

GENERAL PLAN 101

**What is a General Plan, why do we have one,
and what does it do?**



Dan Zack, Assistant Director
Planning and Development Department

PART 1

State Requirements



PART 1

State Requirements

Creation, Amending, and Updating

*Comprehensive, Internally Consistent,
and Long Range*

Required Elements

**Land Use, Open Space,
Conservation, Housing,
Circulation, Noise, and
Safety**

The History of the Fresno General Plan



DIAGRAM OF PROPOSED USE DISTRICTS BUILDING ZONE MAP OF THE CITY OF FRESNO.

AS TENTATIVELY ADOPTED BY THE
FRESNO CITY PLANNING COMMISSION
JUNE 29 1917.

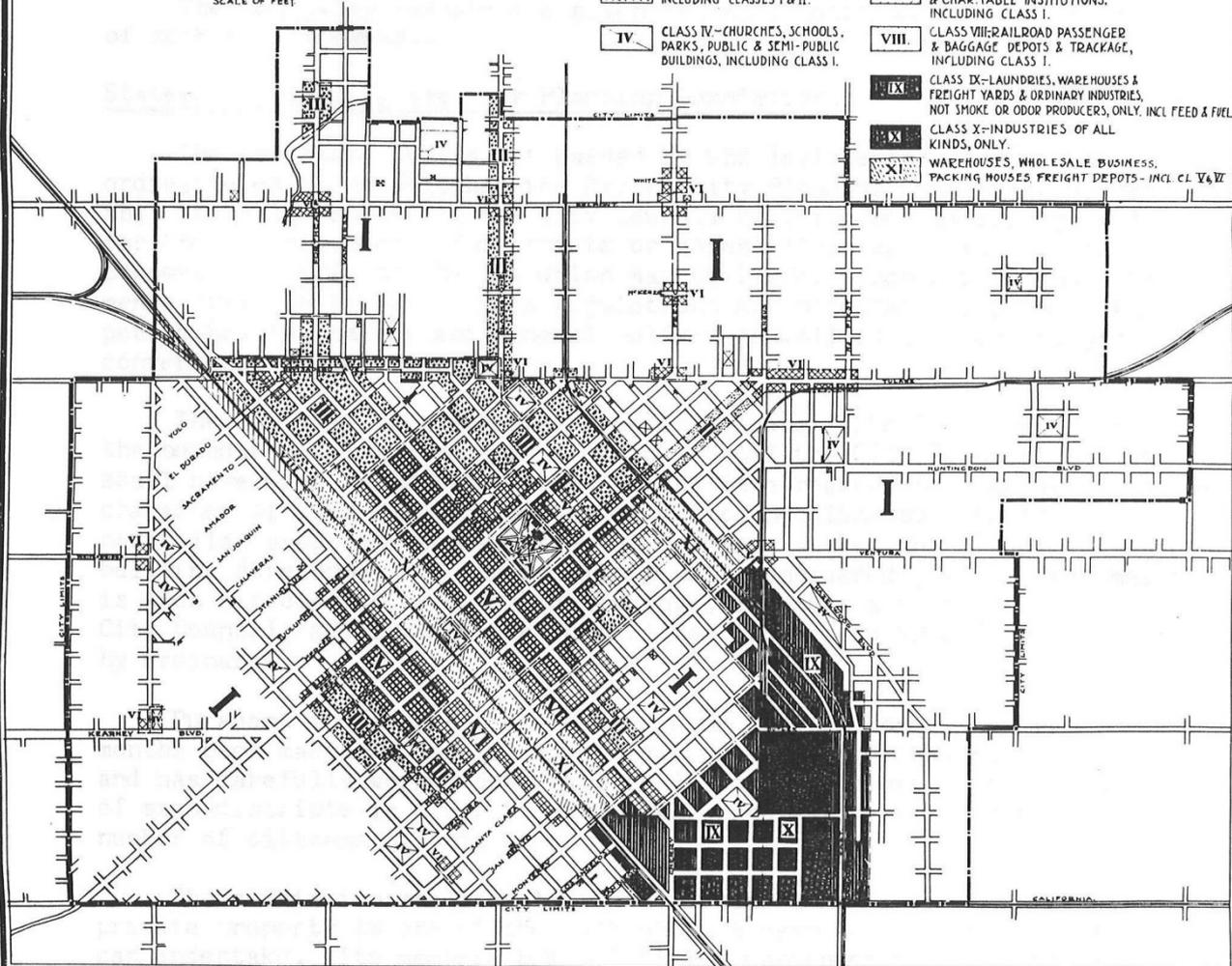
AMENDED AUGUST 10 & 27, OCTOBER 5 & 20, NOVEMBER 14, DEC. 8.

W. H. ... PRESIDENT *Chas. H. ...* CONSULTANT SECRETARY

SCALE OF FEET
0 500 1000 2000 FEET

USES OF BUILDINGS & PROPERTY HEREAFTER TO BE LIMITED
TO BOUNDARIES OF DISTRICTS INDICATED AS FOLLOWS —

- I** CLASS I.—SINGLE FAMILY DWELLINGS ONLY.
- II** CLASS II.—FLATS, GROUP DWELLINGS INCLUDING CLASS I.
- III** CLASS III.—APARTMENTS, HOTELS, INCLUDING CLASSES I & II.
- IV** CLASS IV.—CHURCHES, SCHOOLS, PARKS, PUBLIC & SEMI-PUBLIC BUILDINGS, INCLUDING CLASS I.
- V** CLASS V.—RETAIL BUSINESS, STORES & OFFICES, INCLUDING CLASSES I, II, III, & IV.
- VI** CLASS VI.—GARAGES, & DRY CLEANING, INCLUDING CLASSES I, II, III, IV, & V.
- VII** CLASS VII.—HOSPITALS, SANITARIA & CHARITABLE INSTITUTIONS, INCLUDING CLASS I.
- VIII** CLASS VIII.—RAILROAD PASSENGER & BAGGAGE DEPOTS & TRUCKAGE, INCLUDING CLASS I.
- IX** CLASS IX.—LAUNDRIES, WAREHOUSES & FREIGHT YARDS & ORDINARY INDUSTRIES, NOT SMOKE OR ODOR PRODUCERS, ONLY, INCL FEED & FUEL.
- X** CLASS X.—INDUSTRIES OF ALL KINDS, ONLY.
- XI** WAREHOUSES, WHOLESALE BUSINESS, PACKING HOUSES FREIGHT DEPOTS—INCL CL. V & VI.



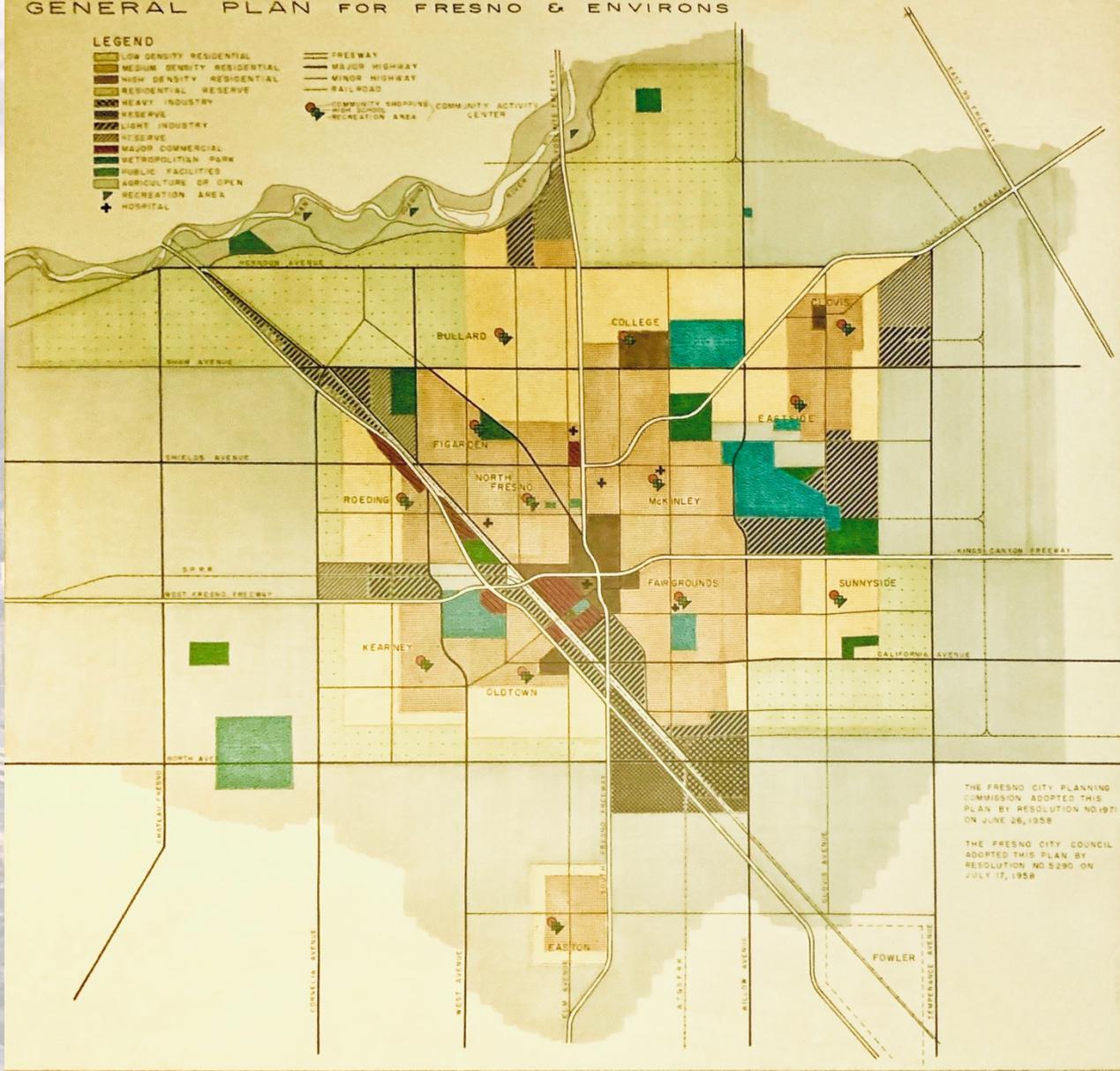
1958

GENERAL PLAN FOR FRESNO & ENVIRONS

- LEGEND**
- LOW DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - HIGH DENSITY RESIDENTIAL
 - RESIDENTIAL RESERVE
 - HEAVY INDUSTRY
 - RESERVE
 - LIGHT INDUSTRY
 - RESERVE
 - MAJOR COMMERCIAL
 - METROPOLITAN PARK
 - PUBLIC FACILITIES
 - AGRICULTURE OR OPEN
 - RECREATION AREA
 - HOSPITAL

- FREIGHTWAY
- MAJOR HIGHWAY
- MINOR HIGHWAY
- RAILROAD

- COMMUNITY SHOPPING CENTER
- COMMUNITY ACTIVITY CENTER
- RECREATION AREA



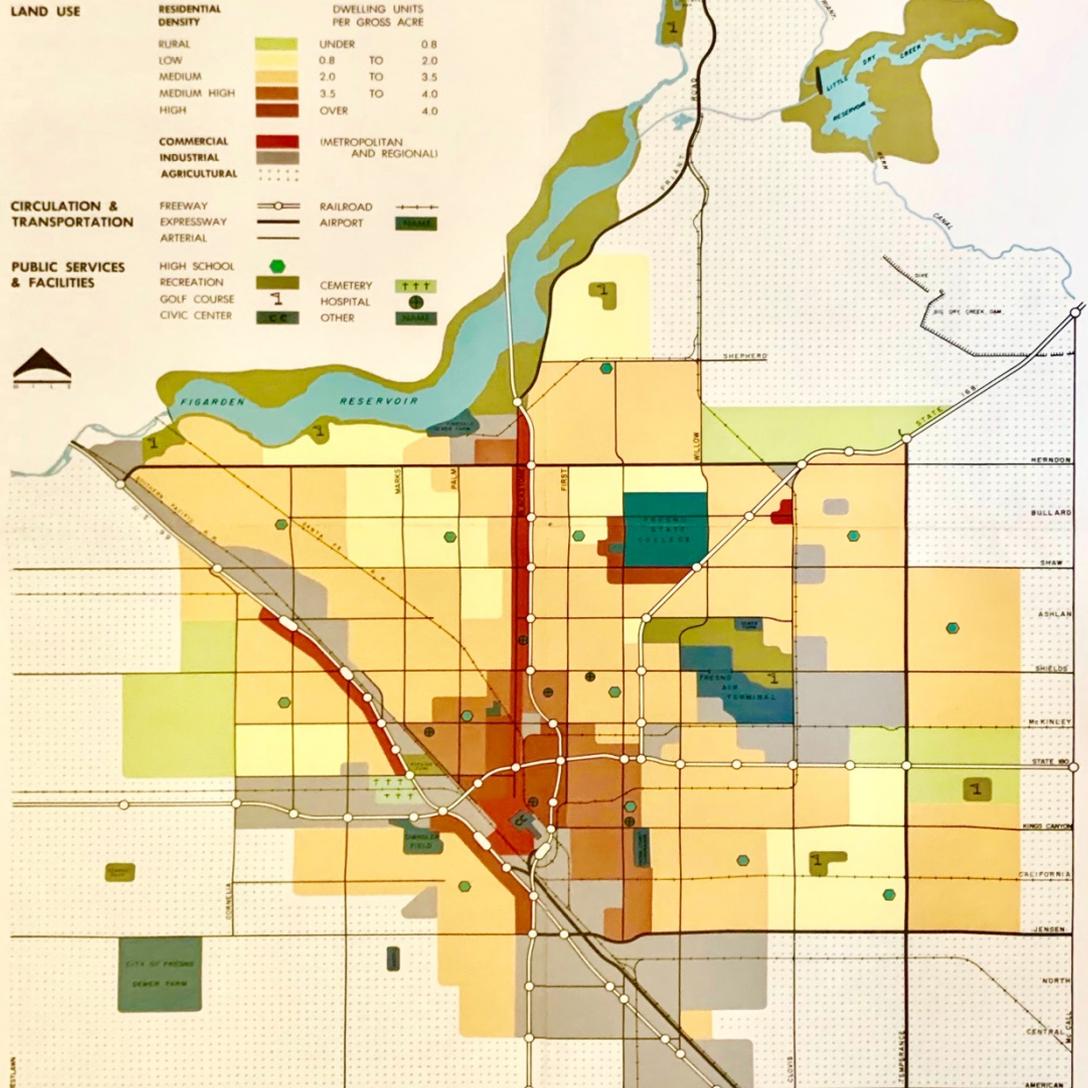
THE FRESNO CITY PLANNING COMMISSION ADOPTED THIS PLAN BY RESOLUTION NO 1971 ON JUNE 26, 1958

THE FRESNO CITY COUNCIL ADOPTED THIS PLAN BY RESOLUTION NO 5290 ON JULY 17, 1958

1958 GENERAL PLAN

1964

GENERAL PLAN FRESNO-CLOVIS METROPOLITAN AREA



1974

GENERAL PLAN - 1974

FRESNO - CLOVIS METROPOLITAN AREA

LEGEND

RESIDENTIAL

- RURAL DENSITY
1.0 - 2.0
- LOW DENSITY
2.0 - 4.0
- MEDIUM-LOW DENSITY
4.0 - 6.0
- MEDIUM DENSITY
6.0 - 8.0
- MEDIUM-HIGH DENSITY
8.0 - 10.0
- HIGH DENSITY
10.0 - 12.0

COMMERCIAL

- COMMUNITY
- GENERAL-HEAVY OFFICE STRIP
- REGIONAL

INDUSTRIAL

- LIGHT
- HEAVY

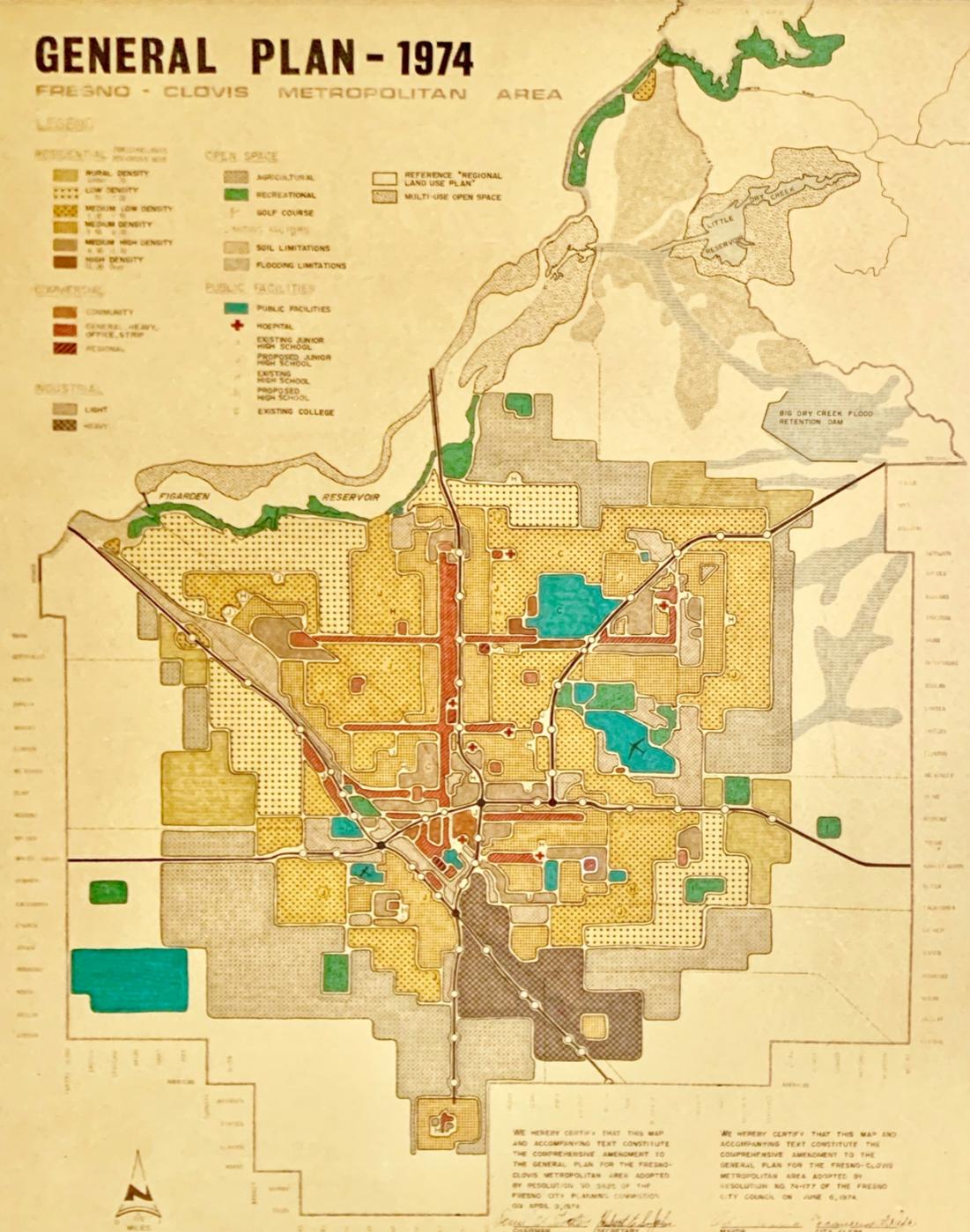
OPEN SPACE

- AGRICULTURAL
- RECREATIONAL
- GOLF COURSE
- SOIL LIMITATIONS
- FLOOD LIMITATIONS

PUBLIC FACILITIES

- PUBLIC FACILITIES
- HOSPITAL
- EXISTING SENIOR HIGH SCHOOL
- PROPOSED JUNIOR HIGH SCHOOL
- EXISTING HIGH SCHOOL
- PROPOSED HIGH SCHOOL
- EXISTING COLLEGE

- REFERENCE "REGIONAL LAND USE PLAN"
- MULTI-USE OPEN SPACE



WE HEREBY CERTIFY THAT THIS MAP AND ACCOMPANYING TEXT CONSTITUTE THE COMPREHENSIVE AMENDMENT TO THE GENERAL PLAN FOR THE FRESNO-CLOVIS METROPOLITAN AREA ADOPTED BY RESOLUTION NO. 50589 OF THE FRESNO CITY PLANNING COMMISSION ON APRIL 3, 1974.

[Signature]
CHIEF

WE HEREBY CERTIFY THAT THIS MAP AND ACCOMPANYING TEXT CONSTITUTE THE COMPREHENSIVE AMENDMENT TO THE GENERAL PLAN FOR THE FRESNO-CLOVIS METROPOLITAN AREA ADOPTED BY RESOLUTION NO. 7007 OF THE FRESNO CITY COUNCIL ON JUNE 6, 1974.

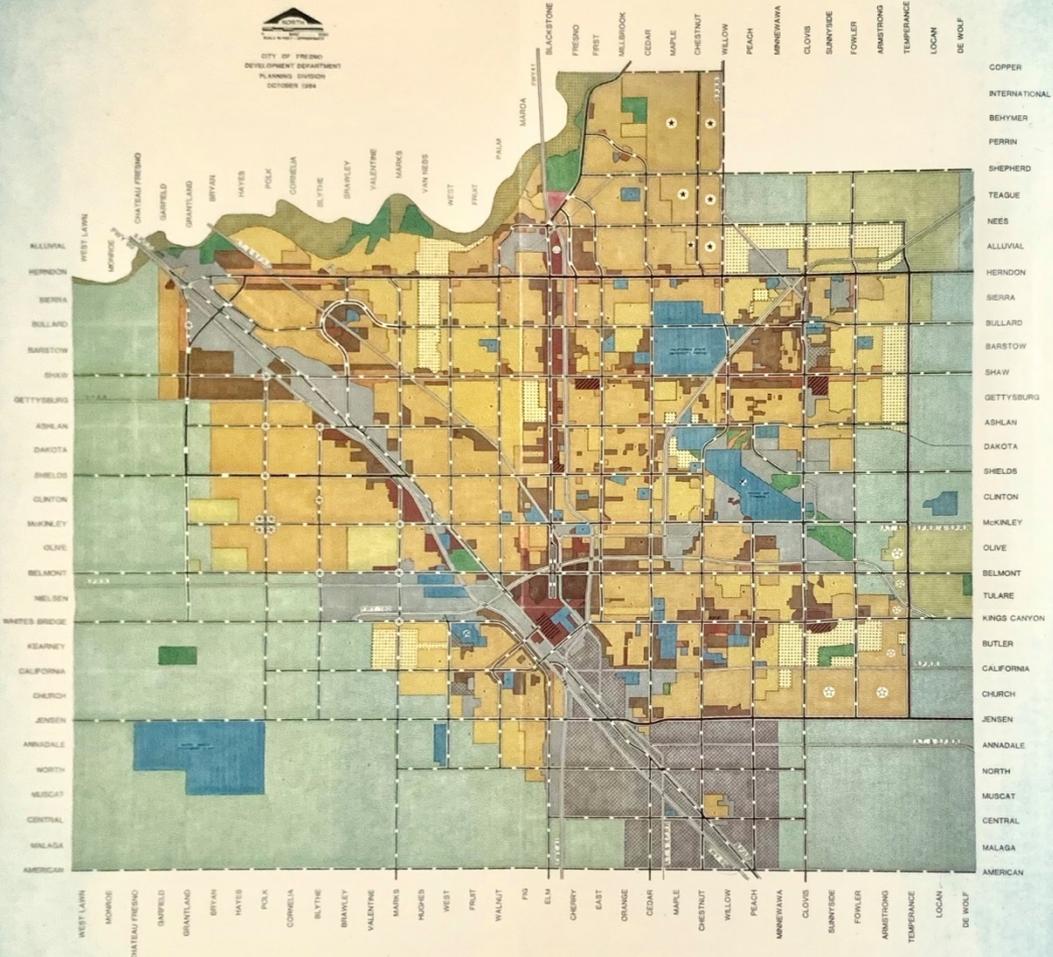
[Signature]
MAYOR



1984

1984 FRESNO GENERAL PLAN

CITY OF FRESNO
DEVELOPMENT DEPARTMENT
PLANNING DIVISION
OCTOBER 1984



LEGEND

RESIDENTIAL

- RURAL DENSITY
- LOW DENSITY
- MEDIUM-LOW DENSITY
- MEDIUM DENSITY
- MEDIUM-HIGH DENSITY
- HIGH DENSITY

COMMERCIAL

- OFFICE
- NEIGHBORHOOD
- COMMUNITY
- BUSINESS PARK
- GENERAL HEAVY STRIP
- REGIONAL

⊕ ACTIVITY CENTERS (50+ ACRES)
9 ACRES - COMMERCIAL / 3 ACRES - OFFICE / 10 ACRES - MEDIUM-HIGH DENSITY RESIDENTIAL

△ DESIGNATED AS APPROPRIATE FOR REGIONAL COMMERCIAL

PUBLIC FACILITIES

- ⊕ ELEMENTARY SCHOOL (PUBLIC & PAROCHIAL)
- ⊕ FRESHMAN SCHOOL
- ⊕ MIDDLE SCHOOL
- ⊕ JUNIOR HIGH SCHOOL
- ⊕ HIGH SCHOOL
- ⊕ COLLEGE
- ⊕ UNIVERSITY
- ⊕ OTHER PUBLIC FACILITIES

INDUSTRIAL

- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL

OPEN SPACE

- AGRICULTURAL
- RECREATION / OPEN SPACE
- MULTI-USE OPEN SPACE

CIRCULATION

- FREEWAY
- EXPRESSWAY
- SUPER ARTERIAL
- ARTERIAL
- RAILROAD

⊕ AIRPORT

★ REQUIRES FINANCIAL FEASIBILITY STUDY

☆ DEVELOPMENT ENTITLEMENTS GRANTED ONLY FOLLOWING RESOLUTION OF WATER QUALITY ISSUES COORDINATED BY THE PUBLIC WORKS DEPT.

COPPER
INTERNATIONAL
BEHYMER
PERRIN
SHEPHERD
TEAGUE
NEES
ALLUVIAL
HERNDON
SIERRA
BULLARD
BARSTOW
SHAW
GETTYSBURG
ASHLAN
DAKOTA
SHIELDS
CLINTON
MCKINLEY
OLIVE
BELMONT
TULARE
KINGS CANYON
BUTLER
CALIFORNIA
CHURCH
JENSEN
ANNADALE
NORTH
MUSCAT
CENTRAL
MALAGA
AMERICAN

PART 3

The Process to Create the 2014 GP



5. Existing Land Use

An examination of existing land uses helps assess opportunities and constraints. Table 5.1 provides an overview of existing land uses for property in both the city and unincorporated area within the SOI. There are over 71,000 acres within the city limits while there are another 32,405 that have yet to be annexed. The table also includes both vacant and ag land however some of this property may be encumbered with approved residential subdivisions which have yet to be developed. For example, there are over 2,600 acres of tentatively approved residential subdivisions the majority of which are on vacant property.

Regardless, an analysis of all existing land uses demonstrates that residences, despite their configuration (e.g. single family vs. multi-family) accounts for 34 percent of existing land uses in the city whereas it accounts for 38 percent of all developed land (excluding vacant/ag land; refer to Figure 5.1). However, unlike single family development which is distributed throughout the city, multiple family development is more concentrated. Examples of concentrated multiple family include parts of downtown, areas proximate to Fresno State, the Internal Revenue Service, the Saint Agnes Medical Center, the Freeway 41 Corridor and the Figarden Drive loop in the Bulard Community.

In addition, similar to trends in other metropolitan areas, Fresno has experienced an influx in mixed-use projects that combine commercial, office and residential uses on a single parcel. Most of these projects have been in the Cultural Arts Districts in downtown. Public streets account for 20 percent of incorporated property while it only accounts for 9 percent of unincorporated area. However, as local residential streets are constructed while major streets will be widened to accommodate higher traffic volumes.

Public facilities, which includes schools, Fresno State University, Fresno-Yosemite International Airport, Downtown Fresno-Chandler Airport, hospitals,

churches, and government offices account for 13 percent of the incorporated area. Although some of these uses are not under the purview of the city, past planning regulations have been quite permissive in allowing institutional/public uses in many areas of the community. Similar to streets, continued urban development will necessitate new or expanded facilities to service capacities.

Commercial and industrial uses account for 15 percent of incorporated property, however much of the industrial property is clustered into four geographic areas, whereas commercial property is scattered throughout primarily along major streets.

As noted in Chapter 3 of this report and illustrated in Table 5.1, there are a plethora of rural residences in the SOI. There are 761 acres of rural residential parcels within the city, which represents 1 percent of incorporated property however there are 6,149 acres of existing residences that have yet to be annexed. Some of these residences are found in the ±11 square miles of rural enclaves while the majority of rural residences are located west of State Route 99. Given the fragmented parcelization of these rural residences west of State Route 99, the area has not experienced the same level of development in comparison to others which contain large tracts of land and are easier to assemble. Previous city plans acknowledged this pattern and called for rural residences south of W. Shields Ave. while the area north of Shields was envisioned as a suburban neighborhood to be developed at 4.99 to 10.37 du/a. At the time this was considered ideal given that the parcels to the south were downwind thus urban odors were not likely to complain about dust or animal smells originating from ag uses. In keeping with this approach, recently adopted plans acknowledge these rural residences and attempt to minimize potential conflicts between urban uses and the rural lifestyles by reducing the intensity of planned urban development within the westernmost and easternmost fringes of the SOI. Thus, while the 2025 General Plan shows for moderate increases in residential densities, it also contains policies that respect and protect neighboring rural parcels.

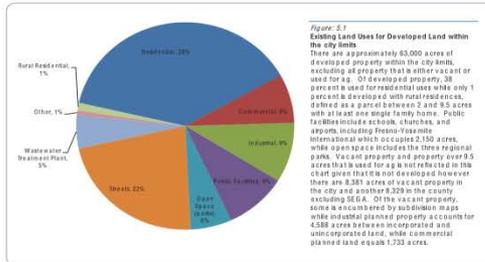
Public facilities, which includes schools, Fresno State University, Fresno-Yosemite International Airport, Downtown Fresno-Chandler Airport, hospitals,

For a complete breakdown, refer to Appendix A.

Table 5.1: Existing Land Uses

Land Use	Incorporated		Unincorporated		Total Planning Area	
	Acreage	%	Acreage	%	Acreage	%
Residential	24,998	34%	6,149	19%	30,247	29%
Rural Residential	761	1%	3,555	11%	4,265	4%
Commercial	4,770	7%	222	1%	4,992	5%
Industrial	5,848	8%	1,527	5%	7,375	7%
Public Facilities	5,633	8%	227	1%	6,060	6%
Open Space (parks)	3,840	5%	730	2%	4,570	4%
Waste water Treatment Plant	3,292	5%	0	0%	3,292	3%
Streets	14,013	20%	2,773	9%	16,786	16%
Vacant	8,381	12%	8,349	26%	16,730	16%
SEGA	0	0%	8,863	27%	8,863	9%
Other	422	1%	62	0%	483	0%
TOTAL	71,257	100%	32,405	100%	103,662	100%

Source: City of Fresno, GISMR



SUMMER, 2010
Existing conditions studies and public participation process begins

JANUARY, 2012

**LAND USE
CONCEPTUAL
ALTERNATIVES
ARE UNVEILED**

A

Boulevard Plan



B

The Growth Areas Plan



C

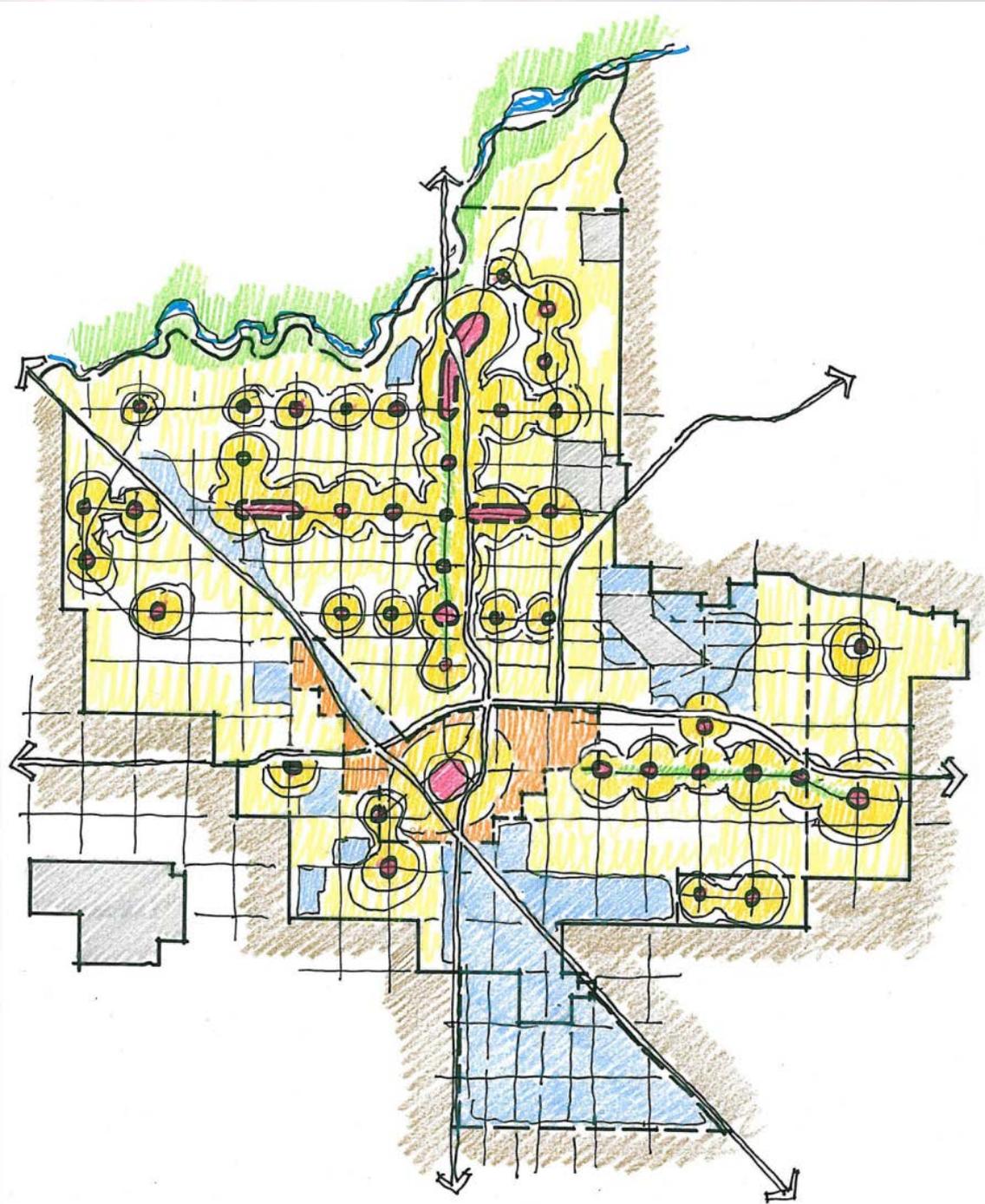
The Expanded Boundary Plan



D

The Hybrid Plan

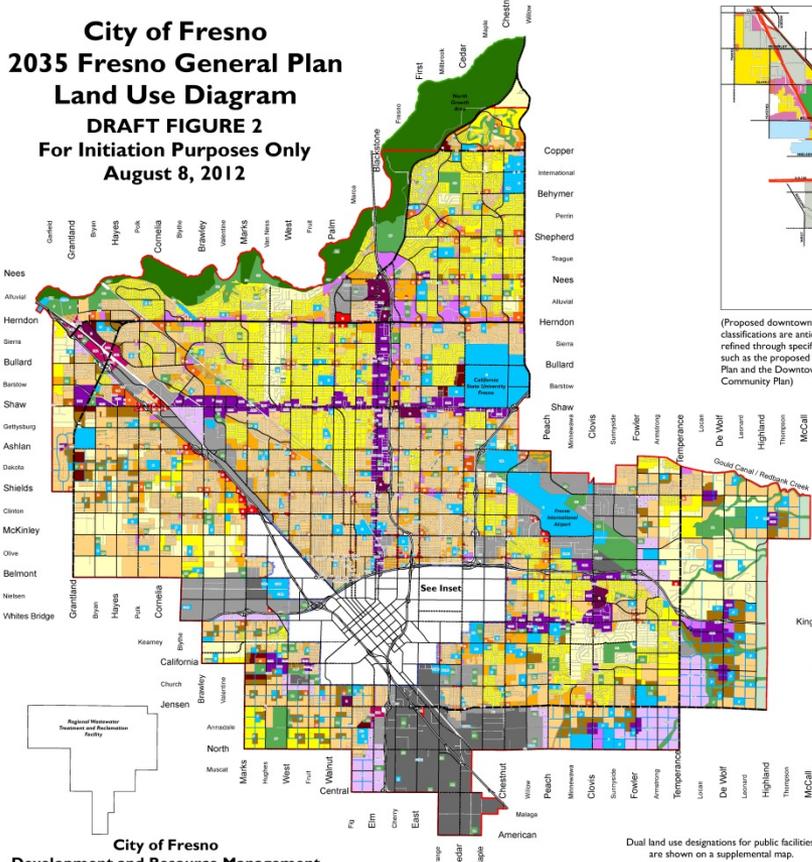




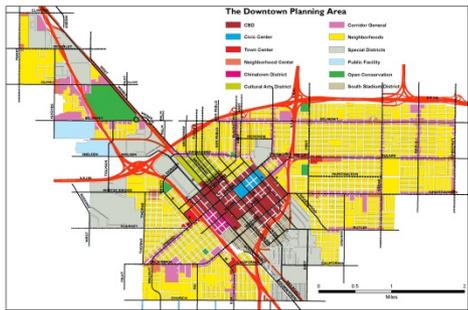
APRIL, 2012
ALTERNATIVE "A"
IS SELECTED BY
THE CITY COUNCIL



City of Fresno
2035 Fresno General Plan
Land Use Diagram
DRAFT FIGURE 2
For Initiation Purposes Only
August 8, 2012



City of Fresno
 Development and Resource Management
 Planning Division



(Proposed downtown land use and circulation classifications are anticipated to be further refined through specific and community plans such as the proposed Fulton Corridor Specific Plan and the Downtown Neighborhoods Community Plan)

LEGEND

RESIDENTIAL

- Low Density (12-20 D.U./acre)
- Medium Low Density (33-40 D.U./acre)
- Medium Density (40-60 D.U./acre)
- Medium High Density (12-18 D.U./acre)
- Urban Neighborhood (16-30 D.U./acre)
- High Density (20-40 D.U./acre)

COMMERCIAL

- General
- Highway & Auto
- Regional

EMPLOYMENT

- Office
- Business Park
- Regional Business Park
- Light Industrial
- Heavy Industrial

MIXED USE

- Center/Center Mixed Use
- Regional Mixed Use
- Neighborhood Mixed Use

OPEN SPACE

- Open Space
- Commercial/Recreational
- Community Park
- Fixed Control Project
- Lake, Pond
- Multi-Use
- Neighborhood Park
- Outdoor Environmental education area
- Park
- Parking Basin
- Parking Basin (Park use)
- Regional Park

PUBLIC FACILITIES

- Public/Community Facility
- Special School
- Elementary School
- Elementary, Middle & High School
- Middle School
- High School
- College
- Asport
- Cemetery
- Church
- Community Activity Center
- Convenience Hospital
- Fairgrounds
- Fire Station
- Government Offices
- Hospital
- Medical Center
- Neighborhood Center
- PD & E Substation
- Police Dressing Station
- Water Recharge Basin
- Waste Water Treatment Facility

BOUNDARIES

- Existing Fresno Sphere of Influence
- Growth Areas
- Downtown Neighborhoods

See Inset

Dual land use designations for public facilities are shown on a supplemental map.

Circulation Legend

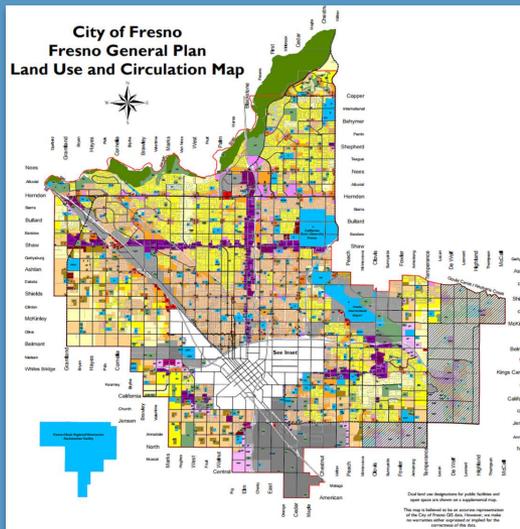
- Freeway
- Expressway
- Scenic Expressway
- Connector
- Super Arterial
- Arterial
- Scenic Arterial
- Ramp
- Scenic Drive
- Collector
- Scenic Collector

AUGUST, 2012
GP MEIR WITH
PLANNED
LAND USE MAP
BASED ON ALT A
IS INITIATED BY
COUNCIL



FRESNO General Plan

- 4+ year process
- 160+ stakeholder interviews
- 20 public workshops
- 100+ presentations to community groups
- 20+ meetings of a Citizens Advisory Committee



Adopted:
December 18, 2014

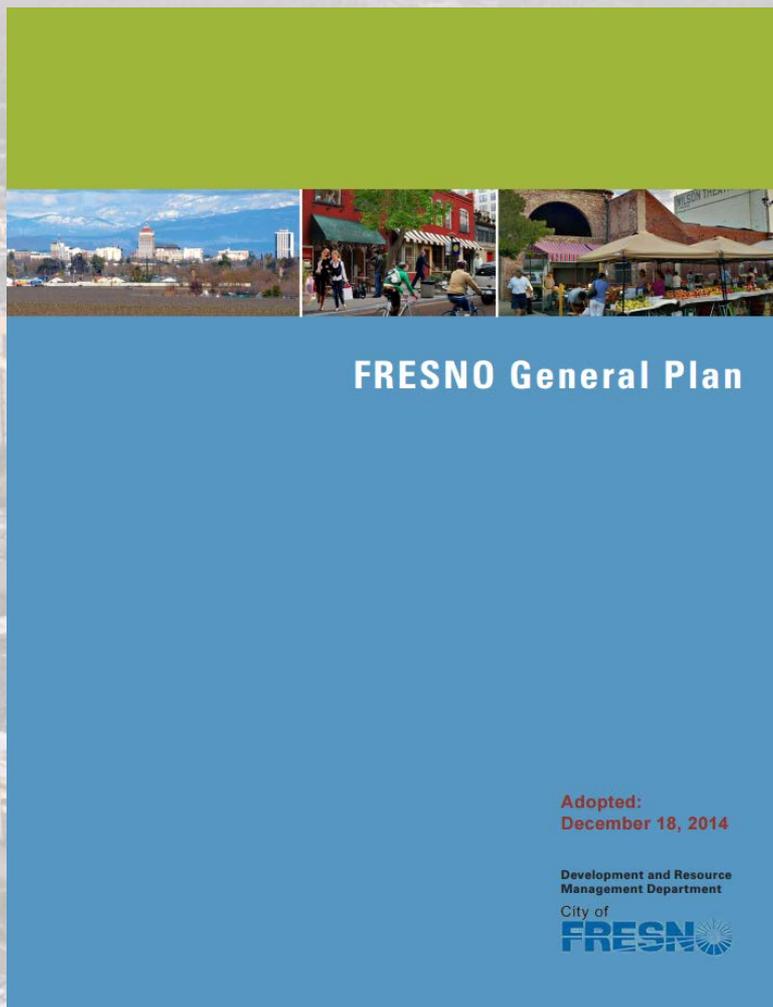
Development and Resource
Management Department



DECEMBER, 2014
**GENERAL
PLAN
ADOPTED**



About the 2014 General Plan

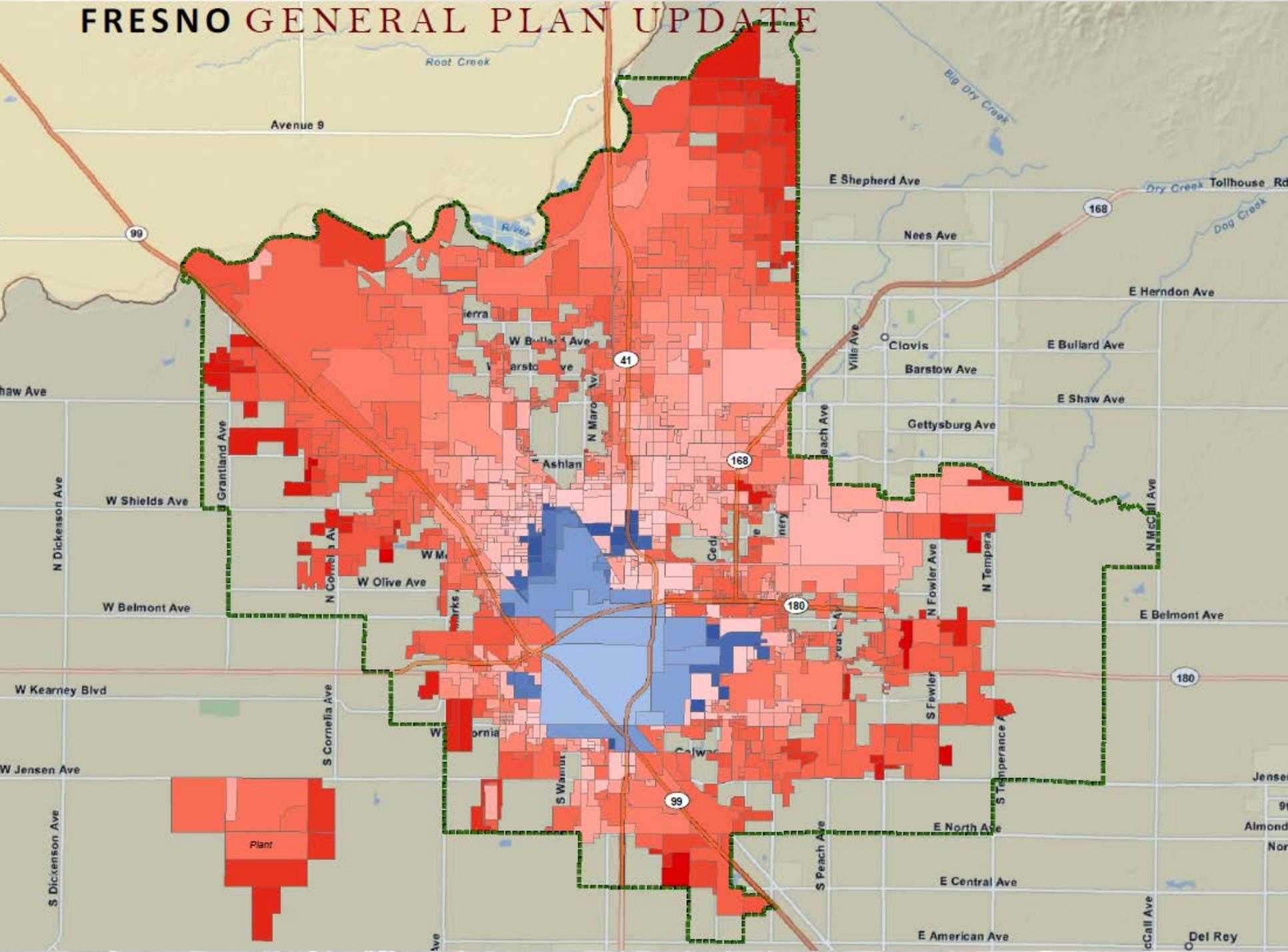


FRESNO General Plan

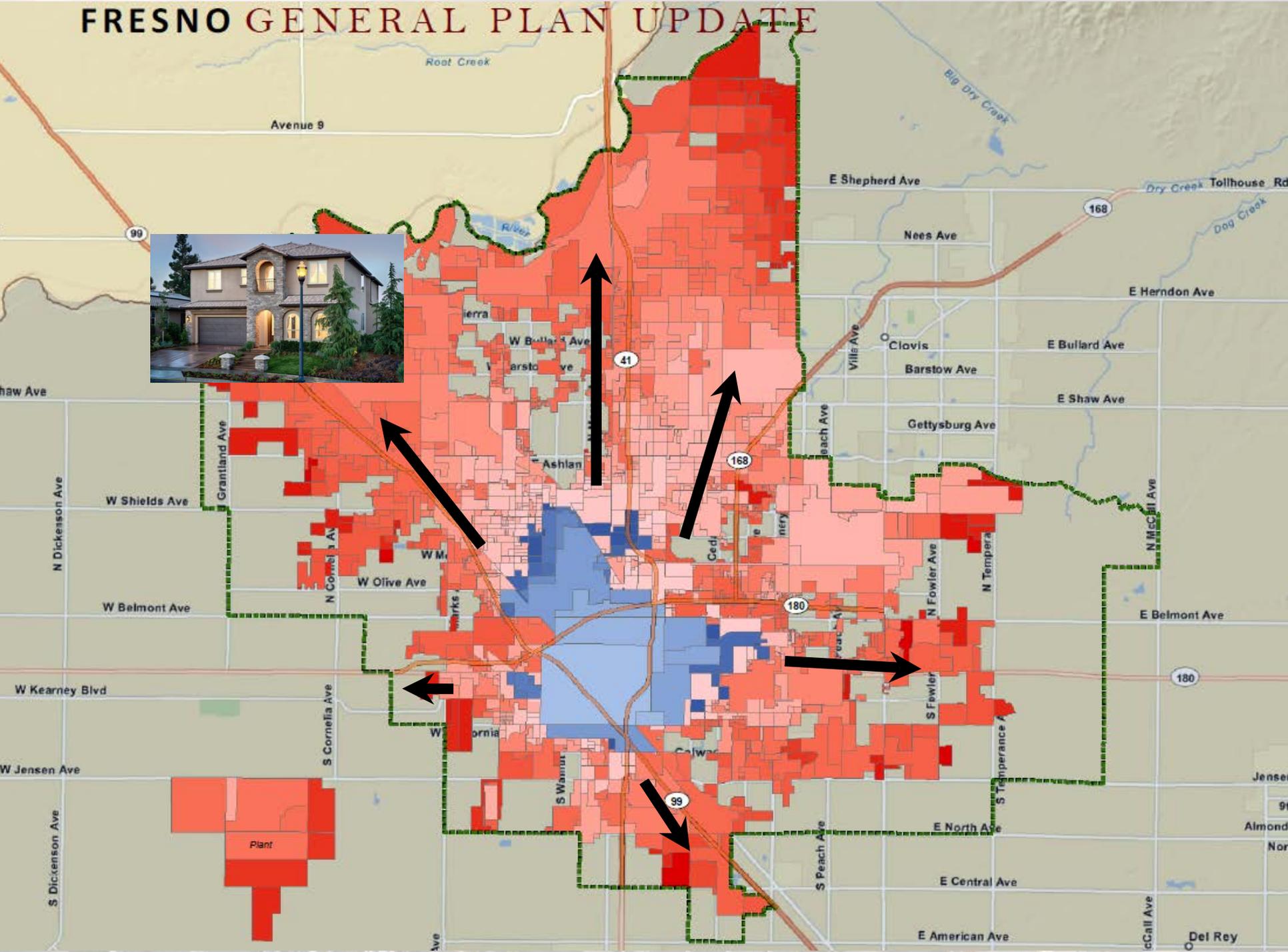
Adopted:
December 18, 2014

Development and Resource
Management Department
City of
FRESNO

FRESNO GENERAL PLAN UPDATE



FRESNO GENERAL PLAN UPDATE







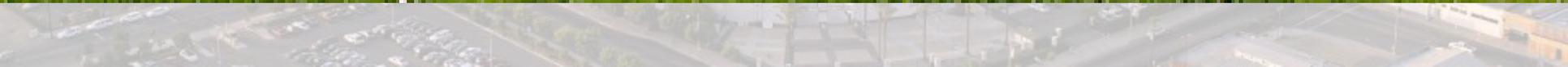
NO
SOLAR
PANELS
ALLOWED
ON THIS
PROPERTY
FOR
RENTAL
PURPOSES





titan PAFENBURG-ADRIANI COMPANY titan

PAFENBURG-ADRIANI COMPANY







TRENDS

Top 10 Cities Where Downtown Is Making a Comeback

By Yuqing Pan | Mar 20, 2017



Downtown Pittsburgh | f11photo/Stock

In some respects, "downtown" is a uniquely American invention—considered by die-hard urbanites to be as much a state of mind as a physical location. But make no mistake: Downtown is also a *place*. The term was coined in New York in the early 19th century to describe the



Downtowns Are Back!

Jan 7 2013 Roger Brooks

Forbes

25,379 views | Dec 1, 2014, 10:44am

The Curious Comeback Of U.S. Downtowns



A view of New York City from the 75th floor of 432 Park Avenue, which will be the country's tallest residential skyscraper. (TIMOTHY A. CLARY/AFP/Getty Images)

Joel Kotkin Contributor Reinventing America Cover demographic, social and economic trends around the world.

Perhaps nothing better illustrates the notion of urban revival in America than the comeback of many downtown districts. Yet if these areas have recovered some of their luster, there are

STREETSBLOG USA

Podcast / Transit / Bike/Ped / Smart Growth



Here's How 45 Firms Explained Why They're Moving Downtown

By Katie Pearce | Jun 18, 2015

Two or three decades ago, the standard criteria for choosing an office location was often, "Where does the boss live?" says land use strategist Christopher Leinberger. And the boss inevitably lived in a car-oriented suburb.



...et Districts on the rise? You bet!

...and traditional downtowns are on the rise. And they are making a difference in communities all America. The National Trust for Historic Preservation's Main Street program looked at reinvestment of Main Street programs launched since 1980 (32 years).

FROM THE MAGAZINE

Why (Some) Downtowns Are Back

Lessons from the urban resurgence

Marco Poldos Winter 2014 Economy, finance, and budgets, Cities

Not so long ago, most urbanists were predicting the demise of downtowns. The data, after all, pointed unambiguously to declining central-city populations and expanding suburban ones in nearly every American metropolitan area between 1950 and 1980. Manhattan lost a quarter of its residents, for example, and Boston nearly a third. The exodus wasn't confined to the United States. The population of inner London fell by more than a million residents during the same period, and my hometown, Montreal, watched the central borough of Ville-Marie hemorrhage half its



LONDON: HODGSONKNIBBLE New York's High Line Park

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- Print
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WINTER 2014





In some towns, the strip malls can't die fast enough



A strip mall in Melrose Park, Ill. (Terrence Antonio James / Chicago Tribune)

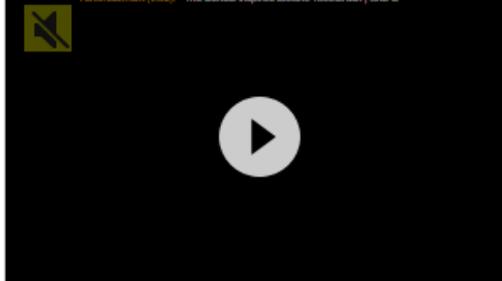
By **Jonathan O'Connell**
The Washington Post

MAY 17, 2016, 1:36 PM

In the mid-1990s the owners of the Fairfax Circle Plaza shopping center in suburban Washington, D.C., decided to redevelop the property. Mixed-use development is in vogue, the local economy was booming and executives at the company

SPONSORED CONTENT

Advertisement (032) The Dental-Inspired Electric Toothbrush | Oral-B



US Ends Decadeslong Ban On Selling Weapons To Vietnam

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In case you missed it



Macy's woes could doom a third of America's malls, analyst says

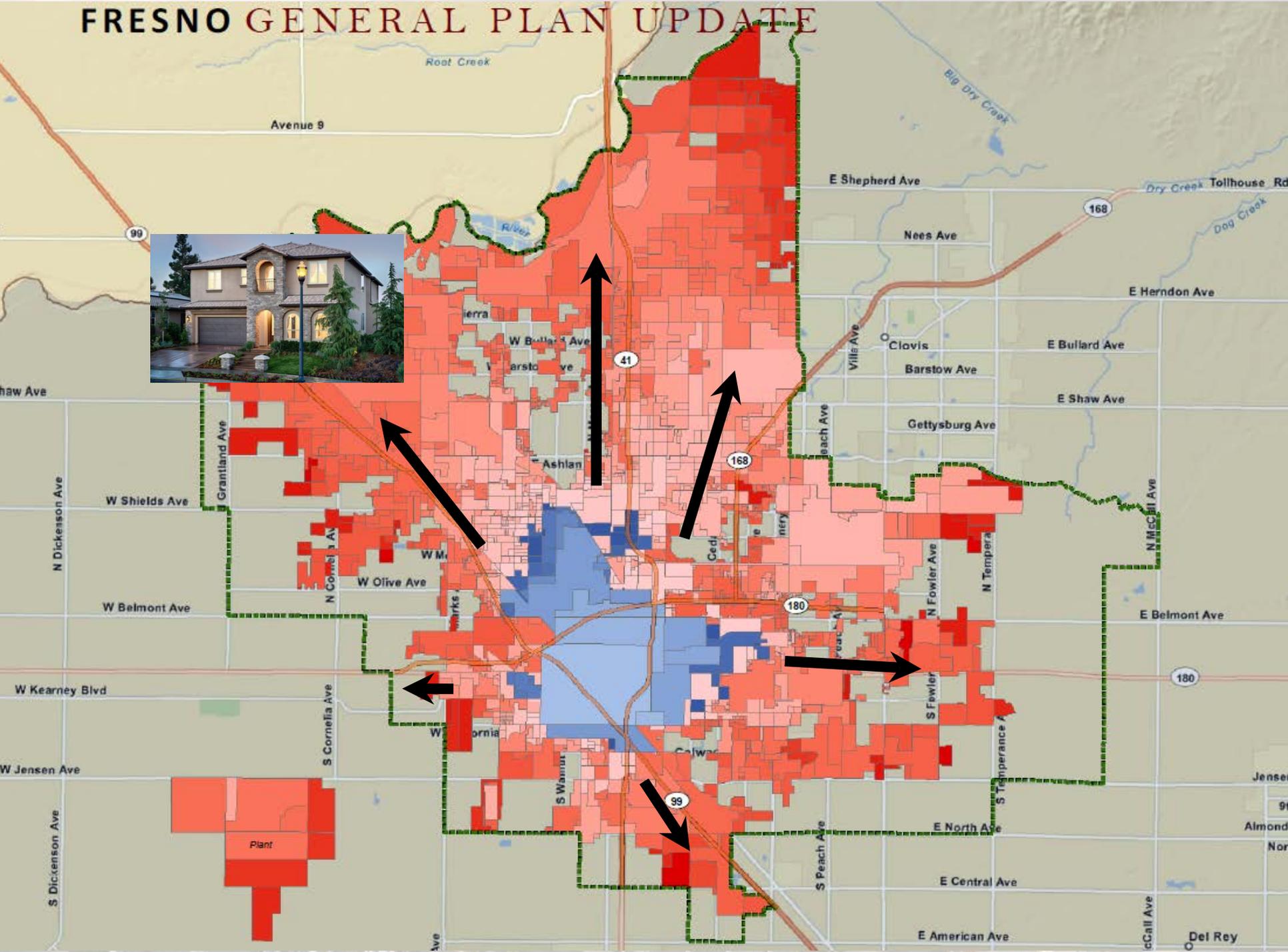
MAY 13, 2016



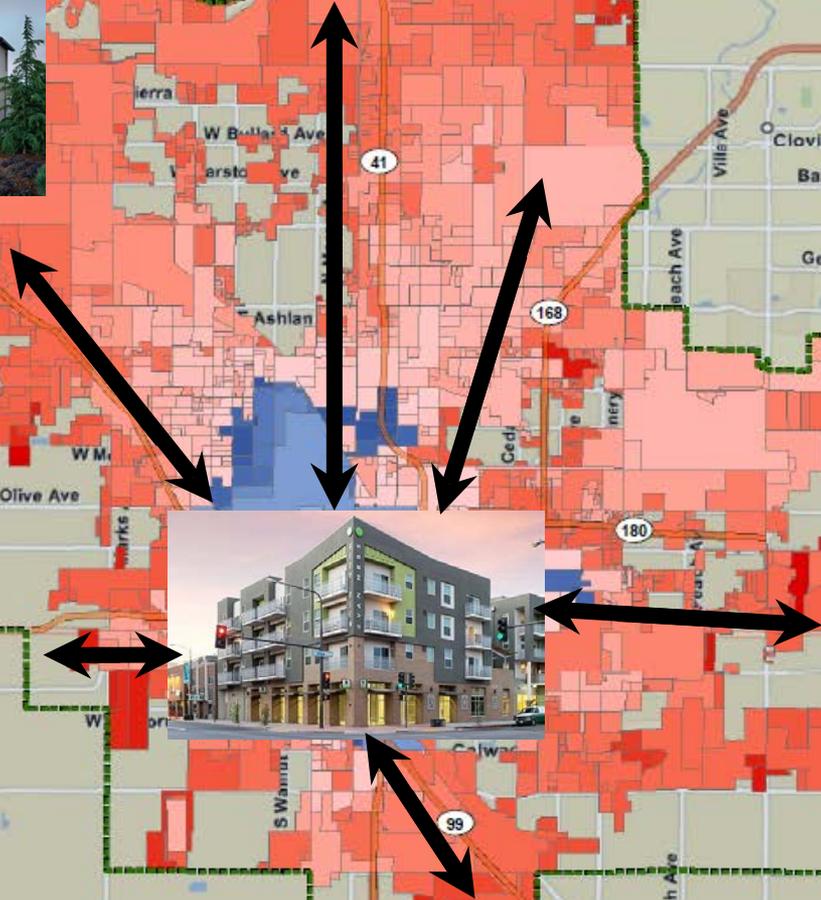
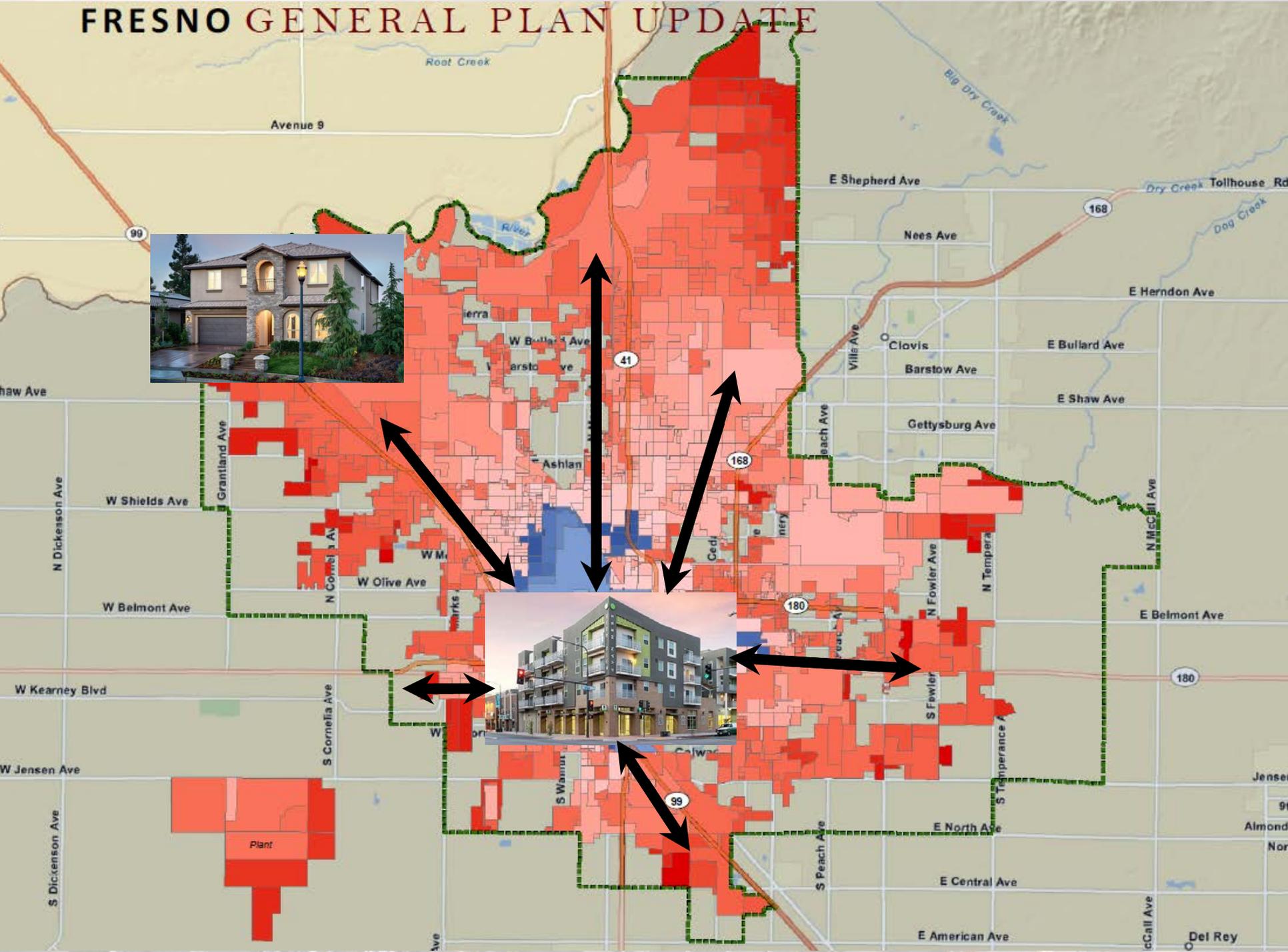
From belief to resentment in Indiana

MAY 17, 2016

FRESNO GENERAL PLAN UPDATE



FRESNO GENERAL PLAN UPDATE





Sprawl, Clutter Define Fresno / Civic corruption has splotted the city's image

Carl Nolte, Chronicle Staff Writer Published 4:00 am PDT, Wednesday, September 1, 1999





Fresno Coin & Jewelry
The Jeweler

TACOS EL GRUPO

GRUPO EL GRUPO THE BELLION OF 2014

PARADISE CENTER

Fresno Coin & Jewelry

E Gettysburg 17001

Standard

KITCHEN & BATH SUPPLY

CALIFORNIA ARTS

WAF SH COUNTRY

UNION SALVAGE

PARADISE LIQUOR

BUD LIQUOR

WESTERN UNION

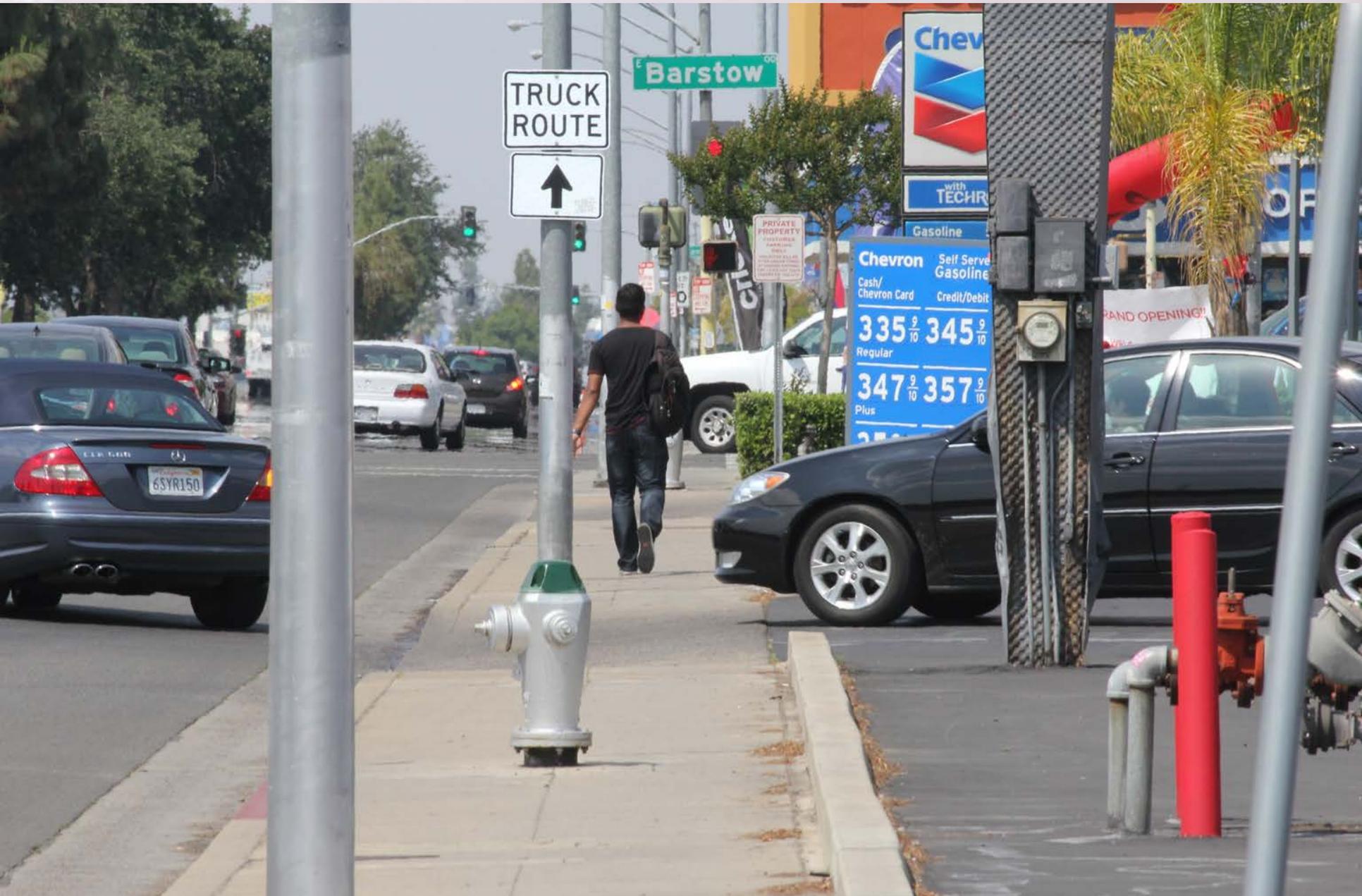
SPEED LIMIT 40

FAXE

1222990

CNG





TRUCK
ROUTE



E Barstow



with
TECHR

Gasoline

Chevron Self Serve
Gasoline

Cash/
Chevron Card

Credit/Debit

335 ⁹/₁₀ 345 ⁹/₁₀

Regular

347 ⁹/₁₀ 357 ⁹/₁₀

Plus

PRIVATE
PROPERTY
NO TRESPASSING
VIOLATORS WILL BE
PROSECUTED

GRAND OPENING!

6SYR150

DELLI CHOCOLATE SHOP





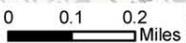
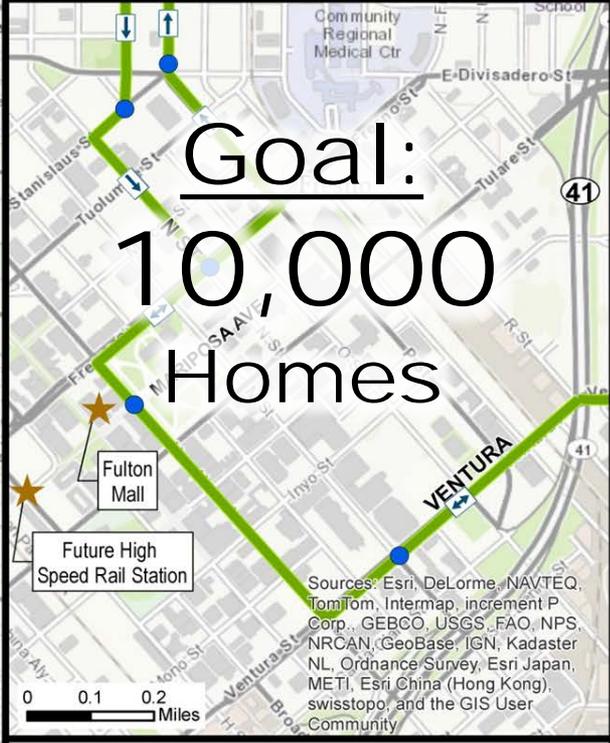


FAX "Q" - Blackstone/Kings Canyon BRT Project
 Fresno, CA



- BRT Alignment
- BRT Stations (51 Total)
- BRT One-Way Direction
- ↔ BRT Two-Way Direction

Goal:
10,000
Homes



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

DOWNTOWN FRESNO BRT ROUTING



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

ILLUSTRATIVE VIEW BLACKSTONE FRONTAGE



BLACKSTONE MIXED USE DEVELOPMENT
 3737 N. BLACKSTONE STREET, FRESNO, CA 93726



An aerial photograph of an industrial and residential area. A large, dark, irregularly shaped pond is located in the upper-middle section. Surrounding the pond are various industrial buildings, parking lots, and some residential structures. A multi-lane highway runs horizontally across the top of the image. In the bottom portion of the image, there is a semi-transparent architectural rendering of a modern building complex. Overlaid on the center of the image is the text "Goal: 10,000 Homes".

Goal:
10,000
Homes







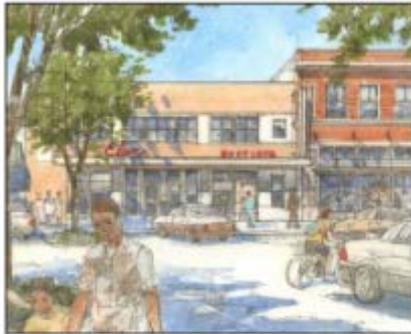






Downtown Neighborhoods Community Plan

Fresno, California



Fulton Corridor Specific Plan

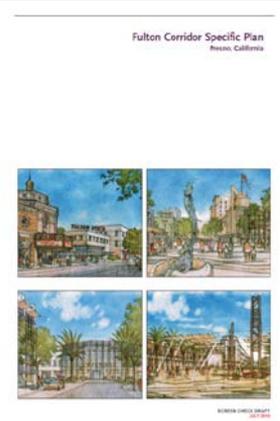
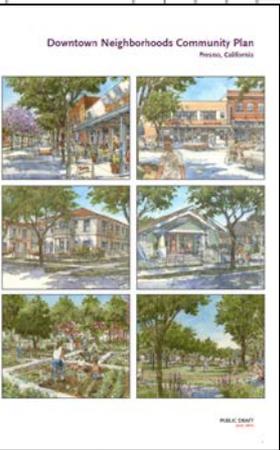
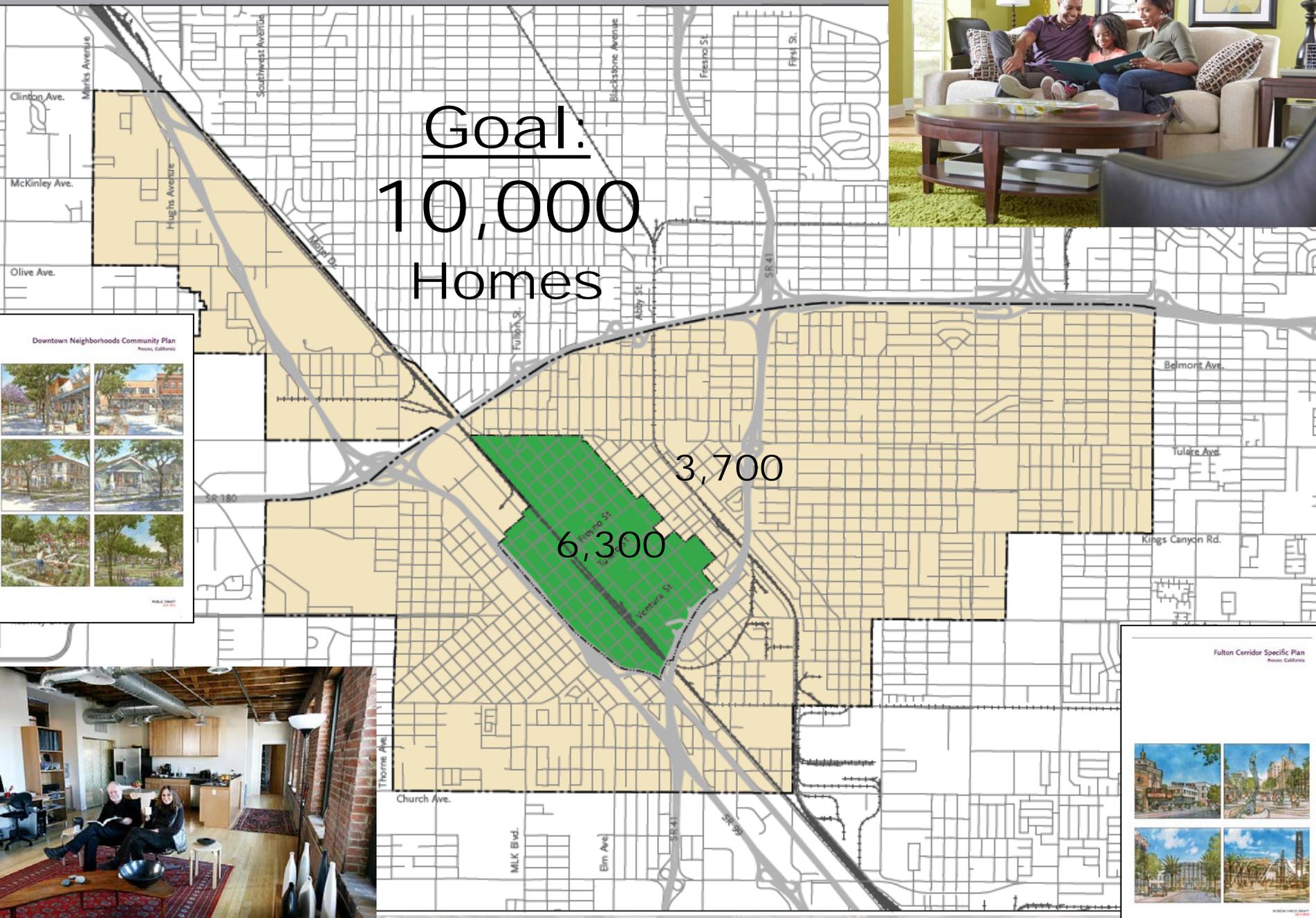
Fresno, California



FIGURE 2- COMMUNITY PLAN BOUNDARIES



Goal:
10,000
Homes







93 NORTH
LEFT LANE

Hardee's

Chevron

PUB
LIQUOR
STORE

COCA-COLA

WESTERN
FEDERAL

FAIRWAY

COCA-COLA

Holiday Inn

SHIP-CHEAT

CS

STOP

11

11

11

11

11

11

An aerial photograph of a busy downtown street. A white banner with red text is stretched across the middle of the road. The street is filled with cars, trucks, and a bus. On the right side, there are several signs, including a red 'Hardest's' sign, a Chevron sign, and a green highway sign for '93 NORTH LEFT LANE'. The background shows various buildings and more traffic.

Welcome to
DOWNTOWN

93 NORTH
LEFT LANE

Hardest's

Chevron

WESTERN
FEDERAL





Guinness & Fire

TRUCK ROUTE

DO NOT BLOCK INTERSECTION

Fair Oaks Av

Fair Oaks

AKES



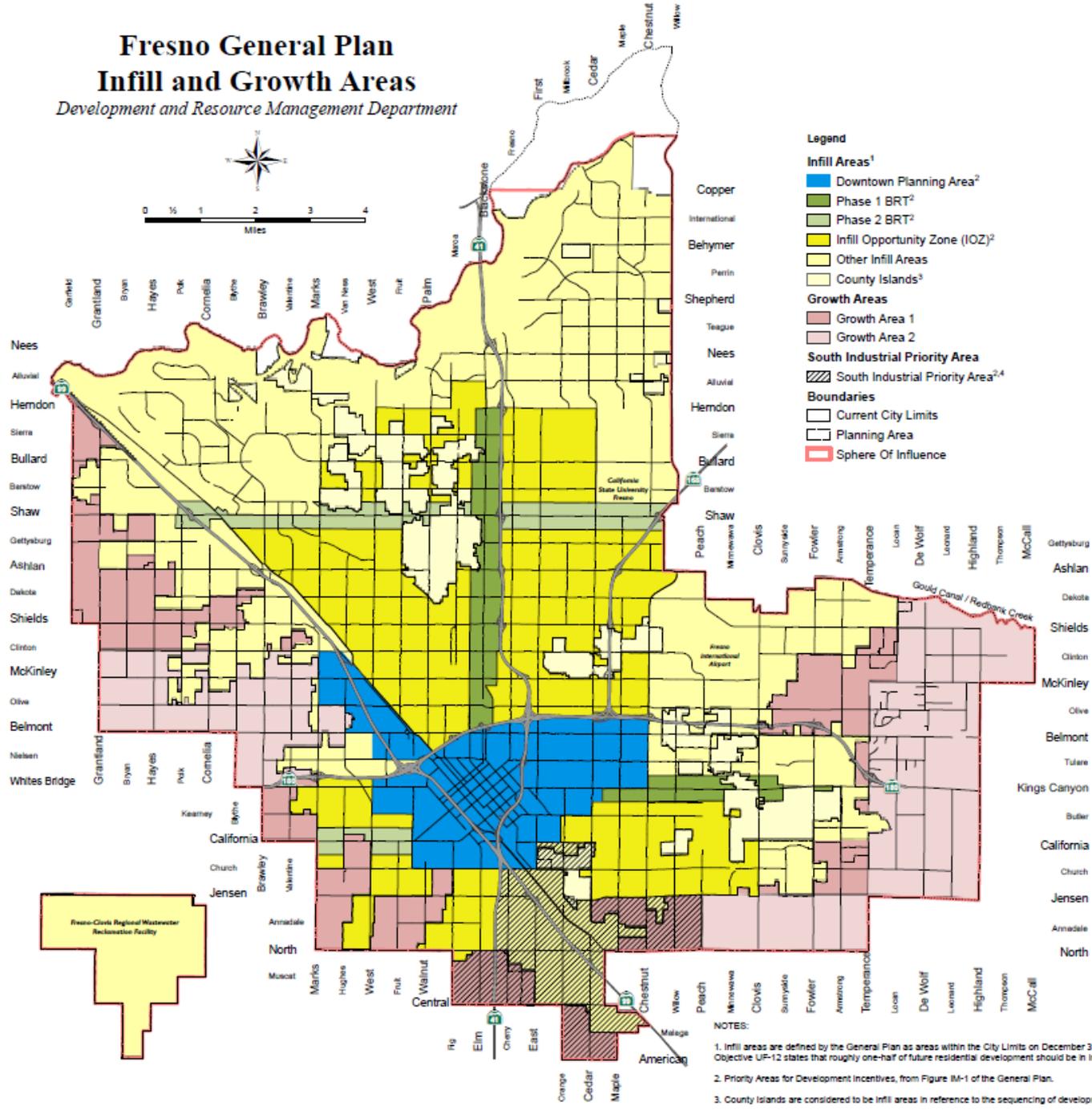




Downtown Apartments Fresno, California

Fresno General Plan Infill and Growth Areas

Development and Resource Management Department

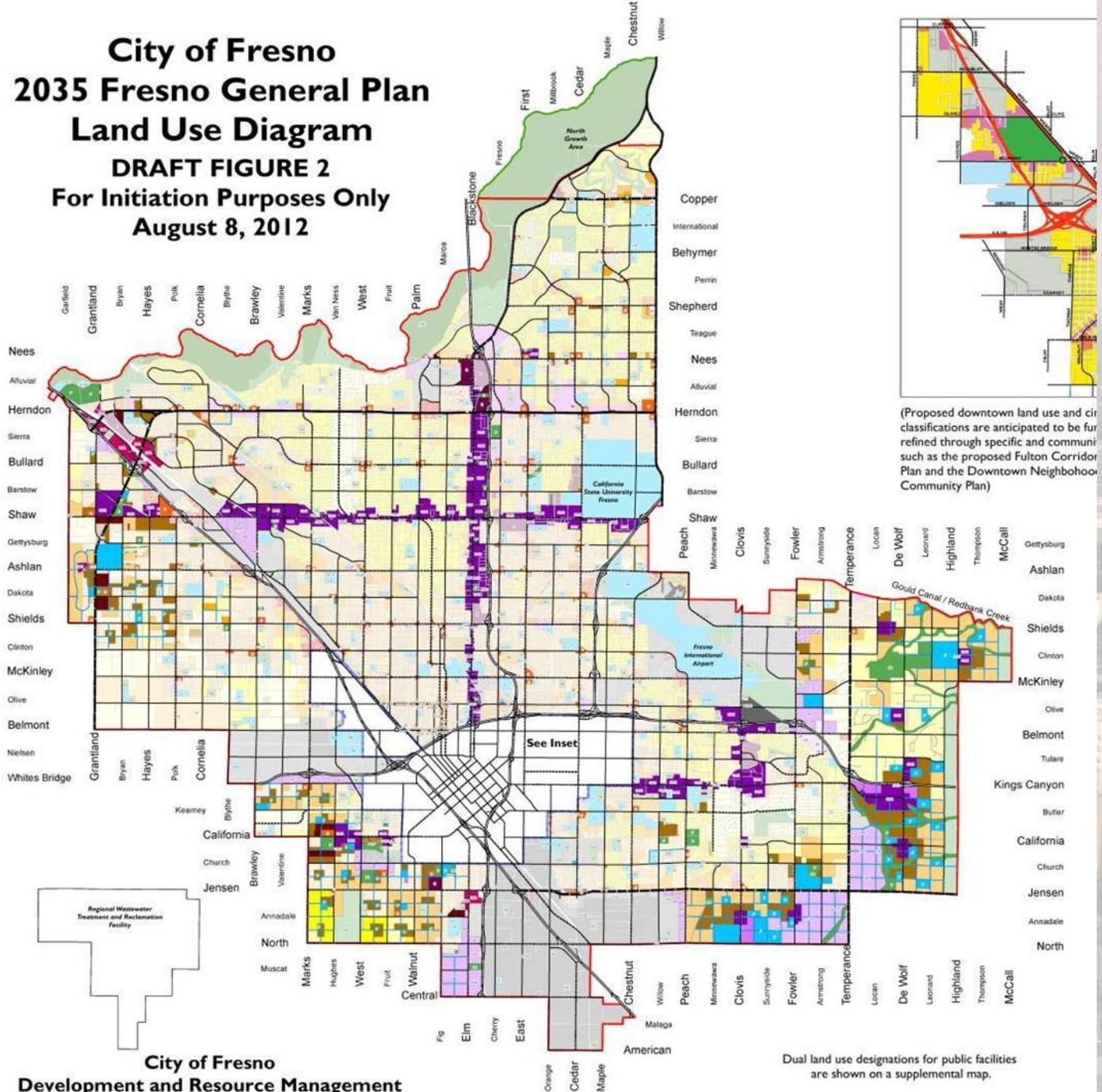


- Legend**
- Infill Areas¹**
- Downtown Planning Area²
 - Phase 1 BRT²
 - Phase 2 BRT²
 - Infill Opportunity Zone (IOZ)²
 - Other Infill Areas
 - County Islands³
- Growth Areas**
- Growth Area 1
 - Growth Area 2
- South Industrial Priority Area**
- South Industrial Priority Area^{2,4}
- Boundaries**
- Current City Limits
 - Planning Area
 - Sphere Of Influence

NOTES:

1. Infill areas are defined by the General Plan as areas within the City Limits on December 31, 2012. Objective UF-12 states that roughly one-half of future residential development should be in infill areas.
2. Priority Areas for Development Incentives, from Figure IM-1 of the General Plan.
3. County Islands are considered to be infill areas in reference to the sequencing of development.
4. The South Industrial Growth Area includes non-infill areas.

City of Fresno 2035 Fresno General Plan Land Use Diagram DRAFT FIGURE 2 For Initiation Purposes Only August 8, 2012



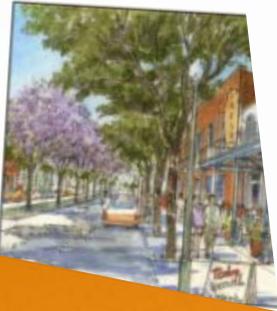
PART 5

Relationship to Other Plans



Downtown Neighborhoods Community

Fulton Corridor Specific Plan Fresno, California



TOWER DISTRICT SPECIFIC PLAN

City of Fresno
Development Department, Planning Division

Wallace Roberts & Todd
Robert Bruce Anderson
TJKM



HIGHWAY CITY NEIGHBORHOOD SPECIFIC PLAN

ADOPTED
JANUARY 10, 1998
6



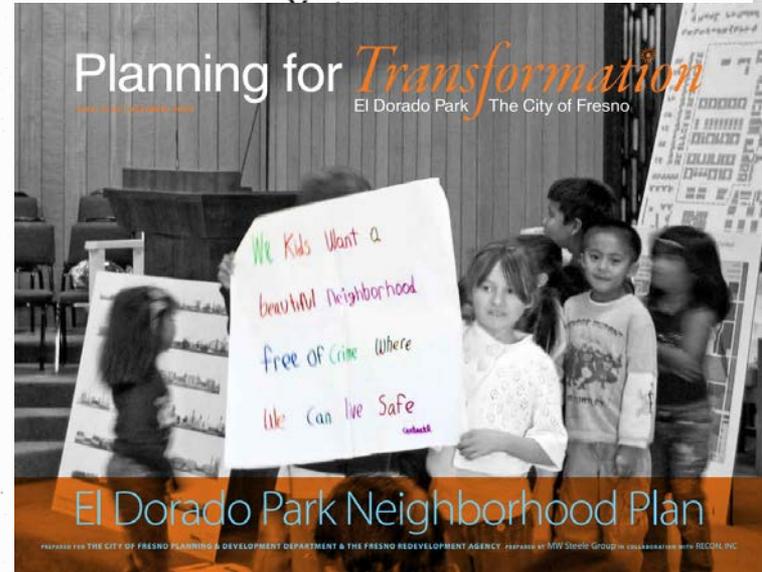
SOUTHWEST FRESNO SPECIFIC PLAN

FINAL PLAN • ADOPTED ON OCTOBER 26, 2017

CITY OF FRESNO

Planning for Transformation

El Dorado Park The City of Fresno



El Dorado Park Neighborhood Plan

PREPARED FOR THE CITY OF FRESNO PLANNING & DEVELOPMENT DEPARTMENT & THE FRESNO REDEVELOPMENT AGENCY. PREPARED BY MW Studio Group IN COLLABORATION WITH RECON, INC.

An aerial photograph of a city, likely Los Angeles, showing a baseball stadium (Dodger Stadium) in the foreground. Overlaid on the image is a diagram with three red rectangular boxes. The top box contains the text 'Development Code/Zoning Map'. A blue arrow points down from this box to a middle box containing the text 'GENERAL PLAN'. From the middle box, a blue arrow points down to a bottom box containing the text 'Specific/Community Plans'. Additionally, a blue arrow points up from the bottom box to the middle box, and another blue arrow points up from the middle box to the top box, indicating a feedback loop.

Development Code/Zoning Map

GENERAL PLAN

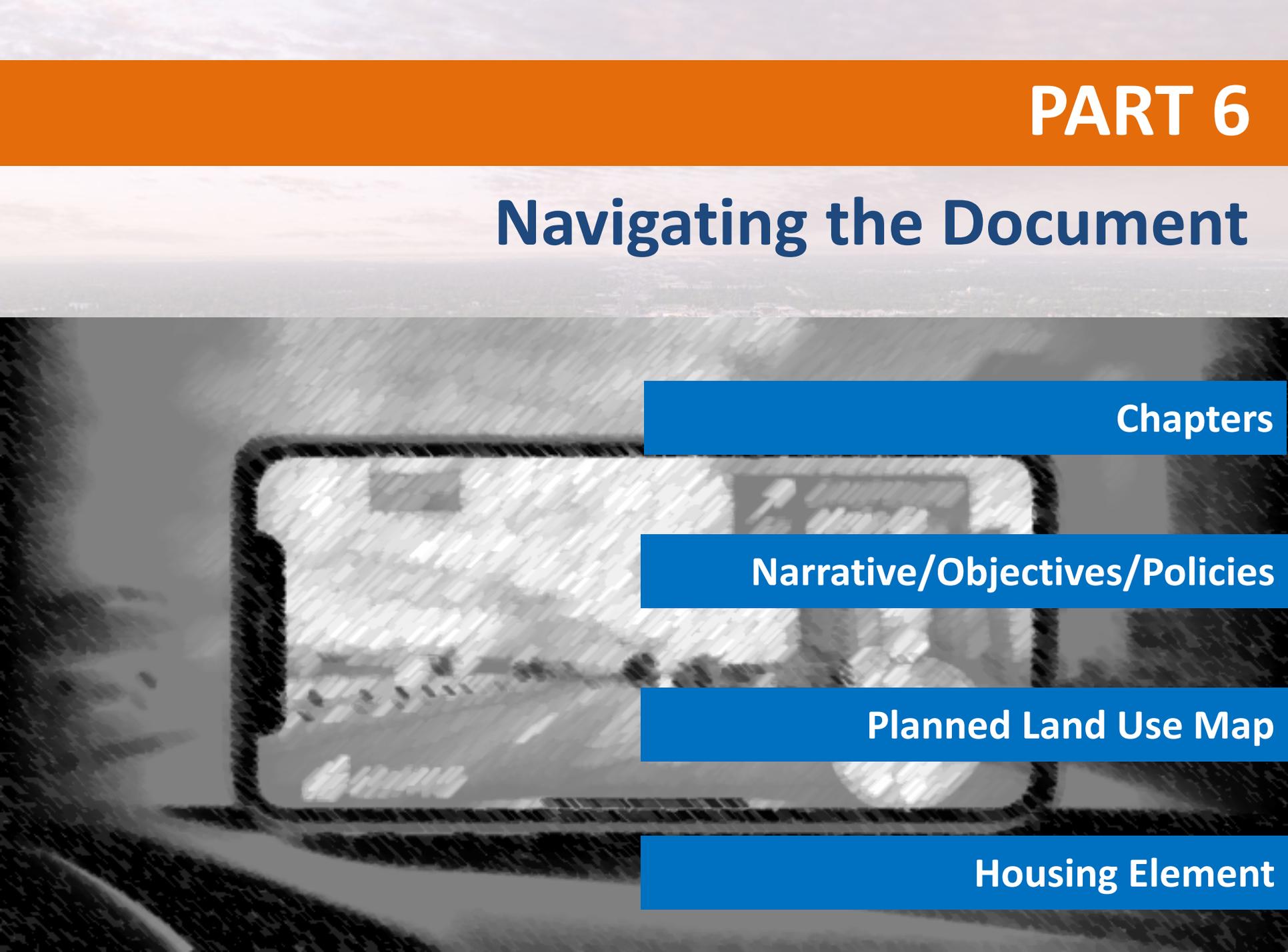
Specific/Community Plans

Navigating the Document



PART 6

Navigating the Document



Chapters

Narrative/Objectives/Policies

Planned Land Use Map

Housing Element

Long-Range Plans and the Development Code

The City of Fresno uses a variety of long-range plans to chart a successful future for Fresno. Some plans look at the entire city, while others may focus on a district or neighborhood. The Development Code (aka Zoning Ordinance) implements the land use component of these plans by regulating the development of property into houses, apartments, shopping centers, and mixed use neighborhoods as envisioned in the long range-plans.

Plans & Projects Under Review %

General Plan

Housing Element

Citywide
Development Code

Downtown Plans
and Code

Community Plans

Specific Plans

Neighborhood Plans

Master
Environmental
Impact Report

Highway 41 + North
Corridor Complete
Streets Plan

General Plan

California State Law requires every city and county to adopt a comprehensive General Plan to guide its future development. The General Plan essentially serves as a “constitution for development”—the document that serves as the foundation for all land use decisions. Every jurisdiction’s General Plan includes seven required “Elements” that are mandated by State law; local governments may adopt additional optional Elements to address local priorities and planning goals.

The Fresno General Plan was adopted on December 18, 2014. It is forward-looking, comprehensive, and long-range. It supports the community’s vision to preserve the desirable qualities that make the city of Fresno an ideal place to live, work, and play. The Plan recommends strategies to address prevalent existing conditions and trends that impede achieving and maintaining greater human, community, environmental, and economic health and prosperity. The Plan envisions Fresno as a vibrant, growing city, infused with a sense of heritage and community.

The Plan describes a balanced city with an appropriate

[DARM Home](#)

[Submit, Review or Search for an Application](#)

[Building & Safety](#)

[Code Enforcement](#)

[Neighborhood Revitalization](#)

[Historic Preservation](#)

[Development Process FAQs](#)

[Long-Range Plans and the Development Code](#)

[Housing and Community Development](#)

[Parking](#)

[Planning & Development](#)

[Rental Housing](#)

[Sustainable Fresno](#)

[DARM Calendar](#)



Thank You!

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Planning and Development Department

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