or private, must be found to be consistent with the general plan policies (and applicable community or specific plans) in order to be approved by the city. If a proposed project or land use is found to be inconsistent, then the general plan must be amended or the proposal will be denied. Any citizen or organization may apply to amend the text and/or maps of the general plan document and related community plan or specific plan documents. The city council, planning commission, or the director of the Development Department may also initiate amendments to the general plan. The amendment process is detailed in the Local Planning and Procedures Ordinance.

Plan amendment requests are reviewed in public hearings by both the planning commission and the city council. The public hearings are advertised in local newspapers and mail notices are also provided to individual property owners within prescribed distances of the subject property. At the conclusion of the city council hearing, the council is required to take final action to adopt, reject, or modify the proposed amendment to the general plan. In addition, the Local Planning and Procedures Ordinance requires that a plan amendment request denied by the council not be reinitiated by the applicant or the director of the Development Department during a period of one year from the date of the denial of the previously requested amendment.

The 2025 Fresno General Plan is not intended to be a static document, especially in light of its approximately 20-year planning time frame. The general plan also cannot identify and resolve all of the planning issues that may surface during the next two decades. The plan document, therefore, must be continually monitored and amended when necessary to address the changing needs and desires of the community. In fact, the Local Planning and Procedures Ordinance mandates that the general plan, in its entirety, be reviewed, updated, and amended as necessary at intervals of not more than ten years. However, a policy of the Implementation Element of this update will require update of the general plan at intervals of no longer than five years.

Chapter 4: Plan Elements

A. IMPLEMENTATION ELEMENT

Challenges

The general plan is the policy guide for city development and renewal. If the interlinked set of goals, objectives, and policies are to work effectively, there must be a system for the plan's orderly administration and maintenance. The approach to establishing this system of management is strongly influenced by local resources, the quality of decision making, and legal requirements. Properly managed, the general plan can serve as an effective and manageable policy document for many years after its adoption.

Direction

Implementation of the general plan is the responsibility of the city. Such powers rest with the city's charge to protect the public health, safety, and general welfare of its citizens and are regulatory in nature. Examples include zoning and subdivision regulations, park and school dedications, housing and building regulations, code enforcement, environmental review, and design review.

The Zoning Ordinance and its related maps are specific statements of current land use regulations. Zoning is one of the most important tools for implementing the land use policies in the general plan. It operates as a staging mechanism, gradually moving from current land use patterns to those envisioned in the general plan. Other important implementing tools at the city's disposal include the use of community, specific, and special issue plans. For example, community plans further refine the broad general plan goals and policies for use at the community level through specific land use policy and implementation programs.

The general plan is also administered through the city's budgetary process. City departments assigned with implementing the general plan propose work programs and budget requests designed to meet plan objectives. The city's Capital Improvements Program (CIP) is another valuable tool for administering the plan. The CIP establishes the city's priorities for capital expenditures while being consistent with the plan.

The city's general plan implementation program consists of four major components: establishing an implementation program; submitting an annual status report; comprehensively updating the zoning ordinance; and preparing periodic comprehensive plan updates as necessary.

Implementation Program: The general plan contains many policies and proposals which provide new direction for the city and will require that the council establish priorities, staffing, and funding commitments in order to implement. This is especially important as related to preparation of community and/or specific plans for the Southeast Growth Area (Appendix G) and for revitalization and enhancement of the established urban core communities.

Annual Status Report: The city staff will prepare an annual status report on the general plan. At that time, plan policies are reviewed and offered for amendment if appropriate. Implementation activities are closely reviewed and recommended for revision if necessary. The report is an instrument for identifying needed planning studies and summarizing amendment activity.

Zoning Ordinance Update: Because the zoning ordinance is the primary tool for implementation of the general plan, its update is closely tied to the Implementation Program adopted by the city council. Many of the policies in the plan (mixed use, land use intensity, principles of the "Landscape of Choice") will require corresponding implementing districts in the zoning ordinance.

General Plan Update: More frequent updates of the general plan will allow the council and staff to adequately plan for and reflect local, state, and national trends in land use, the economy, and the environment. Update of the general plan will be closely tied to results of the annual status report regarding progress of implementation programs and plan amendment activity.

Relationship to General Plan Goals

Policies of the Implementation Element support all of the goals of the general plan. As the implementation program is adopted and annual status reports prepared, the city will be able to monitor its progress in attaining goals of the plan. Changes and new direction can then be made either in individual amendments or in the periodic comprehensive updates of the plan.

A-1. OBJECTIVE: On an ongoing basis, monitor and maintain the effectiveness of the general plan with respect to city conditions and priorities.

A-1-a. Policy: Within 90 days of the adoption of the 2025 Fresno General Plan, the mayor and city council shall jointly convene to develop a general plan implementation program. The program must be approved by the mayor and city council within 180 days of adoption of the general plan and consist of a prioritization of plan objectives and accompanying implementation measures, and a procedure to annually review, incorporate, and allocate the priority implementation measures into the city's budget.

A-1-b. Policy: The mayor will annually make a "Status of the General Plan Report" to the city council. The report will contain a performance evaluation of the plan and an implementation progress report. It should recommend any needed objective and policy refinements that need to be initiated by the city council.

A-1-c. Policy: Comprehensively update the general plan every five years.

A-1-d. Policy: Give high priority to the implementation of the initiatives and action strategies of the "Vision 2010 for Downtown Fresno" project as endorsed by the Redevelopment Agency and City Council in March 2002.

A-1-e. Policy: Give high priority to the immediate comprehensive updating of the city's Zoning Ordinance to implement the objectives of the general plan. The update shall provide for an expedited administrative procedure for rezonings consistent with adopted plans.

A-1-f. Policy: Give high priority to preparation of community plan and/or specific plan documents for the proposed Southeast Growth Area (conceptually shown in Appendix G) and for established urban core communities including the centre city, Central Plan Area and traditional downtown.

A-1-g. Policy: Give appropriate priority to the study and specific delineation of intensity corridors and activity centers as conceptually shown on the Urban Form Components Map (Exhibit 6).

A-1-h. Policy: Establish an integrated land use and transportation implementation program that utilizes the intensity corridors and activity centers as conceptually shown on the Urban Form Components Map that will be linked by a public transportation system (including pursuit of fixed guideway systems such as a monorail or people mover) with the highest frequency and level of service economically and technologically feasible within the 20-plus year planning horizon of this plan (see Exhibits 6 and 8).

B. REGIONAL COOPERATION ELEMENT

Challenges

The City of Fresno is one of several jurisdictions with planning and land use authority located in the greater Fresno metropolitan area. The city is located in Fresno County which is bounded to the north by Madera County. The City of Clovis is immediately adjacent to Fresno's northeastern boundaries. Other cities which could be affected include Madera to the north and Sanger to the southeast.

Regional cooperation is a complex issue, especially in regions such as the Central San Joaquin Valley where rapid population growth has diminished the role of local control and self-determination. The Fresno metropolitan area is a dynamic, growing urban area and growth issues do not respect jurisdictional boundaries. Major regional issues relevant to the Fresno metropolitan area include land use planning, transportation/circulation, air quality, loss of prime agricultural land, and public services. This Regional Cooperation Element identifies broad objectives and policies for regional coordination.

The City of Fresno will encourage, participate in and promote cooperation in land use planning, transportation, urban services, and environmental issues among all local jurisdictions. It is the city's position, however, that this effort will only succeed if all neighboring governments make the same commitment to regional cooperation.

Direction

Neighboring counties and cities, such as Fresno and Madera Counties and the Cities of Clovis and Sanger, can be adversely impacted by land use and planning decisions made by the City of Fresno. These jurisdictions can also impact Fresno and adjacent jurisdictions through their own land use and planning decisions. Projects of regional significance (see Appendix H)need to be coordinated with appropriate agencies during the planning, approval and implementation stages. This collaborative effort will assist in land use compatibility and public service provision throughout the larger metropolitan area.

There are many agencies involved in regional issues which have land use and planning responsibilities. These include:

1. **Fresno County.** Fresno County provides a wide range of public services to city residents such as medical services, social services, health services, the judicial system, and property tax collection. In addition, the Sheriffs' Department provides law enforcement to unincorporated areas. It is imperative that the county continue to receive sufficient revenues to provide these services to all county residents.

The county's cooperation in land use planning and zoning is critical in establishing adequate spheres of influence and in maintaining the integrity of the city's general plan, particularly in fringe areas. Two primary documents formalize cooperation between the city and county in matters of land use planning and revenue sharing.

Memorandum of Understanding (MOU). The MOU between Fresno County, the City of Fresno, and the City Redevelopment Agency was established in February 1991. The MOU is used as a coordination guide when land is annexed and development occurs within one-half mile of the city limits or in the city's sphere of influence. As land is annexed, property and sales taxes are allotted proportionally between the City of Fresno and Fresno County. A primary goal contained in the MOU is the coordination among jurisdictions on land use matters and policy changes that impact growth or public services in the city's sphere of influence.

Joint Planning Resolution. In 1983, the City of Fresno, the City of Clovis, and Fresno County agreed on a Joint Planning Resolution which became part of the city's 1984 General Plan and is incorporated in the 1991 MOU. The Joint Planning Resolution states the two cities and the county will work cooperatively on issues regarding urban growth and development and encourages regional coordination in general plan updates, establishment of spheres of influence, policy formulation, provision of urban services, and urban unification.

2. **The Fresno Local Agency Formation Commission (LAFCO).** The commission is responsible for review and approval of proposals for annexation, district formation, city incorporation and sphere of influence amendments. LAFCO policies encourage the orderly formation and development of agencies; consistency with spheres of influence; orderly urban development, the preservation of significant open space resources; and the conservation of prime agricultural lands and open space areas.

3. **Madera County.** Madera County has approved several land use plans which will have a direct impact and influence on metropolitan area growth. These include the Madera County General Plan, the Gunner Ranch-West Area Plan and the Rio Mesa Area Plan. These projects represent a direct extension of northerly growth in the Fresno metropolitan area and will affect region-wide transportation, land use, and resource use.

4. **The Council of Fresno County Governments (COFCG).** The major role of the COFCG is to foster intergovernmental coordination, undertake comprehensive regional planning with an emphasis on transportation, provide for citizen involvement in the planning process and provide technical service to its members. The COFCG is responsible for regional transportation planning for the Fresno County area.

5. **Special Districts.** A wide range of special districts provide services to the plan area including utility, school, irrigation, fire protection, and other special use districts.

Fresno Metropolitan Flood Control District (FMFCD). FMFCD provides comprehensive storm water management and related services through a quasi-joint powers relationship among the cities of Fresno and Clovis and Fresno County. District programs include the local storm water drainage system; flood control on small streams; the rural streams program to preserve, restore and maintain stream channels; the storm water quality management program; water conservation which maximizes recharge of the area's surface water; and recreational areas provided on district facilities through coordination with local government agencies.

San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD is the regional agency responsible for the San Joaquin Valley Air Basin which covers the counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and western Kern. The SJVAPCD prepares and updates the *Air Quality Attainment Plan* which attempts to bring the air basin into compliance with California Ambient Air Quality Standards. The *Air Quality Attainment Plan* is a guide for development based on air quality regulations which identifies policies and programs that should be considered by local government in land use decisions.

The Fresno Irrigation District (FID). FID has a cooperative agreement to deliver water to the City of Fresno and surrounding areas, specifically for groundwater recharge purposes.

School Districts. Seven school districts serve the plan area including Fresno Unified, Clovis Unified, Central Unified, Sanger Unified, Fowler Unified, West Fresno, and Washington Union High School Districts. The city coordinates land use plans with these districts to assist in school site location and cooperates with the districts to ensure that school fees are collected prior to the issuance of building permits. School site location must conform with local land use plans and zoning.

Relationship to General Plan Goals

The Regional Cooperation Element formulates a number of objectives, policies, and implementation actions to strengthen the city's role in regional planning and coordination. It promotes many of the community goals established by the general plan, and has particular relevance to the following:

Goal 2. Pursue coordinated regional planning with Fresno and Madera Counties and the City of Clovis.

Goal 4. Promote a partnership among citizens, industry, and government which fosters well-planned and efficiently processed development.

Goal 6. Coordinate land uses and circulation systems to promote a viable and integrated multi-modal transportation network.

Goal 11. Protect, preserve, and enhance significant biological, archaeological, and paleontological resources and critical natural resources, including, but not limited to, air, water, agricultural soils, minerals, plants, and wildlife resources.

Goal 16. Work cooperatively with the local agricultural industry to conserve prime farmland and respect its importance as Fresno County's base economic resource.

Goal 17. Encourage fiscal and local agency planning policies that will assist in the annexation of unincorporated county islands within the City of Fresno sphere of influence.

B-1. OBJECTIVE: Encourage and promote regional cooperation and coordination on land use and planning issues among local jurisdictions.

B-1-a. Policy: Pursue a coordinated Regional Land Use and Transportation Planning Program with the City of Clovis, Fresno and Madera Counties, and other cities which:

- identifies areas suitable for development.
- directs urban development to incorporated cities.
- proposes programs to meet federal, state and local air quality requirements.
- identifies future regional facilities and services, including transportation corridors, water, and sewerage.
- applies public service impact fees equitably and uniformly throughout the metropolitan region.
- conserves agricultural land and prevents its premature conversion including requirements for an economic assessment, phasing plan, and criteria to prevent leapfrog development.
- opposes the creation of new rural residential lots within the identified sphere of influence of the city.

B-1-b. Policy: Encourage, coordinate, and promote regular joint meetings among decision making bodies, including planning commissions, city councils, and boards of supervisors from affected agencies.

B-1-c. Policy: Discourage the premature conversion of producing agricultural lands to urban purposes. Steps to reduce such conversion include phased growth, programmed extension of urban services, and use of Williamson Act contracts where urbanization is not anticipated within the next 10-year period.

B-1-d. Policy: Oppose development by neighboring jurisdictions which compromises the integrity and implementation of the 2025 Fresno General Plan.

B-1-e. Policy: Continue to support the 1983 Joint Planning Resolution with the City of Clovis and Fresno County. This effort will include updating the existing resolution as necessary.

B-1-f. Policy: In cooperation with Fresno County and the City of Clovis, adopt a sphere of influence which includes all territory in which the city has a legitimate interest in future development, especially as related to the proposed expansions of the 2025 Fresno General Plan into the North and Southeast Growth Areas (Exhibit 1).

B-1-g. Policy: Support and revise, as necessary, the existing 1991 Memorandum of Understanding (MOU) between the City of Fresno, Fresno County, and the City of Fresno Redevelopment Agency (as amended).

B-1-h. Policy: Seek amendment of the MOU to require city review and approval of any county development entitlements (including site plan review, parcel map, and director review and approval applications) proposed within the city's sphere of influence.

B-1-i. Policy: Continue to participate in and influence policies of the Local Agency Formation Commission (LAFCO).

B-1-j. Policy: Pursue permanent appointment of a voting City of Fresno representative to the Fresno LAFCO governing board.

B-1-k. Policy: In cooperation with the Fresno LAFCO, adopt and maintain a sphere of influence consistent with the city's general plan, state annexation laws, and LAFCO policy.

B-1-l. Policy: In conjunction with the Counties of Madera and Fresno, the State of California, the federal government, and other interested agencies, support the San Joaquin River Parkway Plan as adopted by the San Joaquin River Conservancy.

B-2. OBJECTIVE: Encourage coordination with adjacent jurisdictions in providing public services infrastructure capacities and cooperative economic development.

B-2-a. Policy: Cooperate with Fresno County, Madera County, the City of Clovis and other cities and special districts to:

- optimize resource management (water, air, agricultural land, etc.).
- develop a regional justice system program to meet future needs of the justice system, both adult and juvenile, including the courts, probation, and sheriff.
- develop a regional public health program to meet future needs including community, environmental and mental health services.
- develop a regional program to meet future library, recreational and social service needs.
- develop a multi-jurisdictional impact analysis and financial plan to ensure that significant changes in the level of services provided by one agency does not adversely impact another local agency.

B-2-b. Policy: Cooperate with Fresno County, Madera County, the City of Clovis, other cities and special districts to develop a regional approach to economic development which:

- achieves jobs/housing balance where the number of job opportunities match the availability and cost of housing.
- identifies regional economic development programs designed to create jobs and provide cost-effective incentives to assist business development of regional significance.
- promotes an agricultural-industrial synergy that will enable all agricultural products to be fully prepared and processed locally.

B-2-c. Policy: Eliminate duplication and promote cost-efficiency in the provision of public services by annexation of unincorporated county islands within the City of Fresno Sphere of Influence.

B-3. OBJECTIVE: Support the policies and programs adopted by the special districts within the Fresno metropolitan area which are consistent with the Fresno General Plan goals and objectives.

B-3-a. Policy: Coordinate planning and development project reviews with relevant agencies or special districts to ensure consistency with Fresno General Plan policies and programs.

C. URBAN FORM ELEMENT

Challenges

The proposed 2025 Fresno General Plan continues the goal of its unadopted predecessor, the Fresno 2000 General Plan, to accommodate a population of 725,000 people within the city's existing urban boundary established by the 1983 Joint Planning Resolution and the 1984 Fresno General Plan.

However, two growth areas are proposed to the north and southeast of the presently adopted planned urban boundary to accommodate the additional 65,000 people projected through the year 2025. However, development within the proposed North Growth Area (10,000 population holding capacity) and Southeast Growth Area (55,000 population growth capacity) would be subject to compliance with numerous planning and urban development management measures established by the proposed 2025 Fresno General Plan (see Exhibit 1).

The 2025 Fresno General Plan continues to pursue the vision of the proposed Fresno 2000 General Plan to maximize the efficient use of land and resources through enhanced residential development together with expanded employment and economic opportunity within the established communities of the metropolitan area. The guiding plan concept of increasing the metropolitan area's overall population density presented by the draft 2000 Plan (8.7 persons per acre) will be reinforced by the 2025 Plan, even though moderate opportunity for expansion of the Fresno urban boundary would be provided to the north and southeast. Additionally, the 2025 Plan responds to earlier concerns expressed by the planning commission and city council that consideration be given to reducing the intensity of planned urban development within the westernmost and easternmost fringes of the metropolitan area. Although the 2025 Plan responds to these concerns, it also more emphatically supports the strategy of establishing additional population capacity with enhanced quality of life features within the centralmost portions of the metropolitan area. It is estimated that this strategy will redistribute a project population of approximately 10,000 people from the westernmost and easternmost fringes to the central portions of the metropolitan area.

Revitalization and enhancement of the established urban core will continue to be the major focal point of the plan's vision. This vision will be supported by a strategy to balance the metropolitan area around the city's central area and traditional downtown, and establishment of a linkage fee that will require development projects on the urban fringe to participate in physical enhancements of the core communities which benefit the entire metropolitan area. The multiple activity centers urban form concept, utilizing appropriate clustering of higher intensity or mixed-use development and the mid-rise/high-rise corridor intensification concept, are also supported by this plan.

Central to the Urban Form Element are the principles and strategies embodied within the "Landscape of Choice," (Appendix A) a policy document prepared by the Fresno Growth Alternatives Alliance and endorsed by the city council. The guiding principles of the "Landscape of Choice" encourage efficient use of urban land while providing a broad range of housing types and densities; create a framework for the future that is transit-based rather than automobile oriented; and protect productive farmland in a way that achieves meaningful policy.

Direction

1. **Land Use/Sphere of Influence.** The sphere of influence (SOI) is established by the Local Agency Formation Commission (LAFCO) following consultation with and joint approval by Fresno County and the City of Clovis. The SOI is generally recognized as the 20-year urban growth boundary for the community, is the primary tool to regulate ultimate growth and growth direction, and provides the basis for public facility planning. Fresno's current SOI was established following adoption of the 1984 General Plan (see Exhibit 1). To accommodate projected population growth, a moderate expansion of the SOI is proposed to the north and southeast (approximately 20 square miles). However, additional population growth will necessarily occur within the following nine

community plan areas: Central Area Community; Edison Community; Roosevelt Community; McLane Community; Fresno-High Roeding Community; Hoover Community; Woodward Park Community; Bullard Community; and the West Area Community (see Exhibit 2). The character and quality of life must be maintained within each community plan area in keeping with overall general plan goals and direction.

2. **Land Use/Intensity Corridors.** A significant component of the general plan urban form concept is a mid-rise/high-rise corridor along Freeway 41. This corridor concept reinforces and expands the mid-rise/high- rise building strategy of the 1984 General Plan by promoting a highly urbanized and more cosmopolitan alternative living environment. It is anticipated that intensified multiple-story mixed-use development in the corridor will accommodate a population of 60,000 people within the coming decades. The nine-mile long Freeway 41 mid-rise/high-rise corridor is anchored by the traditional Central Business District on the south and the Riverpark Business Center on the north. High-rise buildings, defined as structures exceeding 10 stories or 150 feet in height, are limited to the Central Business District. Mid-rise buildings, which may range from five to ten stories but not exceed 150 feet in height, are permitted within the entire corridor (see Exhibit 6).

A design concept with potential to implement the mid-rise/high-rise corridor is the pedestrian pocket, defined as a balanced, mixed-use area within a five minute walking radius of a transit station. The pedestrian pocket houses approximately 5,000 people with jobs for 3,000 on no more than 100 acres. Mathematically, approximately 10 to 12 pedestrian pockets would be needed along the Freeway 41 corridor to accommodate the target population of 60,000. Land uses within this 100-acre district include housing, retail, offices, day care, and open space/ recreation. Up to 2,000 units of housing and one million square feet of office space can be accommodated using typical residential densities and four-story office configurations. Housing types are of moderately high density such as three story walk-up apartments and two story townhouses. If justified, taller residential and commercial buildings could be built at subsequent stages of development.

Initially, pedestrian pockets can be developed with Fresno Area Express as the only mass transit support. As clusters mature, other transit options, including light rail, can be explored. The development of this land-use pattern is not dependent on expensive unproven transportation modes. The system is designed to support many modes. This smaller scale makes it possible to phase in high technology transportation as it becomes available and affordable in the 21st century.

3. **Land Use/Activity Centers**. The 1984 General Plan was based on the concept of multiple community centers located strategically in the metropolitan area. The community center provides commercial uses, employment centers, higher density residential development, and a complete range of supporting social and cultural facilities to the surrounding urban area. The designated community centers also provide pedestrian and transit linkages and become a focal point for community activities (see Exhibit 6). The 2025 General Plan retains the multiple centers and supports their continued development and maturity, reinforced by other planning concepts such as mixed use and intensification.

4. **Land Use/Centre City**. The health of the Centre City is important to the Fresno metropolitan area due to the functions which it performs for the community and the long-range investment which it represents. The City Council, upon initiation of this 2025 General Plan update on April 3, 2001, proposed a policy that would define the Centre City as the area bounded by

Ashlan, Chestnut, Jensen and West/Freeway 99. This includes the Central Area Community Plan as well as the city's traditional downtown. As a city's older areas continue to age, the conservation and revitalization of older existing areas becomes more and more important in maintaining a healthy, safe environment, and avoiding the stagnation and eventual decay of many older cities. This requires an efficient and effective revitalization program with strategies to ensure the protection and rejuvenation of the downtown.

Elements of a revitalization strategy include policy and direction for the long-term; an effective geographic base which encompasses the extent of related land use types and neighborhood problem areas; a flexible program with both sound base resources for long-term economic development and innovative financing capabilities for short-term impact; and a comprehensive implementation process with a full range of activities such as marketing, land assembly, site preparation and disposition, rehabilitation and construction incentives, as well as participation by property owners and citizens. The implementation approach seeks a balance between new construction, rehabilitation, historic preservation. and owner participation. It places emphasis on protecting key investments and attracting compatible uses with mutually reinforcing market functions.

5. **Land Use/Mixed Uses.** Members of the community have stressed their interest in mixing residential uses with commercial and office uses. Policies were placed in the 1984 General Plan, the Central Area Community Plan, and the Tower District Specific Plan to facilitate this mixing. In spite of this expressed interest, very few real projects have proceeded. The process, including implementing codes, needs refinement in order to make the mixed use development process simple and straightforward enough for the typical developer to use.

6. **Land Use/Residential**. For most Fresno residents, daily focus is at the neighborhood level that includes safe, well-maintained, well-designed neighborhoods and affordable housing. This is true both for those who live in established neighborhoods and for those who seek a new home. City government has major responsibility for planning land use and setting development standards that allow Fresnans to attain these objectives.

Residential land use is the most dominant land use in the metropolitan area, accounting for 33 percent of all land area within the Fresno sphere of influence. It is the place where houses are built, neighborhoods are formed, and people live. Over thirty thousand acres has been developed for residential neighborhoods of varying densities. The residential component of the Urban Form Element stipulates how declining residential neighborhoods can be stabilized, preserved, and rebuilt; how developing neighborhoods and other land uses can be compatible and supportive to one another, and how undeveloped land should be set aside to accommodate future housing needs.

The quality of life in a community is closely tied to the quality of its neighborhoods in both established and developing areas. The importance of housing and neighborhood quality is illustrated by the large number of general plan goals that in some way relate to it.

7. **Land Use/Commercial.** The quality of life in the city depends not only on having affordable housing and nice neighborhoods in which to live, it requires commercial developments for the provision of goods and services and for employment opportunities. Commercial uses should be strategically located such that they are easily accessible and most convenient to the population they serve. Also, these developments must avoid adverse effects on nearby residential areas.

Commercial land use accounts for 3.9 percent or 3,521 acres of the 90,400 acres of land within the existing Fresno sphere of influence. The commercial land use topic discusses how land use should be allocated to provide goods and services in the most efficient and effective manner. The location of various types of commercial uses will also determine trip distribution, traffic volumes, street congestion levels, and resultant air quality. The commercial land use allocation and development policy, when implemented in concert with other plan elements, will realize many general plan goals.

8. **Land Use/Industrial.** Within the existing general plan area, there are approximately 5,600 acres of developed industrial land and an additional 6,700 acres of vacant land designated for industrial uses. Industrial uses represent an important part of a community's economic base. The majority of goods produced by industrial firms are exported out of the community, bringing outside income which creates a multiplier effect in the local economy. To develop and sustain an economically viable community, the industrial sector must be provided with a healthy environment conducive to economic growth.

To be consistent with general plan goals, industrial areas must be accessible to a convenient transportation network available for shipment of raw materials and manufactured products. Industrial firms must be located on suitable sites which enhance their competitive position and allow further expansion. Finally, industrial firms should not create adverse effects on neighboring uses.

One problem which has become apparent is the use of the "C-M" zone district (Commercial and Light Manufacturing) in planned industrial areas for wholesale and retail commercial uses. The "C-M" district provides for retail and wholesale sales, light manufacturing and warehousing, distributing and storage. The district also provides a close relationship between warehousing distribution and retail sales. The "C-M" district is more flexible in both the range of commercial, industrial and service uses allowed and the standards for development than any of the city's other commercial zone districts.

As exemplified by development on W. Shaw Avenue near Freeway 99, the "C-M" district has become a strong competitor to the city's "C-3," Regional Shopping Center District, and "C-6," Heavy Commercial District. It is a district in which big-box retail uses can develop without meeting standards for unified design, parking lot shading, or master sign control beyond their individual project. Buildings can be built up to 75 feet in height with little or no architectural design control. It is important that permitted uses and development standards in the "C-M" district be reviewed and strengthened.

9. **Land Use/Public Facilities and Institutions.** Public, quasi-public and private institutional uses may include governmental administration or service centers, medical or convalescent hospitals, religious organizations, fraternal or service clubs, large day care centers, libraries, and other types of public or private uses that serve the public. These facilities may also include schools which are more specifically addressed in the Public Facilities Element.

Although the Central Area is the appropriate location for most major governmental facilities, several large facilities have been located in more suburban settings. Throughout the city, large institutional uses are located close to residential neighborhoods where they contribute to positive community identity but also generate objectionable impacts on surrounding neighborhoods. Such uses include

the Internal Revenue Service Data Processing Center, California State University Fresno, and the Fresno Fairgrounds.

In the past, planning guidelines and zoning ordinance provisions have been quite permissive in allowing public and private institutional uses in many areas of the community. However, these facilities have the potential to generate significant levels of noise, traffic, air pollution, and other neighborhood nuisances. Local and major street systems have been modified, neighborhood circulation systems disrupted, and residential areas disturbed as a direct result of the lack of long-term planning for these institutional uses. As a result of real and potential conflicts between institutional uses and surrounding land uses, institutional uses have been more specifically addressed by the general plan update.

10. Land Use/Infill Development. Revitalization and reuse of bypassed, abandoned and/or vacant parcels of land in the established communities and neighborhoods of Fresno has been of continuing concern as related to the overall vitality and health of the entire city. It is widely recognized by the business community, elected officials and citizens of this city that a vibrant urban core is essential to the continued social and economic success of a large city such as Fresno. A key component to a healthy urban core is a solid, thriving housing component. To this end, in September, 1999, the Center City Development Committee was organized as a joint partnership between government organizations and private businesses in order to research and provide recommendations on infill housing in the inner city area of Fresno. The targeted inner city area (Center City) to be reviewed by the committee included the area bounded by Chestnut Avenue on the east, Dakota Avenue on the north, California Avenue on the south and West Avenue/Freeway 99 on the west.

The mission of the committee was to identify opportunities in the targeted area, including areas needing home rehabilitation, revitalizing underutilized property, identifying single lots, and potential areas for a variety of residential developments and appropriate schools, parks, and services. The Committee was also to identify areas that need infrastructure improvement. Identifying interested participants and assisting them in finding public and private financing for these developments and identifying services and amenities that can be added or expanded to increase the desirability of the inner city area was also pursued. The Committee was also to monitor at least one inner city project and prepare a written report to the Mayor, City Council and other interested groups of the Committee's findings.

The committee's report, presented to the City Council on April 25, 2000, concluded that the City of Fresno is at a turning point in its growth and development. Most important, there must be strong investment in the redevelopment of those parts of Fresno that are aging and deteriorating. New markets for housing and commerce must be created in the Center City in order to continue and enhance downtown.

Both public and private agencies and resources should be concentrated in order to rehabilitate and construct housing along with programs to encourage better education, higher incomes and homeownership. Partnerships among financial institutions, businesses, developers, schools, churches, agencies, police, government and especially neighborhood people and their institutions must be strengthened. Through these partnerships, investment can be made in the people and institutions of Center City neighborhoods so that many people are vying to live and work there.

There is a major role for the Redevelopment Agency. The assets that belong to these neighborhoods are not merely material (the fine old homes, school buildings, parks and location) or financial (income and the value of homes), but also social and political. Each of these capitals must be expanded to revitalize the Center City of Fresno, including its downtown, so that Fresno can reach its destiny as the capitol of the San Joaquin Valley.

11. Image/Gateways and Streetscapes. Many major streets and highways provide entry into the metropolitan area. Particular focal points along these streets give visitors their first impression of Fresno. It is important that certain thematic design measures be applied to these gateways to enhance the image of the Fresno metropolitan area. An example of an unenhanced Fresno entryway exists near the Southern Pacific Railroad Track and Shaw Avenue.

Streetscape is the image of the city along a given street. This image is composed of an array of objects and elements visible to the public, from tall buildings, monuments, and landmarks to trees, shrubbery, traffic signs, signals, and street furniture. The change in streetscape from community to community helps to define the character and the identity of each community, and create a sense of place.

12. Image/Site and Building Design. Urban design has not been a major planning consideration in the past although a number of planning studies, including the Civic Center Master Plan and the Gruen Conceptual Plan, attempted to balance pedestrian and vehicular needs and to provide a continuity of architecture in the downtown. In the simplest terms, urban design involves the careful placement of structures, objects, streets and highways, open spaces, parks, plazas, as well as landscaping to create landmarks (nodes), neighborhoods and areas of special interests (Central Business District; industrial, office, education and employment centers; and Civic Center), and the treatment of linkages (major streets, roads, and highways; gateways, beltways, and pedestrian malls).

Typically, the first visual impression one experiences of the urban area is the building skyline appearance of its mid- to high-rise buildings and the various images that this collective building mass conveys to viewers, especially freeway motorists. The overall building mass can convey either a strong sense of visual order and economic strength or an image of urban neglect, disorder, and economic decay.

Commercial development plays an important role in shaping neighborhood life and is a key issue in urban design. A most noticeable problem is imbalance in the distribution of commercial development among existing communities. While there is an abundance of commercial uses on the developing fringe, older communities are left with little shopping opportunity. This distribution of commercial facilities results in problems not only for communities like Edison and Roosevelt, it creates problems for outlying communities.

Citizens from all over the metropolitan area travel to the northern communities to shop and work. Congestion, noise, and air pollution along heavily traveled commercial corridors results, as well as visual pollution and incompatible interface with residential neighborhoods.

The city has attempted to correct this problem by encouraging more commercial development in the southeast and southwest in the inner city. However, the development pattern in Fresno is market

driven and the city is often limited in influencing market trends. Another design issue relating to commercial facilities is visual image. Most newer shopping centers are designed for automobiles with little regard to the pedestrian. Huge box-like commercial buildings with no display windows are separated from the sidewalk and the pedestrian by a large parking lot. The architectural design of the building is often plain, uninteresting, and utilitarian.

Metal Building Standards. As the placement of metal buildings has become more and more common within the city, the need for design criteria to govern their scale, form and texture has also become more apparent. Although these buildings have most often been placed in industrial areas, it is noted that general plan objectives and policies apply not only to metal buildings placed in such areas but also to those placed in commercial areas and residential neighborhoods as well.

13. Image/Community Maintenance and Beautification. Older neighborhoods in the community often suffer from blight and deterioration, including substandard housing conditions, litter, and graffiti. Neighborhood deterioration is caused by a combination of factors including age, lack of investment, absentee ownership, crime and gang activity, code enforcement issues, and the need for public infrastructure. A comprehensive maintenance and beautification policy would combine proactive housing and zoning code enforcement and neighborhood clean-up programs with incentives for improvement and investment.

Relationship to General Plan Goals

The Urban Form Element formulates a number of objectives, policies, and implementation actions to strengthen the city's urban form and design. It promotes many of the community goals established by the general plan and has particular relevance to the following:

Goal 1. Enhance the quality of life for the citizens of Fresno and plan for the projected population within the moderately expanded Fresno urban boundary in a manner which will respect physical, environmental, fiscal, economic, and social issues.

Goal 3. Preserve and revitalize neighborhoods, the downtown, and historical resources.

Goal 5. Support the Growth Alternatives Alliance "Landscape of Choice-Principles and Strategies" as based upon the Ahwahnee Group Principles.

Goal 6. Coordinate land uses and circulation systems to promote a viable and integrated multi-modal transportation network.

Goal 8. Provide opportunity for a variety of affordable housing throughout the Metropolitan Area.

Goal 9. Provide activity centers and intensity corridors within plan areas to create a mix of land uses and amenities to foster community identity and reduce travel.

Goal 12. Develop urban design strategies to improve Fresno's visual image and enhance its form and function.

Goal 17. Encourage fiscal and local agency planning policies that will assist in the annexation of unincorporated county islands within the City of Fresno sphere of influence.

Land Use/Sphere of Influence

C-1. OBJECTIVE: Establish a comprehensive planning strategy to achieve the efficient and equitable use of resources; to provide for the optimum level of public facilities and services; and to realize an attractive and desirable living environment within the City of Fresno's moderately expanded sphere of influence and planned urban boundary.

C-1-a. Policy: Support and pursue all reasonable efforts to include within the City of Fresno's incorporated boundaries the entire area contained within its present urban boundary and ultimately within the expanded urban boundary.

- Advocate appropriate Local Agency Formation Commission (LAFCO) policy changes and state legislative measures to facilitate the processing and successful completion of inhabited annexations.
- Advocate appropriate LAFCO policy changes to facilitate annexation of uninhabited areas within the City of Fresno's urban sphere, prior to the submission of development entitlement applications, in order to ensure the implementation of the city's general plan strategies in a comprehensive and consistent manner, and to permit the development of industrial parks that are supported by developed infrastructure and readily available for the development timelines of new businesses.

C-1-b. Policy: Ensure that all portions of the metropolitan area receive a consistent and comparable level of public services and facilities; participate equitably in the cost of providing public services and facilities; and have equal access to the decision making processes that govern the quality of services and facilities enjoyed by the community.

- Insist that all new development (any permit for a new dwelling or commercial/industrial structure) within any unincorporated portion of the urban boundary be required to comply with all City of Fresno's development standards and policies.
- Insist that the County of Fresno adopt planning policies and development procedures that support the effort of the general plan update to efficiently use land and resources by prohibiting inconsistent or substandard development of property within the city's sphere of influence.

C-2. OBJECTIVE: Establish a comprehensive general plan that provides for an optimal arrangement of land uses, transportation systems, public facilities and other physical features; that defines the character and quality of life desired within the metropolitan area; and that identifies the guiding principles to determine appropriate development, revitalization and preservation actions within the nine community plan areas consistent with

a planning framework of managed peripheral growth, increased economic opportunities and redirected emphasis toward multiple activity centers and a high intensity central corridor.

C-2-a. Policy: The general plan adopted exhibits and maps, goals, objectives and policies will apply to the City of Fresno's entire planned urban area as identified by Exhibit 1. Adopted community plans and specific plans (which may include redevelopment plans-Appendix D) will remain in effect and will remain the governing plan for purposes of plan consistency, in accordance with the provisions of the Local Planning and Procedures Ordinance (Fresno Municipal Code Chapter 12, Article 6) and Table 2 of this general plan, except as amended by subsequent plan amendment and/or the provisions of this general plan as noted in the following policies and pursuant to the resolution of the City Council adopting the 2025 Fresno General Plan.

C-2-b. Policy: The plan maps and exhibits of the eight adopted community plans (Central Area, Edison, Roosevelt, McLane, Hoover, Woodward Park, Bullard, Fresno High) are hereby amended (Exhibits 5-A through 5-D) and the West Area Community Plan map and Appendix W are hereby adopted as depicted by the following exhibits of the 2025 Fresno General Plan.

Land Use and Circulation Map	Exhibit 4
Urban Form Components Map	Exhibit 6
Transportation Element Map (Streets and Highways)	Exhibit 7
Multi-Purpose Trails Plan Map	Exhibit 9

C-2-c. Policy: Promote the Central Area Community Plan (first adopted 1989) consistent with the 2025 General Plan objectives and policies to enhance its role as the focal point of regional governmental, entertainment, civic and business activities with supporting commercial uses and substantially increased residential opportunities to achieve a pleasing, vibrant and active cosmopolitan environment.

- Implement all appropriate measures to ensure that substantial governmental, civic and entertainment facilities are located within the Central Area Community Plan.
- Pursue all appropriate strategies to stimulate new office, commercial, and residential development within the Central Area Community Plan including the new or innovative measures and funding sources to provide facilities and amenities necessary to attract a broad range of residents.

C-2-d. Policy: Enhance the living environment within the Edison Community Plan Area (first adopted 1974) by pursuing objectives and policies as amended by the 2025 General Plan to attract a range of uses, facilities, and demographic characteristics found within more recently developed portions of the metropolitan area.

- Provide a major recreational feature utilizing the city's stabilized and environmentally remediated landfill site.
- Provide for additional employment opportunities and economic well-being within appropriately sited and designed commercial and industrial development (including the area adjacent to the remediated landfill site) and the prioritizing of regional tranportation funds to complete State Route 180 (west) freeway/expressway improvements.
- Seek to focus governmental and private sector resources to achieve demographic diversity by assisting the development of new residential development and the rehabilitation of existing neighborhoods to serve a broader household income range.

C-2-e. Policy: Reinforce the Roosevelt Community Plan (update adopted 1992) strategies as amended by the 2025 General Plan objectives and policies to sustain its many desirable community features and use its substantial growth potential (land area, transportation, sewer collection, water, and natural resource capacities) to accommodate projected population growth and economic development within a pleasing and desirable environment.

- Apply development standards and design strategies to accommodate expanded and appropriately intensified residential development within the eastern quadrant of the community that ensure existing neighborhoods are respected and enhanced.
- Aggressively promote economic growth through (1) redevelopment of existing poorly designed and maintained commercial/industrial areas that do not presently provide adequate land use buffers, (2) development of new commercial and industrial uses in the southern and eastern sectors of the community, and (3) assure that regional transportation funds are utilized to complete regionally important facilities such as State Route 180 (east) freeway/expressway.
- Utilize innovative strategies to establish appropriately located mixed use developments such as the area east of the Clovis Avenue and north of Kings Canyon Avenue that might include retail commercial/entertainment, business/industrial, residential and public facility activities within an aesthetically pleasing and healthful environment.

C-2-f. Policy: Pursue the 2025 General Plan goals, objectives and policies as they amend the McLane Community Plan (first adopted 1978) to strengthen existing neighborhoods, encourage development of underutilized and bypassed properties, and facilitate appropriately intensified residential and industrial development within its eastern quadrant.

- Fully utilize the community's location and resource attributes of transportation (major commercial airport, freeways, major thoroughfare, railroad spur track), groundwater quantity and availability of raw land to accommodate efficient and attractive industrial and residential growth.
- Allow a broader range and intensity of development, including expansion of industrial and residential uses, within the plan's easternmost sector.

C-2-g. Policy: Implement the provisions of the Hoover Community Plan (first adopted 1976) as amended by the 2025 General Plan objectives and policies to maintain and enhance facilities and services necessary to support critical community assets including a state university campus, major medical facilities, major regional shopping center and a well-maintained and moderately priced housing supply.

- Continue to provide necessary neighborhood services, such as enforcement of zoning code and other property maintenance standards and community participation programs, to sustain healthy and attractive neighborhoods surrounding these regionally significant community assets.

C-2-h. Policy: Manage the development of the area within the Woodward Park Community Plan (update adopted 1989) consistent with objectives and policies as amended by the 2025 General Plan, including the area previously identified as agriculture/urban reserve, in a manner that ensures that its noteworthy quality and desirability is maintained and reinforced.

- Apply all appropriate development standards, including urban growth management policies necessary to ensure the timely provision of adequate public facilities and services.
- Allow for a broader range, distribution and moderately increased intensity of development at appropriate locations including the plan's northern and easternmost sectors.

C-2-i. Policy: Facilitate and promote a range of land uses and intensities, including innovative transportation oriented mixed use development, within the area of the Bullard Community Plan (update adopted 1988) consistent with the amending objectives and policies of the 2025 General Plan, while sustaining the area's highly regarded characteristics of neighborhood integrity, aesthetic appeal and economic stability.

- Ensure that the highly diverse components of this community (ranging from very expensive residential estates to moderately priced residences or from exclusive specialty retail to high volume discount merchandisers) are effectively integrated with appropriate design, and adequately served by the full range of public facilities and services.

- Pursue inter-agency strategies to provide transportation and circulation improvements such as Herndon Avenue capacity enhancements, railroad consolidation and major street crossing grade separations.

C-2-j. Policy: Intensify efforts to preserve or enhance established neighborhoods and fully utilize land and resources readily available for new development within the area of the Fresno High/Roeding Community Plan (first adopted 1975) consistent with the amending goals and policies of the 2025 General Plan.

- Implement policies and standards to accommodate the full range of urban uses consistent with the areas unique advantages and characteristics (proximity to downtown, walkable neighborhoods, strong historical and architectural features, educational institutions).
- Pursue all available strategies to establish critical public facilities such as the Shields Avenue overpass of Freeway 99 and the Union Pacific railroad and to address circulation and mobility issues with a multi-model transportation approach that takes advantage of walkable neighborhoods.
- Continue to identify and implement focused strategies, such as the Tower District Specific Plan, that address the particular needs or issues of unique neighborhoods.

C-2-k. Policy: Establish a comprehensive planning strategy for the West Area Community Plan area (Appendix W) to support an emerging urban community within an area that has been historically subjected to inconsistent planning and development policies as an unincorporated semi-rural component of the metropolitan area.

- Optimize the efficient utilization of available land area and resources within a constrained urban boundary by supporting development of remaining agricultural lands and providing for moderate density or intensity increases of planned urban uses.
- Implement the planned uses, objectives and policies to establish a full range and intensity of urban uses with the appropriate design and land use compatibility measures.
- Pursue all available strategies to establish critical public facilities such as the Grantland Avenue diagonal super-arterial and its interchange with Freeway 99.

C-2-l. Policy: Manage urban development to enhance the vitality, appeal, and value of the entire metropolitan area by establishing a linkage impact fee applicable to new development located on the city's fringe that will contribute to the construction of appropriate urban infrastructure improvements within the established urban core communities comparable to those constructed within the city's fringe areas.

C-2-m. Policy: Development of the North Growth Area (Exhibit 1), bound by Copper Avenue, Willow Avenue, Little Dry Creek, and the San Joaquin River, will not proceed unless it is determined that any long-term adverse water impacts upon the Fresno and Clovis metropolitan areas have been mitigated.

- Obtain approval of the additional area within the urban boundary and sphere of influence in accordance with the provisions of the 1983 Joint Resolution on Metropolitan Planning.
- Establish policies and standards as amendments to the Woodward Park Community Plan or as a new community plan or specific plan to direct development of an appropriate range of land uses with adequate public facilities and services.
- Apply all appropriate development standards, including urban growth management policies necessary to ensure the timely provision of adequate public facilities and services consistent with 2025 General Plan policies that new development not be subsidized by existing development.
- Implement the proposed "Copper River Ranch" project (Exhibit 4) consistent with the 2025 General Plan to establish a unique mixed use village that compliments and strengthens the metropolitan area.
- Extend San Joaquin River Environs goals, objectives and polices to the river bottom area north of Copper Avenue.

C-2-n. Policy: Development of the Southeast Growth Area (Exhibit 1), bound by the Gould Canal and McCall, McKinley, Highland, Jensen, Temperance and Locan Avenues, may proceed subject to approval of a detailed community and/or specific plan (conceptually shown on Appendix G) to accommodate a population of 55,000, comprised of an urban village south of the Gould Canal with a population of approximately 10,000 people and south of Tulare Avenue an urban activity center to accommodate approximately 45,000 people.

- Obtain approval of the additional area within the urban boundary and sphere of influence in accordance with the provisions of the 1983 Joint Resolution on Metropolitan Planning.
- Establish policies and standards as amendments to the Roosevelt Community Plan or as a new community plan or specific plan to direct development of an appropriate range of land uses with adequate public facilities and services.
- Apply all appropriate development standards, including urban growth management policies necessary to ensure the timely provision of adequate public facilities and services consistent with 2025 general plan policies that new development not be subsidized by existing development.

- Implement community or specific plan directives consistent with the 2025 General Plan to establish a unique mixed use community, including village centers, that compliment and strengthen the metropolitan area.

C-2-o. Policy: Prepare appropriate specific plan (or neighborhood plan) documents as determined necessary by the council in order to encourage a comprehensive strategy for renewal and revitalization of the urban core communities including the centre city (as defined in Policy C-16-f), the Central Area Plan and the traditional downtown.

Land Use/Intensity Corridors

C-3. OBJECTIVE: Create a comprehensive strategy, including the formulation of a specific plan, to encourage the development of mid-rise/high-rise mixed-use urban corridors with functional, enduring, and desirable urban qualities including the already adopted Freeway 41 corridor (see Exhibit 6). Other freeway corridors should also be considered for high density, mixed use development.

C-3-a. Policy: Through the specific plan, establish guidelines and performance standards for the following:

- the adequate provision of a comprehensive range of urban services.
- locations for development of nodes or pedestrian pockets, using mid-rise and high-rise structures to accommodate 5,000 to 15,000 residents and employment centers.
- the protection of surrounding uses and improvements from detrimental impacts such as:
  - traffic noise and vehicle emissions.
  - visual intrusion.
  - interruption of view and air movement.
  - encroachment upon solar access.

C-3-b. Policy: Conduct a comprehensive update of the zoning ordinance to facilitate the implementation of intensity corridors. These zoning ordinance amendments should address mixed uses, expedited administrative zoning procedures, shared parking, underground and multi-story parking structures incorporated into buildings, transit facilities, open space, and aesthetic considerations.

C-3-c. Policy: Buildings in excess of 60 feet in height shall only be allowed within the boundaries of the adopted Freeway 41 Mid-Rise/High-Rise Corridor, as depicted on the Urban Form Components Map (Exhibit 6). For properties zoned and planned for industrial uses, which are outside the adopted Freeway 41 corridor, the Planning and Development Director may permit building heights in excess of 60 feet.

Land Use/Activity Centers

C-4. OBJECTIVE: Adhere to a multiple community center concept of urban design for the Fresno metropolitan area as conceptually shown on Exhibit 6.

C-4-a. Policy: Strategically locate areas appropriate for more intensive concentrations of urban uses.

C-4-b. Policy: Activity centers should include commercial areas, employment centers, schools, higher-density residential development, churches, parks, and other gathering points where residents may interact, work, and obtain goods and services in the same place.

C-4-c. Policy: Place emphasis on pedestrian activities and linkages, and provide for priority transit routes and facilities to serve the activity centers.

C-4-d. Policy: Activity centers should provide for mixed uses and shared parking facilities, including multi-story and underground parking facilities.

Land Use/Centre City

C-5. OBJECTIVE: Improve the overall image, building appearance, landscape character, and spatial relationships of physical elements in the Central Plan Area to provide a unique, high-quality urban environment.

C-5-a. Policy: Support and implement the "Vision 2010 Downtown Fresno" Action Strategy of March 2002 as supported by the mayor's Downtown Implementation Team (DIT) and the recommendations of the associated Research, Review and Recommendation Committee (3RC) delineated in the 3RC advisory report of September 21, 2001.

C-5-b. Policy: Implement the goals, objectives, policies, and implementation measures identified in the 1989 Central Area Plan including the Urban Design Plan.

C-5-c. Policy: Maintain the pre-eminence of Fresno's Central Area as the San Joaquin Valley's "Regional Capital" by locating major governmental facilities and business headquarters in this area.

C-5-d. Policy: Recognize and promote the diversity of functional districts and unique physical features within the Central Area.

C-5-e. Policy: Provide and maintain an urban image which creates a "sense of place" for Fresno's Central Area and promotes a greater concentration of buildings and people.

C-5-f. Policy: Design and develop focal points and gathering places for public life. Create and maintain a variety of small human scale plazas and mall areas as people-oriented spaces integrated with compatible businesses and services.

C-5-g. Policy: Preserve, promote, procure and strategically locate landmarks, monuments and artwork that provide orientation and represent Fresno's cultural heritage and artistic values.

C-5-h. Policy: Develop and promote Central Area signage as "graphic art" to provide artistic and aesthetic vistas for pedestrians and motorists.

C-5-i. Policy: Construct, enhance, and maintain public buildings and spaces that serve as models of exemplary urban design.

C-5-j. Policy: Promote a balanced system of recreation facilities and landscaped open space areas to meet the passive and active needs of Central Area employees, visitors and residents.

C-6. OBJECTIVE: Prevent the further decline of industrial sites within the Central Area in order to promote the economic viability of the area.

C-6-a. Policy: Continue the current redevelopment and renewal activities in the Central Area (removal of substandard buildings, reduced area devoted to streets and alleys, and assembly of smaller parcels) to continue the regeneration of the area.

C-6-b. Policy: Initiate action designed at phasing out scattered and/or deteriorated industrial uses which are outside areas of established industrial concentrations, when the existing tenants vacate the sites.

C-7. OBJECTIVE: Use incentives, planning strategies, and development standards to guide and support the provision and preservation of quality housing and safe, well-designed and maintained neighborhoods.

C-7-a. Policy: Provide for safe, clean, and aesthetically pleasing neighborhoods free from excessive traffic and noise.

C-7-b. Policy: Revitalize declining neighborhoods within adopted redevelopment plan areas.

C-7-c. Policy: Support the newly initiated proactive code enforcement and nuisance abatement program of the Housing, Economic and Community Development Department in its efforts to improve the attractiveness of existing and older residential neighborhoods.

C-7-d. Policy: Monitor the newly strengthened and expanded housing and zoning code enforcement program in its efforts to help stabilize older neighborhoods.

C-7-e. Policy: Develop and provide public services maintenance, and capital improvement projects for older neighborhoods as funding is available.

C-7-f. Policy: Establish implementation committees and design review committees for each community plan area and/or specific plan area to review and guide the development projects in respective neighborhoods.

C-7-g. Policy: Develop resources and incentives including allowance of greater building design flexibility in target neighborhoods in order to encourage and focus private redevelopment and rehabilitation efforts.

C-7-h. Policy: Continue to implement a streamlined review process for private redevelopment of older neighborhoods.

C-7-i. Policy: Continue to utilize incentives (such as express permit processing/fast-tracking, subsidized or deferred development fees, and improvement districts) to stimulate rehabilitation of existing structures and construction of new dwellings in established areas, to be compatible with existing and planned neighborhood characteristics.

C-7-j. Policy: Continue to pursue a rezoning implementation program which ensures that all vacant or single-family residential developed parcels (that are planned for low, medium-low, or medium density residential use) are also rezoned consistent with the planned use.

C-7-k. Policy: Encourage the recycling of older buildings to meet the city's changing housing needs.

C-7-l. Policy: Actively solicit the participation of community groups and organizations (such as Tree Fresno, service clubs, and philanthropic institutions) to contribute resources and expertise in a concerted effort to improve and maintain established neighborhoods.

C-7-m. Policy: Reinforce and enhance the vitality of the Central Trading District (C-4 zone) and Civic Center District (CC zone) as prime retail, professional/administrative office, educational, entertainment/cultural, and governmental activity districts.

C-7-n. Policy: Encourage and facilitate residential/office/commercial mixed developments in the Civic Center and Central Trading Zone Districts. Residential uses should be encouraged in these areas to support their commercial activities.

C-7-o. Policy: In partnership with other government agencies, develop and implement effective, convenient, and safe public transportation and parking programs to meet the needs of the Civic Center and Central Trading/"Arts and Entertainment" Districts.

C-7-p. Policy: Within target neighborhoods: (1) rehabilitate housing; (2) replace housing that cannot be rehabilitated; and (3) provide financing tools for infill development as provided by the general plan.

C-7-q. Policy: Support the development of market rate, high quality housing in the inner-city, to achieve a better economic mix.

C-7-r. Policy: Encourage lending institutions to provide a variety of financing alternatives and to adhere to the provisions of the Neighborhood Reinvestment Act.

C-7-s. Policy: The Housing, Economic and Community Development Department shall continue to provide programs for rehabilitation, new construction, and down payment assistance.

C-7-t. Policy: Continue the use of city and Community Development Block Grant (CDBG) and general fund public works money for a comprehensive local infrastructure repair and rebuilding program.

C-7-u. Policy: Coordinate the housing programs of the Housing, Economic and Community Development Department with similar programs of the Redevelopment Agency and the City/County Housing Authority utilizing the newly established Interagency Housing Task Force to develop an implementation plan.

Land Use/Mixed Uses

C-8. OBJECTIVE: Facilitate the development of mixed uses to blend residential, commercial and public land uses on one site.

C-8-a. Policy: Develop zoning regulations which facilitate the appropriate mixing of commercial and noncommercial uses, either within a single structure or multiple structures within a defined area.

C-8-b. Policy: Utilize the model ordinances contained in the "Livable Neighborhood Development" implementation guideline of October 2001 (prepared by the Growth Alternatives Alliance for "A Landscape of Choice") for guidance in preparation of zoning regulations proposing mixing of residential with nonresidential land uses.

C-8-c. Policy: Create an appropriate environment for the inclusion in mixed-use development of higher density single-family residential dwellings, senior housing, a small open space, and community facilities.

C-8-d. Policy: Ensure land use compatibility between mixed-use districts in activity centers and the surrounding residential neighborhoods.

C-8-e. Policy: Mixed use policies and zoning regulations should support the recycling of older buildings.

C-8-f. Policy: Mixed-use zoning regulations shall allow flexibility in parking requirements.

C-8-g. Policy: Support the planning and development of master planned/mixed use communities such as the Dominion Project.

Land Use/Residential

C-9. OBJECTIVE: Plan for the diversity and quality of residential housing, at locations necessary to provide for adequate and affordable housing opportunities. Housing patterns should support balanced urban growth, and should make efficient use of resources and public facilities.

C-9-a. Policy: Support and implement the recommendations of the Interagency Housing Task Force consisting of representatives of the city staff, Redevelopment Agency staff and City/County Housing Authority staff charged with developing an implementation plan and strategies to address citywide issues of housing quality and quantity.

C-9-b. Policy: Support and implement the city's housing element of the general plan.

C-9-c. Policy: Allow for residential density transfers when a site is developed at less than the maximum density and the density transfer will not reduce the desirability of surrounding areas for development of planned uses.

C-9-d. Policy: Support efforts to enforce lawful persons per household limits within rental dwelling units.

C-9-e. Policy: Prohibit any further parcelization for rural residential growth within the city's sphere of influence. Request Fresno County to amend its plans and zoning as necessary to prohibit further rural residential subdivisions within the city's sphere of influence, and to rezone all fringe areas "AL-20" to keep them in an agricultural holding zone.

C-9-f. Policy: Facilitate the development of new elderly housing projects that are accessible to public transportation and services.

C-9-g. Policy: Support the city ordinance relating to compatibility findings for manufactured housing in residential areas.

C-9-h. Policy: Support low density residential uses only in those areas where there are established neighborhoods with semi-rural or estate characteristics.

C-9-i. Policy: Medium-low density residential uses shall be designated to preserve those single-family residential neighborhoods which were established with moderately large lots, to provide a transition between low and medium density residential areas.

C-9-j. Policy: Medium density residential land shall be developed to maximize efficient use and affordability of residential property through a wide range of densities. New residential projects within this land use category should not be permitted to be developed at a density less than the minimum shown in Table 2 in order to better achieve the goals of the city's Housing Element.

C-9-k. Policy: Medium-high density residential uses shall be distributed to maximize utilization of available or planned public facilities and services and to provide housing opportunities with convenient access to employment, shopping, services, and transportation.

C-9-l. Policy: High density residential uses shall be designated for those areas supportive of the city's university, college, activity centers and intensity corridors.

C-10. OBJECTIVE: Promote the development of more compact pedestrian friendly, single-family residential projects to aid in the conservation of resources such as land, energy, and materials.

C-10-a. Policy: Facilitate the construction of higher density single-family residential development while maintaining a pleasant living environment. Amend the planned unit development ordinance to reduce the minimum parcel size requirement (currently set at two acres) to facilitate such development on infill or bypassed parcels.

C-10-b. Policy: Amend the zoning ordinance and the general plan/community plan zoning consistency matrices (Table 2) to allow medium-low density residential to achieve up to six units per acre by a conditional use permit process that ensures availability of adequate public services.

C-10-c. Policy: Continue to allow secondary dwelling units on single-family properties.

C-10-d. Policy: Encourage the development of two-story homes as a means to conserve land, maintain open space on residential lots, and provide adequate living space.

C-11. OBJECTIVE: The city will employ multi-family residential densities to meet housing needs in an affordable, balanced fashion.

C-11-a. Policy: Prefer multi-family housing in designated activity centers and along intensity corridors.

C-11-b. Policy: Encourage the integration of multi-story residential projects into other parts of the community in order to increase the efficiency of transportation.

C-11-c. Policy: Promote multi-family development and design that provides increased security and safety.

C-11-d. Policy: Buffer multi-family development projects from adverse environmental impacts (e.g., indoor and outdoor noise, glare) to the same extent as single-family development projects.

Land Use/Commercial

C-12. OBJECTIVE: Commercial land uses shall be classified, located, sized, and developed to meet needs for goods and services while minimizing travel requirements, infrastructure demands, and adverse impacts.

C-12-a. Policy: Ensure that all commercial land uses are developed and maintained in a manner complementary to and compatible with adjacent residential land uses, to minimize interface problems with the surrounding environment and to be compatible with public facilities and services.

C-12-b. Policy: In the comprehensive update of the zoning ordinance, reevaluate standards applicable to permitted uses, site size, parking, and locational criteria for commercial districts.

C-12-c. Policy: Plan for office commercial developments of the appropriate amount, location, size and intensity necessary to meet regional, metropolitan, community and neighborhood area needs consistent with the planned urban form and other applicable planning and zoning provisions.

- Locate office projects to provide a transition between more intensive commercial uses and sensitive residential areas.
- Facilitate office development in conjunction with, and adjacent to, institutions and employment centers.
- Avoid over concentrating office uses in any one part of Fresno when new office developments would create excessive vacancy rates in other established office areas.

C-12-d. Policy: Plan for the appropriate location, size, and distribution of neighborhood and community commercial uses to implement the planned urban form, promote the stability and identity of neighborhood and community areas, and allow efficient access without compromising the operational effectiveness of planned major streets.

- Neighborhoods should be anchored by commercial centers with a mix of uses that meet the area's need to achieve activity centers that create a sense of place.

- Community commercial centers should be located at designated activity centers.
- Retail commercial goods and services shall be provided in planned unified shopping centers, carefully designed small-scale commercial centers, and in neighborhood-oriented stores.

C-12-e. Policy: Plan for the strategic location, size, and distribution of regional commercial centers to promote the city's economic growth and allow access from the entire region via major transportation facilities.

- New regional commercial centers shall be located with immediate and adequate access to freeway and/or other major transportation facilities in order to ensure access from throughout the region.
- Regional shopping centers shall have internally-unified building design, landscaping, and signage standards.

C-12-f. Policy: Direct the development and continued operation of general heavy commercial uses to locations that are compatible with the planned urban form, surrounding land uses, enhanced community appearance, traffic movement, and the environment. Ensure adequate buffering measures for adjacent residential property to shield it from deleterious noise, glare, odors, dust, and aesthetic impacts.

C-12-g. Policy: Identify appropriate locations for commercial recreational uses to provide the community with accessible leisure and entertainment opportunities that do not conflict with adjacent sensitive uses.

C-12-h. Policy: Lodging facilities and related accommodations should be sited near major transportation facilities and uses which attract overnight visitors to Fresno.

Land Use/Industrial

C-13. OBJECTIVE: Plan and support industrial development to promote job growth while enhancing Fresno's urban environment.

C-13-a. Policy: Plan for unified, high-quality, geographically dispersed business and industrial park sites that are of sufficient size, unified in design, and diversified in activity to attract the full range of business types and supporting uses necessary to provide needed economic and employment growth.

C-13-b. Policy: Plan industrial land use clusters with respect to their common needs and concern for compatibility of uses in order to maximize the operational efficiency of similar activities.

- Provide access to a range of public transportation modes through the development of plans and incentives, ensuring that local, regional, and national connections are readily available to industrial uses.

- Develop a strategy to better utilize rail-accessible industrial sites for industries which need such capability.
- Ensure timely access to the full range of urban services for industrial development projects by coordinating proposed plans with the Capital Improvement Program and the Urban Growth Management process. The programs should encompass phased extension of water, sewer, and street improvements to facilitate the timely provision of public facilities and services to all industrial areas in an equitable manner.
- Industrial development should be supported with the necessary level of fire protection/suppression and law enforcement services. Onsite improvements may be substituted as allowed for fire protection infrastructure.

C-13-c. Policy: Promote development within the designated industrial "Developable Sites" identified in the Strategic Plan and Application for the Fresno Empowerment Zone (Round III) as awarded by the U.S. Department of Housing and Urban Development in January, 2002.

C-13-d. Policy: Plan industrial land that lies in close proximity to residential areas for the least intense categories of industrial activity.

C-13-e. Policy: Gradually phase out incompatible uses from areas planned for heavy industrial activity.

C-13-f. Policy: Industrial waste recycling operations and waste transfer stations shall be:

- required to secure approval of a conditional use permit
- limited to properties planned for heavy industrial land use and zoned M-3 (Heavy Industrial District)
- screened from view along abutting major streets and highways
- adequately distanced from residential land uses and sensitive public facilities and institutional land uses
- incorporate public nuisance mitigation measures into the design and operation of the facility
- require that the city be indemnified for all future operations of the facility

C-13-g. Policy: In the comprehensive update of the zoning ordinance, reevaluate permitted uses, site size, and parking for industrial districts. Explore the use of shared parking arrangements, underground parking facilities, and multi-story parking structures, for meeting industrial needs.

C-13-h. Policy: Ensure that an adequate amount of area is planned for light industrial uses at appropriate locations where transportation, public utilities, and other necessary resources can be provided in an economically advantageous manner necessary to attract substantial economic and employment growth.

C-13-i. Policy: Provide sufficient opportunities for heavy industrial planned uses in areas that are accessible from major transportation corridors, and where land use compatibility issues, health and safety concerns and public facility and service needs can be addressed to ensure stability of economic investments and opportunities for growth.

C-13-j. Policy: Rezoning applications proposing commercial manufacturing (C-M) zoning should be applied to property which is transitional between industrial and office/commercial developed areas and should be primarily developed with light industrial uses.

Land Use/Public Facilities and Institutions

C-14. OBJECTIVE: The city will support establishment of public facilities and institutions to meet needs for services and administration in a manner consistent with general plan policies and provision of adequate access and utility services.

C-14-a. Policy: These facilities will be sited and developed in a manner which protects the integrity of surrounding neighborhoods.

C-14-b. Policy: Major public facilities/institutions shall have adequate vehicular access (to a properly classified street) and should be easily reached by public transit.

C-14-c. Policy: Public facilities land uses shall be permitted to be developed in all zone districts pursuant to the provisions noted in Table 2. In the comprehensive update of the zoning ordinance, the classification, the development standards, and review/approval process for the range of public facilities shall be reevaluated.

C-14-d. Policy: For public facilities and institutions being located in Fresno's Sphere of Influence, when such facilities are beyond the city's land use or zoning authority, the city shall negotiate with the responsible public agency to make improvements which will timely meet city standards for public street improvements, access, parking, water supply, wastewater disposal, landscaping, and other services and amenities.

Land Use/Infill Development

C-15. OBJECTIVE: Provide infill opportunities that will revitalize the built-up urban core communities and neighborhoods of Fresno, provide residential development for diverse population, and improve the overall quality of the urban environment.

C-15-a. Policy: The city shall pursue the recommendations of the Center City Development Committee as presented in its report to the city council on April 25, 2000.

C-15-b. Policy: The city shall develop and maintain a program to locate vacant land suitable for residential infill so that information can be provided to developers.

C-15-c. Policy: The city shall identify infill priority areas with the assistance of a task force of interested parties. The task force shall advise the council about all matters pertaining to the city's infill initiative, annually evaluate progress of the city's infill initiative and report to the council, and identify and recommend any new incentives that will facilitate the infill program.

C-15-d. Policy: The city shall identify priority infill areas where there is opportunity for development or redevelopment of mixed uses, higher density occupant owned or rented housing served by public transit and services, including parks, neighborhood centers and shops.

C-15-e. Policy: The city shall create and adopt special administrative procedures, development standards, and planning/design criteria to expedite infill projects.

C-15-f. Policy: The city and redevelopment agency shall encourage and establish, as necessary, financing and administrative programs to strive to achieve a higher proportion of home ownership in target infill areas.

C-16. OBJECTIVE: Create a more efficient, economical, and livable urban form by concentrating development within the older, built-up core communities and neighborhoods where determined appropriate to implement intensity corridors and activity centers and by focusing resources in order to achieve specifically identified urban core community revitalization performance measures.

C-16-a. Policy: The city shall review its planning principles, development regulations, and public service, transit and infrastructure policies and programs to incorporate "Transit Oriented Development" and "Traditional Neighborhood Development" approaches.

C-16-b. Policy: The city, utilizing the newly formed Interagency Housing Task Force, shall encourage and facilitate residential infill development and projects that include a range of housing types, forms, and tenure for the diverse needs of neighborhood households.

C-16-c. Policy: The city shall review and revise city codes to eliminate constraints on design flexibility for higher density projects constructed in infill areas.

C-16-d. Policy: The city shall revise codes to support conversion of older residential and nonresidential structures to alternative and/or more intensive uses, including revision of standards for parking, open space, and lot coverage.

C-16-e. Policy: The city shall evaluate the potential for the construction of "mother-in-law" apartments, back-lot housing units, or multiple-family splits of existing houses followed by any necessary revisions in city policies.

C-16-f. Policy: Achieve the following significant revitalization measures within the urban core communities:

- Regional Medical Center Project Phase I
- Federal Courthouse Project
- Stadium Project
- Amtrak Station
- New State Court of Appeal Project
- 500,000 square feet of office commercial space (including government and non-profit), excluding those identified above.
- 350 new hotel rooms in addition to those existing on January 1, 2001
- 6,000 new parking spaces in addition to parking spaces existing on January 1, 2001
- Nine miles of street improvement and beautification
- Rehabilitation of 1,000 dwelling units and 1,000 new infill (housing on parcels less than five acres in size) dwelling units within the area bound by Ashlan, Chestnut, Jensen and West/Freeway 99
- Increase employment by 3,000 employees in addition to existing employment on January 1, 2001
- Five years of sustained growth represented by an average of 10 percent annual increase in permit valuation as issued by the Planning and Development Department
- Improvements to upgrade the Freeway 41 on/off ramps at Tulare, "O", and "P" Streets

C-16-g. Policy: Promote renewal and revitalization of the urban core communities identified for Empowerment Zone designation in the Strategic Plan and Application for the Fresno Empowerment Zone (Round III) as awarded by the U.S. Department of Housing and Urban Development in January, 2002.

C-17. OBJECTIVE: Encourage and facilitate urban infill by building and upgrading community and neighborhood public infrastructure and services that will enhance public health and convenience and the overall experience and quality of city living.

C-17-a. Policy: Where appropriate and feasible, create priority infill area nodes that may include multi-purpose activity centers, indoor and outdoor recreation facilities, and day-care centers.

C-17-b. Policy: The city shall identify and pursue measures to lower auto-dependence and encourage public transit (including pursuit of fixed guideway systems such as a monorail or people mover), bicycle use, and walking consistent with other transit-oriented development concepts and principles.

C-17-c. Policy: Through its budget and capital improvement programs, the city shall upgrade off-site infrastructure, including streets, drainage, sidewalks and street trees, in priority infill areas and neighborhoods to support private and institutional infill projects. Public utility upgrades and fiber-optic access shall also be included as part of the public reinvestment work.

Image/Gateways and Streetscapes

C-18. OBJECTIVE: Enhance the visual image of all "gateway" routes entering the Fresno metropolitan area.

C-18-a. Policy: Through unified design requirements, encourage the development of gateways which welcome travelers to the city's activity centers.

C-18-b. Policy: Gateway designation shall apply to key access routes such as Freeways 99, 41, 168, and 180; passenger rail rights-of-way; Peach Avenue and Clinton Way where air travelers enter Fresno; Van Ness/Fulton, Divisadero, Tulare, Fresno, Blackstone/Abby, Shaw and Herndon Avenues should also receive a greater emphasis on streetscape improvements to identify them as special entryways.

C-18-c. Policy: Identify and designate any other entry routes which serve as gateways.

C-18-d. Policy: Prepare and adopt a master plan for Fresno area gateways, expanding the design concept of the Central Area Streetscape Master Plan.

C-18-e. Policy: Pursue funding to ensure systematic implementation of gateway enhancement plans and programs.

C-18-f. Policy: Work with Caltrans, the Council of Fresno County Governments, Tree Fresno, neighboring jurisdictions, and other organizations to obtain funding for highway beautification programs.

C-18-g. Policy: Support and pursue the recommendations of the Fresno County Council of Governments Highway 99 Beautification Master Plan.

C-18-h. Policy: Properties adjacent to both sides of a gateway should be designed to provide a sense of entry and transition, and serve as initial information points for visitors. They should be highlighted by more prominent landscaping, special lighting, orientation signs, and symbols or logos.

C-18-i. Policy: Placement of building footprints along gateway areas should be carefully evaluated.

C-18-j. Policy: Potentially unsightly land uses may be restricted, or may be subject to special design/buffering standards, to protect viewscapes along gateways.

C-19. OBJECTIVE: Develop and implement streetscape plans to establish cohesive and aesthetic major and local street design patterns by using distinctive features.

C-19-a. Policy: Use a well-balanced variety and spacing of trees with standards established by the city's Parks Division to establish visual continuity for each streetscape and to achieve coherent linkages between public and private spaces.

C-19-b. Policy: Properties fronting on major streets shall be improved with landscaped setbacks and sidewalks which reflect a continuity of design, depth, and planting materials. This should include unified design of street furniture and walls.

C-19-c. Policy: Pursue, through use of both public and private funding, full landscaping of all completed median islands.

C-19-d. Policy: Where appropriate, local streets should be developed as "urban parkways" with landscaping and pedestrian spaces.

C-19-e. Policy: Working with utility companies the city will continue to pursue the undergrounding of overhead utilities as feasible.

Image/Site and Building Design

C-20. OBJECTIVE: As part of the city's project review process, major emphasis will be given to site and building design in order to preserve functionality and community aesthetics.

C-20-a. Policy: Utilize plan implementation /advisory committees, as established through adopted community plans and/or specific plans and city council actions, to review and make recommendations on proposed developments.

C-20-b. Policy: Consider implementation of the recommendations of the Architectural Review Committee as contained in the Design Review Guidelines manual of January 2002 submitted to the Planning and Development Department.

C-20-c. Policy: Consider innovative lot designs and patterns to enhance community livability in residential projects and to most efficiently utilize land for all types of projects.

C-20-d. Policy: Development projects shall be designed with appropriate layouts that provide sufficient areas for all proposed activities, for support functions, and for efficient and safe vehicular and pedestrian access.

- Appropriate space shall be provided for activities proposed (e.g., indoor area for display of merchandise, as opposed to "sidewalk"/parking lot display).

- Sufficient space and access shall be provided for support functions, (e.g., storage, loading, parking, waste disposal/recycling).
- Particular attention shall be given to location of proposed customer parking areas so as to not discourage pedestrian, bicycle and other forms of transit to the project site and so as to encourage multi-modal transit activity centers.
- Safe vehicular, bicycle, and pedestrian access shall be provided and maintained. Access for the disabled shall be incorporated into project designs as required.
- Buildings in shopping centers should be linked by pedestrian walkways.
- Business and industrial parks should be created as integrated, "campus-like" settings, with uniformity of improvements and shared facilities for parking, loading, mass transit, and with internal and external bicycle and pedestrian access.
- Structural conversions and changes of occupancy shall demonstrate compliance with building and zoning codes.

C-20-e. Policy: Development projects shall include aesthetic measures which support functionality and add to the appearance and livability of the community.

C-20-f. Policy: The project developer shall provide a set of documents and drawings that will allow assessment of the final building product. Materials, texture, and colors shall be noted on the original special permit drawings and on construction plans.

- Development projects shall appropriately interface with adjacent properties.
- High-contrast or gaudy building facades, lighting and signage which create disharmony with adjacent properties, or which draw undue attention, should be avoided.
- Locate service truck access, loading zones, and waste storage/recycling areas at the maximum practical distance from residences and other living quarters.
- Shopping centers shall have internally unified building design, landscaping, and signage.
- Building facades shall include design features and decorative treatments. Visible sides of buildings shall not develop with featureless, "blank" walls.
- Adequately screen roof-mounted mechanical equipment, and ensure that such equipment adheres to noise standards as set forth in the General Plan Noise Element and City Noise Ordinance.
- Apply and enforce the city's Sign and Outdoor Advertising Ordinances. Pursue the amortization and removal of nonconforming and illegal signs and outdoor advertising structures.
- Landscaping and parking lot shading shall be employed for environmental and aesthetic improvement, while observing safe lines-of-sight along access routes.

- Exterior lighting shall not create glare for neighboring properties, but shall provide adequate on-site lighting for safety and security purposes.

C-20-g. Policy: Standards and guidelines shall ensure that metal buildings function as an acceptable and economical form of structures in specially defined areas, including areas adjacent to existing residential neighborhoods, along gateways, and areas adjacent to listed historic structures.

- New buildings with metal walls or metal roofs shall have appropriate finishes.
- Improve metal building appearance by use of steeper roof slopes and fascias, defined entryways, contrasting colors, concealed fasteners, parapet walls, and other treatments.
- Screen all unsightly mechanical equipment with parapet walls, mechanical wells, or other means. Roof vent color should match that of the roof. The distinctive pattern of ribs and joints in standing seam and other metal roofing materials should coordinate dimensionally with similar elements in exterior walls.
- The shape and slope of roof forms can enhance character and scale and should blend with surrounding buildings.
- Roof and wall colors, when appropriate, should also be coordinated with those on surrounding facades.

C-21. OBJECTIVE: Incorporate the following design considerations and practices for single-family clustered projects, multi-family, and residential/institutional projects.

C-21-a. Policy: An architectural theme shall be established for each development, including visually enhanced architectural features and building materials (which shall be applied throughout the development, particularly where visible to street frontages and adjacent properties).

C-21-b. Policy: In order to promote attractive external appearances and appealing living environments, design measures should be utilized to avoid large scale massive and repetitive "institutional" visual appearances, and to provide a more varied, small scale appearance suggestive of single-family residential development.

C-21-c. Policy: The design measures should include variations of the building footprints with indentations, projections and offsets; variations in the exterior walls using a variety of materials and features such as balconies, bay windows, verandas and entryways and varied roof forms with slopes, ridges and valleys suggestive of single-family residential structures.

C-21-d. Policy: Utilize the cluster planned development criteria and standards where applicable (FMC Section 12-306-N-21).

C-21-e. Policy: Design pedestrian and vehicular entrances, walkways, parking areas, open spaces, common facilities, structures and fencing to inhibit uncontrolled access by nonresidents and facilitate surveillance by residents, property managers and law enforcement or security personnel. Vehicular access gates may be used when they can be safely installed.

C-21-f. Policy: Fences and walls along street frontages shall be designed to be architecturally compatible, aesthetically pleasing, and durable with easy pedestrian access to nearby commercial uses.

C-21-g. Policy: Ensure adequate covered parking and overall supply of parking to reflect the actual parking demand of these residential projects and permit an evaluation of a variety of measures such as fully-enclosed garages, multi-story parking structures, underground parking and shared facilities. In the comprehensive update of the zoning ordinance, the standards for the parking requirements for residential projects shall be reevaluated.

Image/Community Maintenance and Beautification

C-22. OBJECTIVE: The city will focus efforts on maintaining and improving area health, safety, quality of life, image, and attractiveness through programs which prevent and abate blighting influences.

C-22-a. Policy: The city will implement its newly expanded and proactive Code Enforcement Division activity to remove more public nuisances in a timely manner, through the following:

- maintain efficiency in resolving complaints, and institute proactive code enforcement programs which can abate violations before they engender complaints.
- utilize the Exterior Building Maintenance Ordinance to implement required renovation or removal of unsafe, unsightly structural conditions.
- continue to expedite seasonal weed abatement.
- establish a coordination program among the Code Enforcement Division, City Business Licensing, and the Planning and Development Department to ensure that businesses obtain required entitlements and remain in conformance with established land use conditions and city ordinances (including signage regulations).
- seek grant funding to improve Fresno's tire abatement program.
- work with the Police Department to increase prosecution of illegal dumping.
- improve cost recovery practices so that violators reimburse the city for code enforcement activity.

C-22-b. Policy: Maintain and enhance, as feasible, Community Sanitation's efforts toward litter clean-up and abatement of trash stockpiles on public and private streets.

C-22-c. Policy: Pursue funding for, and support of, building facade improvement programs to refurbish older commercial districts.

C-22-d. Policy: Continue and expand the city's effective Graffiti Abatement Program.

- Maintain city restrictions on spray paint sales to minors, and continue to work with Fresno County in an effort to get a parallel county ordinance.
- Direct resources to support an appropriate number of graffiti abatement vehicles to allow this vandalism to be obliterated within 24 to 48 hours.

D. ECONOMIC DEVELOPMENT ELEMENT

Challenges

The purpose of the Economic Development Element is to present an economic vision for the city and to establish the objectives and policy framework within which this vision can be achieved, including specific implementation actions. The goal of economic development is to create an environment that will enable businesses to operate competitively and successfully, thereby providing the means for all citizens of the community to continually increase their standard of living. Successful business development requires the building and maintenance of several key economic foundations, including availability of a skilled labor force, access to capital, adaptable technology and research, a modern infrastructure, competitive tax and regulatory policies, and an attractive quality of life.

Because the creation of such an environment is beyond the sole control of the city, it is essential that the city make a concerted effort to form partnerships with the business community. Economic development is primarily a function of private-sector transactions in a free-market system. Fresno businesses will be the primary sources of information on the competitive position of their businesses and how that competitive position might be improved. This will require a more extensive and intensive partnership between the public and private sectors than is usually achieved.

Government has a lead role in ensuring that critical economic foundations are in place. Government can also focus its business expansion and attraction efforts on firms that show the most promise for contributing to the employment and income base. This will require a significant degree of collaboration between public- and private-sector institutions in identifying deficiencies in critical economic foundations, reaching consensus on their mitigation, and collaborating to secure the necessary financing for improvements. A general platform of requirements is:

- Workers must be educated and trained to exercise judgment and apply critical problem-solving skills to continually changing market demands.

- Investment capital must be available that meet the needs of businesses at specific points in their evolution.
- Technology and research must be geared to meeting production schedules and market demands of firms looking to break into new markets.
- Infrastructure plans and investment must fit the requirements of growing business clusters.
- Taxes, fees, regulations, and permit processes must not impair the ability of firms to equal or exceed the product of their competitors.
- The amenities and conditions associated with an attractive quality of life must meet the expectations of a higher skilled labor force.

These resources are the foundation on which firms do business today. The lack of appropriate foundations for businesses growing in Fresno and those that will join them in the future will impair their competitive position, rendering them less successful than they might otherwise be.

Direction

The Fresno metropolitan area is destined to be a major center of business and employment growth in the 21st Century. It will be the commercial hub of the nine-county San Joaquin Valley due to continued transformation of the agricultural sector to a more mature "Agricultural Business Cluster." A "business cluster" encompasses all businesses participating in the chain of production and features a full range of value-adding products and services through processing, packaging, distribution, business services, transportation and utilities, research and development, and finance, real estate and insurance. Full maturity will be achieved when most of the products and services required by the business cluster are available and obtained from firms operating in Fresno County.

In addition to agriculture, other emerging and growing business clusters will play a significant role in contributing to the local employment base and the standard of living. Most of these businesses will involve high value-added activities that require significant capital investment and the availability of skilled labor. The emerging business clusters will have their own unique requirements, but they will also draw on many of the economic foundations that already support the Agricultural Business Cluster. Their ability to compete for market share and higher sales will depend on the quality of local and regional resources.

The shift toward increased productivity in the city's economic base will boost income, revenue, and profit levels. In turn, existing local-serving businesses will benefit due to increased consumer purchasing power. Expanded market opportunities will also attract new local-serving businesses, thus increasing the variety and value of goods and services available. Moreover, growth in the local-serving sector will provide additional entry-level employment to absorb the pool of available lesser skilled labor.

The vision, therefore, is of an economy composed of globally competitive and growing business clusters capable of generating increased income to residents, businesses, and public institutions, thus raising the standard of living for all segments of the community. Achieving this vision will require adoption and implementation of a market-driven, industry-led strategy to economic development with government playing a facilitating role in building and maintaining economic foundations. The

Economic Development Element provides a statement of commitment on the part of the city to support policies and implementation tasks which move the city toward realization of this vision.

Implementation tasks of the Economic Development Element will require city staff to identify, organize, and support businesses as they emerge in the valley, as well as monitor conditions which impede or enhance regional competitiveness. The city staff must also facilitate regular interchanges between business representatives and institutions responsible for developing and maintaining critical economic foundations. In addition, it will be the further responsibility of the city to implement initiatives included in the Economic Development Element including establishment of benchmarks, evaluation of accomplishments of each initiative, and revision of approaches consistent with the findings of the evaluation.

Local education and training institutions also play a prominent role in economic development. The business cluster strategy will enable them to target the requirements of the overall cluster in terms of skills, rather than narrowly defined occupations. This has the advantage of developing and upgrading capabilities of all job seekers. However, such a perspective will require a shift in the mission of education and training institutions from one which sees the trainee as the client to one which views the job-provider as the client.

Businesses that make up the city's economic base are closely linked with many other businesses throughout the San Joaquin Valley. Since these business-to-business linkages will continue and increase in importance during the coming decades, it is imperative that the city fully participate in efforts to ensure the continued vitality of the San Joaquin Valley economy. Therefore, a major objective in the Economic Development Element is to increase the level of collaboration for economic growth among the many public institutions and local governments having jurisdiction over the provision and maintenance of the economic foundations which support business competitiveness and employment growth throughout the San Joaquin Valley.

Relationship to General Plan Goals

The Economic Development Element formulates a number of objectives, policies, and implementation actions to strengthen the city's economic well-being. It promotes many of the community goals established by the general plan, and has particular relevance to the following:

Goal 1. Enhance the quality of life for the citizens of Fresno and plan for the projected population within the moderately expanded Fresno urban boundary in a manner which will respect physical, environmental, fiscal, economic, and social issues.

Goal 2. Pursue coordinated regional planning with Fresno and Madera Counties and the City of Clovis.

Goal 13. Plan for a healthy business and diversified employment environment, and provide adequate timely services to ensure that Fresno is competitive in the market place.

Goal 16. Work cooperatively with the local agricultural industry to conserve prime farmland and respect its importance as Fresno County's base economic resource.

D-1. OBJECTIVE: The city, in collaboration with public- and private-sector entities in the community, will develop and maintain a comprehensive economic development strategy for achieving the objectives as set forth in the Economic Development Element of the Fresno General Plan and will update this strategy on an annual basis.

D-1-a. Policy: Fully implement the policies and strategies of the Fresno Empowerment Zone as awarded by the U.S. Department of Housing and Urban Development in January, 2002, pursuant to the Strategic Plan and Application for Empowerment Zone (Round III) dated September 28, 2001.

- Promote the federal tax benefits plan for businesses (TIUP-Tax Incentive Utilization Plan) enabled by the Empowerment Zone designation.
- Monitor and continually pursue the goals of the Fresno Renaissance Zone (FREZ-the identified areas of the urban core designated as an Empowerment Zone) as affirmed by resolution of the city council on September 4, 2001.
- Emphasize business development and/or expansion in the identified "Developable Sites" of the Fresno Renaissance Zone.

D-1-b. Policy: Create conditions conducive to attract, retain, and expand businesses.

- Provide the support necessary to assist established Fresno businesses in expanding.
- Encourage aggressive recruitment efforts to identify and attract those businesses to the city which are complementary to established businesses.
- Create conditions that will allow Fresno firms to adapt to new market conditions and remain in business.

D-1-c. Policy: Encourage the development of basic education and employment training programs reflecting the requirements of new, existing, and expanding Fresno businesses.

D-1-d. Policy: Provide information to assist existing, expanding, and prospective businesses in gaining access to organizations that offer financing programs.

D-1-e. Policy: Encourage available and appropriate public- and private-sector research and technologies that will help maintain the competitive position in the Fresno area.

D-1-f. Policy: Encourage a business climate which fosters a level playing field in relation to their competitors in other comparable locations with respect to the cost of land, taxes, regulations, improvements, and fees.

D-1-g. Policy: Develop, maintain, and support transportation, communications, public service, energy, water, and waste disposal systems that meet the needs of businesses.

- Work with business representatives to identify their priority infrastructure needs.
- Encourage available and appropriate public- and private-sector investments in capital improvements that are related to meeting these needs.

D-1-h. Policy: Maintain and enhance the availability and location of recreation, open space, entertainment, safety, affordable housing, public transportation, and other amenities required to attract, retain, and expand a vital Fresno business sector.

D-2. OBJECTIVE: Ensure that economic development policies and programs are producing desired results.

D-2-a. Policy: Quantifiable benchmarks should be identified to monitor and measure the progress of economic development programs.

D-2-b. Policy: Monitor changes in the economic base on a regular basis to identify positive and negative trends in the performance and mix of businesses in the city.

D-2-c. Policy: Maintain a detailed description of the economic base of the city and metropolitan statistical area which identifies businesses by type of firm, number of employees, total payroll, and location, and make this database available to all interested parties for an appropriate fee that covers cost of preparation and maintenance.

D-2-d. Policy: Submit an annual economic development progress report to the city council. This report will be part of the annual "Status of the General Plan Report," presented by the mayor, including elements such as those presented in the "Fresno Economic Recovery Project" dated September 21, 1999, and the Strategic Plan and Application for Empowerment Zone (Round III) dated September 28, 2001.

D-3. OBJECTIVE: Promote the growth of regional business clusters in the San Joaquin Valley.

D-3-a. Policy: Prepare recommendations on regional collaboration for consideration and approval by the mayor and the Fresno City Council within six months of the adoption of the Economic Development Element of the General Plan.

D-3-b. Policy: Support efforts for regional economic development collaboration.

D-3-c. Policy: Host periodic valley-wide economic development summits.

E. PUBLIC FACILITIES ELEMENT

Challenges

One of the most fundamental responsibilities of the city is to ensure provision of adequate public facilities that will support the existing city as well as projected growth. Public facilities and services impacted by population growth and urban development include circulation and public transportation; sewage collection and treatment facilities; public water supply; storm water drainage and flood control facilities; law enforcement and fire protection; parks and recreation; schools; and solid waste disposal. Other services and facilities include the criminal justice system; health and welfare; and, library services as well as other cultural amenities. Many of these areas of concern are not within the purview of the City of Fresno but are factors which must be cooperatively addressed through regional and intergovernmental efforts identified elsewhere by the general plan. Continued urban development within the urban boundary established by the 1983 Joint Resolution on Metropolitan Planning and the expanded urban boundary of the 2025 Fresno General Plan will necessitate new or expanded facilities and increased service capacities.

Direction

1. **Transportation/Streets and Highways.** The private motor vehicle (passenger automobile and truck) has continued to be the most responsive and popular means of moving people and goods within the central California region and Fresno's metropolitan area. Although substantial efforts will be made to strengthen alternative modes of transportation, it will continue to be necessary to provide adequate street capacity for newly developing areas and to pursue the expansion of deficient components of the existing street circulation system. Although the Fresno County Transportation Authority Measure "C" Expenditure Plan provides for the construction of most of the freeway system by the year 2010, the completed system is projected to be deficient in the number of freeway lanes and the capacity of access ramps to adequately serve projected vehicle traffic increases.

There are also capacity deficiencies projected to occur on the system of major streets designated by the general plan to provide local and regional access throughout the Fresno metropolitan area. In several locations the street system is disrupted and the absence of major streets in the normal grid pattern has caused increased traffic volumes on the adjacent streets and heavy turning movements at intersections. While ordinances and policies are established to require new development to construct planned major street improvements, or pay a development impact fee comparable to its proportionate share of the cost, additional fees or regional sources of funding (such as state/federal gas taxes or renewal of the Measure "C" Local Transportation Sales Tax Measure) will be necessary to construct numerous regional facilities.

Several long-term circulation deficiencies are projected, including:

- Herndon Avenue, when fully constructed to the six-lane expressway standard, will still lack the capacity to carry the projected traffic. Preliminary studies completed for the Council of Fresno County Governments have identified several major alternatives such as a two-level freeway segment along Herndon Avenue and a second east/west corridor which crosses Freeway 41 and the San Joaquin River in order to intersect with Freeway 99.

- Friant Road is projected to be deficient in capacity in the vicinity of the Freeway 41 interchange because it is the last freeway interchange on the Fresno side of the San Joaquin River and carries traffic from most of the Woodward Park Plan area together with commuter traffic from growing unincorporated communities located to the northeast.

- The Grantland-Herndon Diagonal must be built with an interchange at Freeway 99 to accommodate growth in the Bullard and West Community Plan areas. However, the new interchange would not alleviate projected deficiencies at the Shaw-99 interchange which has long been acknowledged by the State Department of Transportation (Caltrans) to be deficient in its operational design and capacity.

- Shields Avenue must be extended over the Southern Pacific Railroad yard to provide relief of congestion at the Ashlan and Clinton interchanges with Freeway 99.

- Kings Canyon Road will be deficient between Chestnut and Fowler Avenues because of the absence of an arterial street on the California Avenue alignment. This leaves a gap of two miles without an arterial between Ventura/Kings Canyon Road and Jensen Avenue, causing deficiencies on those streets and on Butler Avenue, a collector.

- Ashlan Avenue through the Fig Garden neighborhood will divert traffic to Shaw and Shields Avenues which lack capacity to handle traffic growth. Nevertheless, the volume on Ashlan will continue to exceed its capacity and some traffic may divert to parallel local streets.

- Many major streets in the west and southeast areas will develop bottlenecks where extensive rural residential development exists, leaving two-lane sections of roadway until such time as the rural properties redevelop into urban uses.

- If railroad consolidation occurs, all major streets crossing the Union Pacific tracks will require grade separations. If consolidation is not feasible, grade separations will still be needed on both Burlington-Northern/Santa Fe and Union Pacific, particularly at locations where train speeds are low such as Shaw at Union Pacific, McKinley at Union Pacific, Herndon at Union Pacific, Ventura at both Union Pacific and Burlington Northern/Santa Fe.

- Freeway 99 will become deficient where it needs to be widened to six lanes from Ashlan Avenue to the San Joaquin River, and to eight lanes from the south urban boundary to at least Freeway 180 and potentially north to Ashlan Avenue. Freeway 41 will need to be widened to six lanes from Alluvial Avenue to the river and to eight lanes from Freeway 99 to Alluvial.

The local scenic highway program consists of identifying streets with significant visual qualities, usually related to adjacent mature specimen trees or the quality of residential structures and landscaping along the corridor. These corridors or boulevards have been designated on the community plan maps and policies have been written to aid in conservation of the existing mature trees. The importance of building scenic qualities into new street systems is recognized in this plan.

2. Transportation/Rail Systems. Environmental and economical considerations continue to make the railroad attractive as a major interregional mode of transportation. Rail transportation has fewer negative impacts on the environment and is more energy efficient than either the automobile or airplane. Rail transportation has the advantage of reaching into the heart of urban areas smoothly and rapidly, with stops at major urban nodes.

The demand for rail freight services, which appeared to be steady or declining in the later 1990's within in the San Joaquin Valley, is increasing in California with the expansion of port facilities in northern and southern California and increasing number of very large distribution warehouse facilities. This results in a considerable impact upon the number and frequency of trains routed through Fresno. Passenger train usage has also continued to grow in California and additional train service is anticipated through the San Joaquin Valley with 10 daily Amtrak trains (5 in each direction) anticipated by 2003.

High Speed Rail. High speed rail offers a promising travel alternative to connect Fresno with other major population centers with increased speed and improved safety. The objective of current high speed rail proposals is to complete a 20-year high speed rail plan which will include feasibility studies addressing corridor evaluation and environmental constraints, ridership demand/market analysis, economic impacts analysis with mode cost comparison, and institutional analysis and financing options. The City of Fresno, together with other governmental agencies and transportation interest groups, has continued efforts to promote and participate in high speed rail planning and development efforts particularly in advocating a downtown Fresno station location.

Light Rail/Mono Rail/People Mover. Rail lines throughout the metropolitan area offer an opportunity to consider light/commuter rail as a possible future transportation mode. Larger cities have utilized light rail transportation successfully for years. Analyzing the characteristics of transit systems helps to determine a personalized system which can best meet the needs of riders within a service area. The important characteristics to be highlighted include the following: frequency, speed, system capacity, inter-modal interface, safety, and land use density (minimum of nine dwelling units per acre).

The speed and frequency of light rail service, like any other transit mode, depends on service demand and the number of stops. Nevertheless, light rail is able to provide faster service due to having a separate route with minimum traffic interference. This is especially true if traffic control devices which prioritize light rail transit movement are used. The interface between light rail transit and access points for other modes of transportation such as bus service, conventional and high speed rail systems, and automobile parking facilities is common.

During the past several decades public transportation systems in the Fresno region have primarily been used by transit dependent patrons (non-drivers, low income, elderly and disabled persons). However, the environmental and resource constraints confronting the Fresno area in the twenty-first century now necessitate a dramatic refocusing of attention upon expanding the attractiveness of public transportation alternatives for those who have typically chosen to travel by private automobile. Public transportation must once again be a major factor in meeting the city's growing transportation needs generated by population increases and economic development while addressing quality of life factors such as reduced traffic congestion and improved air quality. This will include thorough consideration and aggressive pursuit of alternative transportation modes, including fixed guideway systems such as monorail and people mover systems.

3. **Transportation/Transit Systems.** The major provider of public transportation within the Fresno metropolitan area is the Fresno Area Express (FAX). As a department of the City of Fresno, FAX provides both scheduled fixed-route service and paratransit demand-responsive service. Other public ground transportation providers include Amtrak, Greyhound Bus Lines, the Fresno County Rural Transit Agency, the Fresno County Economic Opportunities Commission, and numerous private taxi services. The City of Clovis operates both a fixed-route and demand-responsive service.

While legal mandates require that all reasonable efforts be made to meet the transit needs of the transit dependent segments of the population (low income, elderly and disabled patrons) attention must also be focused upon providing a reliable alternative to the private automobile. These strategies may include devoting street capacity to high frequency bus service on select routes as a precursor to fixed guideway systems and as secondary routes supporting these systems.

4. **Transportation/Airport Facilities.** Fresno Yosemite International Airport (FYI), Fresno-Chandler Downtown Airport (FCH), and Sierra Sky Park (SSP) are the public use airport facilities located in the metropolitan area, providing different levels of service to the traveling public and business interests of the San Joaquin Valley.

Fresno Yosemite International (FYI). FYI is owned by the city and operated by the Department of Airports. It occupies approximately 2,150 acres six miles northeast of the downtown and is central California's largest commercial service airport. FYI is host to numerous corporate and general aviation activities including the California Highway Patrol, firefighting aircraft used by the U.S. Forest Service and the California Department of Forestry, and headquarters of the 144th Fighter Wing for the California Air National Guard. FYI is served by certified air carriers, commuter passenger airlines, and commuter air freight carriers. It has been estimated that there is a $250 million dollar economic impact from these airport activities on the local economy.

Fresno has in the past lost a significant amount of passenger jet service to primary markets; simultaneously, there has been substantial growth in smaller jet and turbo-prop commuter services to several major hubs. Significant progress has been made in increasing affordable jet service to and from Fresno thereby attracting the traveling public to FYI, reducing the number of drive-away travelers and encouraging tourist traffic to use FYI as a hub to nearby Yosemite and Sequoia/Kings Canyon National Parks. A major expansion of the air terminal facilities began in the year 2000 to substantially increase passenger capacity and convenience. Further airport master planning will occur through 2004 to define appropriate expansion of aircraft operations capabilities including runway lengthening and aircargo handling centers.

Fresno Chandler Downtown Airport (FCH). The FCH opened in 1929 and is owned and operated by the City of Fresno. The airport presently occupies an area of 200 acres approximately one mile west of downtown Fresno and is within the Edison Community Plan Area. During the first 19 years of operation, FCH served as the air carrier facility for the Fresno area. Passenger airline service was transferred to the Fresno Yosemite International Airport in 1948 while FCH continued to serve small and medium sized private and corporate aircraft. Because of increased commercial and corporate activities at the FYI, FCH is designated as a reliever airport and is presently configured to handle approximately 200 based aircraft. Runway and other operational improvements are being implements as identified by the Fresno Chandler/Downtown Airport Master Plan (updated 1999) to support aircraft activity while improving land use compatibility with the surrounding community.

Sierra Sky Park Airport (SSP). Sierra Sky Park is a public use airport located approximately ten miles northwest of downtown Fresno. The airport is privately owned and funded. The airport was established in 1946 in conjunction with a surrounding residential and commercial development as a "fly-in" subdivision - the first in the United States. It is classified as a Basic Utility Stage 1 Airport. The runway is paved and has lights for night operations. There are approximately 60 aircraft based within the surrounding residences, and an additional 21 tie-downs have recently been added to the airport itself.

5. Transportation/Bikeways. The 1984 Fresno General Plan identified a system of bicycle routes along major streets and advocated bikeway facilities within all major streets in newly developing areas. The bicycle routes acknowledged the growing desire to accommodate bicycle travel both as a recreational activity, and as a viable alternative to the automobile. Subsequent adoption of revised public works street standards has resulted in the systematic development of bikeways facilities within the growth areas. Progress has also been made in efforts to retrofit existing major streets with bikeway facilities. It is the objective of this plan to provide a complete, continuous and easily accessible bikeways system that will allow an increasing number of these trips to be made by bicycle.

In order to provide a continuous and well-integrated bikeway system linking open spaces and major public uses, the general plan directs the implementation of bikeways along all newly constructed major streets. These bikeways are to be implemented primarily as dedicated bike lanes (minimum five-foot width) along the outside edges of the street pavement. Efforts will also continue to establish bikeways along existing major streets which may necessitate the prohibition of on-street parking in order to accommodate bike lanes. Selection and implementation of alternative parallel

bike routes utilizing local streets is also advocated for existing neighborhoods to provide a pervasive bikeway system while accommodating needs for on-street parking.

The following kinds of bicycle facilities are included:

- Bikepaths have their own right-of-way and are developed exclusively for bicycle travel and are entirely separate from streets and highways.

- Bike lanes are an on-street bikeway in which separate automobile and bicycle travel lanes are designated visually by signs and street markings.

- Bike routes are a system of streets with signs denoting them as a bike route, warning motorists to anticipate bicycles on these streets and to indicate to bicyclists a desirable routing because of low traffic volumes or connection to activity centers.

6. Transportation/Trails. Fresno has a large urbanized area. Demographic data show that Fresno also has a high population of children and youths below driving age, and this population trend is likely to continue into the future. Furthermore, regional air quality problems indicate that the city should promote alternate modes of transportation. These factors all point to the need for a comprehensive alternative transportation network, to foster non-motorized travel. A system of multi-purpose trails, linking residential areas with more intense activity areas of the city, is proposed as one method to meet recreational and alternative transportation needs (see Exhibit 9).

The general plan, based on the city's Master Multi-Purpose Trails Manual, outlines Fresno's planned network of trails, many of which are proposed for multi-purpose use: pedestrian, bicycle, and equestrian use. Trail rights-of-way are designed to utilize existing linear features of the landscape: riparian areas and irrigation canal banks; rail lines which would be abandoned or would have conjunctive rail and trail use; and major streets where additional right-of- way width could provide roadside trail alignments. The planned trail network will provide access, where appropriate, to open space and recreation features such as the San Joaquin River bottom and the Fancher Creek environs.

7. Sewer. The City of Fresno is the designated Regional Sewering Agency for the Fresno-Clovis Metropolitan Area. Sewer service to most county areas is provided in accordance with a Joint Powers Agreement between the City and Fresno County. The City of Clovis is a capacity owner in trunk sewers and treatment capacity at the Fresno-Clovis Regional Wastewater Treatment and Reclamation Facility. Other sewer districts in operation are the Pinedale Public Utility District and Pinedale County Water District which maintain their collection sewer lines and discharge the effluent into the City of Fresno collection system. The Malaga County Water District maintains its own wastewater treatment facility in south Fresno.

Age and condition of sewer pipelines vary significantly throughout the metropolitan area. Some sewers date back to late 1890. Many of the larger diameter sewers are constructed of concrete and are showing evidence of significant corrosion due to high sulfide levels. In contrast, a large percentage of the city's sewer lines were constructed of vitrified clay and are not susceptible to sulfide attack. New sewer lines are predominately constructed of polyvinyl chloride (PVC) and also not susceptible to sulfide attack.

Continuous sewer line maintenance is necessary to prevent blockages due to tree root intrusion and grease buildup particularly in the smaller diameter lines.

Installation and use of on-site disposal systems is discouraged. On-site disposal may be permitted for some properties, such as agricultural production facilities on the urban fringe, which do not yet have public sewer available. Fresno has administered a Mandatory Sewering Ordinance since 1968 which requires discontinued use of on-site disposal and connection to the Regional Sewer System when it becomes available. Fresno County also administers a similar Mandatory Sewering Ordinance.

The Cities of Fresno and Clovis share jointly in the treatment capacity of the Fresno-Clovis Regional Wastewater Treatment and Reclamation Facility (RWTRF). Fresno is the lead agency for the operation, maintenance, and long-term planning for the facility. The wastewater treatment plant has been expanded and rehabilitated several times over the past 40 years to meet discharge requirements and accommodate growth in the metropolitan area. The treatment capacity was expanded in 1998 to 80 million gallons per day (MGD) average flow with equipment redundancy to accommodate maintenance schedules or equipment failures. Assuming a design factor for treatment plant purposes of 130 gallons per capita per day, a base treatment capacity of 103 MGD would be necessary to serve the anticipated 790,000 metropolitan area population for the year 2025.

While the RWTRF facility located southwest of the Fresno Metropolitan Area is the regional treatment and reclamation facility, alternatives for future capacity include sub-regional facilities located in the eastern portion of the proposed Clovis growth area and one or both of the North and Southeast Growth Areas presented by the 2025 Fresno General Plan.

The RWTRF engages in a proactive pretreatment program with commercial and industrial users to control flow and loadings while meeting all CVRWQCB requirements. The program is intended to:

- Control flow and loadings to the RWTRF.
- Protect the system from illegal or costly discharges.
- Appropriately place cost of treatment to the contributing user.

8. Water. Fresno's water facilities are characterized by a pattern of groundwater wells pumping water into a city-wide distribution pipe system. Historically, the system has been developed incrementally. As a consequence, as additional development occurred, local wells were drilled to satisfy the associated water demand. Until recently, the system has been reliable, flexible, easily implemented, and inexpensive to operate.

Fresno's economic and environmental future depends on implementing a reliable long- range water supply plan. To that end, the Fresno Department of Public Utilities has completed and the City Council has adopted a Fresno Metropolitan Water Resource Management Plan (MWRMP) that identifies strategies to establish economically and environmentally sound options for the provision of safe, adequate, and dependable water supplies to meet the Fresno metropolitan area's long term needs (year 2050). These strategies include water conservation, sustainable use of groundwater

while protecting the aquifer from further degradation, and direct use of treated surface water supplies. Implementation efforts include expanded groundwater recharge activity, construction of a surface water treatment facility and development of an enhanced water distribution system that can be implemented over time as determined appropriate.

In recent years, changing drinking water standards and migrating groundwater contaminants have seriously impacted the reliability and cost of operating this system. When a well is removed for any reason, water must flow into the area from surrounding wells. The limited size of distribution pipelines often results in decreased water pressure in the affected area. Surrounding wells would also be pumping more water to make up for the off-line well, sometimes resulting in lower pressures in adjacent areas.

Project specific engineering design and environmental review will be necessary for projects identified by the management plan. The following new or modified major facility elements and operational changes were identified as necessary to assure a safe, reliable and economic water supply system:

- Importation and treatment of surface water to serve a portion of the Fresno metropolitan area. (If implemented as proposed, the MWRMP would result in approximately 15 percent of the water supply coming from treated surface water in the year 2010.)

- Distribution system enhancements to allow for regional movement of water supply. Construction of additional storage facilities to cost-effectively meet peak demands. Development of a plume management system to protect groundwater from further contaminant degradation. Additional wellhead treatment facilities to support plume management and recover lost water supply.

- Development of a contamination plume management system to protect groundwater from further degradation. Additional wellhead treatment facilities to support plume management and recover lost water supply.

9. **Drainage/Flood Control.** The Fresno Metropolitan Flood Control District (FMFCD) is responsible for flood control and storm water planning and management. The "District Services Plan" presents comprehensive policies and implementation actions for flood control, rural streams management, local storm water drainage, storm water quality management, water conservation, recreation, and related wildlife management.

Ultimate policy coordination between the district and the cities and county occurs through the inclusion of the Storm Drainage and Flood Control Master Plan prepared by the district as a specific element within the general plan of each agency. The Storm Drainage and Flood Control Master Plan identifies urban and rural drainage area boundaries, computes runoff flows based on planned land use, identifies facility size and location, establishes street grades necessary to accomplish drainage of the runoff from the point of origin to the nearest collector facility, identifies natural channels requiring preservation. It also provides calculation of minimum channel capacities and identifies necessary control structures. Further urban development within the planned urban area of the 1983 Joint Resolution on Metropolitan Planning and the additional urban area will necessitate the amendment of the district's boundaries and updating its master plan.

The district has the responsibility to review all land use proposals for drainage and flood control needs or impacts. This includes an evaluation of the proximity of development to floodplains, the need for the application of floodplain management requirements, the acceptability of proposed floodplain modifications, compliance with and implementation of the Storm Drainage and Flood Control Master Plan and identification of storm water quality best management practices.

10. Police Services. The Fresno Police Department provides a full range of police services including uniformed patrol response to calls for service, crime prevention, tactical crime enforcement (including gang and violent crime suppression), and traffic enforcement/accident prevention. The provision of these services is supplemented by the Investigative Services Division, which investigates cases involving crimes against persons and against property , conducts intelligence information, and is actively involved in vice/narcotics control and enforcement.

In addition to these enforcement-related services, the Police Department also provides extensive crime prevention assistance, including residence and business security inspections, neighborhood and business watch group formation, and public presentations. The Fresno County Sheriff's Department provides similar law enforcement and crime prevention services to the unincorporated portions of the metropolitan area.

11. Fire Services. The City of Fresno Fire Department offers a full range of fire prevention, fire suppression, and emergency medical care services within the city limits. Fire prevention services are provided to all commercial, industrial, and various residential establishments by routine inspections each year, depending upon the occupancy type. Adoption of an ordinance requiring installation of automatic fire sprinklers in all new large buildings, except dwellings and lodging houses, has substantially reduced fire risk factors, thereby reducing overall costs to the city's fire protection services budget.

Fire protection is provided from 16 city fire department stations (at the time of plan adoption) located throughout the city. Other fire station sites have been purchased or planned to ensure that the established level of fire protection is maintained as growth occurs. One or more additional fire stations will be necessary to serve the Southeast Growth Area. Under guidelines established by the city's UGM Policy, the permanent service area of fire stations, for urban development, has been set at a two-mile "running" distance. On an interim basis, until new stations can be constructed, the "running" distance from an existing fire station may be extended to three miles to allow the development of standard residential developments.

The city has instant aid agreements with surrounding agencies and districts whereby the nearest fire station responds to an emergency regardless of the jurisdiction within which it is located. These agreements, plus the city's own resources, provide a high quality of fire suppression and emergency medical care services.

Emergency medical service is provided to all city residents by the Fire Department. This service does not, however, provide emergency transport which is provided by private carriers. Criteria for the delivery of emergency medical service is established by Fresno County in consultation with the medical community.

12. Schools. The Fresno metropolitan area is served by several school districts (four unified districts, one high school district and four elementary school districts). The sizes of these districts range from one of the state's largest (approximately 80,000 students) to an elementary school district with one school campus (325 students). The Fresno Unified, Central Unified, Sanger Unified, and Clovis Unified School Districts serve the major residential portions of the planning area. Fowler Unified School District, Washington Colony and Washington Union High, West Fresno Elementary, West Park and Orange Center School Districts serve smaller portions of the metropolitan area.

The general plan states the intention of the city to cooperate with school districts and support their efforts to establish sufficient school facility sites. The school site location and service area criteria of each district will be incorporated into the city's plans and policies, to the extent feasible. Schools also serve as a focal point of community identity and activity. Therefore, school location preferences are determined not only by State Educational Code location standards and each individual school district's priorities, but also by community planning considerations. These include compatibility with surrounding land uses, safe and convenient access, availability of appropriate public facilities and services, and limited exposure to excessive noise, traffic, or safety conflicts.

In recent years several factors such as substantial population growth, changing demographic characteristics and funding constraints, have resulted in an increasing demand for school facility capacity in both newly developing and established urban areas. School districts have had difficulty adequately funding the school facility maintenance, modernization and building programs necessary to serve growing student populations particularly with the two-thirds voter majority required by state constitutional amendment to bond financing measures. More recently state law has provided specific guidelines and statutory authority for the adoption of development impact fees to partially finance school construction. In addition, flexibility has been provided to allow districts to select bond measure financing that reduces the majority approval to 55 percent of the participating voters.

13. Solid Waste and Community Sanitation. This issue topic proposes policies to address the land use compatibility, public sanitation, and aesthetic impacts associated with the city's solid waste management and community sanitation practices. The following objectives and policies are intended to ensure a consistent citywide level of service for refuse collection, neighborhood cleanup, sanitation enforcement, and recycling programs that will provide an acceptable standard of health, safety, and appearance.

Relationship to General Plan Goals

The Public Facilities Element formulates a number of objectives, policies, and implementation actions to strengthen the installation and maintenance of public facilities. It promotes many of the community goals established by the general plan and has particular relevance to the following:

Goal 1. Enhance the quality of life for the citizens of Fresno and plan for the projected population within the moderately expanded Fresno urban boundary in a manner which will respect physical, environmental, fiscal, economic, and social issues.

Goal 3. Preserve and revitalize neighborhoods, the downtown, and historical resources.

Goal 6. Coordinate land uses and circulation systems to promote a viable and integrated multi-modal transportation network.

Goal 7. Manage growth to balance Fresno's urban form while providing an adequate public service delivery system, which is fairly and equitably financed.

Goal 14. Protect and improve public health and safety.

Transportation/Streets and Highways

E-1. OBJECTIVE: Provide a complete and continuous streets and highways system throughout the Fresno metropolitan area that is safe for vehicle users, bicyclists, and pedestrians and that provides efficient movement of people and goods consistent with the goals and objectives of this plan.

E-1-a. Policy: Implement the following classified street system in accordance with adopted engineering design standards and the 2025 Fresno General Plan Land Use and Circulation Map (Exhibit 4) and the Transportation (Streets and Highways) Element Map (Exhibit 7) adopted and incorporated herein depicting the location and general alignment of streets and highways.

Freeway: Multiple-lane divided roadways servicing through and crosstown traffic, with no access to abutting property and no at-grade intersections.

Expressway: Four- to six-lane divided roadways primarily servicing through and crosstown traffic, with no direct access to abutting property and at-grade intersections located at approximately half-mile intervals.

Superarterial: Four- to six-lane divided roadways with a primary purpose of moving traffic to and from major traffic generators and between community plan areas. A select number of access points to adjacent properties or local streets between the major street intersections may be approved by the City of Fresno. Access will typically be limited to right-turn entrance and exit vehicular movements. Special circumstances, as determined by the City of Fresno, may justify a median island opening between intersections which allow left-turn movement from the superarterial street to an adjoining property or local street.

Arterial: Four- to six-lane divided roadways, with somewhat limited access to abutting properties, and with the primary purpose of moving traffic within and between community plan areas and to and from freeways and expressways. In addition to major street intersections, appropriately designed and spaced local street intersections may allow left-turn movements to and from the arterial streets, subject to approval by the City of Fresno.

Collector: Two- to four-lane undivided roadways, with the primary function of connecting local streets and arterials and neighborhood traffic generators and providing access to abutting properties.

Local: Two- to three-lane public or private roadways designed to provide direct access to properties while discouraging through traffic between major streets. Local streets are typically not planned by the 2025 Fresno General Plan Land Use and Circulation Map and the Transportation Element (Streets and Highways) Map but existing local streets may be shown for informational purposes on this exhibit.

E-1-b. Policy: Review local and regional transportation plans and capital improvement plans to ensure that only projects consistent with this plan are being proposed and funded.

E-1-c. Policy: Give the highest priority to street and highway improvements that will not jeopardize or negatively impact neighborhoods and other sensitive land uses (such as residences, hospitals, schools, natural habitats, and open space areas). Additional considerations are as follows:

- added safety
- air quality
- maintenance of capacity and pavement integrity
- facilitation of multi-modal transportation system.
- increased efficiency

E-1-d. Policy: Participate in a cooperative and comprehensive analysis of street and highway needs within the metropolitan and regional areas through the Council of Fresno County Governments (COFCG).

E-1-e. Policy: Utilize results of the COFCG transportation modeling process to determine circulation network and capacity deficiencies resulting from land use decisions made in the general plan update process, community plan updates, and major plan amendments proposed for development projects.

E-1-f. Policy: Allow a Level of Service "D" (LOS "D") as the acceptable level of traffic congestion on major streets. LOS "D" according to the Caltrans and COFCG accepted LOS criteria, as developed by the Florida Department of Transportation, means moderate congestion at peak traffic periods; approaching unstable flow with reduced speeds, limited maneuverability, and loss of convenience; average speeds range from 9 to 17 miles per hour on arterials with stopped delays of 40 seconds or less.

E-1-g. Policy: Support the construction of the planned freeways serving the metropolitan area and advocate to Caltrans and the County Transportation Authority the city's priorities for completion of segments.

E-1-h. Policy: Participate in the development of freeways and other transportation corridors within the Fresno-Clovis Metropolitan Area as multi-modal transportation corridors.

E-1-i. Policy: Prepare and adopt a comprehensive major street circulation system plan prior to approval of urban development within the Southeast Growth Area (Appendix G) identified by the 2025 Fresno General Plan (Exhibit 4).

E-l-j. Policy: Provide areas for pedestrian and other non-motorized travel that enhance the safety, utilization, and efficiency of the street system. Pedestrian travel should be encouraged as a viable mode of movement throughout the metropolitan area by providing safe and convenient pedestrian facilities in new and existing urban areas and particularly within the Central Area and urban core community centers.

E-1-k. Policy: Pursue the funding for and development of sidewalks and bicycle lanes on all collector and arterial major streets and bike paths along all expressways.

E-1-l. Policy: All commercial and office development should be linked with pedestrian, bicycle, and transit facilities.

E-1-m. Policy: Achieve greater pedestrian accessibility to commercial uses from nearby neighborhoods.

E-1-n. Policy: Safe access and mobility for the physically impaired must be implemented in the design of all pedestrian facilities.

E-1-o. Policy: For new single-family residential subdivisions, sidewalks are required on both sides of local residential streets.

E-1-p. Policy: New single-family residential lots shall not be allowed to front on a major street, unless it can be satisfactorily demonstrated that no feasible alternative means of access can be provided to the property. Evaluation of alternative means of access shall include the consideration of frontage roads, backup treatment, and substantial redesign of the subdivision proposal.

E-2. OBJECTIVE: Maintain a coordinated land use and circulation system that conforms to planned growth, minimizes traffic conflicts, reduces impacts on adjacent land uses, and preserves the integrity of existing neighborhoods.

E-2-a. Policy: Pursue the implementation of Transportation Demand Management and Transportation System Management strategies, as identified by land use and air quality policies and actions of this plan, to reduce peak hour traffic demands and supplement the capacity of the transportation system.

E-2-b. Policy: Minimize vehicular and vehicle-pedestrian conflicts on major streets and adjacent land uses through use of traffic design and control measures that reduce congestion and increase safety.

E-2-c. Policy: Control access through limitation on the number of intersections, driveways, and median island openings.

E-2-d. Policy: Require design measures to mitigate noise and safety concerns along major streets such as adequate building setbacks, frontage roads, landscaping and noise barriers, particularly for residential and other noise-sensitive uses.

E-2-e. Policy: Require the design of local streets to provide efficient circulation and allow convenient access while protecting neighborhoods from the intrusion of through traffic.

E-2-f. Policy: Require the completion of a comprehensive traffic impact study for all proposed plan amendments of five acres or more in size or in accordance with traffic impact study guidelines (including minimum project size) as may be established by the City of Fresno.

E-2-g. Policy: Condition the approval of intensive developments in a manner that will protect classified streets important for a metropolitan-wide traffic-carrying role.

E-2-h. Policy: Limit the number of driveway access points on all major streets to minimize traffic disruption and protect traffic flows. No development shall be approved if it will adversely affect the flow of traffic on a public street below an acceptable standard to be determined by the Public Works Director and based upon the policies noted herein.

E-2-i. Policy: Multiple-family residential, commercial, institutional, industrial, and office projects shall be designed such that related traffic will not route through local residential streets.

E-2-j. Policy: Where feasible and consistent with the goal of achieving infill development projects, medium-high density residential development, i.e., 10.37 - 18.15 units per acre, shall either have direct access to a major street or to a local street of sufficient capacity that does not pass through single-family neighborhoods prior to intersecting a major street, and that will not prevent the completion of a previously committed or needed local street circulation system. This policy shall not apply to housing units within planned development projects as defined by Section 12-306-N-21 of the Fresno Municipal Code.

E-2-k. Policy: Require the design of local streets to provide efficient circulation and allow convenient access while protecting neighborhoods from the intrusion of through traffic.

E-2-l. Policy: Utilize the model local residential street standards in the "Livable Neighborhood Development" implementation guideline of October 2001 (prepared by Growth Alternatives Alliance for "A Landscape of Choice") for guidance in revision of Fresno's local residential street types to achieve overall objectives of calming traffic, promoting pedestrian use and reducing the amount of land devoted to streets.

E-2-m. Policy: Provide assistance in traffic planning to neighborhood residents who wish to eliminate traffic impacts through methods which spread the costs among those receiving the benefits.

E-2-n. Policy: Redesign older streets to redirect non-neighborhood traffic when redirection is supported by neighborhood residents.

E-3. OBJECTIVE: Provide for efficient fiscal management and administration of the streets and highways service delivery system.

E-3-a. Policy: Through the Council of Fresno County Governments (COFCG) and the state legislature, seek adequate sources of funding for the street and highway system for both improvements and maintenance.

E-3-b. Policy: Continue to seek and secure financing for all components of the transportation system through the use of special taxes, assessment districts, developer dedications and fees, or other appropriate mechanisms to be applied uniformly throughout the region.

E-3-c. Policy: The cost of constructing the major street system should be applied to new development consistent with state and federal laws.

E-3-d. Policy: Pursue the implementation of region-wide fees on new development sufficient to cover the fair share portion of that development's impacts to the regional street and highway system that is not covered by other funding sources. Work with the Council of Fresno County Governments, transportation agencies (Caltrans) and other jurisdictions in the region to develop a method for determining:

- the regional transportation impacts of new development.
- the street and highway system components necessary to mitigate those impacts.
- the full lifetime costs of those street and highway system components, including construction, operation, and maintenance.
- the costs covered by established funding sources.

E-3-e. Policy: Pursue Urban Growth Management (UGM) policies so that the widening and extension of major streets necessary to achieve adequate vehicular capacity is completed concurrently with the development project that requires the additional capacity.

E-3-f. Policy: Plan major street rights-of-way and alignments to protect adjacent properties from unnecessary disruption.

E-3-g. Policy: Prepare and adopt Official Plan Lines or Director Determinations for major streets to preserve right-of-way needed for future improvements.

E-4. OBJECTIVE: Preserve and provide scenic corridors by application of appropriate policies and regulations.

E-4-a. Policy: Implement measures to preserve and develop scenic or aesthetic qualities along those streets and highways designated as scenic corridors or boulevards by the adopted 2025 Fresno General Plan Land Use and Circulation Map (Exhibit 4).

E-4-b. Policy: At a minimum the following streets or highways are to be designated as "scenic corridors or boulevards," while additional streets of neighborhood significance may be designated by community or specific plans:

Van Ness Boulevard - Weldon to Shaw
Van Ness Extension - Shaw to San Joaquin River Bluff
Kearney Boulevard - Fresno Street to Polk
Van Ness/Fulton couplet - Weldon to Divisadero
Butler Avenue - Peach to Fowler
Minnewawa Avenue - Belmont to Central Canal
Huntington Boulevard - First to Cedar
Shepherd Avenue - Friant to Willow
Audubon Drive - Blackstone to Herndon
Friant Road - Audubon to Millerton Road
Tulare Avenue - Sunnyside to Armstrong
Ashlan Avenue- Palm to Maroa

E-4-c. Policy: Preservation of street trees lining designated scenic corridors or boulevards should take precedence when private or public actions involve scenic corridors or boulevards.

E-4-d. Policy: Maintenance and replacement of specimen trees along scenic corridors or boulevards should be done with attention to the impact on the visual quality of the area.

E-4-e. Policy: Replacement shall be done with trees of the predominant type and in a comparable pattern to existing plantings if there will be no detriment to public safety.

Transportation/Rail Systems

E-5. OBJECTIVE: Promote continued growth of rail passenger and freight travel through a safe, efficient, and convenient rail system that is integrated with, rather than in conflict with, other modes of travel.

E-5-a. Policy: Support and advocate the relocation of the Burlington Northern/Santa Fe Railroad mainline operations over to the Union Pacific railroad tracks or other rail corridor that relocates rail operations from the center sector of the city.

E-5-b. Policy: Support development of a method of funding the consolidation of the Burlington Northern/Santa Fe mainline tracks over to the Union Pacific tracks or other rail corridor that relocates rails operations from the center sector of the city.

E-5-c. Policy: Improve existing grade separations and construct new grade separations as necessary for the smooth flow of traffic within the community.

E-5-d. Policy: Continue to work cooperatively with state and local agencies to provide additional grade crossing improvements as determined by the California Public Utilities Commission and the city.

E-5-e. Policy: Seek to close minor street at-grade crossings of railroad track mainlines unless no other access is available to the subject property.

E-5-f. Policy: Support the following improvements of the AMTRAK rail service to the Fresno Metropolitan Area and San Joaquin Region:

- provision of the maximum level of train service economically feasible for the San Joaquin route.
- improvement of the AMTRAK station facilities.
- provision of direct train service to the San Francisco/Oakland Bay Area, Sacramento, and the Los Angeles area.

E-5-g. Policy: Reduce the environmental impact of rail operations upon surrounding uses and improvements to the extent it is physically and economically practical.

E-5-h. Policy: Limit future development within the 75 dB Ldn noise contour adjacent to rail rights-of-way to uses not adversely impacted by noise.

E-5-i. Policy: Disallow the construction of "critical noise receivers" (e.g., hospitals, schools, rest homes) within the 60 dB Ldn noise contour adjacent to rail operations.

E-5-j. Policy: Require appropriate noise mitigation measures for noise sensitive land uses in the vicinity of the railroad 60 dB Ldn noise contour.

E-6. OBJECTIVE: Preserve all existing rail lines and railroad alignments to provide for existing and future transportation uses including but not limited to freight and passenger rail, commuter rail and other local public transportation modes, private vehicle, and nonmotorized means of travel.

E-6-a. Policy: Intermodal shipment should be addressed and maintained, where appropriate, for those enterprises affected by abandonment of rail services.

E-6-b. Policy: When rail lines or alignments are proposed to be abandoned, consideration should be given to other transportation uses of the line or alignment; and, all available and financially practical means available should be pursued to preserve these facilities and rights-of-ways for alternative transportation uses.

E-6-c. Policy: Exercise all financially practical means available (negotiated agreement, public information, inter-governmental cooperation, legal challenge et al.) to gain the time and resources necessary to preserve rail lines and alignments proposed for abandonment before the land is sold to other entities or agencies that would prevent alternative transportation uses.

E-6-d. Policy: Develop funding sources so that rail lines proposed for abandonment may be purchased and preserved for future purposes.

Transportation/Transit Systems

E-7. OBJECTIVE: Serve future population concentrations with feasible alternative transportation modes which are efficient, safe, and minimize adverse environmental impacts.

E-7-a. Policy: Work to have the Fresno County Council of Governments initiate a detailed feasibility study of the incorporation of light rail transit service in major transportation corridors, freeway and railroad alignments, and in the Freeway 41 mid-rise/high-rise corridor.

E-7-b. Policy: Include the potential for future light rail systems within all freeway corridors.

E-7-c. Policy: Pursuant to Resolution of the City Council of December 18, 2001, support the planning and construction of a High Speed Rail Transit System in the San Joaquin Valley, utilizing the Union Pacific Railroad alignment, which would directly connect the major population centers within the valley and including a station stop in downtown Fresno.

E-7-d. Policy: Support the development of a multimodal transportation terminal facility in, or in close proximity to, the Central Area.

E-8. OBJECTIVE: Provide public transportation opportunities to the maximum number of people in the service area.

E-8-a. Policy: Provide a transit system that meets the public transportation needs of the service area.

E-8-b. Policy: Plan and develop the major street network to facilitate efficient direct transit routing that provides one-half mile coverage throughout the metropolitan area. Circuitous streets are more difficult for public transit to efficiently serve than consistently spaced linear or semi-grid patterns for arterial and collector streets.

E-8-c. Policy: Pedestrian circulation, site access, and transit access shall be considered as important criteria for site and community development.

E-8-d. Policy: Retail and office buildings shall be located near arterial and major collector streets served by public transit.

E-8-e. Policy: New residential developments (including planned unit developments with gated access or private streets and development with perimeter sound walls or other barriers) should provide safe, convenient pedestrian walkways that directly link residences and internal streets to transportation routes and transit stops as well as to nearby major activity destinations such as shopping centers, schools, and parks.

E-8-f. Policy: Provide transit services that serve the elderly and physically impaired.

- Fresno Area Express (FAX) will operate or purchase paratransit service necessary to meet the requirements of the Americans with Disabilities Act of 1990.

- FAX will continue to work with the elderly and physically impaired patrons and agencies representing these individuals in order to ensure appropriate accessible facilities are provided wherever operationally and financially feasible.
- Evaluate and ensure proposed development projects are accessible to public transit services by individuals with mobility impairments.

E-9. OBJECTIVE: Provide quality, convenient, and reliable public transportation service through an efficient and effective public transportation system.

E-9-a. Policy: Promote and support the implementation of the principal transit corridor and transit corridor/route network as shown in Exhibit 8.

E-9-b. Policy: Encourage safety, appropriate frequency of bus service, reasonable fares and the provision of adequate service to satisfy the reasonable transit needs of patrons.

E-9-c. Policy: FAX will review service productivity indicators and make necessary and appropriate service adjustment when operationally and financially feasible. A complete list of FAX service standards and productivity indicators is presented in the Short-Range Transit Plan for the Fresno/Clovis Urbanized Area.

E-9-d. Policy: FAX will participate in the Council of Fresno County Governments' annual unmet needs hearing process to identify and resolve all unmet transit needs which are reasonable to meet.

E-9-e. Policy: FAX will perform market analysis and target service improvements to those areas and populations with unmet transit needs and sufficient demand to support public transit service in order to maximize public transportation patronage.

E-9-f. Policy: FAX will continue to develop and pursue public education programs and activities that encourage the use of public transit.

E-9-g. Policy: Public transportation should be cost effective and beneficial.

E-9-h. Policy: Support and participate in the provision of an integrated multimodel transportation system.

E-9-i. Policy: Support implementation of a multimodal transportation system management program to provide safe and efficient intermodal connections and provide the maximum feasible access to multiple modes of transportation throughout the metropolitan area.

E-9-j. Policy: Coordinate service to facilitate multimodal and intersystem transfer.

E-9-k. Policy: Locate and design transportation system improvements to promote the coordination and continuity of all transportation modes and facilities, including park and ride facilities at major activity areas such as the Woodward Park Business Center at Friant Road and Freeway 41.

E-9-l. Policy: Coordinate public transportation policies with land use and air quality policies such that transit system investments are complementary to land use and air quality policies.

E-9-m. Policy: Encourage mixed use intensive cluster-type development where consistent with general plan goals and policies.

E-9-n. Policy: Identify the location of current and future residential and employment concentrations and activity centers throughout the transit service area in order to facilitate planning and implementation of optimal transit services for these uses.

E-9-o. Policy: All new transit significant activity centers should be located immediately along designated principal transit corridors and transit corridors as identified by Exhibit 8. Other transit significant projects should be located immediately along these corridors or along existing or programmed bus routes.

E-9-p. Policy: Encourage the conversion of auto-oriented development located along principal transit corridors and transit corridors to transit oriented land uses. Auto-oriented land uses like used car lots, car washes, gas stations, "big box" retail outlets, auto repair businesses, furniture stores, et cetera, should be encouraged to locate in auto-oriented strip development corridors.

E-9-q. Policy: Discourage leapfrog development and encourage coordinated corridor development. Leapfrog development is very costly to serve with public transit and other public services.

E-9-r. Policy: Continue to review development proposals in transportation corridors to ensure they are designed to facilitate transit. Refer all projects that have residential or employment densities suitable for transit services, locations along existing or planned transit corridors, or that otherwise have the potential for transit orientation, for review by FAX and consider FAX comments into development analysis.

E-9-s. Policy: Promote the development of the Central Area as the region's principal employment center and public transportation hub.

E-9-t. Policy: Coordinate with city, county, and regional agencies to promote efficient transportation policies. Continue to work with the Council of Fresno County Governments, Caltrans, Madera County, and other jurisdictions to encourage regional land use and transportation policies.

E-9-u. Policy: Review local and regional transportation plans and capital improvement plans to ensure that only projects consistent with this element are being proposed and funded.

E-9-v. Policy: Support continued state and federal legislation that creates incentives that reduce dependency and encourage the use of alternatives to the single occupant vehicle without compromising travel mobility.

E-9-w. Policy: Within five years of the general plan's adoption, with region-wide multiple-agency coordination and financial participation, consider the feasibility of initiating a Major Investment Study (MIS) to evaluate potential corridors and technologies for high capacity fixed and/or automated guideway transit systems such as a monorail or people mover system.

E-9-x. Policy: Evaluate a modification to the city code that would provide for a maximum number of parking spaces allowed rather than a minimum number of parking spaces required, and consider developing a schedule for gradually reducing the maximum number of parking spaces allowed on transit corridors where transit is a viable alternative.

E-9-y. Policy: Support the implementation of transportation control measures in order to meet the performance standards of the California Clean Air Act.

E-9-z. Policy: Identify and support the implementation of measures that will encourage, assist, or require the expanded use of telecommuting and other telecommunications technologies to reduce congestion, energy use, and air emissions (i.e., work at home, dispersed telecommute work centers, teleconferencing).

E-9-aa. Policy: Support the proposed California High Speed Rail corridor in the vicinity of the Union Pacific Railroad corridor connecting Los Angeles and the San Francisco Bay Area.

E-9-bb. Policy: Local jurisdictions should jointly consider developing a method for determining the impacts of new development on the public transit system and should consider assessing a fee on new development sufficient to cover the fair share portion of that development's impacts to the public transportation system that is not covered by other funding sources.

E-9-cc. Policy: Bus bay turnouts and site improvements (including improvements associated with bus stop accessibility for the physically impaired such as curb cuts for wheelchair access) should be required where development occurs along established or proposed transit routes. The costs associated with these improvements should be paid by the site developer. Bus bay development standards and stop accessibility standards are contained in the Fresno Area Express Transit Facilities Development Standards document.

Transportation/Airport Facilities

E-10. OBJECTIVE: Operate Fresno's municipal airport facilities to meet present and anticipated demands in a manner that enhances safety to the public, minimizes the adverse effects of aircraft operations on people, and promotes the economic health of the community.

E-10-a. Policy: Pursue appropriate funding sources and capital improvement budget enhancements that will:

- provide a modern, safe, and efficient municipal terminal facility and improve quality of air service.
- upgrade terminal facilities to integrate Americans with Disabilities Act (ADA) enhancements and refurbish the concourse area.
- implement terminal expansion plans to create additional counter space, airline offices, and improve baggage handling areas.
- utilize passenger facility charges as the principle means of financing the terminal expansion. Passenger facilities charges allow for an enplanement user fee to finance most capital improvements identified in the terminal master plan.

E-10-b. Policy: Obtain and install a Category II Instrument Landing System (CAT II ILS). Actively solicit city, state, and federal support for the acquisition of a CAT II ILS from the Federal Aviation Administration.

E-11. OBJECTIVE: Improve the quality of air carrier service to and from Fresno Yosemite International Airport (FYI).

E-11-a. Policy: Work with established carriers and new carriers in an attempt to increase affordable jet service to and from Fresno.

E-11-b. Policy: Create a marketing plan to attract the traveling public to the FYI to reduce the number of drive-away travelers and to encourage the tourist traffic to use the FYI as a hub to Yosemite and Sequoia/Kings Canyon National Parks.

E-11-c. Policy: Continually solicit new carriers and seek expanded service from current air carriers.

E-11-d. Policy: Continue to meet with foreign and domestic air carriers to include international service.

E-12. OBJECTIVE: Develop airport properties as outlined in the applicable airport and environs master plans to encourage economic growth.

E-12-a. Policy: Allow for the orderly expansion of the Fresno Yosemite International and Chandler Downtown airports as envisioned by their airport and environs master plans.

E-12-b. Policy: Ensure necessary aviation support services are provided while promoting a competitive environment through appropriate land use policies.

E-12-c. Policy: Utilize the Fresno Air Terminal Redevelopment Area (FATRA) Plan (1988) and the Fresno Air Terminal Redevelopment Project Implementation Plan (1994) as the basis for short- and long-term development of what had been known as Hammer Army Airfield.

E-12-d. Policy: Ensure that environmental remediation activities are conducted with the active participation of previous land owners and tenants.

- Provide continued support of the remediation program currently underway.
- Allocate all assets necessary to meet California Environmental Quality Act (CEQA) and California Environmental Protection Agency (CalEPA) standards.

E-12-e. Policy: Remove all unserviceable and obsolete structures within the Fresno Air Terminal Redevelopment Area (FATRA) in a timely fashion by prioritizing and setting a demolition schedule.

- Reconfigure property parcels for development.
- Redesign roadways, gutters, sewer and water lines, street light installation, and landscape the property.
- Actively solicit cargo and corporate flight activities for the north ramp following construction of the Shields/Peach Connector.

Transportation/Bikeways

E-13. OBJECTIVE: To establish and maintain a continuous and easily accessible bikeway system throughout the metropolitan area that will facilitate bicycling as both a viable transportation alternative and a recreational activity.

E-13-a. Policy: Provide bikeways in proximity to major traffic generators such as commercial centers, schools, recreational areas, and major public facilities.

E-13-b. Policy: Require major traffic generating uses (major shopping centers, office complexes, public service facilities, et al.) to design on-site parking and circulation areas to facilitate bicycle travel.

E-13-c. Policy: Wherever possible, provide linkages between bikeways, the city's multi-purpose trails, and other regional networks such as the San Joaquin River Trail (see Exhibit 9).

E-13-d. Policy: Prepare and implement a more specific bikeway plan and implementation program for the established urban area where deficient major street right-of-way widths have deterred bikeway development.

E-13-e. Policy: Develop bikeways that are continuous and provide linkages to other bicycle facilities. Give priority to bikeway components that link existing separated sections of the system or that serve the highest concentration of cyclists and destination areas of highest demand.

E-14. OBJECTIVE: Encourage increased bicycle usage by providing the most safe and secure bicycle facilities feasible, and by promoting traffic safety awareness by both bicyclists and motorists.

E-14-a. Policy: Require that development projects adjacent to a designated bikeway provide adequate right-of-way and construct necessary improvements to implement the planned bikeway system. Construction of new major streets or reconstruction of existing major streets shall also provide for the planned bikeway system to the extent feasible. Where inadequate right-of-way is available within established areas alternative bikeway alignments or routes shall be pursued consistent with Policy E-13-d.

E-14-b. Policy: Provide not less than ten feet of street width (five feet for each travel direction) to implement bikelanes for designated bikeways along major streets (as provided by adopted City of Fresno Public Works Standards) except as determined in accordance with Policies E-14-a. and E-13-d. Provide adequate easement and improvements to implement separate bikepaths where designated by an adopted community plan, specific plan, or other general plan element.

E-14-c. Policy: Develop a visually clear, simple, and consistent bicycle system with clearly defined areas, boundaries, and standard signs and markings as designated by the State of California Highway Design Manual/Chapter 1000/Bikeway Planning and Design.

E-14-d. Policy: Cooperate with other public agencies (school districts, County of Fresno, San Joaquin Valley Unified Air Pollution Control District, Regional Transportation Planning Agency, et al.) to fund and develop an expanded program of education on the "rules of the road" and rights for cyclists and motorists, both through mass media and through school and private efforts.

E-14-e. Policy: Provide regular sweeping and other necessary maintenance to clear bikeways of dirt, glass, gravel, and other debris.

E-14-f. Policy: Initiate a program to install safe drainage grates along designated bikeways.

E-14-g. Policy: Provide adequate route lighting.

E-14-h. Policy: Promote the installation of bicycle locking racks and bicycle parking facilities at public buildings, transit facilities, public and private parking lots, and recreational facilities.

E-14-i. Policy: Continue to provide bike racks or space for bicycles on Fresno Area Express buses.

E-14-j. Policy: Continue to monitor and evaluate the effectiveness of bikeway facilities and implement measures as appropriate to enhance usage, safety, and efficiency.

E-14-k. Policy: Facilitate the linkages between bikeways and other modes of transportation.

Transportation/Trails

E-15. OBJECTIVE: Establish a network of pedestrian, bicycle, and where appropriate, equestrian trails to serve residential areas and to link residential areas with activity centers such as parks and recreational facilities, educational institutions, employment centers, cultural sites, and other focal points of the city environment, in order to enhance the community's recreational and alternative transportation opportunities and to provide visual and physical amenities.

E-15-a. Policy: Develop multi-purpose trail corridors as shown on Exhibit 9 by employing appropriate linear rights-of-way along existing features such as riparian corridors, drainage and irrigation easements, utility easements, abandoned railroad rights-of-way, and major street corridors.

E-15-b. Policy: Designate and design trails in accordance with design standards (considering guidelines in the 1990 Master Multi-Purpose Trails Manual), which give consideration to all trail users and which provide for appropriate widths, surfacing, drainage, design speed, barriers, fences, signage, visibility, intersections, bridges, and street cleaning.

- Trail improvements and characteristics (accessibility, continuity, width and location, surface treatment, et al.) within the Fancher Creek water conveyance and riparian corridor, and other alignments which are immediately adjacent to existing or planned residential properties, shall be determined by the city council after providing appropriate public participation opportunities including at least one noticed public hearing.

E-15-c. Policy: Provide for needed facilities along trails such as staging areas, lighting, benches, bathrooms, and drinking fountains, where appropriate.

E-15-d. Policy: Ensure that potential trail corridors will generally be accessible to all members of the community, including young children, the physically impaired and the elderly. Exceptions may be made where existing physical features or conditions warrant maintaining more natural grades, alignments and unpaved surfaces.

E-15-e. Policy: Provide for different levels and types of usable pedestrian and bicycle corridors, including broad, shaded sidewalks, jogging paths, paved and all-terrain bicycle paths, through-block passageways, and hiking trails. Where designated multi-purpose trail routes are contiguous to designated bike lanes, allow for flexibility in trail design so that bike lanes may be substituted for multi-purpose bike paths where it is safe and appropriate to do so.

E-15-f. Policy: Locate equestrian trails in the vicinity of riding stables and other equestrian facilities, and design these trails to include staging areas. Provide for appropriately spaced watering areas along each equestrian trail.

E-15-g. Policy: Work with the City of Clovis, the Fresno Irrigation District, Caltrans, and California State University Fresno to plan and develop an equestrian trail connecting the university to the San Joaquin riverbottom.

E-15-h. Policy: Provide for an equestrian trail system free from conflict with bicycles and vehicular traffic, and ensure that equestrian trails are compatible with pedestrian rights-of-way.

E-15-i. Policy: Equestrian trails shall be developed to minimum widths of 12 feet with a 9-foot clearance above ground and shall be constructed of a suitable composite surface.

E-15-j. Policy: Wherever possible, provide linkages between bikeways, the city's multi-purpose trails, and other regional trail networks such as the San Joaquin River environs trail system and the Fancher Creek water conveyance and riparian corridor.

E-15-k. Policy: Develop usable, safe trails that provide access and utility for hikers, runners, cyclists, and where appropriate, for equestrian users.

E-15-l. Policy: Establish trail routes which promote usage by providing a safe and aesthetically pleasing environment and which avoid incompatible uses wherever possible.

- Particular consideration shall be given to compatibility of trail alignments which are not parallel to or readily visible from adjacent public streets.

E-15-m. Policy: Utilize landscaping with appropriate and adequate physical and visual barriers (e.g., masonry walls, chain link, wrought-iron, or square-tube fencing) to screen trail rights-of-way from sensitive private property and to separate trails from dangerous sites and attractive nuisances such as irrigation canals, surface mining operations, and drainage facilities.

E-15-n. Policy: Limit driveway crossings of multi-purpose trails to not more than two per block (a typical block length is 660 feet), except where it is determined that there is no better feasible alternative.

E-15-o. Policy: Avoid trail alignments that will involve private ownership of sections of public trail right-of-way. If necessary, use the Director Determination process to adjust planned trail rights-of-way to avoid these situations by realigning trails along more visible, publicly owned routes.

E-15-p. Policy: Initiate efforts (in cooperation with Fresno Irrigation District, railroads, and other owners of easements and rights-of-way) to identify and implement measures to prevent inappropriate vehicular access to these easements and rights-of-way.

E-15-q. Policy: Establish trail safety measures which ensure adequate police, fire, and paramedic services to the public and surrounding properties within the trail system.

E-15-r. Policy: Provide points of emergency vehicle access within the trail corridors, via parking areas, service roads, emergency access gates in fencing, and firebreaks. Service roads shall be interconnected where possible to permit through travel by emergency vehicles only.

E-15-s. Policy: Where appropriate, make available recreational activities adjacent to trail corridors, including environmental amenities and historic locations; and interpret those resources to the public.

E-15-t. Policy: As directed by Resolution of the City Council adopted on November 27, 2001, the city shall actively participate in a multi-agency planning and implementation partnership (including the County of Fresno, County of Madera, the City of Clovis, the San Joaquin River Conservancy, the Council of Fresno County Governments, the Fresno Metropolitan Flood Control District, the Fresno Irrigation District, the San Joaquin River Parkway and Conservation Trust, Coalition for Community Trails and other agencies and organizations) in order to ensure the coordinated development of the Fresno-Clovis Metropolitan Area planned trail system.

E-15-u. Policy: Aggressively pursue the attainment of trail corridors within abandoned railroad rights-of-way, canal alignments, PG&E transmission tower easements, major streets, and riverbottom/bluff areas. Existing easements and rights-of-way should be offered to local agencies before being sold to private parties.

E-15-v. Policy: Require additional right-of-way along major streets where necessary to implement the recommended trail system.

E-15-w. Policy: Pursue the implementation of the master planned trails system as a requirement of property development, where appropriate, by requiring the dedication of right-of-way and/or easements which will provide safe and direct access to community and regional trails.

E-15-x. Policy: As a condition of tentative tract approval, require all tract maps to incorporate trail development standards and trail corridor linkages.

E-16. OBJECTIVE: Develop trails with minimum environmental impact.

E-16-a. Policy: Surface trails with materials that are conducive to maintenance and safe travel, choosing materials which blend in with the surrounding area whenever possible.

E-16-b. Policy: Trails should follow contour lines and be aligned where the least amount of grading (fewest cuts and fills) and least disturbance of the surrounding habitat would occur.

E-16-c. Policy: Beautify trail rights-of-way in a manner consistent with intended use, safety, and maintenance.

E-16-d. Policy: Appropriately utilize landscaping to stabilize slopes, create physical or visual barriers, and provide shaded areas. Where possible, preserve and incorporate native plant species into the landscaping.

E-17. OBJECTIVE: Pursue a variety of funding sources to maximize implementation and development of the city's trail system.

E-17-a. Policy: Aggressively seek grants (federal, state, and local) and other funding sources for trail construction and maintenance, and support the enactment of state and federal legislation that would establish or expand urban trail development funds.

E-17-b. Policy: For multi-purpose trails located adjacent to planned freeway routes, the City of Fresno Parks, Recreation, and Community Services Department shall aggressively pursue state and federal funding for trail improvements.

E-17-c. Policy: Support and assist, whenever possible, nonprofit organizations whose purpose, charter, or projects include promoting and supporting public trail construction and maintenance.

E-17-d. Policy: Continue to seek individual and private sector support for development and maintenance of trails.

E-17-e. Policy: Continue to encourage the participation of volunteers and community groups in the construction and development of trails, and for promoting use and enjoyment of the city's trail system.

E-17-f. Policy: Explore the establishment of an equitable citywide funding program for the development and maintenance of a complete public trail network, in order to:

- acquire right-of-way needed for trails in already-developed neighborhoods and other areas, as may be identified in community plans and specific plans.
- reimburse developers for public trail development costs that they may incur in excess of the trail cost attributable to the impact of their development project (this will require a citywide nexus study).
- adequately fund maintenance of the citywide trail network.

Sewer

E-18. OBJECTIVE: Ensure provision for adequate trunk sewer and collector main capacities to serve existing and planned urban development and economic diversification, including existing developed uses not presently connected to the public sewer system consistent with the Wastewater Master Plan.

E-18-a. Policy: Pursue construction of new or replacement sewer trunk facilities (such as extension of the Fowler Avenue sewer from South Maple Avenue to the Regional Wastewater Treatment and Reclamation Facility (RWTRF) and capacity enhancement of the Herndon Avenue sewer trunk), or pursue other alternatives consistent with the Wastewater Master Plan (including satellite regional wastewater treatment/reclamation facilities) where necessary to relieve the existing sewer trunks and provide additional capacity to serve planned urban intensification within established areas, planned urban growth areas and existing land uses not presently connected to the public sewer system.

E-18-b. Policy: Pursue enlargement or extension of the sewage collection system where necessary to serve planned urban development including the designated North and Southeast Growth Areas, with the capital costs and benefits allocated equitably and fairly between the existing users and new users while facilitating economic diversification. New users shall, to the extent not inconsistent with economic diversification strategies, pay for the cost of being attached to the collection system through connection fees, including the cost of any incremental burden that they may place on the entire system; and pay for their share of operational and maintenance costs in addition to any costs for extraordinary facilities such as lift stations or capacity enhancement measures.

E-18-c. Policy: Continue development and utilization of city-wide sewer flow monitoring and computerized flow modeling to determine availability of sewer collection system capacity to serve planned urban development. This information shall be considered in evaluating general plan amendment applications.

E-18-d. Policy: Determine that adequate trunk sewer capacity exists or can be provided to serve proposed development prior to the approval of rezoning, special permits, tract maps, and parcel maps so that the capacities of existing facilities are not exceeded.

E-18-e. Policy: Ensure the health and safety of the community, and preserve the longevity and sound condition of the sewer collection system through evaluation and maintenance of the sewer infrastructure.

- Continue assessments of existing infrastructure and facilitate necessary repair to damaged and worn-out pipelines.
- Continue a sewer line replacement program and funding to repair or replace sewer lines damaged or worn beyond useful life.

- Continue routine sewer line maintenance and cleaning programs to prevent line blockages caused by root intrusion, grease buildup, and pipe failure.

E-19. OBJECTIVE: Preserve groundwater quality and ensure that the health and safety of the community is not impaired by use of private on-site disposal systems.

E-19-a. Policy: Continue to require mandatory abatement of existing septic systems and mandatory connection to the city's public sewage collection and disposal system including those areas outside the city's adopted sphere of influence where determined necessary for public health and safety reasons.

E-19-b. Policy: Discourage use of septic systems, community wastewater disposal systems or other non-regional sewage treatment and disposal systems within the Fresno Metropolitan Area and including areas located outside the city's sphere of influence if these types of wastewater treatment facilities would cause discharges that could result in groundwater degradation, or if such systems are not economically feasible.

E-20. OBJECTIVE: Ensure the provision of adequate sewage treatment and disposal by utilizing the Fresno-Clovis Regional Wastewater Treatment and Reclamation Facility as the primary facility, when economically feasible, for all existing and new development within the metropolitan area.

E-20-a. Policy: Provide increased wastewater treatment plant capacity in a timely manner to facilitate planned urban development within the facility's planned service area, and accommodate experienced increase in flows and loadings from the existing community with the capital costs and benefits allocated equitably and fairly between existing users and new users while facilitating economic diversification. New users shall, to the extent not inconsistent with economic diversification strategies, pay for the cost of being attached to the treatment facility through connection fees, including the cost of any incremental burden that they may place on the entire system; and, pay for the full operational costs of extraordinary facilities such as satellite or "package" treatment plants.

E-20-b. Policy: Continue to implement cost efficient and environmentally beneficial operational and management measures to maximize plant effectiveness.

E-20-c. Policy: Pursue such projects as the power generation facility as self-reliant energy sources to operate the treatment plant when economically feasible.

E-20-d. Policy: Monitor wastewater treatment plant flows and loadings to the extent feasible and consider the wastewater treatment impacts of land use changes when evaluating general plan amendment proposals.

E-20-e. Policy: Provide an annual updating of the wastewater treatment plant flows to the city council and planning commission.

E-21. OBJECTIVE: Promote reduction in wastewater flows and develop facilities for beneficial reuse of reclaimed water and biosolids for management and distribution of treated wastewater.

E-21-a. Policy: Implement conservation and other programs and policies to reduce wastewater flows.

E-21-b. Policy: Reduce storm water infiltration to the sewer collection system, where feasible, by elimination of storm sewer cut-ins to the sanitary sewer system. Prohibit new sanitary sewer cut-ins for disposal of storm runoff, except for health and safety reasons.

E-21-c. Policy: Investigate and implement economically effective and environmentally beneficial methods of biosolids handling and disposal.

E-21-d. Policy: Continue investigation and development of on-site and off-site reclamation sites for the beneficial reuse of reclaimed water and biosolids.

E-21-e. Policy: Rehabilitate existing infiltration basins and acquire additional sites for infiltration basins as needed.

E-21-f. Policy: Ensure adequate provision of facilities for the management of wastewater from wineries and other food and beverage processing facilities.

Water

E-22. OBJECTIVE: Manage and develop the City of Fresno's water facilities to ensure a safe, economical, and reliable water supply for existing and planned urban development and economic diversification.

E-22-a. Policy: The Departments of Public Utilities and Public Works will develop and use available and innovative tools as necessary to forecast demand on water production and distribution systems by urban development, and to determine appropriate facility needs.

E-22-b. Policy: Set adequate and appropriate conditions of approval for each new development proposal to ensure that the necessary potable water production and supply facilities are in place prior to occupancy.

E-22-c. Policy: The Department of Public Utilities will recommend capital improvement plans and fee schedules to meet the demands of planned development (including both intensification of established areas and new development within designated growth areas) and continue to provide adequate water quantity and quality to serve the established urban community including those communities located outside the city's adopted sphere of influence where determined that public health standards of water quality and quantity are not being met.

E-22-d. Policy: Continue to evaluate existing water production and distribution systems and facilitate necessary repair or enhancement of damaged or antiquated facilities.

E-22-e. Policy: Capital improvement costs and benefits of new or upgraded water production and distribution facilities shall be allocated equitably and fairly between existing users and new users, consistent with economic diversification strategies.

E-22-f. Policy: New development and connections to the city's water supply and distribution system shall pay for the cost of being attached to the water system through connection fees and for the cost that they place on the entire water system including treatment, production, distribution, recharge and conservation and/or provide for the installation of public facilities and participate in capital improvement financing programs necessary to accommodate new development, consistent with economic diversification strategies.

E-22-g. Policy: Continue to implement water system policies that require the provision of a potable water supply that complies with the standards of the Federal and State Safe Drinking Water Acts for consumptive use, and meets applicable standards of volume and pressure for fire suppression purposes.

E-22-h. Policy: Implement appropriate measures consistent with water system policies, including the removal of pump stations from active use, installation of well-head treatment facilities, construction of above-ground storage and surface water treatment facilities, and enhancement of transmission grid mains to ensure adequate water quality and quantity.

E-22-i. Policy: Mitigate the effects of development and capital improvement projects on the long-range water budget to ensure an adequate water supply for current and future uses.

E-22-j. Policy: Pursue Resource Conservation-Water Quality and Quantity policies promoting water conservation efforts, including consideration of resubmitting the residential meter retrofit program for voter consideration.

E-22-k. Policy: Implement the Fresno Metropolitan Water Resource Management Plan as necessary to ensure adequate water supplies are available for both short and long term needs that development of peripheral areas, including the planned North Growth and Southeast Growth Areas and other areas outside the city's adopted sphere of influence, will not adversely affect efforts to balance water demand with water supply.

E-22-l. Policy: Evaluate new development proposals and entitlement activities in light of the conclusions and recommendations of the Fresno Metropolitan Water Resource Management Plan.

Drainage and Flood Control

E-23. OBJECTIVE: Provide facilities to protect lives and property from stormwater runoff hazards.

E-23-a. Policy: The Storm Drainage and Flood Control Master Plan of the Fresno Metropolitan Flood Control District (FMFCD) shall be consistent with and incorporated in the general plan including updating and revising as necessary to accommodate intensified urban uses within established areas and development within the designated North and Southeast Growth Areas. Planned stormwater drainage basin locations are identified by the 2025 General Plan Land Use and Circulation Map (Exhibit 4) and those storm water drainage basins not yet acquired by FMFCD have been assigned alternative land use designations as shown on Table 6.

E-23-b. Policy: The City of Fresno shall continue to support and assist in the implementation of the Fresno Metropolitan Flood Control District's Storm Drainage and Flood Control Master Plan including expansion of the District's service area boundaries to include the planned growth areas of the general plan.

E-23-c. Policy: The City of Fresno shall coordinate with the Fresno Metropolitan Flood Control District in updating the Flood Control Master Plan as necessary to determine the optimum locations for drainage basins and other facilities necessary to serve urban development including planned urban intensification and the planned North Growth and Southeast Growth Areas.

E-23-d. Policy: The City of Fresno shall coordinate construction with other public and private agencies, particularly with respect to streets, sewerage, water, gas, electric, and irrigation improvements, with flood control facilities to seek the greatest public benefit at the least public cost.

E-23-e. Policy: As shown on Table 7, the City of Fresno shall support multiple uses of flood control and drainage facilities as follows:

- the City of Fresno shall utilize, wherever practical, FMFCD facilities for groundwater management and recharge.
- the City of Fresno shall encourage development of ponding basin facilities located within or near residential areas, so as to maximize the potential for recreational use compatible with the stormwater and groundwater recharge functions.

E-23-f. Policy: The City of Fresno shall encourage that, as a minimum standard, the perimeter of all permanent stormwater ponding basins be improved with a landscaped buffer.

E-23-g. Policy: The City of Fresno shall identify and pursue all available or potential funding sources to expedite the completion of landscape amenities and recreation improvements planned or appropriate for basin sites.

E-23-h. Policy: The City of Fresno shall pursue installation of curbing and gutters on existing developed roadways which are lacking drainage facilities.

E-23-i. Policy: The City of Fresno shall work with the Fresno Metropolitan Flood Control District to prevent and reduce the existence of urban stormwater pollutants to the maximum extent practical, and ensure that surface and groundwater quality, public health and the environment will not be adversely affected by urban runoff, pursuant to the requirements of the National Pollution Discharge Elimination Systems (NPDES) Act.

Police Services

E-24. OBJECTIVE: Provide the level of law enforcement and crime prevention services necessary to maintain a safe, secure, and stable urban living environment through a police department that is dedicated to providing professional, ethical, efficient and innovative service with integrity, consistency and pride.

E-24-a. Policy: Maintain an organization that is sensitive and responsive to the needs of a diverse community, recognizing and accepting its responsibility to provide a safe environment for the citizens of Fresno.

- Strive to increase ethnic diversity and gender representation of the law enforcement workforce to reflect the composition of the Fresno community.
- Maintain active involvement in youth development and delinquency prevention activities.
- Collaborate with community-based public, non-profit or private agencies to develop comprehensive narcotics and violence prevention programs designed to discourage delinquent behavior and narcotics abuse, and to encourage viable alternative behaviors.

E-24-b. Policy: Facilitate Police Department participation in the implementation of general plan policies, including citizen participation efforts, the application of crime prevention design measures to reduce the exposure of neighborhoods to nonresidents and to promote community surveillance of common areas.

- Facilitate police department communication with citizen advisory committees.
- Refer all land use and development proposals to the Police Department for review and comment.
- Include recommendations for crime prevention design and operational measures as conditions of project approval.

E-24-c. Policy: Continue to identify and apply appropriate safety design and operational measures as conditions of development entitlement approval including but not limited to access control measures, lighting and visibility of access points and common areas, functional and secure on-site recreational and open space improvements within residential developments, and utilization of private "certified" security services.

E-24-d. Policy: Maximize communication and cooperative efforts with residents and businesses in order to identify crime problems and to optimize the effectiveness of crime prevention measures and law enforcement programs.

E-24-e. Policy: Maximize coordination between the Police Department and the Sheriff's Department to address crime problems in neighborhoods divided by the city's incorporated boundary and continue to explore opportunities for combining and consolidating services when it provides a means to improve the level of law enforcement provided to the community.

E-24-f. Policy: Identify and pursue measures and methods to improve law enforcement services.

- Implement a process which provides for Police Department review and approval of major events including concerts, sports contests, community celebrations, exhibitions and other events generating large attendances which will ensure that adequate event staffing is provided to maintain crowd control, traffic safety and to meet law enforcement needs on and off-site.
- Establish at least one Problem Oriented Policing (POP)/TAC office in each policing area.
- Consider utilization of alternative means of patrol and apprehension such as air support (helicopter or other aircraft), foot patrol or bicycle and horse mounted patrol.
- Maintain a long-range law enforcement budget planning program to identify revenue and expenditure trends and establish funding mechanisms (including but not limited to the consideration of assessment districts) to address revenue deficiencies.

Fire Services

E-25. OBJECTIVE: Ensure that fire protection, emergency medical and all emergency services are provided in an adequate, efficient and cost effective manner.

E-25-a. Policy: Utilize the procedures and criteria contained within the Urban Growth Management (UGM) Policy and Ordinance to provide an equitable means through which the provision of fire service can be addressed throughout the UGM area including the planned North and Southeast Growth Areas.

E-25-b. Policy: Pursue long-range transfer of fire protection service agreements with adjacent fire districts that, in concert with existing instant aid agreements, will lead to the eventual unification of fire protection services in the metropolitan area of Fresno.

E-25-c. Policy: Continually evaluate the Fire Department's ability to provide staffing and equipment resources to effectively prevent and mitigate emergencies in existing and new high-rise buildings (defined by Health and Safety Code Section 13210 (b) as every building of any type of construction or occupancy having floors used for human occupancy located more than 75 feet above the lowest floor level having building access).

E-25-d. Policy: Develop appropriate standards, as necessary, for rescue operations including, but not limited to, confined space and swift water rescues.

E-26. OBJECTIVE: Ensure that the Fire Department's staffing and equipment resources are sufficient to implement all requests for fire and emergency service from the citizens of Fresno.

E-26-a. Policy: Use adopted general and specific plans, the city's GIS database, and the fire station location program to achieve optimum siting of future fire stations. For those station sites identified by the 2025 General Plan Land Use and Circulation Map (Exhibit 4) but not yet acquired by the city, the underlying alternative land uses shown on Table 5 shall be applied.

- The siting of any additional new station locations to serve future development such as the North and Southeast Growth Areas shall occur through the applicable community or specific plan adoption/amendment process.

E-26-b. Policy: Provide for an average response time of not more than five minutes for all emergency requests for service within the metropolitan area.

E-27. OBJECTIVE: Enhance the level of fire protection to meet the increasing demand for services from an increasing population. Achieve a better fire insurance rating by augmenting human and equipment resources.

E-27-a. Policy: Continue fire prevention inspections of industrial, commercial and various institutional residential establishments.

E-27-b. Policy: To the extent possible, encourage multi-lingual educational programs concerning fire prevention and fire safety.

E-27-c. Policy: Continue Fire Department review of all development proposals in order to ensure the inclusion of adequate on-site and off-site fire protection provisions.

E-27-d. Policy: Adopt and enforce construction and fire codes that restrict the level of risk to life and property from fire, commensurate with the fire suppression capabilities available to the city.

E-27-e. Policy: Continue to ensure that adequate water supplies and hydrants are available for fire suppression within all existing urban areas as well as newly developing areas.

E-27-f. Policy: Investigate and implement methods to generate fees to off-set the ongoing personnel and maintenance costs of providing fire protection.

Schools

E-28. OBJECTIVE: Cooperate with and encourage all school districts within the metropolitan area to provide the educational facilities and programs necessary to meet the needs of the area's student population.

E-28-a. Policy: Support strategies and programs of school districts and the Fresno County Office of Education to efficiently and consistently provide access to and utilization of the highest quality educational programs and support services feasible.

E-28-b. Policy: When requested by a school district, consider supporting or participating in the realignment of school district boundaries, if appropriate, to enhance the efficient utilization of school facilities; development and/or joint use of public facilities; and, transportation, counseling, behavioral modification, training or other programs designed to maximize access to and use of educational opportunities.

E-28-c. Policy: The implementation of strategies by school districts to provide and efficiently utilize facilities is to be considered an important factor by the City of Fresno when contributing its resources or utilizing its legislative authority to require school fees. The city cannot impose any school impact fee (other than those mandated by state law), unless the school districts clearly demonstrate an efficient utilization of facilities including, but not limited to, the following considerations:

- construction of new or expanded permanent school site facilities.
- interim measures such as year-round schedules.
- use of portable classroom structures, transporting students to campuses with available student capacity and double or evening sessions.

E-28-d. Policy: The acquisition of school sites and construction of school facilities that are equal to, or greater than, the state standards for school enrollment and school site size by all school districts serving the metropolitan area is a high priority of the City of Fresno.

E-28-e. Policy: Support measures to acquire planned school sites and construct school facilities, including the assessment of additional school fees on new development, consistent with applicable state and federal laws and the following:

- development fees are determined necessary to ensure that new development contributes its equitable share of the full cost of constructing new schools.
- these development fees are uniformly applied within a school district's boundaries.
- all reasonable and diligent efforts have been made to utilize other potentially available sources of funds.

E-29. OBJECTIVE: Plan for the location and design of schools to ensure their physical and functional compatibility with surrounding urban development and improvements, and to promote their role as the focal point of neighborhood and community activity.

E-29-a. Policy: Schools should be located and designed to facilitate safe and convenient access to circulation systems including pedestrian and bicycle routes whenever possible; maintain compatibility with surrounding land uses; contribute to a positive neighborhood identity; and, support the over-all community design objectives of the general plan, community plan or applicable specific plan.

- Work closely with representatives of public and private schools during the preparation and amendment of plans (particularly land use, circulation and public facilities elements), and the processing of development proposals to ensure that plan policies are well-conceived and effectively implemented.
- Require school districts to provide necessary street improvements, pedestrian facilities, public facilities and public services at each new school site.
- Continue to designate appropriate school sites on the general plan land use map (as well as applicable community and specific plans) compatible with the locational criteria of each school district.
- When school districts propose a new school site inconsistent with an adopted plan, or in zone districts where schools are not permitted, the city shall require a plan amendment and rezone application for the site. Pursuant to state law, districts shall also obtain the appropriate special permit.

E-29-b. Policy: Pursue the cooperative development and utilization of school sites with adjacent neighborhood parks for both school activities and non-school related recreational activities.

E-29-c. Policy: Encourage school districts to request the designation of needed new school sites on the appropriate plan land use map, at the earliest time possible, in order to facilitate planning for compatible land uses and better ensure that future school sites can be accommodated. For those public school sites designated by the 2025 General Plan Land Use and Circulation Map (Exhibit 4) not yet acquired by the appropriate district, the alternative land uses shown on Table 3 shall be applied.

- Alternative sites for new public school facilities within the Fresno Unified School District are identified by the Existing and Planned Public School Sites Map (Appendix F). Selection and acquisition of an alternative school site as depicted in Appendix F is deemed to be consistent with the land use provisions of the general plan.
- The City shall consult with the affected school districts to assure that adequate school sites are identified and planned for in preparing the appropriate community or specific plans for the North and Southeast Growth Areas.

E-29-d. Policy: Community and specific plans shall consider the needs of public and private colleges and other post-secondary educational facilities and address the feasibility and appropriateness of off-campus facilities, particularly along designated major transportation corridors.

E-29-e. Policy: Incorporate school district facility design and locational criteria within community and specific plans to the extent feasible and compatible with over-all planning policies and objectives. The following facility size and service area characteristics are provided as a generalized "rule-of-thumb" planning measures to evaluate the adequacy of general plan land use distribution and facility planning.

Grade	Attendance Radius	Minimum Site Size
K - 6	1 mile	10 - 20 acres
7 - 8	2 miles	20 - 40 acres
9 -12	2 - 3 miles	40 - 60 acres

E-29-f. Policy: The following considerations are presented as recommended criteria for school site location planning and may be supplemented or modified by community and specific plan policies.

- Locate and design elementary school sites to provide safe and convenient access; and, reduce conflicts with neighborhood traffic, sources of excessive noise, and incompatible land uses (such as multiple family residential, commercial or industrial developments).
- Locate middle and high school sites immediately adjacent to major streets. Whenever possible, high school sites with stadiums should have access to an arterial street.

- To the extent feasible and compatible with over-all planning policies and objectives, each school district's location and land use compatibility guidelines or preferences shall be incorporated into the city's land use planning and public facility design programs.

Solid Waste and Community Sanitation

E-30. OBJECTIVE: Provide adequate solid waste facilities and services for the collection, transfer, recycling, and disposal of refuse.

E-30-a. Policy: Support programs and new techniques of solid waste disposal such as recycling, composting, and waste separation, to reduce the volume and toxicity of solid wastes that must be sent to landfill facilities.

E-30-b. Policy: Pursue programs to maintain conformance with AB 939, the Solid Waste Management Act of 1989, in order to comply with mandated diversion goals.

E-30-c. Policy: Expand community sanitation programs to provide neighborhood cleanup and nuisance abatement services throughout the metropolitan area including both incorporated and unincorporated areas.

E-30-d. Policy: Locate any private or public waste disposal facilities or transfer stations in a manner that waste transportation and processing is not detrimental to the public health, safety, welfare, and aesthetic well-being of the surrounding community.

E-30-e. Policy: Pursue the implementation of measures to eliminate illegal tire dumping.

F. OPEN SPACE/RECREATION ELEMENT

Challenges

"Open space" is one of the required elements for general plans under State Planning Law (California Government Code Section 65560). The general plan is required to inventory open space and recreational opportunities, and to address community needs for these activities and facilities. This element of the general plan update addresses open space for recreational activities (agricultural, mineral resource, and habitat open space is dealt with in the Resource Conservation Element; open space set-aside due to hazards is dealt with in the Safety Element; and landscaped open space used for buffer zones and streetscape enhancement is dealt with in the Urban Form Element).

Recreational amenities and attractive open spaces are crucial for maintaining an urban area's image and desirability, on a citywide scale as well as at a neighborhood level. The Fresno-Clovis Metropolitan Area is a major urban center with a diverse population that includes a high proportion

of children. Therefore, numerous and varied forms of recreation are required to adequately serve this population. A wide range of recreational facilities and activities needs to be physically and financially accessible to people throughout the metropolitan area.

Aside from city facilities and programs, the Fresno-Clovis Metropolitan Area offers the following recreational opportunities:

- Federal, state, county, and special district outdoor recreation areas.
- School playgrounds.
- Nonprofit and cultural organizations (e.g., Girls and Boys Clubs, Fresno Metropolitan Museum).
- Special districts (e.g., Fresno Metropolitan Flood Control District, Calwa Park and Recreation District, Clovis Memorial District).
- Commercial recreation (two water parks and other amusement parks).
- On-site recreational open space that serves residential developments (provided for by General Plan Urban Form Element/Land Use policies and the Zoning Ordinance).

Direction

This Open Space/Recreation Element provides general plan-level direction for the city on two main topic areas:

1. **Master Parks Plan.** This is the portion of the general plan which deals with city-owned, city-operated, and city-sponsored park facilities and recreation programs. The provision of neighborhood and community parks is guided and ensured by a specific planning and funding process directed toward meeting community needs by appropriate park siting and recreational programming. The Master Parks Plan defines various classes of park space and sets standards for the amount of park acreage that should be provided per thousand population.

2. **San Joaquin River Parkway Plan.** These general plan policies are intended to provide city support for the realization of a "super-regional" park in the riverbottom, created under the auspices of the San Joaquin River Conservancy with the cooperation of private and public agency stakeholders on both the Fresno and Madera County sides of the river.

Relationship to General Plan Goals

Several of the 2025 General Plan Goals refer to the importance of open spaces and recreational opportunities for Fresno:

Goal 1: Enhance the quality of life for the citizens of Fresno and plan for the projected population within the moderately expanded Fresno urban boundary in a manner which will respect physical, environmental, fiscal, economic, and social issues.

Goal 2: Pursue coordinated regional planning with Fresno and Madera Counties and the City of Clovis.

Goal 3: Preserve and revitalize neighborhoods, the downtown, and historic resources.

Goal 7: Manage growth to balance Fresno's urban form while providing an adequate public service delivery system which is fairly and equitably financed.

Goal 10: Provide quality open space, park and recreation facilities and programs to support the projected population.

Goal 11: Protect, preserve, and enhance significant biological, archaeological, and paleontological resources and critical natural resources including, but not limited to, air, water, agricultural soils, mineral, plant, and wildlife resources.

Goal 12: Develop urban design strategies to improve Fresno's visual image and enhance its form and function.

Goal 13: Plan for a healthy business and diversified employment environment, and provide adequate timely services to ensure that Fresno is competitive in the marketplace.

Goal 14: Protect and improve public health and safety.

Master Parks Plan

F-1. OBJECTIVE: This general plan constitutes an update of the Master Parks Plan and will be used as a programmatic framework by the City of Fresno in order to ensure sufficient park facilities and to maintain a variety of meaningful and balanced recreational programs for residents for the upcoming 20-plus year planning horizon. This Master Parks Plan incorporates objectives, policies, open space land use designations, and trail alignments adopted in the land use and transportation topics of this general plan and in community and specific plans, ordinances, and resolutions of the City of Fresno.

F-1-a. Policy: The Master Parks Plan (and any subsequent implementation plan for parks and recreation) should have the following characteristics:

- it should meet the needs of the people of Fresno and make recreation more accessible to the public.
- it will be consistent with, and integrated into, regional, community, and specific plans.
- it should be simple to apply and attainable in the planning period with existing or projected funds.
- it should ensure that the city's parks and recreation is coordinated with other recreational opportunities, other recreation providers, and other public services (such as education and transportation).
- it should be amenable to revision as circumstances change.

F-1-b. Policy: Ensure that park and recreation planning is a continuous process, with a full review and evaluation of this master plan at least every ten years in order to consider changing priorities and conditions applicable to park acquisition, development, and operation.

F-1-c. Policy: There will continue to be meaningful opportunities for citizen participation in the planning and development of park facilities and in creation of social, cultural, and recreational activities in the community.

F-1-d. Policy: Provide for the continuing development of a public system to meet the community's needs for both active and passive recreation with an adequate supply of recreational space, an appropriate mix of park types, and an equitable distribution of these facilities.

F-1-e. Policy: Public park types are classified as follows and are to be developed according to the standards specified:

Mini-Parks ("Pocket Parks"). Small parks, generally less than two acres, located near higher-density development. These parks fill a void when larger parks are not feasible and when adequate open space and recreational opportunities within nearby residential development projects are not provided. As a general rule, these small parks are best suited to providing landscaped, shaded areas for nonprogrammed passive enjoyment. However, flexibility should be allowed in planning mini-park facilities, to meet specialized and changing needs of neighborhoods (for instance, predominantly senior citizen neighborhoods may desire meeting places or gardening areas; other neighborhoods may need tot lots, or surfaced courts for teenagers to play ball). While mini-parks may serve smaller neighborhoods, their size makes them inefficient and more costly to maintain (per person served). While they provide some open space in urban areas, mini-parks cannot replace the larger neighborhood parks in providing a wide range of recreation activities.

Neighborhood Parks. Semi-active parks of five to ten acres, designed to serve residents living within a one mile radius of the site, or to serve between 10,000 and 15,000 residents. In addition to irrigated landscaping, typical improvements for neighborhood parks include softball/soccer fields, lighted tennis courts, lighted multi-purpose courts, tot lots, picnic areas, restrooms, equipment checkout rooms, and parking lots. Whenever possible, neighborhood parks are to be located adjacent to elementary schools, to facilitate cooperative arrangements. When sited next to schools, a minimum size of five acres is indicated for neighborhood parks. When not adjacent to school sites, neighborhood parks are developed as a "stand alone" park: a minimum site size of 7.5 acres is indicated, and "stand alone" parks should also include a multi-purpose room approximately 2,000 square feet in size.

Community Parks. These parks are ideally twenty acres in size. They are intended to serve residents living within a two to four mile radius, or to serve a population of between 50,000 and 80,000 residents. Community parks may have lighted sport fields and specialized equipment not found in neighborhood parks. The community park is the nucleus of the park system, where members of the community can congregate for

area-wide functions or programs. At the heart of the park is the community center building of 25,000 to 30,000 square feet, which may provide at least the following facilities and services:

- gymnasium (with showers and lockers).
- multi-purpose room.
- meeting rooms.
- senior activity center.
- administrative offices.
- snack bar and kitchen facilities.

Regional Parks. These parks are generally 100 or more acres in extent. They are developed to serve residents living within each quadrant of the city. This type of park serves a population of approximately 100,000 residents with active and passive recreational opportunities. In addition to facilities for various outdoor sports, regional park improvements may include picnic shelters, hiking trails, lakes, streams, public gardens, and other amenities not normally located in an urban setting. These parks are the only city recreational sites large enough to set aside wildlife habitat and offer nonprogrammed, nature-oriented recreational opportunities.

The San Joaquin River Parkway. This area is being developed into a "super-regional" park, serving not only the City, but residents of Fresno and Madera counties. Its unique recreational opportunities and ecological features also draw visitors from throughout the state. The parkway plan, discussed in detail in the Open Space/Recreation Element, encompasses developed recreational sites, interpretive and educational sites, and natural habitat areas. Intercalated with the public portions of the parkway is private land used for recreation, agriculture, surface mining (and processing of extracted minerals), and other approved existing uses.

School Grounds/Playfields. School sites comprise a large inventory of recreational open space areas which can provide recreational space for organized activities such as soccer, youth baseball, tennis, and other exercise, and gym uses. The playfield program operates through joint use agreements between the city and school districts which own the sites. The program currently offers programmed and non-programmed activities, primarily serving elementary school-aged children living within a one-half mile radius of the school.

Ponding Basins. Whenever feasible, Fresno Metropolitan Flood Control District (FMFCD) provides opportunities for recreational open space through public use of storm drainage/groundwater recharge basins (see Table 7). Some basins are developed as park sites with play equipment; others have play fields, and still others are maintained as open turfed areas.

F-1-f. Policy: The City of Fresno will continue to pursue implementation of an open space standard of 3.0 acres of public park land for every 1,000 persons residing in the city's planning area and will ensure the development of sufficient park land in areas designated for higher density. This park acreage standard includes the following components:

Neighborhood Parks	0.75 acres/1,000
Community Parks	0.25 acres/1,000
Regional Parks	2.00 acres/1,000
TOTAL	3.00 acres/1,000

F-1-g. Policy: The City will achieve its park space acreage standards by using the following matrix for allocating park space when land use plans are formulated:

PARK TYPE	SIZE RANGE (ACREAGE)	POPULATION SERVED	SERVICE AREA RADIUS
Schoolground/ playfield	1 - 2.5	3,000 - 5,000	¼ to ½ mile
Neighborhood	5 - 10	10,000 - 15,000	½ to 1 mile
Community	15 - 20	50,000 - 80,000	2 to 4 miles
Regional	100 +	100,000	30 minute drive

F-1-h. Policy: When land use plans are formulated and analyzed, recreational open space acreage will be inventoried separately from open space devoted to agricultural and aesthetic (e.g., landscape buffering) purposes.

F-1-i. Policy: Park sites shown on the land use map of this General Plan Update/Master Parks Plan shall serve as an overlay for community and specific plan land use maps. Additional parks and open space may be depicted as needed and appropriate in community and specific plans (e.g., in a specific plan or redevelopment plan), and in the San Joaquin River Parkway area. Additional park sites will be determined during preparation of required community plan and/or specific plan documents for the North Growth Area and Southeast Growth Area as depicted on the 2025 General Plan Update.

F-1-j. Policy: Locations for future park sites as shown on Exhibit 4 are schematic to the extent that park sites may be relocated as necessity and opportunity dictate; a park may be located on any suitable land in the general vicinity of the sites depicted. However, the plan designation and zoning of potential park sites must be made consistent with adopted land use plans by means of plan amendment and/or rezoning application. For those park sites not yet acquired by the city, the underlying land uses shown on Table 4 shall be applied.

F-2. OBJECTIVE: Ensure that adequate land, in appropriate locations, is designated and acquired for park and recreation uses prior to urban development.

F-2-a. Policy: Utilize the following priorities and guidelines in acquiring and developing parks and recreation facilities. These priorities and guidelines are intended to be used in the preparation of the city's annual capital improvement program. Scheduling of park projects may be influenced by changing financial conditions and limitations of particular funding sources. The priority list will be reevaluated at least every three years. Priorities may also be reorganized in consideration of community needs and the long-range financial ability of the city.

- Acquire and develop neighborhood park space in existing developed neighborhoods that are deficient of such space.
- Complete recreation facilities in existing neighborhoods.
- Improve existing neighborhood parks throughout the urban area.
- Acquisition and development of neighborhood parks in new growth areas shall continue to be funded by development fees, such as Urban Growth Management (UGM) program fees. When 95 percent of the target funding has been collected in a UGM park service area, all designated parks in that service area shall be built within two years, unless precluded by development restrictions.
- Recognize community parks as a special need in areas that lack these facilities and explore all potential sources of revenue (including the addition of community park funding to the Urban Growth Management program) to secure appropriate sites and develop these recreational facilities.
- Pursue the development of regional parks (combining both passive and active recreation uses) in southwest Fresno.
- Cooperate with Fresno Metropolitan Flood Control District and Fresno County to develop a regional park to serve the southeastern portion of the city.
- Develop new special purpose recreation facilities as needed.

F-2-b. Policy: The city will ensure that the Parks and Planning and Development Departments coordinate their review and approval of all development entitlements (i.e., site plans, conditional use permits, and subdivisions) in order to implement open space standards.

- The city will continue to require the provision of adequate recreational open space and facilities (e.g., easements or rights-of-way) as appropriate through mandatory dedication of land, requirements for improvements to land, and/or development fees, as a condition of approval or issuance of building permits for subdivisions and entitlements.
- When a site designated for a park is part of a subdivision map, the city may require the subdivider to provide for the park in the project's development plans (consistent with state law and city policies, standards, and specifications for that type of park).
- Where feasible and warranted, open space easements may be used to secure appropriate public use of sensitive areas with scenic or recreation values, and buffering space for sensitive areas.
- Wherever feasible, the city will encourage appropriate open space areas in private projects, in the form of trails, enhanced landscaped setbacks, parks, and water features (when the latter are developed as combined recharge and/or storm water runoff facilities).
- Where feasible and warranted, the City of Fresno will encourage the renewal of existing public and private spaces (such as rehabilitated landfills, parking lots, obsolete industrial buildings, surplus schools, etc.) for parks and recreation purposes, and will evaluate other underutilized parcels (such as abandoned railroad rights-of-way) for potential mini-park sites or landscaped public areas.
- Explore fee reductions/waivers and other permit processing incentives for development projects that allocate one percent or more of their project cost for recreational amenities on-site or in the vicinity of the project.
- Explore a bonus development entitlement program in which development incentives (i.e., bonus densities, bonus floor area square footage) would be provided for contributions to public recreational facilities on-site or in the vicinity of the development project.

F-2-c. Policy: The city will negotiate with Caltrans, other public agencies, and private property owners to develop remnant parcels along freeway corridors for appropriate recreational uses.

F-3. OBJECTIVE: The city will make every effort to ensure that park and recreational facilities make the most efficient use of land; that they are designed and managed to provide for convenience, health, safety, and pleasure of the intended users; and that they represent positive examples of design and energy conservation.

F-3-a. Policy: The location of park and recreation sites should be central and accessible to the population served, while preserving the integrity of the surrounding neighborhood.

F-3-b. Policy: Public open space should be linked to major activity centers through a series of landscaped linear walkways and bikeways that enhance and encourage pedestrian use.

F-3-c. Policy: Designated park and recreation sites should be protected from intrusive or incompatible uses.

F-3-d. Policy: In general, the city should not consider acquisition of park sites less than two acres in size for active recreational uses.

F-3-e. Policy: Ensure that city parks maximize visual and recreational value, and enhance accessibility for the public and for supervision of park sites.

F-3-f. Policy: Shade, water, comfort facilities, and art should be prominent design elements of current and future recreation facilities.

- Parks should be augmented by street trees and landscaped median strips in arterial roads.
- Public parks should include and promote points of attraction, which may include artwork, exhibit areas, and kiosks, representing diversified interests and themes.
- Promote the design of outdoor environments that attract people for activities through the creative use of landscape features, street furniture, signage, and lighting.
- Maintain standards under which the sale of food in parks may be allowed, including appropriate sites and guidelines for concessionaire food service.

F-3-g. Policy: Promote safety, attractiveness, and compatibility between parks and adjacent residential areas through proper design, adequate maintenance, and supervision to enforce park regulations.

- Provide adequate staffing during hours that the city's neighborhood, community, and regional parks are open; and consider after-hours supervision of city parks with measures that may include staffed remote monitoring equipment, on-site security personnel, and/or routine law enforcement patrols.
- Require the installation of security lighting for parking, points of access, and building areas at all public recreation and park sites.
- Locate noisy park facilities and those which require intensive night lighting (such as outdoor basketball courts) at an appropriate distance from adjacent residential uses with visual barriers to stop glare and protect privacy.

F-4. OBJECTIVE: The city will continue to provide recreational and community services consistent with community needs and financial capabilities.

F-4-a. Policy: The City of Fresno will strive to maintain a unified park and recreation program, citywide in scope, to address the recreation needs of its residents, regardless of age, sex, income, cultural background, or disability.

F-4-b. Policy: The city will strengthen community services, and locate and design new facilities to support both the recreation program and the community service missions of the Parks, Recreation, and Community Services Department.

F-4-c. Policy: "Basic" services for the operation of recreation facilities and for the provision of a broad program of activities and events should be primarily supported by the general fund.

F-4-d. Policy: The emphasis of city recreation programs will continue to be at the community/neighborhood level so that the services provided reflect the interests, needs, and socio-economic makeup of the population being served.

F-4-e. Policy: "Non-basic" recreation and community services may also be offered to the community. These would include:

- services which use consumable materials and supplies.
- services that require a facility with high capital, operating, or maintenance costs.
- services that require specialized instruction, materials, or equipment at additional costs.
- services that have a user group which can be reasonably expected to have the capability of supporting the direct costs of the program through their own resources.
- public property that is used for private economic gain.

F-4-f. Policy: The direct cost of "non-basic" services that fall into one or more of the categories listed shall be supported from user fees, grants, in-kind services, volunteers, and other non-general fund resources.

F-5. OBJECTIVE: The city will continue to coordinate with other agencies and organizations providing recreation facilities and services.

F-5-a. Policy: The city will coordinate the planning, acquisition, and development of recreational facilities in order to achieve the greatest public benefit from multiple use at the least cost.

F-5-b. Policy: Where a county-wide recreation need is demonstrated in an area adjacent to the city, cooperative programs should be encouraged on a cost-sharing basis. Joint Powers Agreements between agencies may be developed to provide for the acquisition, development, and/or operation of parks and/or recreational programs in this context.

F-5-c. Policy: Where feasible, school sites should be used for city recreation programs in order to provide a wider range of recreation programs and maximize the efficient use, maintenance, and supervision of public facilities. The city should continue to enter joint use agreements with school districts in the metropolitan area to expand recreational playfield programs.

F-5-d. Policy: The city should continue to obtain joint use agreements, where feasible, for use of Fresno Metropolitan Flood Control District (FMFCD) storm water drainage facilities in order to augment the amount of open space for recreation (see Table 7). Open space and recreational uses for storm drainage basins will be considered subordinate to runoff control and water resource management uses of basins. Proposals to use ponding basins (or parts of ponding basins) for recreation shall be reviewed by the city's Department of Public Utilities for input regarding the loss of capacity for groundwater recharge. Competing interests for park use and groundwater recharge use shall be presented to the city council and a recommendation forwarded to the Fresno Metropolitan Flood Control District.

F-5-e. Policy: In order to maximize the area's supply of recreation activities and facilities, the city should explore cooperative agreements with the recreational sites and programs of non-profit organizations such as athletic leagues, churches, parochial and private schools, the Calwa Park District, the Clovis Memorial District, and other public agencies.

F-5-f. Policy: The city should coordinate with private interests such as commercial, industrial, and residential real estate developers to meet community needs while minimizing the cost of providing park and recreation facilities.

F-5-g. Policy: The city will continue to provide staff assistance, support, and information to the general public to facilitate the use of city recreation programs and actively support individuals and groups providing self-sponsored programs and services.

F-6. OBJECTIVE: The city will identify innovative approaches to programs, facilities, financing, and management of the parks and recreation system.

F-6-a. Policy: Seek revenue sources to supplement general fund support for basic park maintenance and basic recreational services.

- Aggressively seek state, federal, and local grants to improve city recreation services, and support the enactment of state and federal legislation that would establish or expand park and recreation acquisition and development funds.
- Actively seek individual, private, and corporate support for basic park maintenance and recreational services.

- Support establishment of public nonprofit corporations with the purpose of promoting and supporting city park and recreation services and facilities for the general public.
- Consider recreation districts, improvement districts, and maintenance districts (such as an expanded or modified Landscaping and Lighting District) as may be appropriate and necessary to meet the city's needs for capital facilities, operation, and maintenance of the park system.
- Consider new city financing mechanisms for park acquisition, maintenance, or operations that have not been met by the general fund, grants, donations, fees, or land dedications through such approaches as:
  - general obligation bonds.
  - revenue bonds.
  - Mello-Roos Community Facility District bonds.
  - assessments in existing or new special districts.
  - voter-approved tax measures.

F-6-b. Policy: Continue to promote the use of volunteers and community groups for the provision of recreational programs and services; and for the development, operation, and maintenance of parks.

F-6-c. Policy: Conduct economic development studies of the park and recreation system to determine the types and proper locations of potential revenue-generating services. Once these studies are complete, the city Parks, Recreation, and Community Services Department should actively pursue concession and self-managed operations and fee adjustments where indicated.

F-6-d. Policy: Study opportunities for reorganization of current operations and assess opportunities to increase resources either through cost reduction or revenue production.

San Joaquin River Parkway Plan

F-7. OBJECTIVE: Delineate the San Joaquin River Parkway and define its existing and future uses so Fresno-Madera area land use/development, infrastructure/public service, and resource conservation decisions can proceed with a clearer sense of ultimate uses of the regionally important assets represented by the San Joaquin River corridor.

F-7-a. Policy: The city will continue to support the concept of a regional river parkway system in the riverbottom, in coordination with Fresno County, Madera County, public interest groups, property owners, and the State of California.

F-7-b. Policy: The San Joaquin riverbottom area designated for multi-use open space area in the general plan land use section, together with adjacent designated open space areas, will comprise the important area of interest for parkway planning and development within the existing City of Fresno Sphere of Influence as well as within the proposed expanded Sphere of Influence of the 2025 General Plan including the North Growth Area.

F-7-c. Policy: The city will continue to use a consultative public planning process for the river corridor and parkway, involving the San Joaquin River Conservancy, the counties of Fresno and Madera, the State of California, land owners, and interested members of the community.

- Large general meetings and smaller working sessions will be used to maximize involvement of the river corridor's stakeholders.
- The process will be used to achieve the greatest degree of consensus possible in the community in an attempt to meet parkway, local jurisdiction, and landowner needs on mutually acceptable terms.
- The process will facilitate the city's commitment to address concerns of the general public regarding the natural resources of the river corridor.

F-7-d. Policy: The city may amend its service delivery plans to furnish public services (e.g., water), and may grant easements for extension of electricity and telephone utilities, to land in the riverbottom in order to support development of parkway facilities under the following conditions:

- the service is necessary for public health, safety, and welfare.
- service extension is done in a manner consistent with other objectives and policies applicable to the bluffs and riverbottom.

F-7-e. Policy: The city shall participate in the interagency planning process administered by the San Joaquin River Conservancy to identify the following:

- criteria for determining land acquisition priorities and the sequence of other implementing actions to be taken toward realization of the parkway.
- methods to unify diverse parkway elements into a functionally and visually integrated, manageable park system.
- establishment of a single overlay zone district, to be implemented by the underlying land use jurisdictions in order to facilitate the uniform application of the goals, objectives, and policies that relate to land use in the parkway.
- standards for parkway improvements/facilities, including signage.
- interim and permanent policies through which to operate, maintain, and manage the river parkway area to include service provision, managerial, and administrative responsibilities and law enforcement.

F-7-f. Policy: Funding needed to meet parkway objectives should involve all land use jurisdictions in the riverbottom--the City of Fresno, Fresno and Madera Counties, and the State of California.

- Funding decisions should be made both individually and collectively by the conservancy and its members, the state, private interests, nonprofit organizations, and by voters at the local and state level.
- The City of Fresno will work jointly with other jurisdictions, agencies, and parkway constituents to support state funds for the parkway from existing sources, a proposed new statewide general obligation bond issue for parks and wildlife, and appropriate new sources, should any be proposed.
- The local financing package for the parkway may include one or more of the following elements, which would require a nexus study to determine parkway benefits and allocate costs:
  - approval by the voters within the parkway service area of a measure providing for broadly based, locally generated matching funds such as a benefit assessment district or a local general obligation bond issue.
  - adoption of a uniform schedule of development impact fees for new development within a special benefit zone near the parkway.
  - adoption of a uniform fee or tax on sand and gravel extractions.
  - the conservancy and its member agencies should make the most effective use of limited public funds.
  - land acquired by the managing entity (or administered by it pursuant to an easement or similar agreement) should not be opened to public use until there is an adequate operating budget, pursuant to the policy adopted by the conservancy board.

F-7-g. Policy: The city will continue to support conservancy operations, when feasible, by assisting with:

- land use plans, zoning, and policies which maintain the riverbottom and bluffs multi-use open space land use designation, providing for agricultural, recreational (including golf courses), educational, habitat, mineral resource conservation, and mineral extraction uses appropriate in this area.
  - The staffing, training, and support of rangers and other personnel.
  - Contracting to supply and/or to obtain services for the parkway.
  - Land acquisitions.
  - Planning, construction, maintenance, and operation of parkway facilities, when feasible.
  - Adoption of regulations for parkway lands governing human conduct and protection of parkway resources and private property rights.

F-7-h. Policy: Land use authority is reserved to the state for land in its ownership, and to the underlying jurisdictions of the City of Fresno, Fresno County, and Madera County for land not in state ownership. The conservancy has authority to control the administration of land as to parkway or any adjacent land owned by the conservancy.

F-7-i. Policy: Local ordinances and land use policies that are adopted to support the parkway should enable landowners to coordinate their objectives with parkway objectives.

- Land use and management policies for the San Joaquin River and areas of the riverbottom included in the proposed parkway should enhance the attractiveness of the Fresno-Madera Metropolitan Area and enhance the quality of life of its residents.
- Ordinances and land use policies enacted for the parkway should ensure that landowners will assist in the realization of parkway objectives by siting private development projects so as to protect the riverbottom and its related wildlife corridors.
- Ordinances and land use policies enacted to support the parkway should be reviewed to ensure that creation of parkway amenities does not infringe upon or reduce existing valid entitlements.
- Existing development entitlements should be protected in a manner that retains property values while meeting parkway objectives.

F-8. OBJECTIVE: The city will continue to protect and enhance the San Joaquin River corridor's unique resources, will continue to maintain standards to protect public health and safety in the river corridor, and will provide for development of substantial recreational opportunities for all segments of the rapidly-growing population of the Fresno-Madera region by preserving open space on the bluffs and riverbottom while allowing appropriate recreational development.

F-8-a. Policy: The State Lands Commission's (SLC) Administrative Maps of the San Joaquin River shall be used to determine the location of land in sovereign state ownership and the location of public trust property interests in the riverbottom until more precise and final determinations may be made through litigation or through agreements between upland property owners and the state.

- Before the city accepts any development or permit application for a public or private project proposed on parcels within, or adjacent to, state sovereign land and public trust easement area outlined in the Administrative Maps of the San Joaquin River, the applicant shall forward the proposed project to the State Lands Commission for review and comment. The SLC determination letter stating whether the project area encroaches onto state sovereign land and/or the public trust easement must be included as part of any development or permit

application submitted to the city. It is the applicant's burden to establish that there is no encroachment. A permit application cannot be deemed complete for filing purposes until this SLC determination has been submitted to the city.

- When proposed public and private projects involve land where the owner is disputing the state's ownership and/or the public trust interest, the dispute shall be settled (resolved) before the city approves any subdivision, entitlement, and before issuance of grading or other ministerial permits affecting the area subject to the dispute. Property owners applying for permits shall show actual ownership of land beyond an assessor's parcel map or recorded deed, through provision or demonstration of a policy of title insurance for the land which (1) ensures the value and full extent of the land involved; and (2) does not exclude, waive, except, or reduce coverage for sovereign claims of the state or other public ownership claims relating to navigable waters.

F-8-b. Policy: Existing undeveloped areas of the riverbottom shall remain nonurbanized.

- Maintain the multi-use open space land use designation in the riverbottom and on the edge and face of the bluffs.
- Preserve and enhance the remaining riparian areas defined by the California Department of Fish and Game as "riparian" in the San Joaquin Riverbottom by rezoning and/or maintaining such areas (in)to an "AE-20/cz" (Exclusive Twenty-Acre Agricultural District/conditional zoning to limit home construction to no more than one dwelling unit per existing agricultural parcel); or "O" Open Conservation District zoning; or a new zone district developed to implement the area's multi-use open space land use designation and to minimize residential construction (limiting it to no more than one dwelling unit per existing parcel). Prohibit new residential construction when floodway preservation, safety, health, or other development constraints are present that would preclude residential construction on an existing parcel.
- In conjunction with other land use jurisdictions along the river corridor, consider creating a new or modified open space zone district applicable to the San Joaquin River environs, with provisions that would allow and support the multiple open space uses consistent with the multi-use open space plan designation in this area, and to minimize or prohibit new residential construction.

F-8-c. Policy: Preserve the river bluffs as a unique geological feature in the San Joaquin Valley.

- Maintain and enforce the requirements of the "BP" Bluff Preservation Overlay Zone District.
- Maintain the bluff area building setback required in the General Plan Safety Element.

F-9. OBJECTIVE: Recreational elements of the proposed parkway will provide accessible outdoor recreation, while preserving the unique resources of the river corridor and respecting private property rights.

F-9-a. Policy: Recreational objectives should be balanced within the overall management objectives for the parkway. Recreational activities will be designed and managed to:

- preserve sensitive, important habitat, plants, and wildlife.
- protect cultural resources, including archaeological and Native American religious sites.
- provide recreational and educational opportunities to all segments of the population.
- reduce or eliminate undesirable activities such as trespassing on private lands.

F-9-b. Policy: "Recreational areas" of the parkway proper will be defined as areas that are managed predominantly for human activities.

- Improvements should be kept to the minimum needed to serve the visiting public and to meet sanitation, security, and safety needs.
- Types of activities that ultimately could be accommodated at parkway recreational areas include hiking/jogging; canoeing/kayaking; bicycling; fishing; horseback riding; nature observation/study; outdoor education/interpretative programs; picnicking; swimming; informal play at playgrounds and on turfed areas; golfing; and camping (tents, trailers, and RVs) in environmentally resilient areas with adequate services such as vault toilets and drinking water.
- Consistent standards will be established to unify elements of the parkway into a recognizable unit and to coordinate improvements with other parkway objectives (such as minimizing impacts on wildlife). These standards should cover all aspects of recreational facility construction/improvement, including:
  - engineering.
  - design.
  - fencing.
  - signage.
  - drainage controls and treatment of runoff.
  - lighting.
  - landscaping.
- Landscapes (existing or restored) should feature native vegetation.
- Irrigated turf will be provided only to the extent needed to accommodate intensive activities that require an improved surface (such as ball fields).

- Commercial activities to serve visitors' parkway-related needs (such as camping and fishing supplies; books, maps, and guides) may be provided in, or adjacent to, intensive recreational areas under special use permits when such activities are consistent with other objectives and policies applicable to the riverbottom and parkway.

F-9-c. Policy: Use the most recently adopted California Department of Water Resources and US Army Corps of Engineers' 100-year flood data to guide the siting of parkway facilities.

- Do not construct any parkway facilities that would sustain more than slight damage from inundation in any area where there is a potential flood risk.
- Engineer parkway trails, service roads, and bridges to avoid and minimize significant flood damage.

F-9-d. Policy: Recreational opportunities should be provided at levels compatible with the environmental sensitivity, adjacent uses, and aesthetic setting of a parkway locale.

- Existing publicly owned land and water areas at various locations fronting on, or close to, the river between Friant Dam and Highway 99 shall be considered as potential elements of the San Joaquin River Parkway concept.
- Assist the community in achieving its desired recreational balance by rehabilitating and improving its recreational assets.
- Where practical, new recreational facilities should be sited within, adjacent to, and near existing recreation facilities in the river corridor, rather than creating new foci of intensive recreation facilities in the river corridor.
- Through purchase, easements, and other mutually satisfactory transactions, acquire land for the expansion of existing parks and recreation areas without compromising significant habitat values.
- The city will support the expansion of the Woodward Regional Park into the riverbottom.

F-10. OBJECTIVE: Responsible agencies should locate and design recreational facilities in the riverbottom and bluff areas to minimize impacts on the area's unique and irreplaceable natural habitats and historic resources (including archaeological sites).

F-10-a. Policy: The San Joaquin River Parkway should provide for a harmonious combination of mainly low-impact recreational uses and habitat protection. Recreational development shall accommodate and protect a continuous riparian wildlife corridor and enclaves of wildlife habitat throughout the length of the proposed parkway.

- Large-scale, high-intensity use and facilities such as waterslides, amusement parks, or any recreational pursuit involving motor vehicles or motorized watercraft (other than small electric trolling motors on fishing boats) are not compatible with the parkway; nor are they compatible with uses currently permitted on the riverbottom.
- In, and abutting, natural reserve areas and the wildlife corridor, public use and recreational activities will be limited to low-impact, non-intensive uses and a transient presence, such as footpaths, nature observation and canoeing. Alignments for the full multi-purpose trail should skirt these areas.
- Active recreational uses such as equestrian facilities, campgrounds, picnic areas, playgrounds and turf areas for informal play, the main multipurpose trail, swimming areas, and support facilities (such as trailheads and staging areas, service roads, concessions, and rest rooms) shall be sited away from the most sensitive habitat areas.
- Areas for more intensive recreational uses should be appropriate to the environmental setting and surroundings.
- Uses involving spectator events or other large assemblages of people should not be permitted on private property adjacent to the parkway. These uses should be limited to developed high-level recreation areas, with use levels monitored to assure that the carrying capacity of site facilities is not exceeded.
- Minimize potential impacts to sensitive resources by concentrating proposed active recreation facilities in and near existing parks and recreation areas whenever feasible and appropriate.
- Facilities for intensive recreational activities and related uses will be located as far from the river channel as possible. In general, only uses that are river-dependent (such as canoeing, fishing, and nature observation) will be located on the river.
- Sensitive habitat areas adjoining or in recreation areas will be clearly demarcated, and access into these areas will be managed.
- Multi-purpose trail alignments should skirt wildlife habitat areas and should incorporate sufficient buffering.
- Pets that could harass or prey on wildlife should be excluded from the parkway or confined/restrained by means of a mandatory leash regulation.

F-10-b. Policy: Recreational development in the parkway area will preserve, manage, and where possible, restore irreplaceable natural and cultural resources in the riverbottom to meet current and future recreational and educational needs.

- Private recreation facilities will continue to play a role along the parkway. Privately operated golf courses, beach clubs, fishing areas, equestrian clubs, and other recreational facilities will help meet the recreational needs of the Fresno-Madera community. In most cases these operations would be compatible with the goals of the parkway, but they need to conform to buffer requirements for the wildlife

corridor and wildlife reserves and to meet other standards for recreational areas.

- Operational statements for recreational uses shall detail how the proposed activities and visitors will be managed to minimize conflicts with, and impacts on, environmentally and archaeologically sensitive areas.
- Site-specific protections will be implemented through development entitlements and/or permit conditions imposed on parkway area projects and adjacent projects which could demonstrably affect the parkway's sensitive habitat areas.
- Measures such as the following will be used to reduce impacts associated with recreational facilities:
  - cluster proposed recreational facilities away from archaeological sites and the most sensitive habitat areas.
  - use landscaped buffers to separate active recreational use sites and other intensive human activities from wildlife habitat.
  - allow recreational facilities to share service/support facilities.
  - whenever possible, use existing adequate, appropriate routes to access recreational facilities.
  - except for necessary turfed areas, appropriate native plant species will be required for landscaping, landscape buffers, and vegetation restoration programs in the river corridor.

F-10-c. Policy: The city will advocate that recreational activities and use levels be monitored and managed by responsible agencies to ensure that facilities and the river environs can handle demands imposed by recreational uses.

- Utilize personnel trained in environmental surveying to periodically evaluate recreational uses and facilities that could have undesirable impacts on the river and its related sensitive areas.
- If negative impacts are demonstrated, some or all of the following measures need to be implemented:
  - change methods of operation and/or facilities maintenance.
  - institute more intensive and effective supervision and management of visitors.
  - require that sensitive habitat be accessed only by escorted tours.
  - limit or curtail hours of operation and/or visitor numbers.
  - discontinue one or more recreational activities at the location.
  - institute a permit system for certain activities.
  - institute user fees, or increase fees, for the recreational activity or facility causing impacts (to pay for mitigative measures).
  - redesign the recreational site and/or its buffering area.
  - close or relocate all or part of the recreational site.

F-11. OBJECTIVE: Responsible agencies should minimize impacts from parkway recreational facilities and uses upon adjacent private property.

F-11-a. Policy: Recreational activity sites for the parkway should be chosen, developed, and managed so as to prevent and control negative impacts on adjacent private property.

- Locate, design, and improve recreational facilities to minimize noise, visual contact, trespass, and crime on adjacent private property.
- Intensive recreational activity sites will be distanced from private residences whenever possible. These facilities should be set back from private dwellings at least 150 feet with a buffer zone planted with screening vegetation where possible.
- Operational statements for recreational uses shall detail how the proposed activities and visitors will be managed to minimize conflicts with, and impacts upon, private land owners.
- Private property impacts of recreational uses should be monitored by maintaining a centralized database of complaints received from nearby land owners. In conjunction with other agencies, the city should routinely review this file to determine which complaints represent serious problems or patterns of disturbances that need prompt remedial action.
- If a recreational facility or use has demonstrably negative impacts on nearby private property, some or all of the following measures should be implemented to prevent the situation from continuing or worsening:
  - increase maintenance at the facility.
  - change methods of operation or the type of recreational uses allowed at the site.
  - discontinue one or more recreational activities at the location.
  - institute more intensive and effective supervision and management of visitors.
  - limit or curtail hours of operation and/or visitor numbers.
  - institute a permit system for certain activities.
  - institute user fees, or increase fees, for the recreational activity or facility causing impacts (to pay for mitigative measures).
  - redesign the recreational site, its access control structures, and/or its buffering area.
  - close or relocate all or part of the recreational site.

F-11-b. Policy: Measures need to be taken to protect agricultural operations (crops, livestock, orchards, and ornamental trees) in and near the parkway.

F-11-c. Policy: Parkway improvements, operations, and management must respect and preserve demonstrated water rights, legislated and contractual uses of river water, and the structures and facilities associated with those rights and uses.

F-12. OBJECTIVE: Sufficient and consistent delivery of law enforcement and life safety services are important for the parkway, since this large public access area will serve over 1.5 million persons in the Fresno-Madera Area. Responsible agencies must prevent and control undesirable activities, unlawful conduct, trespass on private lands, and human impacts on sensitive areas in the parkway by appropriate management of facilities and recreational uses. The highest priority of parkway personnel will be the protection of public safety.

F-12-a. Policy: Approval of new recreational uses shall be conditioned upon the implementation of measures to minimize undesirable activities. These measures may include:

- limiting access through barriers and hours of operation.
- restrictions on alcohol sales, use, or possession.
- signage.
- security patrols.
- supervision of visitors.
- provisions for enforcement of recreational facility rules.

F-12-b. Policy: In order to reduce opportunities for persons to engage in undesirable conduct in the parkway and its immediate vicinity, riverbottom access may be limited:

- points of controlled, gated access may be instituted, with or without the payment of an access or day use fee.
- cooperation of private parties having legal control of riverbottom access shall be sought in this effort.

F-12-c. Policy: Current law enforcement response time should be improved in the riverbottom.

- Coordination and dispatch of law enforcement services should be enhanced.
- To serve future increases in the river parkway area, better access should be provided for police, fire, and emergency medical vehicles.

F-12-d. Policy: In conjunction with other parkway managing entities, the city will consider one or more of the following methods to control unlawful and undesirable activities in the riverbottom:

- appropriate signage at points of access and throughout the parkway, listing permitted and prohibited activities.
- the use of locked gates to control/limit access.
- regular maintenance and cleaning of facilities, since vandalism is less likely to occur when a high level of maintenance is visible.

- an adequate number and distribution of emergency-only telephones and conventional coin-activated public telephones.
- a "park watch" program to involve visitors, staff, and nearby residents to be alert and to report suspicious activities.
- a regular patrol presence, using public or private trained personnel.
- a volunteer program to supplement the patrolling, supervision, and maintenance of the parkway.

F-13. OBJECTIVE: Parkway facilities and activities shall be compatible with surface mining activities in the riverbottom.

F-13-a. Policy: Proposed recreational uses and areas shall, where desirable and feasible, capitalize on opportunities associated with the reclamation of existing and future sand and gravel operations. Active, intensive recreational uses may be located in reclaimed mineral extraction sites in those areas that are not designated for wildlife habitat restoration.

F-13-b. Policy: In most cases, public access and proposed recreational or outdoor education uses and facilities shall not be developed in areas designated as having regionally significant mineral deposits until after resource extraction has taken place in these locations as shown on Exhibit 10.

F-13-c. Policy: When parkway facilities or uses are sited in unmined areas having regionally significant mining deposits, alternate locations for parkway recreational uses shall be identified at the time of detailed site planning so that those uses can be relocated and safely continued when, and if, mineral extraction takes place. Parkway structures with long economic life (e.g., restrooms) should be sited where they will not preclude or interfere with future mining operations in these designated areas. Temporary facilities that do not represent a significant economic commitment and that can be readily relocated (e.g., unpaved trails) may be constructed as needed in unopened high-quality Mineral Resource Zone (MRZ) areas (see Exhibit 10).

F-13-d. Policy: Where developed permanent facilities now exist in public recreation areas, harvesting of sand and gravel resources should only occur in areas where facilities are relocatable (such as parking lots) or where facility replacement is desirable for parkway purposes.

F-13-e. Policy: Recreational facilities shall be located and designed to minimize impacts on active mineral extraction and processing sites.

- Recreational facilities shall be separated from active mineral extraction operations by at least 300 feet.
- No intensive public use areas shall be sited near mineral processing facilities.

- Effective barriers (fencing, as required by the city's surface mining ordinance) shall be used to prevent trespass onto the mineral extraction or processing site. Temporary berms, or other measures, shall be used wherever feasible to visually separate public access trails and recreational areas from mining and related activities.
- Where trails must unavoidably cross haul routes, consideration shall be given to segregating trail and mining uses by means of:
  - bridges or other overcrossings to physically separate trail and haul routes.
  - trail use may be restricted to hours when mining is not active.

F-14. OBJECTIVE: The San Joaquin River Parkway Trail network will be a multipurpose recreational trail system designed to serve the following purposes:

- to provide for substantial public access to the river, and to scenic vistas on the bluffs above the river, while minimizing intrusion on private property.
- to provide transportation routes linking all types of recreational areas in the parkway.
- to provide a regional, integrated recreation system for pedestrian, equestrian, and nonmotorized wheeled activities.

F-14-a. Policy: A continuous, multipurpose San Joaquin River trail will connect recreation areas (including canoe put-in/take-out and rest areas) and will provide overlooks of the riverbottom and access to the river and natural reserves in some places. When completed, there will be a continuous main multipurpose trail extending from Millerton Lake State Recreation Area at least as far west as Highway 99.

- The western terminus of the river's main multipurpose trail is currently proposed as a loop connecting both sides of the river. This loop would link Riverside Golf Course on the Fresno side with the PG&E and day use area on the Madera side. River crossings for this loop could be provided by improving the old sand and gravel haul route bridge downstream of Highway 99 and construction of a trail bridge upstream of the highway.
- Linkages (trail and/or canoe facilities) may be constructed farther west, between State Highways 99 and 145, if warranted by the following conditions:
  - an expressed desire on the part of Fresno County and/or Madera County to extend the trail to link existing or planned recreational areas west of Highway 99.
  - increased recreational use of this part of the river.
  - future changes in land use patterns along this section of the river that are determined to create the need for additional recreational opportunities.

- identified needs for facilities and access to better control undesirable activities on this part of the river.

F-14-b. Policy: A hierarchy of trails and bikeways in the parkway will provide a variety of recreational opportunities for hikers, joggers, walkers, bicyclists, persons in wheelchairs, and equestrians.

F-14-c. Policy: The City of Fresno will continue to work toward the adoption of official plan lines for new segments of the San Joaquin River Trails and will actively pursue completion of these segments to ensure that adequate and appropriate public access to the San Joaquin River and the parkway is provided.

F-14-d. Policy: The San Joaquin River Conservancy and local governments will need to develop a logical sequence of construction phases for trail and bikeway segments in order to maximize the utility of the trail network as it emerges over time.

F-14-e. Policy: Planning of trail alignments should be sensitive to the following concerns:

- utilization of suitable existing road grades, access easements, and trails.
- potential for a route to be useful for transportation purposes as well as recreation.
- potential for a route to provide feeder trail connections.
- avoidance of existing residences, agricultural operations, and mineral extraction operations (including haul roads).
- avoidance of safety hazards.
- avoidance of steep grades.
- avoidance of routes that would require cutting into erodible soils (such as bluff strata).
- avoidance of environmentally sensitive areas, such as critical habitat for rare, threatened or endangered animal and plant species.
- minimizing the extent that trails traverse natural reserves.

F-14-f. Policy: The parkway trail network will have improvement standards to ensure durability, safety, and utility for intended purposes.

- Trail corridors should be of sufficient width to provide a scenic environment for trail users and to minimize impacts of trail use on adjacent land uses and natural resources. Where feasible, a minimum width of 100 feet should be acquired for trail corridors.
- Trails should be sited at least 300 feet from the edge of active mining operations, and should be separated by physical barriers (such as fencing) and visual barriers (such as landscaping).

- Trails and related facilities should be closed, redesigned, or relocated when problems are documented (e.g., repeated inappropriate behavior, habitat disturbance, or safety violations), and it is not feasible to control or prevent these problems by alternative measures.
- Temporary trail closures may be necessary seasonally or at other times because of conditions such as flood hazard, agricultural spraying, or the presence of sensitive wildlife. Trail segments that are subject to these closures shall be equipped with barrier structures (e.g., gates) and signage.
- Existing vegetation, or new plantings of suitable native plants, shall be used as a buffer to screen the trail pathway and adjacent land uses or sensitive habitat areas.
- Widths and construction methods of internal parkway trails will vary with the type of recreational area being accessed and potential use levels.
- Heavily traveled and main access segments of multipurpose trails will be durable enough for use by patrol, maintenance, fire suppression, and rescue vehicles. These segments should have at least an 8-foot width of all-weather surfacing, with the trail and its auxiliary structures (culverts, bridges) engineered to support a 20-ton wheel load.
- Other segments of the trail network may be surfaced with impervious asphalt or concrete, or with granular permeable materials (such as gravel or quarry fines), depending on the level of use/access for that trail segment, the likelihood of soil erosion, the water content and drainage characteristics of the soil substrate, and the need for dust control.
- Multipurpose trails should be wide enough to accommodate pedestrian and bicycle uses safely. The suggested minimum trail width for these dual uses is 12 feet.
- Where feasible, multipurpose trails will have separate, parallel pathways: a firm (paved) surface up to 12 feet wide for cyclists, persons in wheelchairs, and other users who need or prefer a hard surface; and soft (granular material) surfaces 8 or more feet wide for hikers, joggers, and equestrian users.
- Bike components of the multipurpose trail network will be mapped and marked to serve a wide variety of bicyclists in and around the parkway.
  - To accommodate children and families: scenic, short loops under 10 miles in length with little competing traffic.
  - To accommodate recreational and touring bicyclists: longer scenic routes (20 to 50 miles) which may be more heavily traveled and may incorporate trail system bike paths and bikeways (marked bike lanes on public streets).
  - To accommodate fitness and commuter bicyclists: more efficient, higher-speed routes with less competing traffic. Where practical, the multipurpose river parkway trail will be linked to non-parkway trails and bikeways.

- Where possible, separate trails will be constructed for equestrian use. Equestrian trails will avoid sensitive habitat areas; wetlands prone to churning, erosion or compaction from horses' hooves; and areas being revegetated.
- In areas where a separate equestrian trail is not provided, additional granular-surfaced shoulder width will be provided along multipurpose trails to accommodate horseback riders. When possible, physical barriers such as landscaping will be used to separate these equestrian paths from pedestrian/bicycle paths.
- In areas where there is not sufficient width to construct a standard multipurpose trail width (e.g., along berms; tracks where native vegetation should not be disturbed), trail uses can still occur by imposing controls on trail use. Posting of signage and enforcement should be used to make these special regulations more effective. These regulations may include speed limits for bicyclists and equestrians; a requirement that bicyclists stop and dismount in the vicinity of horseback riders; and other similar safety measures.
- Avoid trail alignments that cross active mining operation haul routes. If crossings of haul routes are necessary, use grade separations where feasible.
- Internal ("side") trails, consisting of loops of varying lengths, will be routed off the main multipurpose alignment to pass through recreational areas, providing access and activity opportunities.
- In order to permit only pedestrian access to wildlife reserves and fishing areas, trails in these locations will be provided by low-impact footpaths. These paths can be as narrow as two feet and should be surfaced with granular material or native soil.

F-15. OBJECTIVE: Interlink city and San Joaquin River Parkway trail networks to provide alternatives to the automobile for travel to, and within, the parkway, serving dual recreational and transportation purposes.

F-15-a. Policy: The parkway trail network will be connected to other trails in the vicinity, in order to create a trail system that offers a variety of different route combinations and enhances public access to the parkway.

F-15-b. Policy: Parkway trails should be planned to anticipate future connecting trails such as those proposed in the City of Fresno Multi-Purpose Trails Plan Map (Exhibit 9). City and county trails plans identify several trail alignments that would serve as potential feeder trails:

- Milburn Avenue.
- North Van Ness Avenue/Boy Scout Road.
- Audubon Drive/Palm/Harrison.
- Woodward Park and Woodward Bluff Trail.
- Friant Expressway/Friant Road/Audubon Drive/North Fresno Street.
- East Copper Avenue.
- North Willow Avenue.

F-15-c. Policy: Public transit should be planned to provide access to trailheads and parkway staging areas.

F-15-d. Policy: Vehicle parking and access to trails will be provided at staging areas. Most staging areas will be within the parkway's recreation areas. Staging areas should consist of:

- paved parking.
- vehicle barriers and/or gates providing access for trail users while barring unauthorized vehicle access.
- informational and interpretive signs.
- toilets.
- drinking water.
- telephones for reporting emergencies.

F-15-e. Policy: Staging areas that serve equestrian trails should provide:

- drive-through trailer parking.
- watering troughs.
- hitching rails/posts.

F-16. OBJECTIVE: The parkway will provide new opportunities for equestrian use, which will require special facilities and management.

F-16-a. Policy: Equestrian facilities in, and ancillary to, the parkway may be on suitable private property or may be provided through concession operations at suitable locations on public land.

F-16-b. Policy: Equestrian facilities in parkway areas may include, where suitable:

- boarding stables/pastures.
- storage for feed and tack.
- areas for riding lessons and training.
- stock trailer parking.

F-16-c. Policy: Equestrian facilities should not be sited in the following locations:

- sensitive habitat areas.
- wetlands and other areas where the soil is prone to churning, erosion or compaction from horses' hooves.
- areas being revegetated.
- areas where the river or the aquifer could become contaminated with animal wastes or waste byproducts.

F-16-d. Policy: Maintenance of equestrian facility grounds on the parkway should stress control of introduced exotic plant species.

F-16-e. Policy: Street access to the existing "Ram Tap" equestrian facility on the PG&E property should be improved via Herndon Avenue. This facility should be also be augmented with a staging area and trailhead designed to meet the needs of equestrian trail users.

F-17. OBJECTIVE: Since the San Joaquin River is suitable for small human-powered recreational watercraft, and the California Department of Boating and Waterways supports this type of recreational boating uses on the river, new and enhanced opportunities will be provided for canoeing on the San Joaquin River.

F-17-a. Policy: It shall be recognized that the river itself serves as a public "canoe trail" for nonmotorized boating.

F-17-b. Policy: Canoe launching and rest areas will be sited at various locations to create additional opportunities for canoe and float trips of various lengths.

- Access points for canoe put-in/take-out are planned for several locations along the parkway, primarily within designated recreation areas.
- Put-in/take-out points and rest areas should be situated for canoe trips of various lengths, from two- to three-hour trips to full day trips.
- Put-in/take-out areas will consist of:
  - vehicle parking and a canoe drop-off point convenient to the river.
  - sanitation facilities, including vault toilets and trash receptacles.
  - drinking water.
  - a telephone for emergency use.
  - signage with a map of the river, showing locations of put-in/take-out points and rest areas.
  - signage with canoeing safety information and regulations.
- Rest areas will be provided at selected sites so that canoeists can pause enroute without trespassing on private land. Access for canoe put-in/take-out will not be provided at rest areas, but these areas will be accessible by patrol, maintenance/servicing, and rescue vehicles. Improvements for canoe rest areas will consist of:
  - sanitation facilities, including vault toilets and trash receptacles.
  - picnic tables.
  - a telephone for emergency use.

F-17-c. Policy: Canoeing activities shall be managed to support the multiple objectives of the river corridor.

- It is sometimes impossible to buffer sensitive wildlife from canoe traffic. Therefore, activities such as commercial canoe rentals shall not be permitted when and where such activities would create unacceptable levels of human presence in the vicinity of nesting, denning, roosting, or foraging sites of sensitive species.
- Because canoeing is unsafe during times of high water releases from Friant Dam, local jurisdictions and the parkway managing entity will adopt such regulations and policies as may be necessary to enforce periodic bans on this activity. Minimum suggested measures include closure of canoe put-in/take-out areas and posting of parkway entrances with a "no canoeing/ no kayaking" advisory.
- Operators of commercial canoe rental or canoe trip businesses that propose to use the river shall be required to inform clients regarding safety, parkway regulations, and the protection of sensitive wildlife species encountered along the river.

F-18. OBJECTIVE: Capitalize on the river parkway's unique opportunities for outdoor education, to reach all segments of the community with a variety of programs.

F-18-a. Policy: Educational programs can include:

- self-guided brochure tours.
- theme trails on nature, history, agriculture, etc.
- interpretive signs at points of interest.
- museum/visitor center exhibits.
- interpretive walks, bicycle rides, and canoe trips conducted by trained staff or volunteers.
- programs for school groups, including outdoor education and outdoor classroom programs.
- scientific research programs.

F-18-b. Policy: Use educational and interpretive curricula and materials that will reach all segments of the community. Programs developed by volunteers, schools, and nonprofit organizations in the area are expected to form the parkway's core educational material.

F-18-c. Policy: Educational and interpretive programs should be conducted as near as is feasible to the site where the subject matter is located, without disturbing sensitive habitats or historical material.

F-18-d. Policy: Proposed parkway facilities and features should be evaluated from the perspective of their potential suitability for educational or interpretive uses.

F-18-e. Policy: Educational programs in the parkway can and should be conducted by a variety of organizations. These can include:

- public, parochial, and private educational institutions.
- history, art, mining, and environmental groups.
- park and recreational organizations.
- resource management agencies.
- the conservancy and its member agencies/organizations; in addition to having its own programs, the conservancy should seek cooperative relationships with the other organizations to maximize the variety and amount of educational programs using the parkway.

G. RESOURCE CONSERVATION ELEMENT

Challenges

The California Government Code requires that general plans address the conservation of natural resources and energy. The 2025 General Plan Resource Conservation Element is important because long-term development potential of Fresno depends heavily on the quality, quantity, and cost-effective availability of resources (such as water and energy) to support the expected population growth and development. Resource management also has major implications for public health and safety, and resources are intrinsic to maintaining the city's aesthetics, heritage, and its overall attractiveness. Collectively, these issues are perceived as "quality of life" and are major determinants of industries' and individuals' willingness to locate in and invest in the community. For these reasons, a strong commitment to resource protection is needed for Fresno's long-term economic stability and preservation of its property values.

Direction

This section of the Plan Elements chapter of the general plan constitutes the Natural Resource Conservation Element (and includes the Energy Conservation Element). It addresses the following topic areas:

1. **Air Quality.** Fresno lies in the San Joaquin Valley Air Basin, a region with climate and topography that is predisposed to poor air quality. This region has had longstanding air quality problems and has chronically failed to attain national and state clean air standards for ozone (oxidants) and particulate matter (PM_{10}). The Fresno [-Clovis] Urbanized Area has also had intermittent, localized exceedances of carbon monoxide (CO) standards. Air quality must be improved and protected to assure that our atmosphere is clean and healthful, and to avoid sanctions for non-attainment. This Resource Conservation Element addresses issues not covered by other general plan elements (Regional Cooperation, Urban Form, Public Facilities, Open Space/Recreation) which provide direction on clean air-oriented land use, infrastructure development, and alternative transportation.

2. **Water Resources.** The Fresno area needs adequate quantities of water suitable for human consumption, recreation, and agriculture. In conjunction with the Metropolitan Water Resources Management Plan and the 2025 General Plan Regional Cooperation and Public Facilities Elements, this Resource Conservation Element provides policy direction toward assuring that these needs will be met in the long term.

3. **Agricultural Land.** California's Central Valley is one of the world's premier growing regions, and the economy of this area is based primarily on agriculture. The 2025 General Plan contains major policy direction aimed at protecting the Fresno area's valuable productive agricultural land from premature and inappropriate development. Basic direction is given in the Regional Cooperation and Urban Form Elements; this Resource Conservation Element addresses other aspects of the issue.

4. **Mineral Resources.** This section of the Resource Conservation Element (in conjunction with the Urban Form Element) is intended to assure that cost-effective locally available mineral resources (such as rock, gravel, and sand for concrete aggregate) are protected for future use by the construction industry, and that extraction of these resources is done in a responsible manner that provides for beneficial end uses of surface mining sites, as required by the California Public Resources Code (the Surface Mining and Reclamation Act). The 2025 General Plan update is being prepared after the State-mandated periodic update of the city's mineral resource policies, requiring that a more detailed background explanation precede these Resource Conservation Element objectives and policies.

5. **Energy Conservation.** In conjunction with the Urban Form and Public Facilities Elements, this section of the 2025 General Plan provides direction to reduce dependence on costly, nonrenewable sources of energy by maximizing energy-efficiency and the use of renewable, low-impact energy sources such as solar.

6. **Historic Resources.** Historic preservation helps a community retain physical links to significant architecture, persons, events, and landscapes from past time periods. As Fresno moves into the next century and intensifies its land uses, there will be development pressure on older sections of the city. This section of the Resource Conservation Element provides policy direction to protect, and to continue appropriate use of, Fresno's historic resources. Structures of architectural quality and locations of cultural significance (including prehistoric sites, structures, and neighborhoods/districts) are to be preserved through identification, listing on Historic Registers, monitoring, maintenance, and safeguarding of their settings.

7. **Native Plants and Wildlife.** Central California is a unique biological enclave, with a rich diversity of flora and fauna. The region's climate, soils, hydrology, and geographic isolation fostered resident species found nowhere else on earth and significant populations of more widely distributed species. Through agricultural, rural residential, and urban development, these species and their habitats are being diminished and marginalized. Native plants and wildlife should be protected to preserve ecological balance in the region, to help forestall or prevent further establishment of harmful exotic weeds and pests, to preserve their unique genetic capabilities, and to provide wildlife viewing and related recreational opportunities. In conjunction with the Urban Form and Open Space/Recreation Elements, and the Mineral Resources section of this Resource Conservation Element, this section of the 2025 General Plan provides policy direction to safeguard areas where these species can be preserved and enhanced.

Relationship to General Plan Goals

The importance of resource conservation is evident in the number of 2025 General Plan Goals which directly and indirectly deal with resource conservation:

Goal 1: Enhance the quality of life for the citizens of Fresno and plan for the projected population within the moderately expanded Fresno urban boundary in a manner which will respect physical, environmental, fiscal, economic, and social issues.

Goal 3: Preserve and revitalize neighborhoods, the downtown, and historic resources.

Goal 6: Coordinate land uses and circulation systems to promote a viable and integrated multi-modal transportation network.

Goal 7: Manage growth to balance Fresno's urban form while providing an adequate public service delivery system which is fairly and equitably financed.

Goal 10: Provide quality open space, park and recreation facilities and programs to support the projected population.

Goal 11: Protect, preserve, and enhance significant biological, archaeological, and paleontological resources and critical natural resources including, but not limited to, air, water, agricultural soils, mineral, plant, and wildlife resources.

Goal 12: Develop urban design strategies to improve Fresno's visual image and enhance its form and function.

Goal 14: Protect and improve public health and safety.

Goal 16: Work cooperatively with the local agricultural industry to conserve prime farmland and respect its importance as Fresno County's base economic resource.

Air Quality

G-1. OBJECTIVE: In cooperation with other jurisdictions and agencies in the San Joaquin Valley Air Basin, take necessary actions to achieve and maintain compliance with state and federal air quality standards.

G-1-a. Policy: Support and encourage regional, state and federal programs and actions for the improvement of air quality.

G-1-b. Policy: As affirmed by Resolution of the City Council on April 9, 2002, implement the list of Reasonably Available Control Measures (RACM) submitted by the San Joaquin Valley Air Pollution Control District (SJVAPCD) to the Environmental Protection Agency as part of the Ozone Attainment Plan designed to reduce ozone forming emissions from operations and/or services the city controls.

G-1-c. Policy: Preserve reasonable compatibility between Federal/State Air Quality Attainment and Maintenance Plans and the Fresno General Plan and its resulting urban development.

- Develop and incorporate air quality maintenance considerations in the preparation and review of land use plans and development proposals.
- Maintain internal consistency within the general plan between policies and programs for air quality resource conservation and the policies and programs of other general plan elements.
- Utilize appropriate computer models (software recommended by San Joaquin Valley Air Pollution Control District or other air quality agencies) to evaluate air quality impacts of projects that require environmental review by the City of Fresno.
- Information regarding land use plans, development projects, and amendments to development regulations will continue to be routed to the San Joaquin Valley Air Pollution Control District for that agency's review and comment on potential air quality impacts.

G-1-d. Policy: Continue to implement broad scale general plan strategies to decrease the generation of air pollution through the reduction of vehicle miles traveled, excessive vehicle traffic congestion and excessive engine idling by implementation of public transportation and other alternatives to private automobile travel.

G-1-e. Policy: Maintain the following general plan land use policies and supportive city regulations:

- multi-use activity center and high-intensity transportation corridor concepts that locate the most intensive commercial and employment activities so that they are proximal to higher density residential areas or are readily accessible from main transportation routes.
- contiguous urban expansion through implementation of the city's Urban Growth Management program and by agreements with the county that control or preclude urban development outside incorporated boundaries.
- infill and appropriately intensified development within the center city and other appropriate locations near transportation routes to reduce peripheral urban development. This is encouraged through plans and policies that endorse more intensive land uses and use of incentives such as those available in redevelopment areas and the Fresno Enterprise Zone, Community Development Block Grant (CDBG) funding for public improvements, and development fee or public improvement cost reductions through linkage fees paid by development located on the urban boundary.
- mixed land use development guidelines that provide more pedestrian-oriented neighborhoods by siting commercial, light industrial, institutional (school, church) and office uses within residential areas.

The city's Local Planning and Procedures Ordinance allows for special permits and master-planned developments which integrate compatible mixed uses, however, a comprehensive revision of the Zoning Ordinance is appropriate to facilitate more innovative development concepts.

- density transfer provides for the reallocation of dwelling units within specified areas where transportation and other infrastructure can support increased densities.
- subdivision and other residential development designs which facilitate pedestrian access to bus stops and other transportation routes.
- maintain and improve transit-related requirements for development, including on-site bus parking and loading lanes with passenger and driver facilities at major shopping centers and other high-traffic locations.
- expand programs to reduce traffic congestion and improve traffic flow. Particular effort should be placed on further improvement of traffic signalization to reduce stop-and-go traffic, which causes excess vehicle emissions from excessive idling. This program requires various strategies and equipment, including optimized signal timing, interconnected signals, traffic-actuated signals, computer based controls, channelized intersections, and additional turn lanes.
- complete the city's network of alternative bicycle and pedestrian transportation routes: the Master Trail system's pedestrian and bikeway components, bicycle lanes on streets, and ancillary safety and convenience facilities to encourage use of these alternative modes of transport.
- provide for additional landscaping which helps maintain and improve air quality, by continuing to increase the extent of landscaped areas in the city using street trees, parking lot shading, median islands, and landscape buffers.

G-1-f. Policy: Maintain the city's construction standards that require cleaner burning wood heaters.

G-1-g. Policy: Support and encourage employer implementation of staggered work hours and employee incentives to use carpools, public transit and other measures to reduce vehicular use and traffic congestion.

G-1-h. Policy: Support efforts to enforce vehicle registration requirements and compliance with vehicle emission standards.

G-1-i. Policy: Encourage development proponents to offset or mitigate project air pollution emissions by buying and removing older, higher-polluting vehicles from service.

G-1-j. Policy: Control and reduce air pollution emissions from city operations and facilities. The city Department of Administrative Services Fleet and General Services Divisions will undertake the following:

- continue to explore the potential for using alternative fueled vehicles in city fleets.
- preventive maintenance schedules that will ensure efficient engine operation.
- air conditioning recycling and charging stations at vehicle maintenance facilities, to reduce Freon gases being released into the atmosphere. Electrostatic filtering systems in city maintenance shops, when feasible or when required by health regulations.
- satellite corporation yards for decentralized storage and vehicle maintenance, if cost-effective and demonstrated to reduce vehicle miles traveled.
- conversion of city-owned emergency backup generators to natural gas fuels whenever this would be safe, cost-effective, feasible, and dependable.

G-1-k. Policy: Continue efforts to improve Fresno Area Express technical performance, emission levels, and system operations, through such measures as:

- select and maintain bus engines, transmissions, fuels, and air conditioning equipment for efficiency and low air pollution emissions.
- site new transit centers and other multi-modal transportation transfer facilities to maximize utilization of mass transit.
- continue efforts to improve on-time performance, increase frequency of service, extend hours of operation, add express bus service, and align routes to capture as much new ridership as possible.
- initiate a program to allow employers and institutions (e.g., educational facilities) to purchase blocks of bus passes at a reduced rate to facilitate their incentive programs for reducing single-passenger vehicle use.

G-1-l. Policy: Airport operations shall be reviewed for opportunities to improve and maintain air quality. Such measures as the following shall be explored:

- mowing or spraying herbicide on weeds in unpaved airfield areas (rather than disking them) to reduce dust.
- limiting the use of Fresno Air Terminal's aircraft burn safety drill pit to training for on-airport safety agencies.
- encouraging aircraft operators to use flight training simulators as a substitute for training flights in actual aircraft, whenever possible.
- increasing the city's role in monitoring airport tenant compliance with regulations for vapor recovery systems and other fueling/defueling operations.

- establishing a procedure to open additional exit booths when the number of vehicles waiting to exit airport parking lots exceeds a specified amount of stacking.

G-1-m. Policy: The Public Works Department shall continue to play a pivotal role in air quality improvement through such measures as:

- continued implementation of bikeway, bikepath, and pedestrian trail plans.
- continued pursuit of grade separations where railroads intersect with city streets.
- continued pursuit of adequate funding for computer-controlled, synchronized traffic signal systems.
- reduction and prevention of entrained dust by routine wet street sweeping, hardscaping of curb/gutter and road shoulder areas, and elimination of unpaved parking lots.

G-1-n. Policy: The Department of Public Utilities shall continue to pursue opportunities to reduce air pollution by using methane gas from the old city landfill, and continuing to use methane from the city's wastewater treatment process, to fuel cogeneration.

G-1-o. Policy: Whenever feasible, the Police Department shall reduce air pollution through such measures as:

- placement and use of police dressing stations within or near field personnel work areas.
- use of existing community facilities as walk-in crime prevention centers.
- expansion of public services at dressing stations and/or community walk-in facilities--for example, making it possible to file police reports or obtain copies of police reports at these satellite sites.
- handling certain types of calls for police service and records requests by telephone.
- police vehicle fleet management program to increase efficiency in the use of vehicles.
- bicycling and walking police beats in some areas.

G-1-p. Policy: Evaluate and pursue long-range transportation measures that are determined to be effective in reducing air pollution, including the following:

- development of express bus corridors on principal transit routes and light rail service in railroad rights-of-way that are proposed for abandonment in the city.

- determine feasibility and pursue implementation of a mass-transit corridor utilizing a fixed or automatic guideway system or other suitable state-of-the-art people-mover technology to support the planned high residential densities and intensive uses in the city's Mid-Rise/High- Rise Corridor along Freeway 41, extending from Freeway 99 northerly to Audubon Drive.
- addition of high occupancy vehicle (HOV) travel lanes on freeways serving the Fresno-Clovis-Madera urban area.
- identify and pursue measures that enhance the city's ability to obtain or use land for on-site bus turning and parking areas and construct attendant employee and passenger facilities.

G-1-q. Policy: Examine potential sources of revenue to pay for air quality improvement measures. With a nexus study to demonstrate the need for and benefit of this type of program, revenue collected to combat air pollution could be used for the following prioritized air quality-oriented programs:

- computerization/synchronization of the city's traffic signals.
- mass transit improvements and operating subsidy.
- development of alternative modes of transportation such as bike lanes/paths and trails.
- remedial improvement of existing congested intersections and underdeveloped planned city streets.
- the planting of more trees and other landscaping in the city.

Water Resources

G-2. OBJECTIVE: Maintain a comprehensive, long-range water resource management plan that provides for appropriate management of all sources of water available to the planning area and ensures that sufficient and sustainable water supplies of good quality will be economically available to accommodate existing and planned urban development.

G-2-a. Policy: Support cooperative, multi-agency regional water resource planning efforts involving the Cities of Fresno and Clovis, Fresno County, Fresno Metropolitan Flood Control District, the Department of Water Resources, the Regional Water Quality Control Board, irrigation districts, and other agencies and stakeholders in the area.

G-2-b. Policy: Implement the Fresno Metropolitan Water Resources Management Plan, and update this plan as necessary, to ensure cost-effective use of water resources and continued availability of good-quality groundwater and surface water supplies.

G-2-c. Policy: Continue interagency efforts toward completion of a Groundwater Management Plan, pursuant to the provisions added to the California Water Code by Assembly Bill 3030.

G-2-d. Policy: Maintain and expand cooperative multi-agency planning and programs for water conservation.

G-2-e. Policy: The conclusions, recommendations, and mitigation measures of the Metropolitan Water Resource Management Plan and its Environmental Impact Report shall be used to evaluate land use and development project proposals.

G-3. OBJECTIVE: Protect water resources in the area from further degradation in quality.

G-3-a. Policy: Monitor key water pollutants to determine directions and rates of contaminant travel, in order to achieve cost-effective and timely intervention for containment and remediation of contamination, and to indicate which areas may require water treatment to supply acceptable-quality drinking water.

G-3-b. Policy: Continue to participate in interagency committees and task forces (with local, state, and federal representation, as may be needed) to share information, to efficiently utilize financial resources devoted to evaluating water quality problems, and to facilitate cost-effective management of water pollution.

G-3-c. Policy: Support continued efforts to identify and mitigate detriments to surface and ground water quality that may result from stormwater discharge from urbanized areas.

G-3-d. Policy: Continue to implement water system policies that ensure compliance with Federal and State Safe Drinking Water Standards.

G-3-e. Policy: Support and encourage actions of the Regional Water Quality Control Board, the State Environmental Protection Agency, and the local health department to control and prevent water contamination, including leaking underground storage tank and abandoned storage tank abatement programs.

G-3-f. Policy: Continue programs to collect and treat sewage to enhance water quality and reclaim water resources in a manner that protects the Fresno Sole Source Aquifer.

G-3-g. Policy: Restrict urban development in areas that are not served by a wastewater treatment/management system that is capable of preventing the buildup of compounds that would degrade the aquifer. Oppose the development of new sewage disposal facilities either within the planning area or upgradient (north and east) of the planning area, unless the treatment facilities produce effluent that:

- will not degrade the aquifer in the long term.

- will not introduce contaminants into surface water that would negatively affect its potential economic use for drinking water.
- will not deleteriously affect downstream agricultural and urban uses.
- will not degrade sensitive riparian habitat.

G-3-h. Policy: When new development is allowed to be served by on-site septic systems, it shall be conditioned upon recordation of a covenant that provides for eventual connection to the sewer system.

G-3-i. Policy: Continue to protect areas of beneficial natural groundwater recharge by preventing uses which can contaminate soil or groundwater.

G-4. OBJECTIVE: Manage, use, and replenish water resources to maintain a balanced "water budget" in the Fresno area.

G-4-a. Policy: Preserve the city's surface water entitlements to the fullest extent possible and augment surface water supplies as may be necessary.

- Use surface water, as necessary, to balance the aquifer's long-term sustainable yield with projected demand.
- Use surface water, as necessary, to maintain the overall high quality of Fresno's underground reservoir.
- Protect, develop and maintain areas and facilities necessary for groundwater recharge, including in-lieu recharge achieved through use of a surface water treatment plant.
- Promote use of surface water for landscape irrigation when this is practical and beneficial to overall water management objectives.

G-4-b. Policy: In cooperation with other agencies, enhance the recharge of groundwater as may be necessary.

G-4-c. Policy: Address localized groundwater deficiencies and groundwater quality problems that exist or may arise in portions of the planning area.

G-4-d. Policy: Explore methods of using treated and reclaimed wastewater for irrigating crops and landscaping, while ensuring that there will be no negative impacts on groundwater quality.

G-4-e. Policy: The Departments of Public Utilities and Public Works will use available and innovative forecasting methods to determine the demand on water resources posed by urban development, and to determine appropriate facility needs for meeting this demand.

G-4-f. Policy: Adequate and appropriate conditions of approval will be set for each development project proposal to ensure long-term maintenance of adequate clean water resources and to ensure that necessary potable water production and supply facilities are in place to serve the project prior to occupancy.

G-4-g. Policy: Maintain a comprehensive conservation program that reduces per capita water usage in the city's water service area.

- Encourage and support programs that result in decreased water demand such as landscaping standards that require drought-tolerant plants and controls on watering systems.
- Implement "best management practices" as necessary to maintain the city's surface water entitlements.
- Adopt and implement policies for development of artificial lakes.
- Work cooperatively toward effective uniform water conservation measures that would apply throughout the planning area.
- Expand efforts to educate the public about water supply issues and water conservation techniques.

Agricultural Land

G-5. OBJECTIVE: While recognizing that the County of Fresno retains the primary responsibility for agricultural land use policies and the protection and advancement of farming operations, the City of Fresno will support efforts to preserve agricultural land outside of the area planned for urbanization and outside of the city's public service delivery capacity by being responsible in its land use plans, public service delivery plans, and development policies.

G-5-a. Policy: Establish a cooperative research and planning program with the County of Fresno, City of Clovis, and other public agencies to conserve agricultural land resources.

G-5-b. Policy: Plan for the location and intensity of urban development in a manner that efficiently utilizes land area located within the planned urban boundary, including the North and Southeast Growth Areas, while promoting compatibility with agricultural uses located outside of the planned urban area.

G-5-c. Policy: The City of Fresno shall encourage project development proposals that result in the infilling of the existing urban area.

G-5-d. Policy: New urban development should be compact within the constraints of service capability to conserve land resources and forestall conversion of agricultural land by preventing urban sprawl.

G-5-e. Policy: Amend the urban referral and "holding zone" provisions of the 1983 City of Fresno/City of Clovis/Fresno County Joint Resolution on Metropolitan Planning, and negotiate a memorandum of understanding with these adjoining jurisdictions to prevent further development of rural residential development as well as all forms of urban development not consistent with the 2025 General Plan strategies for compact contiguous development within the city general plan boundaries.

G-5-f. Policy: Oppose lot splits and development proposals in unincorporated areas within and outside the city general plan boundary when these proposals would do any of the following:

- make it difficult or infeasible to implement the general plan.
- contribute to the premature conversion of agricultural, open space, or grazing lands; or constitute a detriment to the management of resources and/or facilities important to the metropolitan area (such as air quality, water quantity and quality, traffic circulation, and riparian habitat).

G-5-g. Policy: In the San Joaquin Riverbottom, accommodate agricultural uses that do not stimulate unplanned growth or conversion of designated open space land to urban uses.

G-6. OBJECTIVE: Support existing farming operations and protect them from untimely urbanization.

G-6-a. Policy: Allow for continued agricultural use of vacant land in the city consistent with standards for the protection of the environment, public safety and well-being, and the planned, orderly, and efficient development of the urban area.

G-6-b. Policy: The City of Fresno shall continue to recognize its agricultural preserve contracts (i.e., Williamson Act contracts) and shall promote the enrollment of all prime farmland that remains outside of its anticipated urban growth area. Scenic or resource conservation easements should be explored as another means for protecting farmland.

G-6-c. Policy: Where possible, major streets will be utilized as boundaries between areas designated for urban development and agriculture.

G-6-d. Policy: When land proposed for urban development directly abuts actively farmed land that is under an agricultural preservation contract which has not had an application for cancellation filed, nor a Notice of Nonrenewal, appropriate design features need to be incorporated into the development project to buffer the agriculture/urban interface. Design features should include the following, or equivalent measures, to create an adequate buffer:

- wider building setbacks with fencing.
- designated open space (including but not limited to: densely landscaped strips, full-width multi-use trails or bikeways, on-site flood control, drainage or recharge facilities) and/or boundary streets.

Mineral Resources

Background

Aggregate mineral resources are critical to supporting urban development: all public and private projects utilize this material for roadway paving, structural elements (foundations), and hardscape (sidewalks, curbing, gutters). Because of the demands that will be made on these mineral resources due to projected growth of Fresno's population, and because the city has land use authority over designated mineral resource areas, the general plan contains policies relating to mineral resource land and direction for managing mining and post-mining rehabilitation of the land.

Naturally occurring deposits of aggregate minerals must be of sufficient quality to meet engineering material specifications and must be sufficiently concentrated to justify the investment in an extraction and processing site. High-quality aggregate minerals are required for proper formulation of concrete to attain sufficient strength through the curing process. Existing and ancient riverbeds and streambeds are prime areas to look for such high-quality concrete aggregate materials, which consist of sand, gravel, and certain types of rock.

Lower-quality aggregate materials, used for base rock and asphaltic mixtures, also can be recovered from riparian corridors, but may be available in other areas as well. For instance, surface mining for base rock is common on the alluvial fans of the Coast Range along the western edge of the San Joaquin Valley.

Recycling (re-crushing) of concrete extends the available supply of mineral resources but cannot replace mining as a source of these materials. The primary reason for this is, virgin minerals are needed for formulation of concrete. Once minerals undergo the curing reaction once, they are only suited for lower-quality uses such as base rock or asphalt mixtures. Another reason that recycling cannot replace mining is that, in a growing area such as Fresno, more new durable structures are created each year than are demolished.

Surface mining operations need to locate in areas where these minerals are sufficiently concentrated–where most of the material excavated consists of the desired materials, and where the mineral deposits can be easily accessed (i.e., there is relatively little "overburden" covering the deposits).

Transportation cost is another major factor in determining the economic recovery of these resources. Concrete aggregate material is used in vast quantities, and it is heavy. Mining sites are seldom amenable to rail transport, and large trucks need to be used. Due to the cost of transport, surface mining operations are most economic when they can excavate and process the material as close as possible to its ultimate points of use. This makes it important to locate mining facilities within, and close to, urban areas–but this also creates potential land use and environmental conflicts due to inherent incompatibilities that mining activity has with many urban land uses.

State legislation was enacted to preserve areas for viable mineral extraction activities close to cities, in order to support economic development: the California Surface Mining and Reclamation Act of 1975 (SMARA). This legislation was chaptered into the California Public Resources Code, and its implementing regulations were chaptered into Title 14 of the California Code of Regulations.

SMARA mandates that a "classification/designation" analysis be done to provide information on future mineral resource availability to urban population centers which depend on these resources for construction and growth. The objective of this mapping and quantification process is to ensure that raw material will be available when needed--that this raw material will not become inaccessible for mining as the result of inappropriate land use decisions involving mineral resource areas.

The California Department of Conservation (DOC) Division of Mines and Geology is required to periodically map high-quality concrete aggregate deposits and to compile periodic statistics on the amount of aggregate minerals available, and consumed, within designated Production-Consumption (P-C) Regions located throughout the state and organized around major metropolitan areas.

Most of eastern Fresno County and south-central Madera County are included in the Fresno P-C Region (see Exhibit 11). Two riparian areas in the Fresno P-C Region have been given special Resource Area designation for their concentration of aggregate materials: the upper Kings River and the San Joaquin River. Deposits in these areas are known to be of high quality, may be relatively easily mined, and are close to consumers. Historically, the close availability of these mineral resources has helped to keep construction costs reasonable in the Fresno-Clovis Metropolitan Area..

Information on each P-C Region is periodically compiled by the DOC in the form of reports containing maps, mineral resource data, mineral recovery (mining) activity data, and estimates of future aggregate material consumption and the remaining useful life of an area's resources.

When the DOC sends these reports to cities and counties, the local jurisdictions are required to incorporate the information into their respective general plans. SMARA requires that local jurisdictions use the information for considering development applications on, and adjacent to, significant mineral resource areas, and for making determinations on mining permit applications.

When the previous DOC Report on the Fresno P-C Region was released in 1988, an amendment to the City's 1984 General Plan incorporated information and policy regarding the mineral resource areas in the City's Sphere of Influence (a portion of the San Joaquin Resource Area). In April, 1999, the Department of Conservation published an updated report for this area: DMG Open-File Report 99-02, Mineral Land Classification: Aggregate Materials in the Fresno Production-Consumption Region, California. The information in Open File Report 99-02 is being used to again update the city's General Plan Mineral Resources policies.

Exhibit 10 depicts the most recent DOC mapping of designated mineral resource areas in the San Joaquin River corridor within Fresno's potential planning area. The mineral classification of land can only be changed by the State Geologist, appointed by Division of Mines and Geology. Formal designation of mineral resource zones (MRZs) requires ratification by the appointed State Mining and Geology Board.

The "MRZ-2" designation applies to areas that are demonstrated to have regionally significant deposits of high-grade sand and gravel aggregate (i.e., material suitable for making Portland Cement Concrete). Since roads, mined-out areas, or other land that cannot be mined separates the riparian swath of MRZ-2 land into discrete areas, the DOC further divides and designates this land into numbered sub-areas called "Sectors."

Potential, but presently unproven, mineral resource areas are mapped as MRZ-3. Most of the area outside of the San Joaquin and Kings River Resource Areas has an MRZ-3 designation, and may contain economically recoverable mineral resources. However, those resources may not be of the high quality needed to formulate concrete.

Areas that do not contain, or no longer contain, aggregate mineral resources are mapped as MRZ-1. The MRZ-1 designation is mostly applied to former MRZ-2 areas that have been mined-out, but can also be applied when a geologic investigation reveals that an area has no economically recoverable quantities of aggregate minerals.

Open File Report 99-02 has tracked aggregate mineral resource availability, recovery (through mining activity), and consumption in the Fresno P-C Region since 1960. It predicts future consumption rates, and estimates the useful life of remaining mineral reserves in this region.

Total aggregate resources in the entire Fresno P-C Region are estimated to be 2.2 billion tons, covering some 30 square miles (this reflects no significant net change from DOC's previous 1988 Report). Not all these resources are recoverable, however; because some of the known reserves lie within Designated Floodways and 100-year floodplains of the San Joaquin and Kings Rivers. The 1980 FEMA 100-year floodplain map of the San Joaquin River covered 14 percent to 19 percent of mineral resources. The recent remapping of the San Joaquin River's 100 year floodplain could decrease the amount of mineral resources available for future mining, but the effect of this remapping has not yet been estimated by the Division of Mines and Geology.

The 1999 Report noted that no aggregate mineral reserves underlying designated resource zones in the Fresno P-C Region had been lost to urbanization or other irreversible land uses since the previous report and designation in 1988.

In the Open-File Report 99-02, there were some new areas designated MRZ-2 that had not appeared in the DOC's 1988 Report: 37 acres of MRZ-3 land located on the south side of the San Joaquin River east of the Highway 41 bridge over the river and north of Lanes Road was reclassified to MRZ-2, due to data furnished pursuant to a surface mining permit issued by Fresno County for Al's Concrete (about half of this 37 acres lies south of the Copper Avenue alignment and is, therefore, in the City of Fresno's current Sphere of Influence). Farther east of the Highway 41 bridge on the Madera County side of the river, another 16 acres was classified to MRZ-2 from MRZ-1 in order to correct a previous error in mapping.

On the other hand, significant acreage in the San Joaquin River corridor was redesignated to MRZ-1 because mineral resources have been removed by mining since the 1988 report was completed: some 1,300 acres on both sides of the San Joaquin River between Friant Dam and the Highway 99 bridge have been changed to the MRZ-1 designation for this reason. About 86 acres on the south side of the San Joaquin River was redesignated to MRZ-1 from MRZ-3 because it was determined not to have regionally significant aggregate mineral reserves.

The DOC Report further distinguishes recoverable aggregate mineral resources as those which are accessible because they are held by companies having approved mining permits. Open File Report 99-02 relates that 93 million tons of high-quality reserves are currently accessible for mining by virtue of being covered by mining permits issued by the cities and counties in the Fresno P-C Region.

The average annual per capita consumption rate in the entire Fresno Production-Consumption Region was 6.5 tons for the years 1960 to 1999, a decrease of 0.5 tons since the last DOC Report in 1988. The Division of Mining and Geology attributes the decrease to an economic recession that occurred in the early 1990s. It could also be attributable to changing development patterns, with more people accommodated by less outward expansion of urban infrastructure: between 1984 and 1999, Fresno increased its population by some 24 percent but only increased its incorporated area by some 5 percent.

Even with the recent decrease in its annual per capita consumption, the Fresno P-C Region has a fairly high rate, relative to other major production-consumption regions. This is considered reflective of a high rate of urban development at a relatively low population density. The per capita consumption rate could continue to be relatively high if average development densities and patterns stay the same. It could stabilize at a lower rate if the Fresno P-C Region matures at higher densities or if economic growth slows. It could increase if future population growth in the overall P-C region (incorporated and unincorporated areas) is accommodated at lower densities, if there is a rapid increase in industrial and commercial development, or if stricter air and water quality regulations significantly increase the demand for paving materials.

Based on past consumption patterns in this region and on 1997 State Department of Finance population projections, the DOC estimates that the demand for all types of aggregate mineral resources over the next 50 years within the Fresno P-C Region will total 528 million tons, of which half (264 million tons) needs to be high-quality material suitable for Portland Cement Concrete. That 50-year projected demand figure has doubled since it was last estimated in 1988, probably attributable to the region's rapid population increase during the mid- and late 1980s.

The amount of available aggregate materials diminishes as active producers deplete the deposits, and as land containing suitable sand and gravel deposits is utilized for urban development. If additional reserve areas in the Fresno P-C Region are not covered by new mining permits, the DOC estimates that aggregate material demand in the region will be exceeded by supply in the year 2011 (a 12-year horizon from publication of Open Report 99-02).

In contrast, the DOC's 1988 report on aggregate mineral resources in the Fresno P-C Region estimated that mineral resources under permit would last until year 2010 (a 22-year horizon to depletion). In his preface to Open File Report 99-02, the State Geologist expresses a concern that this shortening of the estimated time depletion of permitted mineral reserves is problematic, especially in light of the long lead time necessary for lead agencies to issue new mining permits.

The California Surface Mining and Reclamation Act and its regulations have been amended several times since 1975, mainly to address additional requirements for rehabilitating (reclaiming) mine sites after cessation of mining. The main feature of SMARA's mine rehabilitation program is the requirement for formal rehabilitation plans, and for the posting of financial assurances to guarantee implementation and completion of this rehabilitation. Mine reclamation plans must address the following issues:

- Establishment of a basic public record regarding the original (pre-mining) condition of a mine site;

- The intended future condition of the mine site after cessation of mineral extraction: the final (end) use of the land (which must be consistent with the General Plan), and the final physical configuration of land, water, vegetation, and structures;

- Coordination of reclamation activities with mining operations; and

- The mineral extraction permittee's commitment for a given reclamation effort, in terms of financial resources and work required for post-reclamation maintenance and monitoring.

SMARA requires that cities and counties with designated mineral resource land adopt, and update, ordinances for mining and reclamation so that these activities are regulated at the local level in a manner consistent with state law and regulations. The City of Fresno last updated its Surface Mining Ordinance in May of 1999, and it was certified (approved) by the State Mining and Geology Board. This updated ordinance expanded the zone districts where mining activity is allowed by allowing mining to be done by conditional use permit within the AE-20/Exclusive Twenty-Acre Agricultural District. Formerly, mining could only be done in the O/Open Conservation District. However, both AE-20 and O Districts were ruled consistent with the city's multi-use open space land use designation in the riverbottom. Therefore, adding surface mining as a conditionally permitted use in the AE-20 District would make it somewhat easier to establish a new mining operation on agriculturally-zoned land in this prime mineral area.

The 1999 Surface Mining Ordinance also updated and clarified state and city requirements for land use decisions affecting mining operations and MRZ-2 areas; the content of mining permit and reclamation plan applications; the city's procedures for processing mining permit applications; and the maintenance of financial security for post-mining reclamation.

Current decisions on preservation and recovery of mineral resources, and on the end use and reclamation of mine sites, will have impacts on future generations who must depend on today's foresight and commitment to the conservation of mineral producing lands and environmental quality.

The following policies are intended to protect high-quality aggregate mineral resources and to minimize long-term adverse environmental impacts from mining activity. The policies address issues such as protection of mineral resources from the encroachment of incompatible uses; management of the urban area/resource area interface to mitigate air, noise, and visual pollution from mineral extraction and processing; and reclamation of mine sites after mineral extraction activities are completed.

It is noted that the following mineral resource management policies were included in the previous draft Fresno 2000 General Plan which was not adopted by the council during hearings conducted in the Fall of 2000. Because the California Public Resources Code and the State Mining and Geology Board (SMGB) mandated that the city's mineral resource management policies be updated by January 2001, the Planning and Development Director initiated Plan Amendment Application No. A-99-35 to update the Resource Conservation Element of the existing 1984 Fresno General Plan. The city council adopted the below listed policies on January 23, 2001.

G-7. OBJECTIVE: Provide for the conservation of, and mineral extraction potential of, aggregate mineral resources within the city's planning area, as identified by the Division of Mines and Geology.

G-7-a. Policy: Update Aggregate Mineral Resource Zones Map (Exhibit 10) when the Department of Conservation notifies the city of amendments in MRZ designations, and apply consistent land use policies and resource protections to emphasize the prime economic importance of the high-quality, close-to-market aggregate resources for meeting future needs of the Fresno Production-Consumption Region.

G-7-b. Policy: The city shall maintain its multi-use open space land use planning designation and shall, through annexation and entitlements, apply zoning consistent with mineral extraction in the entire San Joaquin Riverbottom, including the proposed expanded urban boundary of the North Growth Area shown on the 2025 Fresno General Plan Land Use and Circulation Map (Exhibit 4).

- Allow for, and support, the continuance of multiple open space uses in the San Joaquin Riverbottom such as mineral extraction operations conducted in conformance with the SMARA, the city's Surface Mining Ordinance, and existing conditional use permits that meet SMARA requirements.
- In the San Joaquin riverbottom, accommodate only those mineral processing activities associated and co-located with mining operations when such industrial activities will sunset with the mining operation and do not stimulate unplanned growth or conversion of multi-use open space to urban uses.

G-7-c. Policy: A Mineral Zone ("MZ") overlay zone district shall be created when the city's Zoning Ordinance is revised, to denote lands which need to be protected for mineral resource conservation purposes and to provide for consistent application of conservation policies when land use decisions are made.

- Designated MRZ-2 land within the city's incorporated boundaries shall be assigned MZ overlay zoning.

- All properties in the city with permitted surface mining operations shall be assigned "MZ" overlay zoning, whether or not such properties have been formally designated MRZ-2 by the Department of Conservation.
- Maps and exhibits used for permitting and entitlements on, or abutting these areas shall depict the boundaries of any MZ overlay zoning.

G-7-d. Policy: The city shall prohibit land uses and development projects that preclude mineral extraction in potential high-quality mineral resource areas designated MRZ-2 . A use will be considered incompatible with potential surface mining if it meets any or all of the following criteria:

- it is a land use or involves improvements or activities not designated or provided for in the general plan or current approved entitlements for the site.
- it would create parcels or lots smaller than 20 acres that are not created for the purposes of resolving a state ownership of land or are not created for establishing/augmenting public facilities that are consistent with the general plan.
- it physically or materially obstructs future use of the site for mineral extraction.
- it would create an economic value of land through site improvements such as grading or structures (paid for by public or private investment) that are unrelated to mineral extraction or post-mining reclamation and that would make mineral extraction a financially infeasible use.
- it involves the institution of activities on land that would make mineral extraction a comparatively financially infeasible use.
- any San Joaquin River Parkway facilities developed or approved by the city shall be designed, constructed, and operated in such as way that sand and gravel mining operations are not adversely affected and future mineral extraction will not be precluded in MRZ-2 designated areas.

G-7-e. Policy: Provide appropriate buffering for current and future mineral extraction operations by establishing compatible, nonsensitive land uses adjacent to permitted mining operations and designated MRZ-2 areas, in order to prevent land use conflicts over attractive nuisances, dust, noise, and viewshed impacts.

- The city shall identify permitted surface mining operations in, and adjacent to, its planning area and shall maintain a record of their locations, and the locations of approved haul routes serving these surface mining sites.

- Land bordering, and within a 1/8-mile distance of the following will be considered "potential mineral extraction impact area:" all land that qualifies for the abovementioned "MZ" overlay zoning; all permitted surface mining operations adjacent to the city; and all approved haul routes serving permitted mining operations.
- Maps and exhibits used for permitting and entitlements shall depict any potential mineral extraction impact areas.
- In potential mineral extraction impact areas, the city will not approve land uses that are inherently incompatible with mining and related activity due to sensitivity of these land uses to levels of noise and/or dust that may be associated with mineral extraction and on-site processing.
- Project proposals that might create a conflict with permitted surface mining or future mining activities need to provide on-site mitigation of potential conflicts. Sufficient buffering measures (such as setbacks, walls, and landscaping) shall be required when a potentially incompatible land use is proposed adjacent to permitted mining operations and/or designated MRZ-2 land.

G-8. OBJECTIVE: Permit the cost-effective recovery of available mineral resources while protecting the environment from the potential adverse effects of surface mining operations.

G-8-a. Policy: Conditional use permits shall be submitted for new and modified mineral extraction proposals and processed according to provisions of SMARA and the city's 1999 Surface Mining Ordinance (as it may be required to be updated in the future).

- The California Environmental Quality Act (CEQA) will be used to evaluate potential environmental effects that may be subsequent to, and/or related to, issuance of these conditional use permits.
- Post-mining end uses stated in the conditional use permit must be consistent with the general plan designation and policies applicable to the proposed mine's location. Particular attention should be paid to preserving the San Joaquin River's Designated Floodway, and to ensuring that end uses will not create safety hazards with respect to 100-year flood events.
- The city's adopted operational requirements for surface mining and city standards for reclamation must be addressed and adhered to by the mining permit and reclamation plan. Reclamation plan requirements shall be oriented to protecting sensitive resources.

- Reclamation standards shall permit land owners, including public agencies, a variety of options. It should be recognized that wildlife habitat, scenic, and recreational uses can be compatible with other permitted multi-use open space uses of reclaimed lands in the San Joaquin riverbottom. Whenever feasible, end uses and reclamation plans for mineral extraction sites in the San Joaquin riverbottom should provide for "multiple use" proposals and should support the San Joaquin River Parkway conceptual plan.

G-8-b. Policy: Surface mining permits approved by Fresno County will be honored and administered by the City of Fresno upon annexation, provided that:

- the surface mining permit/entitlement and financial assurance are in compliance with SMARA and other applicable state law.
- the mining operation is in compliance with the terms of its current permits related to mineral extraction and reclamation. In the event of noncompliance, permit expiration, or permit revocation, the city reserves the right to require new permit applications to be processed and to take such measures to ensure compliance as are provided for by law or regulations.

G-8-c. Policy: The city will provide sufficient resources to ensure that required annual compliance inspections and other monitoring activities are done for the surface mining operations and reclamation activity that are subject to the city's SMARA Lead Agency authority.

G-8-d. Policy: The city will ensure that reclamation activities following mineral extraction are timely and beneficial, pursuant to the requirements of SMARA and the city's 1999 Surface Mining Ordinance (as it may be required to be updated in the future). Reclamation guidelines shall be realistic and enforceable, with some flexibility allowed through the revised/amended conditional use permit process, in recognition of the fact that a mineral extraction site may contain unknown resources or difficulties at the time its original mining permit is issued.

G-8-e. Policy The City of Fresno will continue to make efforts to work cooperatively with neighboring jurisdictions having, or potentially having, oversight of mineral resource areas and SMARA lead agency responsibility for mining and reclamation, in order to develop uniform criteria applicable to existing, new, and altered mineral extraction sites in the San Joaquin riverbottom.

Energy Conservation

G-9. OBJECTIVE: Reduce the consumption of non-renewable energy resources by requiring and encouraging conservation measures and the use of alternative energy sources.

G-9-a. Policy: The city shall continue its leadership role in energy conservation through its own facilities and operations.

- The city shall continue its existing beneficial energy conservation programs.
- All new construction and major renovations in municipal buildings shall conform to applicable Title 24 energy standards.

G-9-b. Policy: The city shall periodically consult with utilities and regulatory, and state-level planning agencies to refine service demand estimates and to facilitate area-wide energy distribution.

G-9-c. Policy: Through its regulation of land use planning and development, the city will provide for energy conservation.

- Current energy-efficient planning and construction guidelines will be maintained.
- Environmental review of development projects (including changes in land use designations) will include a description of energy consumption and conservation features that are, or feasibly could be, incorporated into these projects.
- Siting, building orientation, structural design, and landscaping of a proposed land use or development project will be considered in relation to energy efficiency. Energy efficiency will be a factor that is considered in the decision process for projects.
- In regard to the Solar Rights and Solar Shade Acts of 1978, the city shall observe provisions in state law regarding solar access and shall continue to study whether further legislation is necessary.
- At the interface of commercial or industrial and residential land uses, or the interface of multi-family with single-family residential land uses, height restrictions and/or setbacks should be used at the common boundary to ensure solar access to structures on both sides of the boundary.
- Updated information on California Title 24 and other energy conservation guidelines and measures will be made available to staff and the area construction industry.

Historic Resources

G-10. OBJECTIVE: Foster community pride, attract visitors and tourists to distinctive areas, provide recreational opportunities, enhance educational opportunities, and augment the body of scientific and historic knowledge through identification, appropriate recognition, and promotion of historic and cultural resources.

G-10-a. Policy: Establish, and periodically review, the defining criteria that characterize historic resources.

G-10-b. Policy: Historic structures, districts, sites, and landscape features shall be considered as those which:

- represent past eras, events, and persons important in history.
- provide significant examples of architectural styles of the past or are landmarks in the history of architecture.
- are unique and irreplaceable assets to the city and its neighborhoods or provide examples of the physical surroundings in which past generations lived, for this and future generations.
- designated historic districts shall be "living" examples of maintaining quality and continuity of historic resource material and the overall character of the neighborhood.

G-10-c. Policy: Unique prehistoric resource sites shall be considered as those archaeological and paleontological sites which:

- contain information needed to answer important scientific research questions.
- have special quality or unique features, such as being the oldest, largest, or most complete example of a particular type of site or are directly associated with a scientifically recognized prehistoric or historic event or person.

G-10-d. Policy: Utilizing a combination of historic preservation staff, citizen volunteers, and qualified professionals hired with available funds, conduct a survey of the general plan area to create and maintain a computerized database of building/housing stock information within the city's planning area, using an inventory system which includes relevant facts, including year of construction and other historic information as appropriate.

- Historic preservation staff will provide training, guidance, and oversight to assist and encourage citizen volunteers in conducting a first-level survey to identify all candidate historic resources by physical and cultural attributes such as age of the resource, architectural style, neighborhood siting, prominence in local history, and any special features or events associated with it.
- City staff will utilize results of the above survey to prepare grant applications and budget requests for more detailed surveys to determine the nature of potential historical resources indicated by the first level screening. The city will also use available funding and other contributions to conduct detailed surveys.
- Findings of detailed historical resource surveys will be archived in a permanent, retrievable, user-friendly database that is continually updated.
- The city will cooperate with other jurisdictions, agencies, and organizations to collect information on historic and candidate sites.

G-10-e. Policy: Facilitate community awareness of historic and cultural resources and encourage public participation in related programs.

- The city will develop resources to assist and encourage citizen participation in the implementation of historic preservation policies and programs.
- Develop a district-oriented approach for promoting the historic heritage of Fresno neighborhoods. Sponsor and assist in the development of "walking tours," portable multi-media presentations, brochures, and newsletters to promote Fresno's historic values and these areas' private and public preservation efforts.
- Promote and participate in federal, state, local, and privately sponsored grants, demonstration programs, and projects that are directed toward historic structure revitalization and modern-day adaptive reuses (such as the National Trust for Historic Preservation's "Main Street Program").
- Enlarge the role of the Historic Preservation Commission in advising the city council, other legislative bodies, and the general public on the wide range of historic preservation issues.
- Coordinate with Caltrans, the State Office of Historic Preservation, the Convention and Visitors Bureau, Historical Society, Chamber of Commerce, Downtown Association, public utilities (such as railroad companies) and other agencies and interested parties to determine needs, design alternatives, and funding strategies for visitor information and entryway treatments that would encourage people to enjoy Fresno's historical and cultural features.

G-11. OBJECTIVE: Safeguard Fresno's heritage by preserving resources which reflect important cultural, social, economic, and architectural features so that community residents will have a foundation upon which to measure and direct physical change.

G-11-a. Policy: Continue and expand the city's comprehensive historic preservation program, as set forth in this Historic Resources component of the general plan.

G-11-b. Policy: The Historic Preservation Commission shall take a lead role in the following historic preservation activities:

- surveying, identifying, and recommending approval of the designation of historic resources, including conservation and heritage districts.
- making annual budget cycle funding requests to city, county, state, and federal agencies, and to private foundations and nonprofit public corporations and prioritizing which historic conservation projects should receive available city-administered funding for implementation of historic preservation objectives.

- appropriately staff the city historic preservation program to implement the city's historic preservation policies and programs.
- programs aimed at neighborhood improvement, including nuisance abatement, shall complement the preservation of cultural resources.
- increase cooperative efforts with the Fresno County Historic Landmarks and Records Advisory Commission.

G-11-c. Policy: Implement and broaden the resource conservation program as set forth by the Preservation of Historic Structures Ordinance.

- Perpetuate, protect, enhance, and revitalize historic resources.
- Encourage adaptive current uses of historic resources, while preserving their unique features.
- Zoning, building, fire, health, housing, landscape/xeriscape, and other related codes shall be liberally construed, and amended if necessary, to provide for a more supportive regulatory structure to assist in historic preservation objectives, while maintaining the essential level of protection for health and safety.
- Encourage the use of, and educate city staff on the use of, the State Historic Building Code. This code shall be used to guide plan checking and inspections in structures that have been recognized by the Historic Preservation Commission as qualified under the Historic Building Code.
- Before the issuance of a formal demolition order by the city involving structures over fifty (50) years old, potential Local Register listing shall be reviewed by historic preservation staff, and, if necessary, referred to the Historic Preservation Commission. This shall be subject to staffing levels and amendment of the city's Historic Preservation Ordinance.
- Before any nonemergency removal of historic trees or landscape elements, the City Historic Preservation Commission shall be given an opportunity to review the proposed action and make a recommendation as to potential alternative actions.
- Prior to demolition, the city shall offer for sale all city-owned relocatable Local Register, National Register, or State Landmark structures acquired within public project boundaries to buyers prepared to relocate the structures. All such structures shall be offered for sale a minimum of 180 days. Preference will be given to buyers intending to relocate these structures to parcels in designated city historic districts.

- The Historic Preservation Commission may recommend to the city council that the city be the "purchaser of last resort" to acquire endangered structures that are on the Local or National Historic Register, or are State Historic Landmarks, and relocate them to other locations in historic districts. The commission and council shall establish criteria to prioritize the acquisition of endangered historic structures based upon economic feasibility for each individual project and the need to balance such commitments of financial resources so that an acquisition does not materially detract from accomplishing other priority projects which require public historic preservation funding.

G-11-d. Policy: Prehistoric resources (those containing archaeological and paleontological material) shall be protected.

- In any public or private project, it shall be a condition of project permits that work stop immediately in the immediate vicinity of the find if archaeological and/or nonhuman fossil material is encountered on the project site.
- If there are suspected human remains, the Fresno County Coroner shall be immediately contacted. If the remains or other archaeological materials are possibly Native American in origin, the Native American Heritage Commission shall be immediately contacted, and the California Archeological Inventory's Southern San Joaquin Valley Information Center shall be contacted to obtain a referral list of recognized archaeologists.
- An archaeological assessment shall be conducted for the project if prehistoric human relics are found that were not previously assessed during the environmental assessment for the project. The site shall be formally recorded, and archaeologists' recommendations shall be made to the city on further site investigation or site avoidance/ preservation measures.
- If nonhuman fossils are uncovered, the Museum of Paleontology at U.C. Berkeley shall be contacted to obtain a referral list of recognized paleontologists. If the paleontologist determines the material to be significant, it shall be preserved.

G-11-e. Policy: If the site of a proposed development or public works project is found to contain unique prehistoric (archaeological or paleontological) resources, and it can be demonstrated that the project will cause damage to these resources, reasonable efforts shall be made to permit any or all of the resource to be scientifically removed, or it shall be preserved in situ (left in an undisturbed state). In situ preservation may include the following options, or equivalent measures:

- amending construction plans to avoid prehistoric resources.
- setting aside sites containing these resources by deeding them into permanent conservation easements.

- capping or covering these resources with a protective layer of soil before building on the sites.
- incorporating parks, green space, or other open space in the project to leave prehistoric sites undisturbed and to provide a protective cover over them.
- in order to protect prehistoric resources from vandalism or theft, their location shall not be publicly disclosed until or unless the site is adequately protected.

G-11- f. Policy: Establish historic districts to recognize and protect areas with significant architectural and historic resources, including supporting districts. Develop strategies and plans for restoration, rehabilitation, and enhancement of historic and supporting districts, to ensure their preservation and to provide an integrated program for compatible development within these neighborhoods.

- Encourage the preservation and rehabilitation of historic resources as design themes in historic neighborhoods.
- Develop and implement "Historic/Heritage District Streets" policies in City Streetscape Master Plans.
- Adopt and maintain a list of designated Historic Streets, and depict these streets in the circulation elements of specific and community plans.
- Seek funding for installing, replacing, and repairing needed public facilities and street furniture which would enhance historic districts. Visible improvements, including landscaping, shall support the representative era of historic districts and their architectural themes.
- Provide protection for, and routine maintenance of, character-defining streetscape and landscape elements in historic districts.
- Save historically or architecturally significant structures by using available infill sites in historic districts. Preference shall be given to selling or using such city-owned sites for relocating privately-owned and publicly-owned historic structures.
- When evaluating subdivision applications and land use entitlements in historic districts, longstanding precedents for lot size and land uses (including mixed patterns of land use) shall be considered.
- Require compatible design when infill development or construction occurs in historically significant areas.
- Identify, promote, and participate in federal- and/or state-sponsored demonstration projects, such as the "Main Street Program" sponsored by the National Trust for Historic Preservation.
- Encourage the use of a "Historic Facade Easements" program.

G-11-g. Policy: Achieve historic resource conservation goals through other community plans and programs.

- Integrate historic preservation into new development and redevelopment projects. Identify candidate and recognized historic resources in the early stages of plan preparation and policy development by coordinating historic preservation survey research with policies and design strategies (including landscaping and streetscape themes).
- Redevelopment areas shall be screened for possible historic resources which would be adversely affected by the redevelopment proposal. More detailed assessments shall be done on register candidate properties, and recommendations for the treatment of those properties shall be forwarded through the Historic Preservation Commission to redevelopment planning staff.
- Interdepartmental review procedures shall continue to ensure that preservation policies are respected in community decision-making. When proposals may affect historic resources, land use plans, development projects, capital improvement programs and public services delivery, plans shall be reviewed by the Historic Preservation Commission for comment on their compatibility with historic resources and preservation goals.
- When proposed plans, projects, policies, or programs conflict with historic preservation objectives, the Historic Preservation Commission's recommendations on resolving the conflict shall be considered by staff, planning commission, and the city council.
- Uphold historic preservation policies included in all approved city land use plans.

G-11-h. Policy: Assist in, or develop, new complementary and cooperative programs, both public and private, to promote the preservation of historic and cultural resources.

- Prepare National Historic Register applications for city-owned properties as appropriate.
- Maintain Fresno's Certified Local Government status under the state-administered program.
- Explore the feasibility of attaining Mills Act eligibility for qualifying Fresno sites.
- Host workshops and make information available to assist property owners in researching and preparing Local Register, California Landmark, and/or National Historic Register applications.
- Prepare and publish manuals to address appropriate and inappropriate types of modifications to historic buildings and to public areas in historic districts.
- Encourage the County of Fresno and other local jurisdictions to adopt complementary resolutions and ordinances to support historic preservation.

G-11-i. Policy: Develop methods to facilitate private ownership and upkeep of historic resources and to encourage private reinvestment in historic preservation.

- Assist the private sector in the development and promotion of programs to support the acquisition and rehabilitation of historic resources.
- Develop incentives and zoning bonus programs as methods to encourage the preservation of historic resources.
- Examine various financing strategies and public funding opportunities for use in the preservation and rehabilitation of historic resources.
- Establish, if feasible, monetary incentives (such as fee reductions, grants, and low-interest loan programs) for restoration or rehabilitation of historic resources.
- If feasible, implement tax incentives for the restoration and maintenance of historic resources.

Native Plants and Wildlife

G-12. OBJECTIVE: To provide for long-term preservation, enhancement, and enjoyment of plant, wildlife, and aquatic habitat resources in the Fresno area by protecting, improving, and restoring these resources.

G-12-a. Policy: Support state, federal, and local programs to acquire significant habitat areas in and near Fresno for permanent protection and/or conjunctive educational and recreational use.

G-12-b. Policy: The City of Fresno will participate in cooperative, multi-jurisdictional approaches (involving the Counties of Fresno and Madera, the City of Clovis, the San Joaquin River Conservancy, the Metropolitan Flood Control District, and other agencies and organizations) for area-wide habitat conservation plans to preserve and protect rare, threatened, and endangered species that could be adversely affected by continued population growth and development.

G-12-c. Policy: In development projects, consider the incorporation of natural features (such as ponds to be designed and managed for habitat values, or hedgerows and wooded strips) such that these features can serve as a buffer for adjacent natural areas and/or an enhancement to the ecological values of Fresno.

G-12-d. Policy: Projects that could adversely affect rare, threatened, or endangered wildlife and vegetative species (or may have impacts on wildlife, fish, and vegetation restoration programs) may be approved only when findings are made by the California Department of Fish and Game (and the U.S. Fish and Wildlife Service, as appropriate) that adequate mitigation measures are incorporated in the project's design.

G-12-e. Policy: Open Space land use designations, appropriate zoning, setbacks, and conservation easements will be used to preserve areas identified as sensitive or critical habitat for rare, threatened, or endangered vegetation and wildlife species, with particular attention paid to the North and Southeast Growth Areas and to the preparation of the required community and/or specific plans for these expansion areas of the proposed 2025 Fresno General Plan.

G-12-f. Policy: If the California Department of Fish and Game or federal conservation agencies require habitat replacement as a condition of, or mitigation for, any development project in Fresno's planning area, such replacement or mitigation habitat should be located, if possible, within or near the Fresno-Clovis Metropolitan Area.

G-12-g. Policy: Mitigation programs involving restoration of natural habitats shall include measures needed to create functional, sustainable wildlife habitat. Specific components of these programs will include:

- an evaluation of the site's pre-project environmental setting and the proposed design and operating parameters of the mitigation measures, to be evaluated in the project's CEQA/NEPA environmental review processes.
- a graphic depiction of land to be acquired or set aside for mitigation activities.
- permitting required by local, state, and federal agencies for the project.
- mitigation site preparation plans.
- specification of the types and sources of plant material used for any revegetation.
- water supply and distribution for plants and wildlife.
- post-planting maintenance and other operational measures to ensure successful mitigation.
- monitoring at an appropriate frequency by qualified personnel and reporting of data collected during monitoring to permitting agencies.

G-12-h. Policy: Establish, in consultation with appropriate public agencies with special expertise, development and operational standards that may be needed to supplement existing law and regulations to avoid or reduce any adverse impacts of development adjacent to important habitat areas. Standards could include such measures as controls on noise and glare, or restrictions on disturbance of vegetated areas.

G-12-i. Policy: For drainage and flood detention basins in agricultural or industrial areas, and for those basins where design or other factors preclude developed recreational uses, Fresno Metropolitan Flood Control District and the City of Fresno will consider development of public or private fisheries and habitat areas for native plants and wildlife, in consultation with the state Department of Fish and Game.

G-12-j. Policy: Where appropriate in flood zones along water courses and flood detention basins, pursue development of conjunctive habitat and recreational trail uses in flood control and drainage projects.

G-12-k. Policy: Encourage property owners to reestablish, maintain, and protect continuous wildlife corridors along riparian areas, by use of building setbacks and the planting of suitable native vegetation along the riverbanks and bluffs, streambanks, drainage or irrigation ditches, and, where appropriate, fence lines.

G-12-l. Policy: Coordinate habitat restoration programs with federal, state, and local flood control and natural resource agencies, to achieve useful restoration and take advantage of the opportunity for a coordinated regional mitigation program, while avoiding flood control problems and the undesirable introduction of non-native plant and animal species.

G-13. OBJECTIVE: Maintain and restore, where feasible, the ecological values of the San Joaquin River corridor, because (1) this area is Fresno's main scenic feature and natural area; (2) it is important for maintenance of good-quality water resources in the region; and (3) it constitutes unique, irreplaceable habitat for valley native species.

G-13-a. Policy: Adopted plans, codes/ordinances, regulations, and policies of the city will continue to indicate strong concern for, and protection of, the San Joaquin River bluffs and the riverbottom, to promote Fresno's scenic amenities and protect the river's water quality, fisheries, and associated riparian environment.

G-13-b. Policy: Support Fresno County General Plan policies which promote the preservation and enhancement of natural resources in Fresno County's river influence areas.

G-13-c. Policy: Apply, and continue to honor, the open space land use designation in the entire San Joaquin riverbottom and bluffs when considering land use decisions in the vicinity of the river. Ensure that development projects in the vicinity of the river corridor protect and compliment its habitats and natural settings, including development within the proposed North Growth Area of the 2025 Fresno General Plan.

G-13-d. Policy: Implement the multi-use open space land use designation through the following actions:

- apply "O"/Open Conservation District or "AE-20"/Exclusive Twenty-Acre Agricultural District zoning when land use plans, rezonings and annexations are proposed for land on the San Joaquin River bluffs and riverbottom.

- continue to prohibit new residential land use entitlements (zoning, special permits, and subdivisions) in the riverbottom, pursuant to the multi-use open space land use designation and zoning districts adopted for the area.
- require a finding of plan consistency for all land use entitlements (including land divisions and all types of special permits) and all infrastructure projects in the river corridor.
- prohibit the location of any solid waste facilities of any type (including transfer and waste material recovery stations) in the riverbottom.
- adjacent to the river corridor, incorporate natural topography with respect to the design and siting of all physical improvements, in order to minimize grading and disturbances of the viewshed.
- complete studies addressing the limitations of the area's biotic community and hydrologic status prior to the approval of any project which involves land in, or immediately abutting, the San Joaquin riverbottom.
- carefully plan and regulate outdoor lighting visible in, and from, the river corridor. In instances where such lighting is necessary, it shall be of the lowest feasible intensity and directed away from, or shielded from, the reserve or corridor. Adverse impacts of lighting will be further mitigated by planting tall vegetation for screening between light sources and wildlife corridors/reserves.

G-13-e. Policy: Support efforts to identify and mitigate cumulative adverse effects on aquatic life from stormwater discharge to the San Joaquin River.

- Discharge of runoff from industrial and commercial land uses to the San Joaquin River or other riparian corridors shall be avoided.
- Development entitlements for sites which have drainage (directly or indirectly) to the San Joaquin River or other riparian areas shall be conditioned upon adequate measures for preventing pollution of natural bodies of water from their runoff.
- Water quality and sediments shall be frequently monitored near drainage outfalls to riparian areas.
- If unacceptable levels of contaminant(s) occur, remedial measures shall be promptly instituted.

G-14. OBJECTIVE: Support the San Joaquin River Conservancy in its efforts to develop a river parkway that strikes an appropriate balance between facilitating recreational pursuits; protecting water resources; meeting economic and development needs through sand and gravel production; and long-term preservation, enhancement, and public enjoyment of the river's unique and irreplaceable plant, wildlife, and aquatic resources.

G-14-a. Policy: Encourage natural reserve areas and a wildlife corridor in the riverbottom to protect, enhance, and restore riparian and aquatic habitats, adjacent wetlands, and upland areas integral to the life cycle of river wildlife.

G-14-b. Policy: Natural reserves and wildlife corridors need to be acquired and expanded through purchase, easements, mitigation for proposed activities, or other mutually satisfactory transactions.

G-14-c. Policy: Natural reserves should be sited where highest-quality habitat exists adjoining the river's wildlife corridor and in such other locations where endangered, threatened, or rare species are established or are being reestablished.

G-14-d. Policy: The San Joaquin River's wildlife corridor is to provide continuous land and water areas parallel to the river.

- A minimum width of 200 feet of riparian vegetation should be preserved on both sides of the river. The corridor should be wider when possible and/or necessary to protect additional areas of native plants and critical habitat (such as wildlife breeding areas). In areas where 200 feet of riparian vegetation no longer exists along the river bank, a 200-foot or wider band of native plants is recommended to be reestablished, to the maximum extent feasible from topologic and hydrologic standpoints. Consider exceptions where the minimum-width corridor is infeasible due to topography, hydrology, or other constraints. In those instances, an offsetting expansion is recommended on the opposite side of the river. Where steep bluffs drop directly into or close to the river, incorporate the bluff face into the wildlife corridor.

G-14-e. Policy: Routine monitoring shall be done to determine the status of conditions and mitigation measures required for projects within, and in the vicinity of, the river corridor.

- A memorandum of understanding or other agreement should be implemented so that the San Joaquin River Conservancy can perform, or participate in, this monitoring program in order to furnish additional expertise, provide for cost efficiency, and to ensure consistency throughout the river corridor.
- Based on information obtained from monitoring, modifications in special permits, reclamation plans, and other documents, operating parameters for uses may be necessary to insure human health and safety and the well-being of riparian plants and wildlife.

G-14-f. Policy: As specified in the San Joaquin River Parkway Master Plan and EIR (1997), natural reserve areas and the wildlife corridor areas would be protected whenever more intensive human uses exist or are proposed on adjacent lands. Buffer zones would allow multiple uses on parts of the parkway while still protecting wildlife and native plants.

- Any studies done to determine appropriate buffer widths, along with the conclusions and recommendations drawn from the studies, shall be performed by, or be reviewed and approved by, state and federal wildlife agencies before variances from standard buffer zone widths can be granted.
- The vegetation and permitted uses of the buffer zones need to be tailored to the adjacent habitat it is designed to protect. Natural riparian buffer zones should be maintained, rehabilitated, or reestablished with appropriate native plants (seed material and cuttings locally derived).
- Open space uses such as pasture, low-intensity agricultural activities, and the "rough" or marginal areas of golf courses, may be incorporated into buffer zones when they constitute an improvement in habitat over a previous use or degraded area. However, the potential impacts of construction, cultural, and operational practices (such as grading, number of livestock per acre, lighting, and use of pesticides, herbicides, and fertilizers) need to be thoroughly evaluated and addressed before these uses can be used for buffering.

H. NOISE ELEMENT

Challenges

Noise is generally defined as "unwanted sound," which is a subjective determination of measurable physical phenomena. Ambient noise levels are a major determinant of "quality of life." Noise levels not only affect the utility and enjoyability of property, they affect property values and they affect human health. Scientific studies have repeatedly shown that exposure to elevated noise levels is a subtle stressor, leading to elevated blood pressure as well as permanent loss of hearing sensitivity. Control of noise is an important consideration for the planning process. California Government Code Section 65302(f) requires that general plans contain a Noise Element to identify and quantify potential noise problems and to provide effective policies for noise control and mitigation.

Direction

Sound is measured in decibels (dB). For most purposes, sound is measured in the "A scale," the range of frequencies audible to humans, expressed as dB_A. The decibel scale is logarithmic, which means that for every 5 dB_A increase the perceived level of sound doubles. A 50 percent increase in perceived noise would result in only a 2 or 3 dB_A increase. Depending on its level of intensity, a noise may range from almost inaudible (45 dB_A, the approximate loudness of loud whispering), up to actually painful (140 dB_A, the approximate loudness which can cause physical pain and ear damage).

Forty-five dB_A is usually set as the limit on indoor noise detectable from outdoor sound sources. Sixty dB_A is considered to be the sound level of normal conversation and is often used as a limit on outdoor ambient noise levels for residential areas because it is felt that people should be able to hear conversation in their own back yards. Outdoor ambient noise levels are permitted to be higher for commercial sites, and higher still for industrial areas.

For planning purposes, basic sound data are further manipulated, to reflect the fact that night-time sound is more intrusive. The three common units used to describe and quantify noise for planning purposes are:

L_{eq}, for "Level of equivalent [average] sound," which reflects a 24-hour average of sound measured in dB_A;

L_{dn}, for "Day-Night Average Level," which modifies the L_{eq} by adding a ten percent (10%) weighting factor for sound occurring during night-time hours (between 10 p.m.and 7 a.m.); and

CNEL, for "Community Noise Equivalent Level," which also reflects a 24-hour average of ambient sound but adds only a five percent (5%) weighting factor for both evening (7 to 10 p.m.) and night-time (10 p.m. to 7 a.m.) sound.

CNEL measurements are primarily used for airport noise studies, and L_{dn} units are usually employed for other types of noise studies. The general practice is to identify noise contours around transportation facilities such as airports, rail lines, highways, and major streets, and to identify noise levels at property lines from stationary sources such as industrial equipment.

In the urban environment, noise generators such as transportation corridors and industrial uses occur in close proximity to sensitive noise receivers, such as residential and institutional uses. Some land uses potentially constitute both a noise generator and a simultaneous noise receiver, e.g., recreational sites. The City of Fresno has special noise considerations because it has grown up around two major rail corridors, and many freight trains run through the heart of the city daily. Fresno contains three public airports, and has four state highways running through it, as well as major streets at half-mile and one-mile grid intervals, carrying heavy levels of passenger vehicle and truck traffic. Industrial and public facilities in and around the city also generate noise from processing materials and from the operation of equipment such as large pumps and backup generators. Residential and commercial uses also contribute noise from smaller equipment such as swimming pool pumps and compressors for refrigeration.

Longstanding city policy for stationary sources has been to require enclosure, muffling and/or extra setbacks so that adjacent properties are not exposed to excessive noise levels. Nuisance noise abatement has been accomplished through the city's Noise Ordinance. Noise from transportation facilities has been controlled by distancing sensitive uses from these facilities, and by use of sound-proofing construction measures such as masonry walls and sealed buildings. Title 24 energy conservation requirements (referenced in the Resource Conservation Element/Energy Conservation topic) have also greatly helped mitigate indoor noise levels by requiring dual-pane windows and additional insulation in buildings. Federal Aviation Administration regulations for airports have supported planning and zoning designations which have kept sensitive uses away from the noise attendant upon flight paths.

With the proposed intensification of land uses in the city, noise control will be an increasing consideration for infrastructure and building development projects. The 2025 General Plan maintains the same indoor and outdoor ambient noise limits as the preceding General Plan, but refines noise quantification and control procedures to reflect current planning and sound engineering practice. Specific plans for the three airports in Fresno each have their own noise policies.

Relationship to General Plan Goals

2025 General Plan Goals which relate to noise sources and the control thereof include:

Goal 1: Enhance the quality of life for the citizens of Fresno and plan for the projected population within the moderately expanded Fresno urban boundary in a manner which will respect physical, environmental, fiscal, economic, and social issues.

Goal 14: Protect and improve public health and safety.

H-1. OBJECTIVE: Protect the citizens of the city from the harmful and annoying effects of exposure to excessive noise.

H-1-a. Policy: New noise-sensitive land uses impacted by existing or projected future transportation noise sources shall include mitigation measures so that resulting noise levels do not exceed the standards shown in Table 8 below:

TABLE 8

MAXIMUM ALLOWABLE NOISE EXPOSURE
TRANSPORTATION NOISE SOURCES

Land Use [4]	Outdoor Activity Areas[1] L_{dn} dB	Interior Spaces	
		L_{dn} dB	L_{eq} dB[2]
Residential	60[3]	45	---
Transient Lodging	60[3]	45	---
Hospitals, Nursing Homes	60[3]	45	---
Theaters, Auditoriums, Music Halls	---	---	35
Churches, Meeting Halls	60[3]	---	45
Office Buildings	---	---	45
Schools, Libraries, Museums	---	---	45

[1]Where the location of outdoor activity areas is unknown or is not applicable, the exterior noise level standard shall be applied to the property line of the receiving land use.

[2]As determined for a typical worst-case hour during periods of use.

[3]Noise levels up to 65 dB L_{dn} adjacent to the Burlington Northern Santa Fe and Union Pacific mainline tracks may be allowed by the project approving authority when it is determined that it is not possible to achieve 60 dB L_{dn} in outdoor activity areas using a practical application of the best-available noise reduction technology, and when all feasible exterior noise reduction measures have been proposed.

[4] The Planning and Development Director, on a case-by-case basis, may designate land uses other than those shown in this table to be noise-sensitive, and may require appropriate noise mitigation measures.

H-1-b. Policy: For purposes of city analyses of noise impacts, and for determining appropriate noise mitigation, a significant increase in ambient noise levels is assumed if the project causes ambient noise levels to exceed the following:

- the ambient noise level is less than 60 dB Ldn and the project increases noise levels by 5 dB or more.
- the ambient noise level is 60-65 dB Ldn and the project increases noise levels by 3 dB or more.
- the ambient noise level is greater than 65 dB Ldn and the project increases noise levels by 1.5 dB or more.

H-1-c. Policy: The city shall review new public and private development proposals to determine conformance with the policies of this Noise Element.

H-1-d. Policy: The city shall require an acoustical analysis in those cases where a project potentially threatens to expose existing or proposed noise-sensitive land uses to excessive noise levels. The presumption of potentially excessive noise levels shall be based on the location of new noise-sensitive uses to known noise sources or staff's professional judgement that a potential for adverse noise impacts exists. Acoustical analyses shall be required early in the review process so that noise mitigation may be included in the project design. For development not subject to environmental review, the requirements for an acoustical analysis shall be implemented prior to the issuance of building permits. The requirements for the content of an acoustical analysis are established by the Planning and Development Department in conjunction with environmental health agencies.

H-1-e. Policy: The city shall develop and employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the development review and building permit processes.

H-1-f. Policy: The city shall develop and employ procedures to monitor compliance with the policies of the Noise Element after completion of projects where noise mitigation measures have been required.

H-1-g. Policy: The city shall enforce the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC) concerning interior noise exposure for multi-family housing, hotels and motels.

H-1-h. Policy: The city shall request the California Highway Patrol, the Sheriff's and Police Department to actively enforce the California Vehicle Code sections relating to adequate vehicle mufflers and modified exhaust systems, and sound systems in vehicles.

H-1-i. Policy: The city shall review and update the Noise Element and the Noise Ordinance to ensure that noise exposure information and specific policies and ordinances are consistent with changing conditions within the city and with noise control regulations or policies enacted after the adoption of this element.

H-1-j. Policy: Noise created by new transportation noise sources, including roadway improvement projects, shall be mitigated so that resulting noise levels do not exceed the adopted standards at noise-sensitive land uses.

H-1-k. Policy: New noise-sensitive land uses impacted by stationary noise sources shall include mitigation measures so that resulting noise levels do not exceed the standards show in Table 9 as follows:

TABLE 9

MAXIMUM ALLOWABLE NOISE EXPOSURE-STATIONARY NOISE SOURCES[1]

	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly Equivalent Sound Level (L_{eq}), dB	50	45
Maximum Sound Level (L_{max}), dB	70	65

[1]As determined at outdoor activity areas. Where the location of outdoor activity areas is unknown or not applicable, the noise exposure standard shall be applied at the property line of the receiving land use. When ambient noise levels exceed or equal the levels in this table, mitigation shall only be required to limit noise to the ambient plus five (5) dB.

H-1-1. Policy: Noise created by new proposed stationary noise sources or existing stationary noise sources which undergo modifications that may increase noise levels shall be mitigated so as not to exceed the noise level standards of Table 9 at noise-sensitive land uses.

H-1-m. Policy: As a guideline, noise barriers (walls, earth berms, or berm/wall combinations) shall not exceed 15 feet in height as measured from the elevation of the nearest building pad. The Planning and Development Director, on a case-by-case basis, may allow noise barrier heights differing from this guideline. However, resulting noise levels must satisfy the maximum allowable noise exposure standards.

I. SAFETY ELEMENT

Challenges

This general plan element seeks to reduce deaths, injuries, illnesses, damage to property, and economic and social dislocation that could result from safety hazards. The general plan's role in providing for safety is rooted in the U.S. Constitution, which specifically authorizes government to exercise "police power" in order to protect public health, safety, and general welfare. This allows local governments to regulate land use, zoning issues (such as setbacks) and construction standards. Formerly, safety elements in California general plans covered only seismic and wildfire issues; however, State Planning Guidelines adopted in the past decade indicate that other locally-relevant issues should also be addressed. Therefore, this 2025 General Plan Safety Element also deals with potential urban fire risks, flooding, hazardous materials, and airport safety. The element includes information on electromagnetic fields, although present scientific data are not conclusive as to their potential hazard to public health and safety.

Direction

This Safety Element has policies relevant to the following subject areas:

1. **Fire Hazards.** Fresno's high summer temperatures, intense sunlight, and low rainfall potentiate fires by drying and pre-heating combustible material and by fostering spontaneous combustion of flammable material. Fresno's estimated maximum wind speed (used to design structures) is 70 mph, which could fan blazes to a high intensity. The San Joaquin River Bluff area in northern Fresno is prone to wildfire due to steep terrain and vegetation. Industrial uses/processes and storage facilities in the metropolitan area have large quantities of flammable and/or toxic materials on-site, creating a heavy demand on Fire Department inspection services and suppression resources. The 2025 General Plan also provides for more intensive development, where large and tall structures may present challenges in fire suppression and evacuation. While fire suppression and fire-safe construction is generally covered in the Urban Form and Public Facilities Elements, policies in this section of the Safety Element focus on special fire safety issues.

2. **Seismic and Geologic Hazards.** Fresno is in one of the more geologically stable areas of California, in Seismic Safety Zone III, with no Alquist-Priolo Earthquake Fault Zones. However, it is on a deep alluvial basin and may be affected by strong seismic events in, or near, the east and west ends of Fresno County. In the northern portion of the Fresno sphere of influence, there are some areas of expansive clay soil which require special construction standards for foundations and infrastructure. This section of the Safety Element provides policy direction to deal with these risk factors.

3. **Flooding Hazards.** Fresno's precipitation comes in episodic storm events, which may be severe and may cause localized flooding. The Fresno area receives inflows of regional runoff from a huge watershed to the east, and is in the path of natural drainage from the valley floor, foothills and Sierra Nevada range. The San Joaquin River, confined between bluffs, comprises the northern boundary of Fresno. A series of river floods during the 1980s and 1990s has prompted the Federal Emergency Management Agency to drastically revise its estimate of 100-year flood flows in the river channel and to develop a new National Flood Insurance Protection (NFIP) rate map for the

area. The Fresno County Stream Group contributes stormwater flows directly into the metropolitan area, but development of major detention structures in the eastern part of the county enabled NFIP maps in Fresno to be revised in the early 1990s to show a reduced 100-year flood risk from that source. The city is also required to participate in disaster planning for potential dam failure events on the San Joaquin River, Kings River, and Fresno Stream Group. In conjunction with the Fresno Metropolitan Flood Control District Master Service Delivery Plan (developed and adopted by that special district) and with policies in the Fresno 2025 General Plan Public Facilities Element, this section of the Safety Element gives policy direction to protecting life, health, private property, and infrastructure from flood hazards.

4. **Hazardous Materials.** Hazardous materials are those which, by their nature (chemical, physical, or biological properties), have the potential to cause death or serious illness during use/consumption, processing, storage, transport, or when improperly disposed of. These materials may be flammable, explosive, corrosive, chemically reactive, toxic, carcinogenic, radioactive, infectious, or may harm people through skin contact, inhalation, or pharmaceutical action. These risks have generated a great deal of regulation at federal, state, and local levels. Due to this comprehensive definition, almost all land uses may involve these materials. Projects where these materials are stored and used require identification and special development standards. Sites previously contaminated by these materials are required to be identified and cleaned up. Transport of these materials on local, regional, state, and federal roadways is also regulated. This section of the 2025 General Plan Safety Element provides policies intended to keep the city in compliance with existing regulations, and to preserve public health and life safety by prudent safeguards.

5. **Radiowave and Electromagnetic Emissions.** Electromagnetic and radiofrequency radiation include microwaves, radio and television broadcasting signals, and low-level electrical and magnetic phenomena associated with power equipment. These are "non-ionizing radiation," energy emissions that radiate from a source but are not the same as the radiation emitted by radioactive substances. Close contact with high-level electromagnetic, microwave, and radiofrequency radiation can cause damage such as burn-type injuries. Negative health effects have been alleged to result from long-term exposure to low-levels of electromagnetic, microwave, and radiofrequency emissions, but studies have not been conclusive. Significant scientific and public debate continues on this issue. Without conclusive evidence of harm from environmental exposures, the 2025 General Plan Safety Element is not providing any policy direction; the city will, however, observe safety regulations promulgated by other agencies such as the Occupational Safety and Health Administration.

6. **Airport Safety.** Airports may impact public safety due to the potential for aircraft crashes. There are three public airports in the City of Fresno General Plan area: Fresno-Yosemite International Airport (designated by the Federal Aviation Administration as FAT, reflecting its formal name, Fresno Air Terminal), Fresno Chandler Downtown Airport (designation FCH), and Sierra Sky Park (designation Q60). In conjunction with Fresno-Yosemite International Airport, the Air National Guard maintains an airbase for military flight and training operations. Each airport has its own city specific plan and airport land use plan designed to provide for public safety.

Relationship to General Plan Goals

General Plan goals relevant to the Safety Element include:

Goal 1: Enhance the quality of life for the citizens of Fresno and plan for the projected population within the moderately expanded Fresno urban boundary in a manner which will respect physical, environmental, fiscal, economic, and social issues.

Goal 13: Plan for a healthy business and diversified employment environment, and provide adequate timely services to assure that Fresno is competitive in the marketplace.

Goal 14: Protect and improve public health and safety.

Fire Hazards

I-1. OBJECTIVE: Maintain a high level of fire protection for large and tall structures constructed in the City of Fresno.

I-1-a. Policy: Adopt appropriate standards, as necessary, for fire protection and fire suppression within high-rise buildings.

- The City of Fresno shall enforce the latest adopted version of the California Code of Regulations Title 24 standards regarding high-rise buildings, to ensure the highest level of fire protection for new and existing construction.
- The City of Fresno shall pursue to the fullest extent possible the existing city ordinance and Uniform Fire Code (UFC) and National Fire Protection Association (NFPA) standards for the installation of automatic fire sprinkler systems for all new construction and for existing construction where trade-offs are allowed by local ordinance.
- Maintain and enforce the provisions of Fresno Municipal Code that relate to fire protection requirements (public service delivery plan and fire access lanes/areas) for mid-rise and high-rise buildings.
- The City of Fresno shall maintain adequate personnel and equipment, based at appropriate locations, to expeditiously meet the fire prevention, life safety, and emergency mitigation needs for large and tall structures.

I-2. OBJECTIVE: Ensure the public's health, safety, and welfare by implementing appropriate controls and emergency response capability to deal with those materials that, because of their quantity, concentration, physical or chemical characteristics, pose a significant present or potential hazard to human health, safety, or the environment.

I-2-a. Policy: Maintain and enforce the latest adopted California Building Code and Uniform Fire Code standards to ensure safe processing and storage of hazardous materials.

I-2-b. Policy: Maintain a close liaison with the Fresno County Environmental Health Department, Cal-EPA Division of Toxics, and the State Office of Emergency Services to assist in developing and maintaining hazardous material business plans, inventory statements, risk management prevention plans, and contingency/emergency response action plans.

Seismic and Geologic Hazards

I-3. OBJECTIVE: Ensure the public's health, safety, and welfare by recognizing potentially geologically unstable conditions that could endanger the lives and property of the Fresno-Clovis Metropolitan Area residents.

I-3-a. Policy: The City of Fresno shall enforce the latest adopted Uniform Building Code and the Dangerous Building Ordinance (Article 12 of Fresno Municipal Code, Chapter 12) to ensure seismic protection for new and existing construction.

I-3-b. Policy: Swimming pools and spas shall be considered structures for purposes of engineering evaluations of soil and seismic stability, and these structures shall conform to setback requirements imposed to safeguard construction from unstable strata.

I-3-c. Policy: In areas having potential geological and soils hazards, development shall not have on-site drainage or disposal for wastewater, stormwater runoff, or spas and swimming pool water, unless a soil analysis by a registered civil engineer (or engineering geologist specializing in soil geology) concludes that on-site drainage/disposal will not induce geologic hazards.

I-3-d. Policy: Development shall be prohibited in areas where analysis by a registered civil engineer or registered geologist determines that no corrective measures could feasibly mitigate potential geologic hazards.

I-3-e. Policy: Development entitlements and permits for properties which are affected by inactive landfill areas, shall not be approved until potential landfill-related problems are addressed by way of a comprehensive engineering analysis. The approval of development entitlements and permits for these areas shall be conditioned upon a soils and foundation study that determines the location and extent of the landfill-related potential problems and how those problems will be addressed prior to the construction of any buildings.

I-4. OBJECTIVE: Minimize the loss of life and property on the San Joaquin River bluffs that could occur due to geologic hazards.

I-4-a. Policy: Maintain and enforce the requirements of the city's Bluff Preservation (BP) Overlay Zone District. Development within 300 feet of the toe of the San Joaquin River bluffs shall require an engineering soils investigation and evaluation report that demonstrates that the site is, or methods by which the site could be made, sufficiently stable to support the proposed development.

I-4-b. Policy: The minimum setback from the San Joaquin River bluff edge (as the bluff edge is defined in the Fresno Municipal Code) for all future structures (including swimming pools, spas, and accessory structures) shall be thirty (30) feet. However, a building setback of less than thirty (30) feet may be permitted if it can be demonstrated to the satisfaction of the City's Building Official and Planning and Development Department Director that a proposed structure will meet the objective of the Bluff Preservation Overlay Zone District, as stated in the Fresno Municipal Code; but in no case shall the minimum building setback from the bluff edge be less than twenty (20) feet for any structure, and no rear yard encroachments shall be allowed within that twenty (20) feet.

Flooding Hazards

I-5. OBJECTIVE: Protect the lives and property of current and future residents of the Fresno Clovis Metropolitan Area (FCMA) from the hazards of periodic floods. Recognize and institute adequate safeguards for the particular flooding hazards of areas on the San Joaquin riverbottom and bluffs.

I-5-a. Policy: Support the full implementation of the Fresno Metropolitan Flood Control District (FMFCD) Storm Drainage and Flood Control Master Plan, the completion of planned flood control and drainage system facilities, and the continued maintenance of stormwater and flood water retention and conveyance facilities and capacities.

I-5-b. Policy: The San Joaquin River will not be channelized, and levees will not be used in the river corridor for flood control, excepting those alterations in river flow that are approved with surface mining and subsequent reclamation activities for mined sites (e.g., temporary berms and small side channel diversions to control water flow through ponds).

I-5-c. Policy: Ensure implementation of the Fresno Metropolitan Flood Control District control programs for the Fresno County Stream Group, including completion of the Redbank-Fancher Creek Flood Control Project, and the FMFCD rural streams program to provide protection to the urban community from waters originating outside the urban area.

I-5-d. Policy: Ensure implementation of the Fresno Metropolitan Flood Control District urban drainage program, including completion of the urban storm drainage systems to provide protection to the urban community from waters originating within the urban area.

I-5-e. Policy: Ensure implementation of land grading and development policies which protect area residents from flooding caused by urban runoff produced by events which exceed the capacity of the Storm Drainage and Flood Control Master Plan system of facilities.

I-5-f. Policy: The minimum level of design flood protection shall be the 100-year (one percent) event, as established by the best and most current available data from the U.S. Army Corps of Engineers and the California Department of Water Resources, pursuant to Federal Emergency Management Agency (FEMA) direction.

I-5-g. Policy: Establish special building standards for private structures, public structures, and infrastructure elements in the San Joaquin riverbottom which would protect:

- construction in this area from being damaged by the intensity of flooding in the riverbottom.
- water quality in the San Joaquin River watershed from flood damage-related nuisances and hazards (e.g., the release of raw sewage).
- public health, safety, and general welfare from the effects of flood events.

I-5-h. Policy: Complete studies, addressing the limitations of the areas's geological and hydrological status and all the relevant features of the proposed project, will be required prior to the approval of any construction or development project proposed in the San Joaquin riverbottom or below the top of the San Joaquin River bluffs.

- Designated Floodway Map developed by the State Board of Reclamation.
- Mapping of the 100-year floodplain with the best available current data and its relationship to the finished project.
- Central Valley Project easements on the property.
- Surrounding topography, river channel configuration and flow characteristics, and on- and off-site drainage features.
- Soil characteristics and mineral resource zone classification of the project locale.
- The presence of wetlands, natural vegetation, and wildlife, for which the Clean Water Act and related federal and state legislation may require consultation with the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game.
- Existing sand and gravel mining and processing facilities in the vicinity.
- Grading activity proposed for the construction of the project.
- Residential uses, and proposed structures and accessory structures.

- Vehicular and pedestrian access for ingress, egress, and emergency response access; primary and secondary roadways and driveways with appurtenant bridges, trestles, and culverts.
- Water wells, septic tanks, and on-site propane or other fuel tanks.
- Utility infrastructure (water, sewer, power, and telecommunication lines).
- Fencing and walls.
- Ability to provide flood warning and rapid evacuation of the site.

In consideration of these and other relevant factors that may arise during project review, the proposed construction or development project may be denied, or additional flood protection measures may be required.

I-5-i. Policy: The City of Fresno shall preserve flood-prone areas within the City of Fresno and its Sphere of Influence, particularly the San Joaquin riverbottom, for uses which will not have permanent improvements that would be adversely affected by periodic floods.

I-5-j. Policy: The City of Fresno shall continue to assign open space zoning to all undeveloped areas which are within the Designated Floodway of the San Joaquin River and the floodway channels of Dry Creek, Redbank Creek, Fancher Creek, and other streams.

I-5-k. Policy: Except in the San Joaquin riverbottom (where new residential subdivisions are not allowed by the multi-use open space land use designation), the City of Fresno shall require developers of residential subdivisions to preserve those portions of development sites as open space, which may be subject to 100-year flood events, unless the flood hazard can be substantially mitigated by development project design. This shall be a condition of subdivision map and special permit approval.

The density of developable adjacent land may be increased to allow the same number of dwelling units as if the entire site were developed. In such instances, the open space area should be incorporated into the project design to provide amenity and passive open space for future residents. This open space should be improved and maintained by the developer, or through the use of such mechanisms as homeowners association fees or maintenance districts.

I-5-l. Policy: New residential uses which are inconsistent with "AE-20"/Exclusive Twenty-Acre Agricultural District zoning will be prohibited in the San Joaquin riverbottom.

I-5-m. Policy: A valid beneficial use of the San Joaquin River corridor is to transport floodwater, and this use must be protected. Riverbottom land uses will be managed with the following objectives:

- to control and reduce erosion in the floodway.
- to maintain the combined existing flow capacity in the river channel and the designated floodway by establishing ordinances and policies to prevent nuisance blocking of flood flow.
- to maintain the river stage required to pass any given flow, so as not to increase the extent of flooded area (no increase in the designated floodway), unless any resulting loss in private land value is first purchased from willing sellers.
- to coordinate any snagging and clearing activities for river channel enhancement with resource agencies to minimize conflicts with natural habitat preservation and mineral extraction activities (including reclamation).

I-5-n. Policy: As new information becomes available, maps of record which designate areas subject to flooding will be amended.

- Assist the U.S. Army Corps of Engineers, State Department of Water Resources, FEMA, and the Fresno Metropolitan Flood Control District, with mapping projects for floodplains. Establish the updating of floodplain maps in the San Joaquin riverbottom as a main priority in order to protect health, safety, and general welfare in the riverbottom.
- Maps of the inundation areas for dam failures on the San Joaquin River, Kings River, and the Fresno Stream Group will also be maintained for city emergency preparedness and other planning purposes.
- Provide and utilize updated flood map and inundation information for review of development projects.

I-5-o. Policy: Pursuant to state law, the city shall prepare and update emergency dam failure inundation plans, evacuation plans and other emergency response plans for designated flood-prone areas, including the San Joaquin riverbottom.

Hazardous Materials

I-6. OBJECTIVE: Reduce and control the adverse effects of hazardous materials on the public's health, safety, and welfare so as to promote the public health and welfare of local residents and the productive capacity of industry.

I-6-a. Policy: Hazardous materials will be defined as those that, because of their quantity, concentration, physical or chemical characteristics, pose a significant potential hazards to human health, safety, or the environment. Specific federal, state, and local definitions and listings of hazardous materials will be used by the City of Fresno.

I-6-b. Policy: The city will coordinate and cooperate with other local, state, and federal agencies with expertise and responsibility for hazardous materials.

I-6-c. Policy: Approval of annexations, and development projects (including issuance of building permits) will be subject to state and federal requirements for adequate assessment and mitigation measures on listed hazardous material sites and for business activities that involve more than threshold amounts of hazardous materials.

I-6-d. Policy: As may be appropriate, the city shall require and evaluate the results of "Level I" and further site investigations before approving development entitlements on, or annexation of, property.

I-6-e. Policy: Through the environmental review process for land use plans and other development projects, the city will continue to identify and assess the health- and safety-related implications of storage, use, and disposal of hazardous materials.

I-6-f. Policy: All commercial and industrial special permits will be conditioned upon proper containment, use, safeguarding, and disposal of hazardous materials.

I-6-g. Policy: The city will continue to prevent, assess, and seek remediation for, any hazardous material contamination within, and affecting, its planning area.

I-6-h. Policy: The city will continue to aid in the identification and mapping of waste disposal sites (including abandoned wastes), and to assist in the survey of the kinds, amounts, locations, etc., of hazardous wastes.

I-6-i. Policy: The city will utilize conditions for development projects, will adopt and enforce ordinances, and will use its police powers for land use regulation, code enforcement and nuisance abatement in order to prohibit the inappropriate use of, and/or discharge of, toxic and hazardous materials to the atmosphere, to wastewater collection and storm drainage systems, to groundwater, and to surface bodies of water, when such use or discharge threatens public health, safety, or general welfare.

I-6-j. Policy: Disaster and emergency response preparedness and planning for the city will include procedures and policies appropriate to hazardous materials.

I-6-k. Policy: The city will continue to support and assist with special household hazardous waste collection activities, to reduce the amount of this material being improperly discarded.

I-6-l. Policy: The city will continue to assist in providing information to the public on hazardous materials.

Radiowave and Electromagnetic Emissions

Utility companies do not recommend undergrounding of electrical equipment and transmission lines as an effective form of shielding. Electromagnetic fields (EMF) can travel through solid substrates. Therefore, underground power lines (and their electromagnetic fields) can be closer to people than the lines and fields associated with overhead power poles and towers.

It has been found, however, that the position of overhead power lines with respect to each other can reduce EMF, because electromagnetic fields generated by each line can work to help "cancel out" the fields of other power lines. The "delta" configuration for power lines is recommended for this: utility towers are designed so that a cross-section of power line configuration shows high-voltage wires at the corners of a specified triangle.

Potential Exposures in the City of Fresno General Plan Area

The following areas within the City of Fresno General Plan area also face potential exposures to radiowave and electromagnetic emissions:

- areas adjacent to high-voltage transmission lines and electrical substations, existing and planned.
- areas adjacent to commercial radio and TV broadcast towers.
- areas adjacent to microwave repeaters (antennae).

City of Fresno Regulation of Exposure to Non-Ionizing Radiation

Although the Fresno Municipal Code gives the Planning and Development Department input on the siting of high-voltage transmission line rights of way, the Public Utilities Commission has primary and final jurisdiction over these matters.

While the Federal Communications Commission is the primary licensing authority for radio and television broadcast equipment, the Fresno Municipal Code (Zoning Code) exerts regulation of these facilities as a type of land use. In the city, radio and television broadcasting is allowed by right in some industrial zone districts (site plan review required), and is allowed by discretionary permit (conditional use permit) in some commercial zone districts.

The Public Utilities Commission regulates microwave communication equipment, but again, the city's Zoning Code provides for discretionary land use permits for microwave broadcasting equipment in most areas of the city, including both residential and non-residential zone districts.

Airport Safety

I-7. OBJECTIVE: Develop and operate Fresno's airport facilities to meet present and anticipated demands and promote the economic health of the community while protecting the safety, health, and welfare of persons and property on the ground and in aircraft by minimizing exposure to airport-related hazards.

I-7-a. Policy: Through application of appropriate land use controls set forth in adopted airport plans, limit urban encroachment in order to support the continued viability and flight operations of Fresno's airports and to protect public safety, health, and general welfare.

I-7-b. Policy: The Federal Aviation Regulations (FAR) Part 77, Subpart C surfaces depicted in adopted airport plans shall be used in conjunction with airspace protection policies to determine whether the height of an object is acceptable.

I-7-c. Policy: Avigation easements shall be employed in order to secure and protect airspace required for unimpeded operation of publicly owned airports. Avigation easements shall be established in the form of covenants running with the land and shall be binding upon present and subsequent owners of property interests.

I-7-d. Policy: Buyer notification shall be accomplished by the use of required State Department of Real Estate Disclosure Statements prepared by seller.

I-7-e. Policy: The policies of adopted city airport environs and specific plans pertaining to noise, safety, airspace protection, avigation easements, and buyer notification will be applicable to land with the review area boundaries of public use airports.

I-7-f. Policy: Allow for the orderly expansion and improvement of Fresno's publicly-owned airports (Fresno Air Terminal/Fresno-Yosemite International Airport and Fresno Chandler Downtown Airport), while minimizing adverse environmental impacts associated with these facilities.

- Adopt land use policy plans (airport environs plans or specific plans) and facility plans which support the airport facilities and well-being of the people residing and working in the airport's surrounding area.
- Land use within the boundaries of the Fresno Air Terminal/Fresno-Yosemite International Airport and Fresno Chandler Downtown Airport shall be governed by the designations and policies specified in adopted airport facility plans.
- Local jurisdictions surrounding the city's publicly owned airports will be provided with specific guidelines for effectively dealing with opportunities and problems generated by the presence and operation of these airports.

APPENDIX A / GROWTH ALTERNATIVES ALLIANCE
"Landscape of Choice - Principles and Strategies"

GUIDING PRINCIPLES

1. The primary goal of the land use element of a general plan should be to utilize urban land as efficiently as possible while providing an adequate supply of a broad range of housing types and densities to meet market demand. Measures to facilitate and encourage compact growth should be applied to all urban land uses including commercial, industrial and institutional uses.

2. Encourage pedestrian or transit-oriented projects at densities that make transit feasible; and create a framework for the future that is transit-based rather than automobile oriented.

3. Recognize the importance of agriculture and the need to protect productive farmland in a way that achieves meaningful policy and elevates the status of planning for agriculture to the same level as residential and other urban uses.

POLICY RECOMMENDATIONS FOR COMPACT GROWTH - STRATEGIES FOR ACHIEVING COMPACT GROWTH

Residential Neighborhoods

1. The land use element of a general plan should only identify the mix of land uses and a broad range of allowable densities for future development. When development of an area is imminent, specific plans or community plans should be prepared to specify the pattern, location, and density of land uses.*

2. Modify design review procedures to create a process that meets planning goals and complements the community vision rather than focusing strictly on rigid numerical standards. **

3. Thoroughly review and revise zoning ordinances to facilitate moderate increases in density and to allow a diversity of housing types within the same zone district or neighborhood.

4. Provide incentives and support projects that are designed to encourage compact growth and higher densities while providing amenities such as bike paths, neighborhood parks, etc., as densities increase.

Commercial, Industrial and Institutional Uses

1. Develop policies and standards that facilitate an increase in floor/area ratios for commercial and industrial development by encouraging construction of multi-story office buildings.

2. Create a task force to evaluate standards for parking requirements and recommend measures to reduce the amount of land devoted to parking.

3. Encourage shared use of parking facilities and promote planning for uses that can utilize the same parking area at different times.

CREATING LIVABLE NEIGHBORHOODS AND ACHIEVING URBAN INFILL

New Residential Development

1. Encourage nodes of higher housing densities (village centers) in areas served by the full range of urban services - neighborhood commercial uses and community centers, public services, and transit stops.

2. Develop transit- and pedestrian-oriented design guidelines and incorporate these design guidelines into specific plans.

3. Adopt a Traditional Neighborhood Development Ordinance that can serve as an alternative to the standard zoning ordinance and overlay this district over all single-family, multiple-family and neighborhood commercial zone districts. **

4. Revise local street development standards to reduce the overall width of the street right-of-way to a maximum width of 50 feet and reduce the corresponding turnaround width of cul-de-sacs. ***

Existing Neighborhoods

1. Retrofit existing neighborhoods to create activity centers or nodes that give the neighborhood an identity. ****

2. Preserve and enhance existing pedestrian- and transit-oriented neighborhoods by pursuing redevelopment that retains pedestrian orientation and promotes transit use.

3. Prepare neighborhood revitalization plans for areas suited for infill development and insist on public participation throughout the planning process. Further streamline the permitting process and encourage public/private ventures to carry out these plans.

4. Redesignate vacant land for higher density uses or mixed use and provide incentives for assemblage of smaller parcels to create feasible infill projects that meet community goals and objectives. ****

Downtown Redevelopment and Commercial Centers

1. Create a mixed-use zone district that encourages the combination of residential, commercial, and office uses on the same site.

2. Promote the downtown or village centers as the primary commercial and financial centers and provide social, institutional, and financial incentives to builders and businesses who are willing to locate in these centers.

3. Improve transportation and public transit access to the downtown from all areas of the city.

4. Maintain Fresno's downtown as the government center for the region by encouraging all local, state, and federal governmental offices to locate there.

Institutional Uses

1. Work with school districts to incorporate school sites into larger neighborhood activity centers that serve multiple purposes.

2. Incorporate institutional and public land uses into downtown redevelopment and neighborhood revitalization plans.

STRATEGIES FOR PROTECTING AND DIRECTING GROWTH AWAY FROM IMPORTANT AGRICULTURAL LANDS

1. All of the Cities in Fresno County should adopt an agricultural element in their general plan.

2. Do not rezone any more land for rural residential development until the current inventory of designated land is exhausted.

3. Within city spheres of influence, encourage an orderly outward expansion of new urban development while providing for new towns and community planning that creates new patterns of compact growth. *

4. Undertake a process that leads to the adoption of a reasonable urban limit line/urban growth boundary that provides an adequate supply of land to meet projected demand and is administratively expandable. *

5. Create a forum in which multi-jurisdictional land use planning between Fresno County and its cities can be achieved.

Asterisk (*) = Qualifying Planning and Development Department Recommendation
* = to be considered for any new growth areas outside the present sphere of influence
** = to be considered as part of a comprehensive zoning ordinance update.
*** = to be evaluated and considered
**** = where consistent with General Plan goals, objectives, and policies

APPENDIX B / THE AHWAHNEE PRINCIPLES

PREAMBLE

Existing patterns of urban and suburban development seriously impair our quality of life. The symptoms are more congestion and air pollution resulting from our increased dependence on automobiles, the loss of precious open space, the need for costly improvements to roads and public services, the inequitable distribution of economic resources, and the loss of a sense of community. By drawing upon the best from the past and the present, we can, first, infill existing communities and, second, plan new communities that will more successfully serve the needs of those who live and work within them. Such planning should adhere to these fundamental principles.

COMMUNITY PRINCIPLES

1. All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.

2. Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.

3. As many activities as possible should be located within easy walking distance of transit stops.

4. A community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.

5. Businesses within the community should provide a range of job types for the community's residents.

6. The location and character of the community should be consistent with a larger transit network.

7. The community should have a center focus that combines commercial, civic, cultural and recreational uses.

8. The community should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.

9. Public space should be designed to encourage the attention and presence of people at all hours of the day and night.

10. Each community or cluster of communities should have a well defined edge such as agricultural greenbelts or wildlife corridors permanently protected from development.

11. Streets, pedestrian paths, and bike paths should contribute to a system of fully connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting; and by discouraging high speed traffic.

12. Wherever possible, the natural terrain, drainage, and vegetation of the community should be preserved with superior examples contained within parks or greenbelts.

13. The community design should help conserve resources and minimize waste.

14. Communities should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping, and recycling.

15. The street orientation, the placement of buildings and the use of shading should contribute to the energy efficiency of the community.

REGIONAL PRINCIPLES

1. The regional land use planning structure should be integrated within a larger transportation network built around transit rather than freeways.

2. Regions should be bounded by and provide a continuous system of greenbelt/wildlife corridors to be determined by natural conditions.

3. Regional institutions and services (government, stadiums, museums, etc.) should be located in the urban core.

4. Materials and methods of construction should be specific to the region, exhibiting continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.

IMPLEMENTATION STRATEGY

1. The general plan should be updated to incorporate the above principles.

2. Rather than allowing developer-initiated, piecemeal development, local governments should take charge of the planning process. General plans should designate where new growth, infill or redevelopment will be allowed to occur.

3. Prior to any development, a specific plan should be prepared based on these planning principles. With the adoption of specific plans, complying projects could proceed with minimal delay.

4. Plans should be developed through an open process and participants in the process should be provided visual models of all planning proposals.

APPENDIX C / PROPOSED MODIFICATIONS TO GENERAL PLAN UPDATE

The Planning and Development Department published a public notice of the opportunity to submit general plan modification requests during the two-week period extending from May 14, 2001, through May 25, 2001. Modification requests are allowed to be submitted by property owners or interested persons to propose different land uses (for parcels having a nominal site area of 20 acres) or policy measures and are considered with the plan update by the city council.

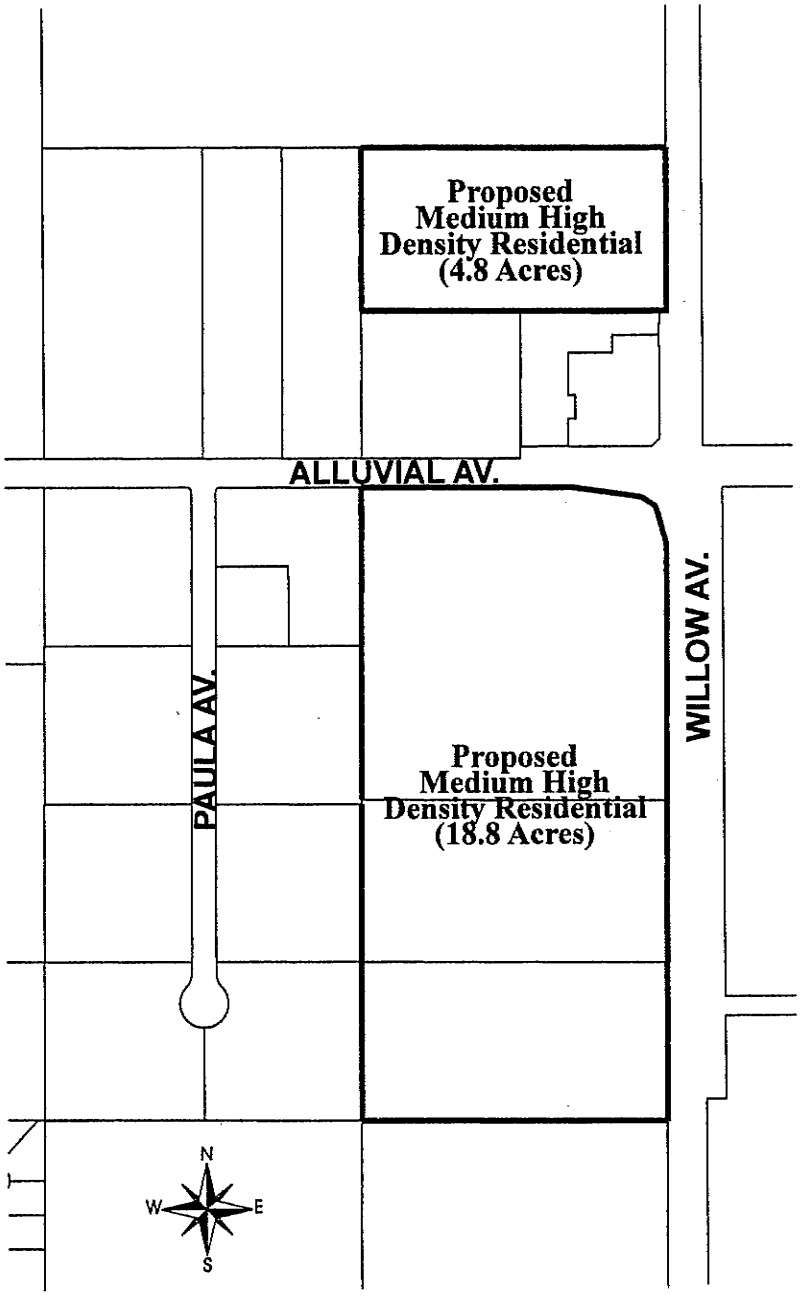
One plan modification request was submitted for consideration with the 2025 Fresno General Plan as a result of the public notice of May 2001 (Item No. 3 below). The other two plan modification requests (Item Nos. 1 and 2, below) were previously included in the Fresno 2000 General Plan update for which further consideration was continued by the Council on December 11, 2000. These two plan modifications were then included in the April 3, 2001 action of the council initiating the 2025 Fresno General Plan as the preferred alternative. All three modification requests are included in this appendix and are briefly summarized below (exhibits follow):

1. Modification Request No. 1 (page 185) proposes alternative land uses for two properties of approximately 18.8 acres located at the southwest corner of North Willow and East Alluvial Avenues and 4.8 acres located on the west side of North Willow Avenue, approximately 300 feet north of East Alluvial Avenue. Both parcels are presently planned for agricultural-urban reserve use and proposed to be planned for medium density residential (4.99-10.37 dwelling units per acre) by the draft 2025 Fresno General Plan. The modification request proposes to increase the planned density to the medium-high density residential land use (10.38-18.15 dwelling units per acre).

2. Modification Request No. 2 (page 187) proposes an alternative land use plan designation of regional commercial for an approximately 75-acre property located immediately northwest of the new Grantland Avenue diagonal between Freeway 99 and the Union Pacific Railroad. This property was identified for regional commercial planned use by an earlier proposed draft general plan update prior to the initiation of the Fresno 2000 General Plan which identified the property as appropriate for the light industrial land use. A light industrial land use plan designation is also now proposed by the draft 2025 Fresno General Plan.

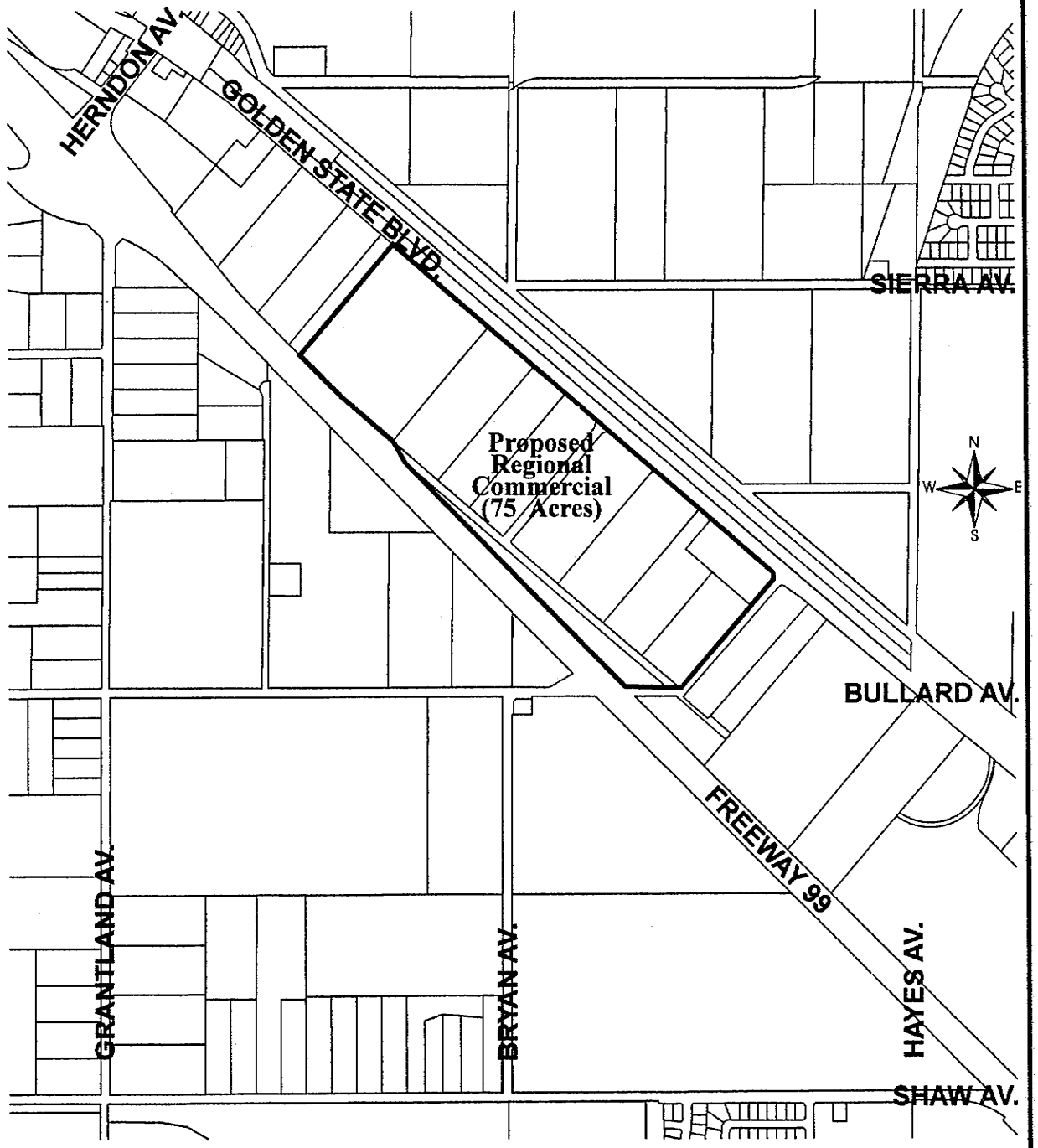
3. Modification Request No. 3 (page 189) proposes alternative land uses for an approximately 102-acre property located along the west side of South Clovis Avenue between the California Avenue alignment and approximately 200 feet south of the Church Avenue alignment. The planned uses presently designated for the property include medium-low density residential use (2.19-4.98 dwelling units per acre) for 82.59 acres, commercial office for 9.32 acres and neighborhood commercial for 9.9 acres. The proposed modification would retain medium-low density residential use for 68.29 acres and decrease commercial office planned use to 3 acres. Commercial planned uses are proposed to be increased by 13 acres to approximately 23 acres and 7.5 acres are proposed to be planned for medium-high density residential use (10.99-18.15 dwelling units per acre).

2025 Fresno General Plan Modification No. 1



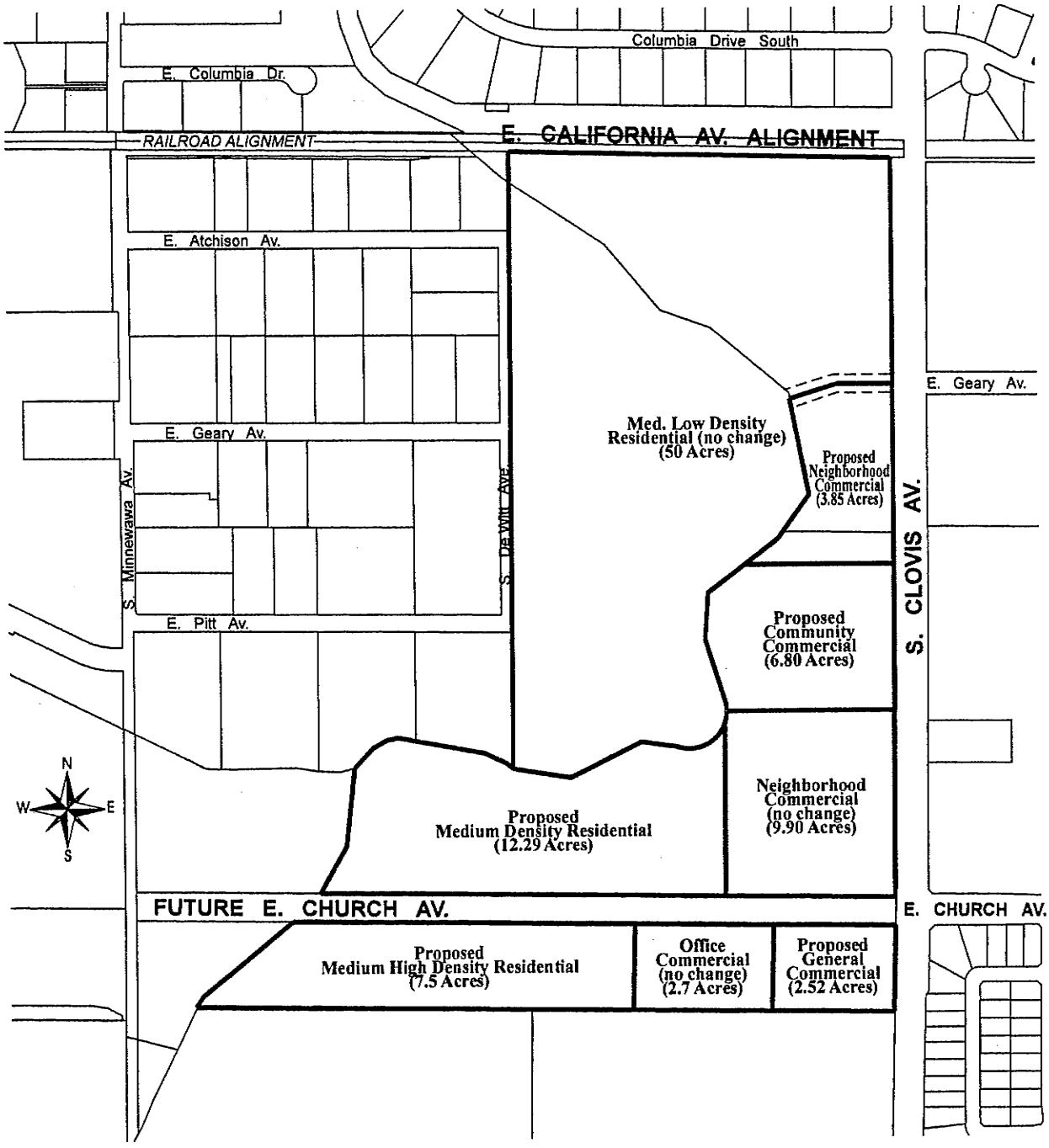
INITIATED BY FRESNO CITY COUNCIL JANUARY 11, 2000

2025 Fresno General Plan
Modification No. 2



INITIATED BY FRESNO CITY COUNCIL JANUARY 11, 2000

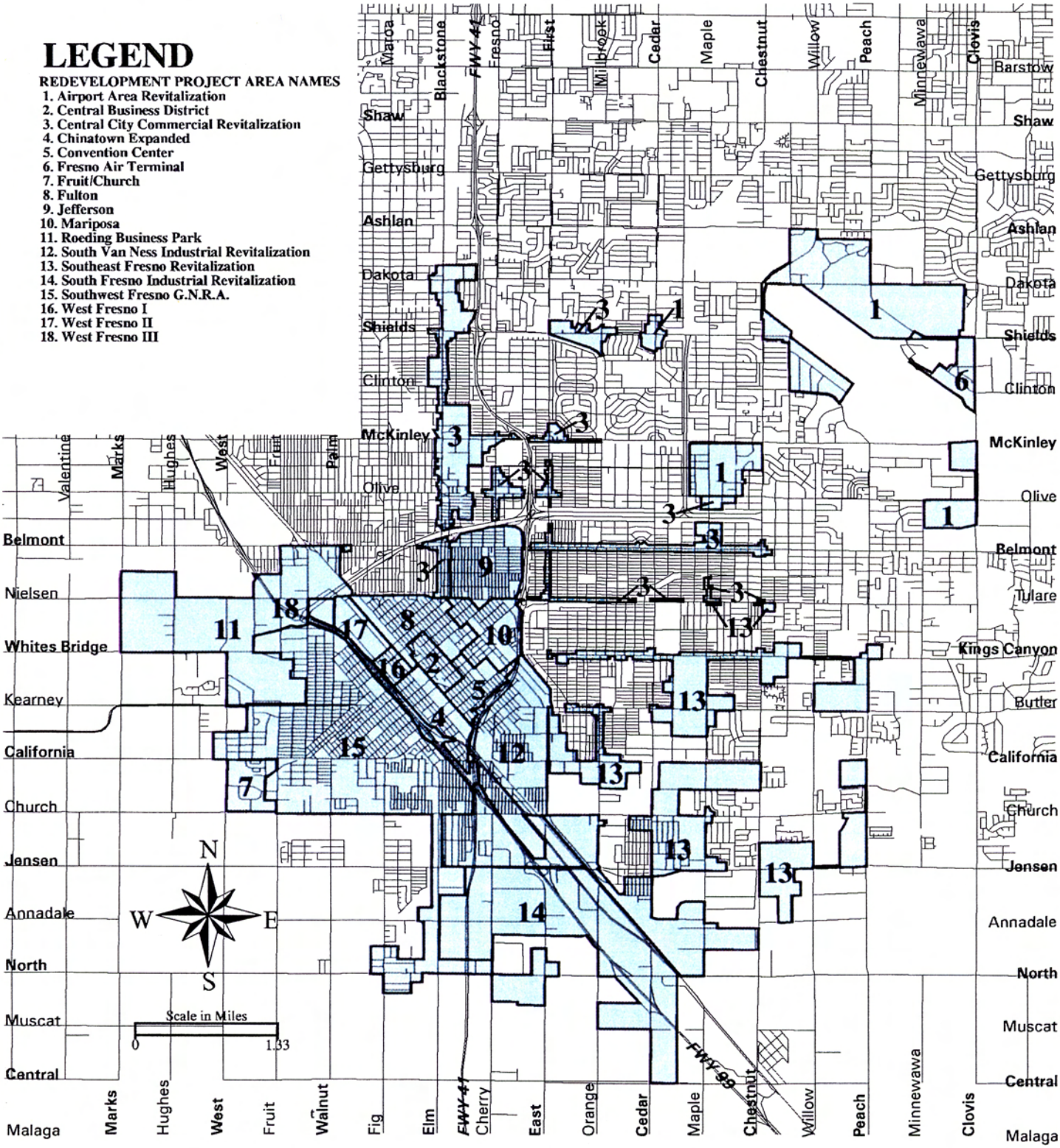
2025 Fresno General Plan
Modification No. 3



INITIATED BY FRESNO CITY COUNCIL APRIL 3, 2001

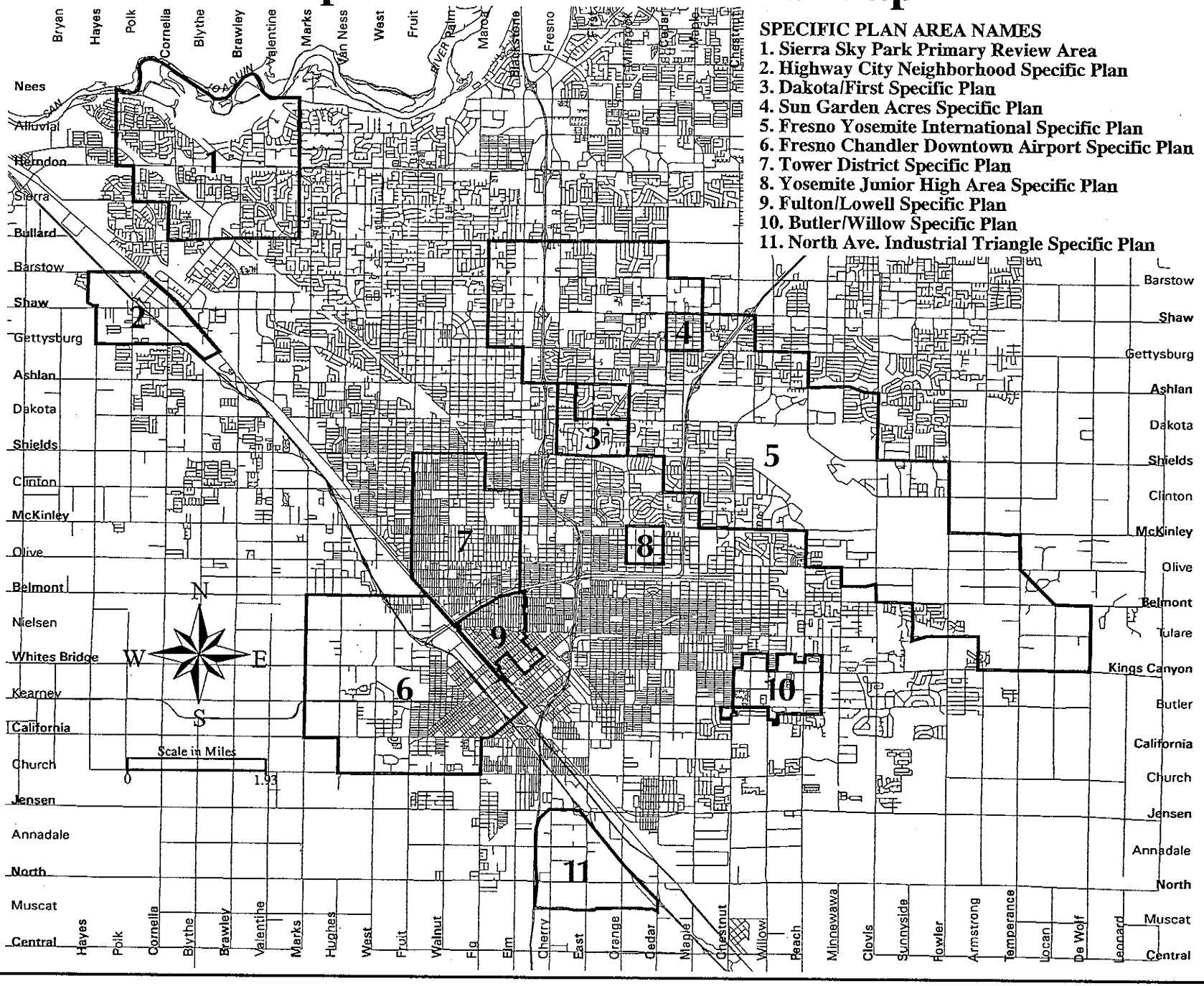
APPENDIX D

City of Fresno
Redevelopment Project Areas Map



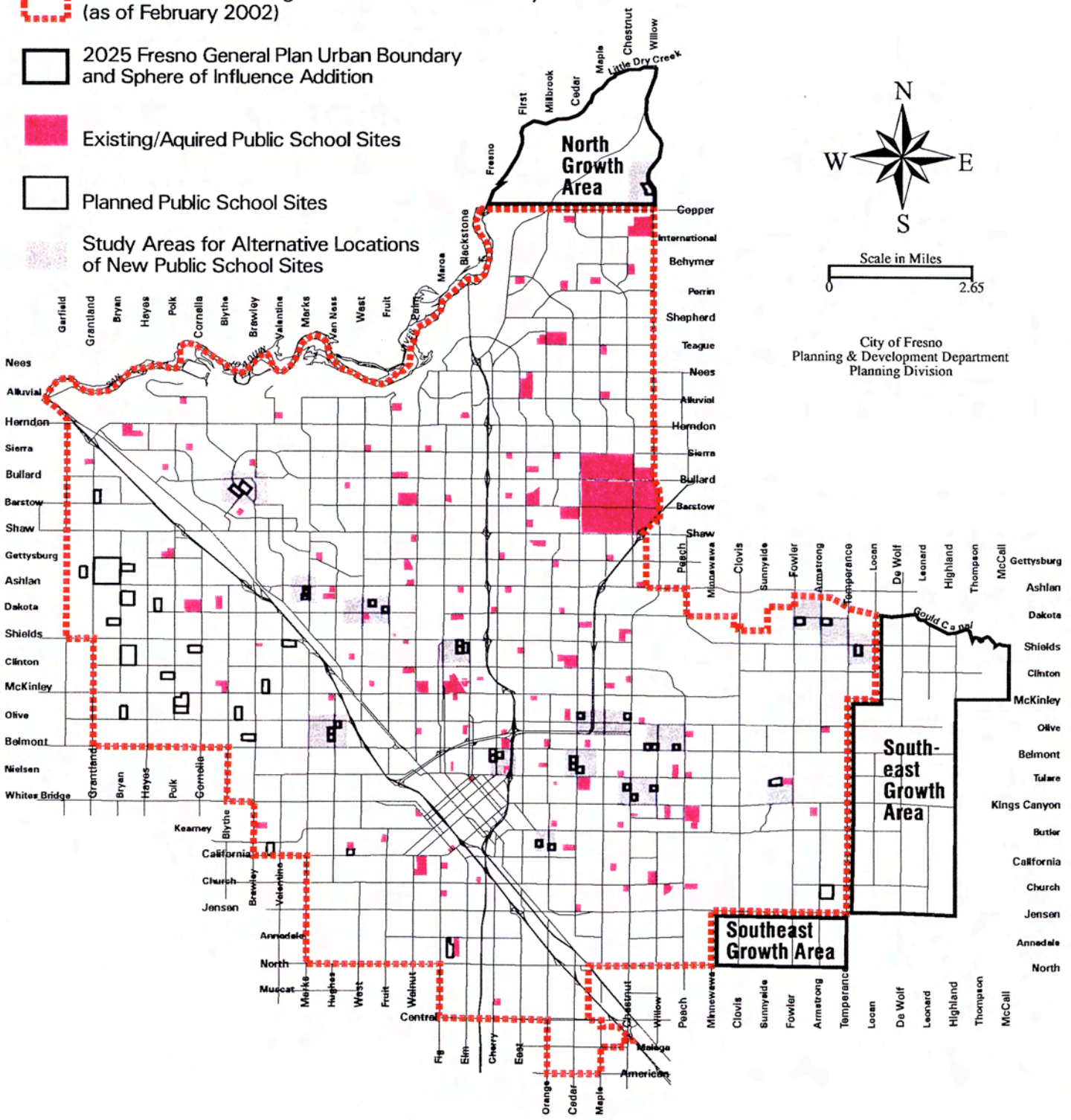
APPENDIX E

Specific Plan Boundaries Map



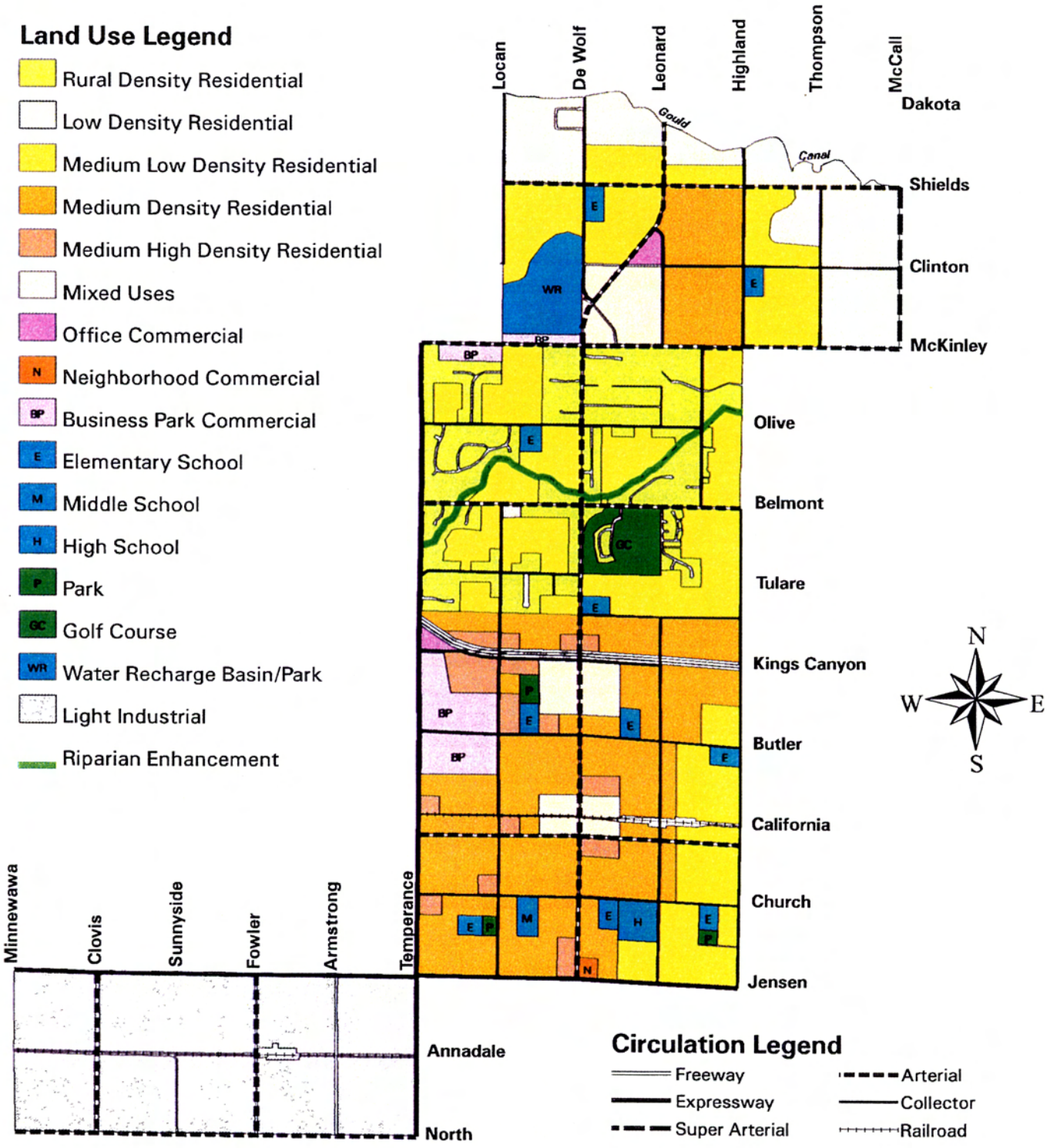
APPENDIX F

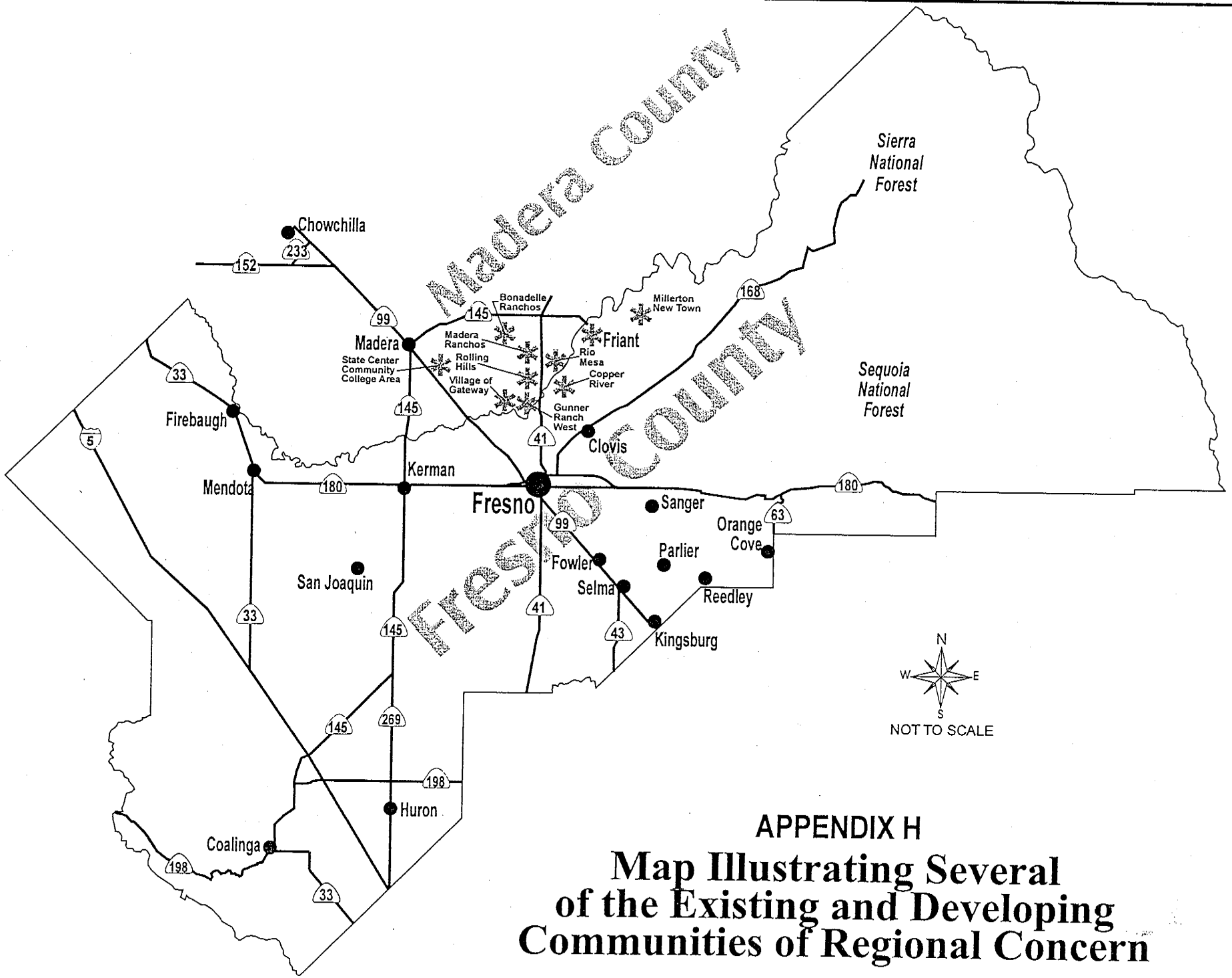
Existing and Planned Public School Sites



APPENDIX G

Concept Land Use and Circulation Plan Map For the Southeast Growth Area





APPENDIX H

Map Illustrating Several of the Existing and Developing Communities of Regional Concern

APPENDIX W / WEST AREA COMMUNITY PLAN

GOAL: Develop the West Area as a planned community with a complete range of services and facilities for the needs of community residents, in adherence to a set of specific standards for residential, commercial, industrial, and public infrastructure development, with special emphasis on minimization of land use conflict between agriculture and urban uses.

W-1. OBJECTIVE: Promote compatibility between areas planned for, or committed to, active farming operations and areas planned for urban development.

The status of Agricultural Land Conservation Contracts (ALCCs, or Williamson Act contracts) will be considered a qualifying factor for imposition of agricultural/urban interface standards. Policies W-1-a and W-1-e, below, would not be mandatory for planned urban development adjacent to agricultural parcels whose owners have filed a cancellation request or notice of nonrenewal for the ALCC.

W-1-a. Policy: Boundaries of planned urban uses should be drawn in order to prevent "peninsular effects" (i.e., intrusions of farmland into urban areas, or vice-versa).

W-1-b. Policy: Develop a program to encourage project development proposals which result in the in-filling of existing urban areas, including small parcels of farmland which have become surrounded by urban uses.

W-1-c. Policy: The City of Fresno shall continue to implement its Urban Growth Management (UGM) policies, which encourage orderly development and discourage premature development of land near the planned urban fringe.

W-1-d. Policy: The City of Fresno shall continue to recognize existing Agricultural Land Conservation Contracts (i.e., Williamson Act contracts) and shall promote the enrollment of all prime farmland outside of the planned anticipated urban growth area.

W-1-e. Policy: When land proposed for urban development abuts actively farmed land that is (1) in an agricultural land conservation contract (including land that is outside the city's sphere of influence boundary); and/or (2) designated in the city's General Plan for continued agricultural use, the development project shall include design features which provide an agricultural/urban buffer as follows:

- building setbacks with fencing.

- designated open space (including, but not limited to, densely landscaped strips, full-width multi-use trails or bikeways, and permanent on-site flood control/drainage facilities).
- boundary streets.

W-1-f. Policy: County Zoning Ordinance requirements regarding uses permitted in County AE and AL zone districts shall remain in effect upon annexation to the city. Permitted uses in these county zone districts can be continued until a subsequent subdivision, rezoning, or special permit is approved for the agricultural property. Upon application for such a subsequent entitlement, permitted uses will be reconsidered for conformance to city zoning standards.

W-2. OBJECTIVE: Provide comprehensive mechanisms for funding and timely construction of needed public facilities including, but not limited to, streets, sidewalks, drainage facilities (including curbs and gutters), sewer and water utilities, schools, fire stations, law enforcement substations, and parks.

W-2-a. Policy: The design of public services shall be based on planned development intensity. Appropriate sizing criteria shall be determined for public facilities, based on population and land use designations with sufficient additional reserve capacity to provide a reasonable margin of safety for potential variations in population growth and intensity of use.

W-2-b. Policy: Public facilities shall be sited for greatest efficiency and economy. For instance, the geographic size of the West Area and the population of this area at buildout will require at least two police department substations to provide adequate response capability. Law enforcement substations (Police Department dressing stations) should be co-located with fire stations, parks, or other public facilities, as may be appropriate.

W-2-c. Policy: Pursue the formation of a comprehensive city-managed funding program in the West Community Plan Area to provide needed public facilities (including, but not limited to streets, sidewalks, sewer and water infrastructure, law enforcement substations, and parks) in the incorporated and unincorporated portions of the plan area.

The County of Fresno, Central Unified School District, North Central Fire Protection District, and Fresno Metropolitan Flood Control District shall be contacted to discuss participation in this funding program.

This funding program may include one or more of the following:

- capital improvement assessment district(s), preferably comprehensive and multi-purpose.
- a modified Urban Growth Management (UGM) Ordinance.

- one or more Mello-Roos Districts, which could include funding for ongoing operation of services such as fire protection and law enforcement.
- construction of self-limiting toll roads and/or bridges (where collection of tolls shall cease when construction debt is satisfied).
- pursuit of gas tax revenues, grants, and other funding sources for use in both incorporated and unincorporated areas where urban development is planned by the city.

Elements of the above funding program would be applied, as appropriate, to areas with existing and planned urban development and densities as shown in city plans.

The funding program would not include areas shown on city plans for rural residential development, until such time as city plan amendments and/or entitlements are approved for more intensive development, or until such time as council approves a request by rural residential property owners to be fully or partially included in the funding program.

Owners of agricultural or rural residential property--incorporated or unincorporated--who are interested in participating in an assessment district shall be afforded this opportunity on an equitable pro rata basis.

Owners of agricultural or rural residential property who are not presently interested in pursuing more intensive development may opt out of an assessment district by deferring their assessments until such time as they opt in pursuant to obtaining approval of a subsequent plan amendment, rezoning, subdivision, or special permit. Any revenues received as a result of these later opt-in actions shall reduce the term of the obligation for assessed properties with regard to repayment of debt for capital improvements. If no change in use or subdivision is sought by owners of the subject rural residential or agricultural property during the repayment period for capital improvement, and if the capital improvement debt that would have been applicable has been subsequently fully retired, that portion of the non-participating rural residential or agricultural property's obligation shall have expired and no repayment shall be due.

W-2-d. Policy: Consider modifying Urban Growth Management policies to increase obligations for off-site improvements and to establish fees for additional needed public improvements. The following are possible additions to UGM requirements and fees:

- provision of law enforcement substations.
- funding to purchase and improve community level parks.
- provision of pedestrian walkways to allow access along major streets between new subdivisions and neighborhood schools.

- provision of additional major street travel lanes (beyond the currently required two center lanes) when projected traffic volumes or safety conditions warrant.
- establishment of a service area and UGM fee for design and construction of planned overcrossings of Freeway 99 and for north-south traffic flow improvements within the West Area, including the Grantland Diagonal.

W-2-e. Policy: In order to provide neighborhood park facilities in a timely manner, the city shall commit to developing every UGM-funded park within two years of the time that 95 percent of the UGM fees are collected within that park's UGM service area.

W-3. OBJECTIVE: Provide streetscapes which create a positive image of the West Area and contribute to the West Area Community's quality of life.

W-3-a. Policy: Designate Grantland Avenue and the Grantland Diagonal between Shields Avenue and its intersection with the right-of-way of the Southern Pacific Railroad tracks as a boulevard area, with a 30-foot landscaped setback required. Planned elements of the city's master trail system may be located partially within this setback.

W-3-b. Policy: Provide a 20-foot landscaped setback along all designated arterial streets. Planned elements of the city's master trail system may be located partially within this setback.

W-3-c. Policy: Provide a 15-foot landscaped setback, or the setback required by the Fresno Municipal Code, whichever is greater, along all collector streets and along the Gettysburg alignment transportation corridor. Planned elements of the city's master trail system may be located partially within this setback.

W-3-d. Policy: When fees are paid for median island landscaping in the West Area, the funds collected shall not be transferred for use in other community or specific plan areas. A prioritized list of median island landscaping projects in the West Area shall be developed annually and presented to the West Area Plan Implementation Committee for review.

W-4. OBJECTIVE: Provide acceptable design standards for single-family residential development, to establish and maintain safe, attractive, and stable residential neighborhoods; to preserve the long-term integrity of the community.

W-4-a. Policy: Apply the following standards to all development proposed within areas designated for medium-low and medium density residential uses:

- in areas planned for medium-low density residential use, minimum lot size shall be 6,000 square feet or larger, except when approved as a clustered planned development pursuant to a special permit.
- in areas planned for medium density residential use, clustered and nonclustered planned development tracts shall require a special permit. In such nonclustered planned developments:
  - lots under 6,000 square feet (reduced-size lots) shall not comprise over 25 percent of all the lots in a final tract map.
  - reduced size lots shall be at least 5,400 square feet in area and, except for cul-de-sac and corner lots, shall have a minimum width of 60 feet.
  - reduced size lots shall be distributed throughout a tract.

W-4-b. Policy: The following policies shall apply when a remainder parcel is within the boundaries of a residential subdivision.

- The remainder parcel shall be rezoned to a zone district which is consistent with the planned land use designation.
- Access to the remainder parcel shall be reoriented to a local street whenever feasible.
- When the remainder parcel abuts a major street and is not a corner lot, right of way dedications and installation of improvements (including back-up landscaping treatment and, where feasible, fencing) shall be required along the major street.
- When the remainder parcel is a corner lot abutting one or more major streets, right of way dedications and installation of improvements (including back-up landscaping and, where feasible, fencing) shall be required along any major street frontage of the parcel that is less than 330 feet.

W-4-c. Policy: The following design standards shall be required for development of homes and garages in nonclustered residential subdivisions, including planned developments:

- single-family residential lots shall not be allowed to front on a designated major street unless it can be satisfactorily demonstrated that no feasible alternative means of access can be provided. Evaluation of alternative means of access shall include the consideration of frontage roads, backup treatment, and substantial redesign of the subdivision proposal.
- roofing material shall consist of one of the following, except for roofing used over rear yard patios:
  - architectural grade composition roofing guaranteed by the manufacturer for at least 20 years.
  - cement or clay tile.
  - treated wood shakes.

- architectural-grade metal and coated non-glare decorative metal roofing products.

- full front yard landscaping and irrigation shall be installed prior to occupancy.
- city sidewalk standards adopted in 1993 shall be applied (sidewalks with park strips wide enough to accommodate street trees on both sides of all residential and major streets). If the general plan is amended in the future to change this standard, alternative sidewalk patterns with unitary curb/sidewalk and landscape strips in the right-of-way inside the sidewalk may be considered, subject to the design and implementation of an acceptable street landscape plan.

W-5. OBJECTIVE: Provide for the appropriate distribution and design of multiple-family and clustered residential uses, to establish and maintain safe, attractive, and stable residential neighborhoods and to preserve long-term integrity of the West Area Community.

W-5-a. Policy: In order to provide a desirable range and distribution of housing opportunities, the designation of additional medium-high density residential uses (by plan amendment) may be considered for sites which comply with the following criteria:

- new medium-high density residential uses shall be distributed to avoid excessive demands upon limited public facilities and services, yet provide adequate housing opportunities with immediate access to employment, shopping, services, public schools, and transportation.
- for each proposed medium-high density site, the city shall provide assurance that, at occupancy, public facilities and services will accommodate demand increases or characteristics (peak daily traffic volumes, sewer flows, and water usage; fire suppression water requirements; prevention of disruptive traffic movements; et al.) in a manner that will maintain acceptable levels of service to the proposed use and to the surrounding community in accordance with adopted plans, policies, standards of service, and development standards.
- the medium-high density site shall either have direct access to a major street or to a local street of sufficient vehicular capacity which does not pass through an existing or planned single-family residential street prior to intersecting a major street.
- development of the medium-high density site shall not prevent completion of a local street identified as necessary to serve a single-family neighborhood.

- the proposed medium-high density use shall be amenable to compliance with the policies and development standards of the West Area Policies which promote compatible interfaces with other planned uses.

W-5-b. Policy: The following density criteria shall be applied to special permits for multiple-family apartments, condominiums, and cluster planned residential developments (net site area determined per the Fresno Municipal Code):

- the minimum parcel size necessary to develop more than one dwelling unit on a site is 7,500 square feet.
- for sites not more than one acre in size, the minimum site area per dwelling unit shall be not less than 3,500 square feet.
- for sites greater than one acre, but not more than two acres in size, the minimum site area per dwelling unit shall not be less than 3,200 square feet.
- for sites greater than two acres, but not more than four acres in size, the minimum site area per dwelling unit shall not be less than 3,000 square feet.
- for sites greater than four acres, the minimum site area per dwelling unit shall not be less than 2,700 square feet.

W-5-c. Policy: The cluster planned development criteria and standards of the Fresno Municipal Code and the following design principles shall be applied to new (and, where feasible, to expanded) multiple-family and cluster single-family residential developments through the special permit issuance and appeal process specified in the Fresno Municipal Code.

- The size of the proposed dwelling units, number of bedrooms, anticipated number of occupants, the site's proximity to public recreational facilities, and active recreational facilities should be considered, and active recreational facilities provided on site (such as garden areas, turfed play fields, hard-surfaced game courts, recreation rooms, and swimming pools), as determined appropriate.
- In order to promote attractive external appearances and appealing living environments, design measures should be utilized to avoid large scale, massive, monolithic, and repetitive "institutional" visual appearances; instead, projects should provide a more varied, small scale appearance suggestive of single family residential development. The design measures should include:
  - internally compatible and visually enhancing architectural features and building materials applied throughout the development, particularly where visible to street frontages and adjacent properties.

- variations of the building footprints with indentations, projections, and offsets.
- variations in the exterior walls by use of a variety of materials and features such as wainscoting, decorative trim, balconies, bay windows, verandas and entryways.
- varied roof forms with slopes, ridges and valleys.
- fences and walls that are architecturally compatible with the project, aesthetically pleasing, and durable.

• The following design measures, as well as any measures identified by the Police Department and Development Department, to promote controlled access and community surveillance of all common areas and facilities:
  - pedestrian and vehicular entrances, walkways, parking areas, open spaces, common facilities, structures, and fencing shall be designed to inhibit uncontrolled access by nonresidents and facilitate surveillance by residents, property managers and law enforcement/security personnel.
  - in projects with five or more dwelling units, fencing or walls shall have a 6-foot minimum height, with gated pedestrian entrances to control pedestrian access. These access control structures shall be sited and designed in consultation with the Fire and Police Departments, and, in the case of sound control walls, with the Public Works Department. When feasible and safe, pedestrian access through sound or security walls should be provided near transit stops, schools, parks, shopping center, and other activity centers.
  - fully enclosed garages should be provided for the required covered parking spaces on sites of one acre or less in size, unless alternative design measures are approved to restrict access to parking areas by unauthorized persons. Vehicular access gates may be required for project sites larger than one acre in net size, unless fully enclosed garage spaces are provided.

W-6. OBJECTIVE: Establish compatible relationships between housing types and densities, and provide standards for interfaces between urban and rural residential land uses and between single-family and multiple-family residential projects.

W-6-a. Policy: The following interface standards shall be mandatory when proposed single-family subdivisions with lots averaging less than 12,500 square feet in size abut one or more rural residential parcel(s) that is/are (1) between one-half and two acres in size and (2) developed with at least one dwelling unit.

• There shall be a minimum rear yard building setback according to the following standards:

- for single-story structures, the rear yard setback shall be 30 feet. Rear-yard encroachments may be permitted for single-story structures per the provisions of the Fresno Municipal Code. However, in no case shall the rear yard setback be reduced to less than 20 feet by means of these encroachments.
- for two-story structures, the minimum building setback shall be 40 feet. For those two-story structures with no rear-facing windows above the first floor, or for those portions of two-story structures which have no rear-facing windows above the first floor, rear yard encroachments may be permitted per the provisions of the Fresno Municipal Code. However, in no case shall the rear-yard setback be reduced to less than 20 feet by means of these encroachments.

• There shall be a 6-foot high solid wall or approved architecturally-designed solid fence (meeting requirements of the Fresno Municipal Code) provided along the side and rear property lines between new single-family uses and the above-defined rural parcels.

W-6-b. Policy: The following interface standards shall be mandatory when proposed multiple-family or clustered residential uses abut one or more rural residential parcel(s) that are (1) between one-half and two acres in size and (2) developed with at least one dwelling unit.

• There shall be a minimum rear yard building setback according to the following standards:
  - for single-story structures, the rear yard setback shall be 30 feet. Encroachments into this rear yard setback may be approved in the initial special permit (site plan or conditional use permit), or may be subsequently approved in an amended special permit, provided that the special permit approval or amendment process includes the public noticing, appeal, and hearing provisions of the Fresno Municipal Code. However, in no case shall the rear yard setback be reduced to less than 20 feet by means of these encroachments.
  - for two-story structures, the minimum building setback shall be 40 feet. EXCEPTIONS: For those two-story structures with no rear-facing windows above the first floor, or for those portions of two-story structures which have no rear-facing windows above the first floor, rear yard encroachments into this building setback may be permitted. Such encroachments may be approved in the initial special permit or subsequently approved in an amended special permit, provided that the special permit approval or amendment process includes the public noticing, appeal, and hearing provisions of the Fresno Municipal Code. However, in no case shall the rear-yard setback be reduced to less than 20 feet by means of these encroachments.

- Multiple-family residential projects shall provide a solid masonry wall, at least 6 feet in height, along the property line between abutting multiple-family residential uses and above-defined rural parcels.

W-6-c. Policy: Lot patterns and sizes shall be arranged to interface appropriately, to maintain compatibility with surrounding uses and improvements (existing and planned), and to facilitate the development of adjacent parcels with similar lotting patterns.

W-6-d. Policy: The following design guidelines shall be considered for application to all multiple-family residential development entitlements adjacent to land that is planned for single-family and/or rural residential use. These measures are to be applied as considered appropriate by the City of Fresno in order to best protect the health, safety, and welfare of the community, and pursuant to the city's special permit issuance and appeals process. These measures may also be waived where the adjacent planned single-family residential land is developed with, or approved for, a nonresidential use; or where the multiple-family units are being fully integrated into a single-family development by means of density transfer, inclusionary zoning, or a planned development entitlement.

- Locate common use outdoor recreational areas, game courts, swimming pools, and solid waste collection areas on portions of the development site away from existing or planned single-family and rural residential uses.
- Separate parking areas, carports, garages, and access drives other than main access drives from abutting properties zoned or planned for single-family or rural residential use with a protected landscape setback at least 5 feet wide, and with a solid masonry wall 6 feet high, along the property line.
- Separate main access drives from abutting properties zoned or planned for single-family or rural residential use with a protected landscape setback at least 15 feet wide and with a solid masonry wall 6 feet long, along the property line.
- Provide a 40-foot separation between multiple-family buildings greater than one story in height and property zoned or planned for single-family or rural residential use.
- Direct the orientation of second-story multiple-family windows away from adjacent single-family uses, or provide adequate setbacks and/or open space landscape screens.

W-7. OBJECTIVE: Ensure that new industrial, commercial, office, public facility, and other nonresidential development is compatible with surrounding areas and provides an attractive appearance.

The following implementation measures (property design standards) will be applied to all nonresidential development entitlements. The standards may be waived or modified where adjacent land is developed with a nonresidential use or is approved for nonresidential development (by an entitlement such as rezoning or special permit).

These standards are to be applied through the city's special permit issuance and appeal process and may be modified or waived through that process in order to best serve the community's health, safety, and welfare, if the Development Department director, the planning commission, or the city council find that appropriate architectural design, screening, noise attenuation, and/or operational measures have been provided to adequately protect adjoining residential property.

W-7-a. Policy: No nonresidential structure taller than two stories or 35 feet shall be constructed or enlarged within 40 feet of the property line of abutting properties that are zoned, planned, or otherwise approved for residential uses.

W-7-b. Policy: Nonresidential structures that are less than two stories or 35 feet in height may be constructed within 20 feet of the property line of abutting properties that are zoned, planned, or otherwise approved for residential uses.

W-7-c. Policy: A landscaped buffer strip, containing deciduous and evergreen trees, is to be planted and maintained along local streets abutting nonresidential uses, and along all the property lines that lie between nonresidential uses and abutting properties that are zoned, planned, or otherwise approved for residential uses. The landscaped buffer shall be at least 10 feet wide (or wider, as may be required by the Fresno Municipal Code or through the special permit issuance and appeals process).

W-7-d. Policy: Provide wall and/or earth berm separation to protect the integrity of residential areas adjacent to nonresidential development.

- A masonry wall, or combination masonry wall and earth berm, providing a continuous barrier three and one-half feet to six and one-half feet in height, shall be erected on, or along, the setback line ten to twenty feet from, and parallel with, the right-of-way line of abutting local streets.
- Earth berms shall be planted with grass or ground cover and maintained by the property owner.

W-7-e. Policy: All loading spaces shall be located not less than 150 feet from the boundary of any residential property; however, the proximity of loading areas may be reduced when adequate design and operational measures (such as restricted hours for loading activities) are approved to mitigate

noise, lights, and other nuisances associated with loading areas, in order to protect adjacent residential uses. In all cases, loading areas shall be screened from view of adjoining property zoned, planned, or approved for residential uses. This screening shall be accomplished by either placing loading docks and areas on the sides of buildings that face away from residential property, or by a combination of landscape planting and a solid masonry wall. Where possible, loading areas should not be visible from, nor take access from, local streets with residential frontage.

W-7-f. Policy: Roof-mounted and detached mechanical equipment for commercial and office uses should be screened from view of adjacent residential areas, and acoustically baffled to prevent the noise level rating for the equipment from exceeding the applicable city standard for ambient noise at residential property lines.

W-7-g. Policy: Within an area 100 feet wide abutting property zoned, planned, or otherwise approved for residential use, nonresidential developments' exterior lighting for parking, access drives, and loading areas shall be shielded and directed so as to prevent the residential properties from having line-of-sight visibility of the light source.

W-7-h. Policy: The design of exterior trash pad recyclable storage areas, and similar accessory site elements shall be compatible with the architectural style of the main nonresidential building and shall use complementary materials and colors. Whenever possible, trash and recyclable material enclosures and containers should meet the 150-foot setback requirement for separation of loading zones from property planned, zoned, or otherwise approved for residential uses.

W-7-i. Policy: Buildings shall have an attractive appearance on all sides, not just on their front elevations. No monolithic walls shall be permitted. Design features such as the extension of roof treatments and mansards to the sides and backs of buildings; provision of pedestrian overhangs; and use of texture, relief, and/or color can be utilized to add interest to otherwise blank walls.

W-7-j. Policy: Front facade pedestrian walkways and adequate protective overhangs shall be incorporated into site plans and building designs.

W-7-k. Policy: The following policies shall ensure that new commercial development is compatible with adjacent land uses and is not aesthetically detrimental.

- On commercial property (including wholesale uses), all storage, merchandise, and displays shall be within an enclosed structure, excepting that:

- horticultural and landscaping materials may utilize outdoor enclosures and open display areas if they are so designated on the site plan/conditional use permit exhibits and do not encroach onto sidewalks, fire lanes, access drives, or designated parking; and,
- parking lot sales and sidewalk sales may be allowed on a temporary basis, pursuant to policies of the City's Fire Department, Planning and Development Department, and Public Works Traffic Engineering.

W-7-l. Policy: The following policies shall ensure that new industrial development is compatible with adjacent land uses and is not aesthetically or environmentally detrimental.

- Industrial areas shall be located and designed such that industrial truck and vehicular traffic will not route through local residential streets.
- Apply city M-1-P zone district requirements and property development standards to industrial development entitlements adjacent to properties zoned, planned, or otherwise approved for residential uses.