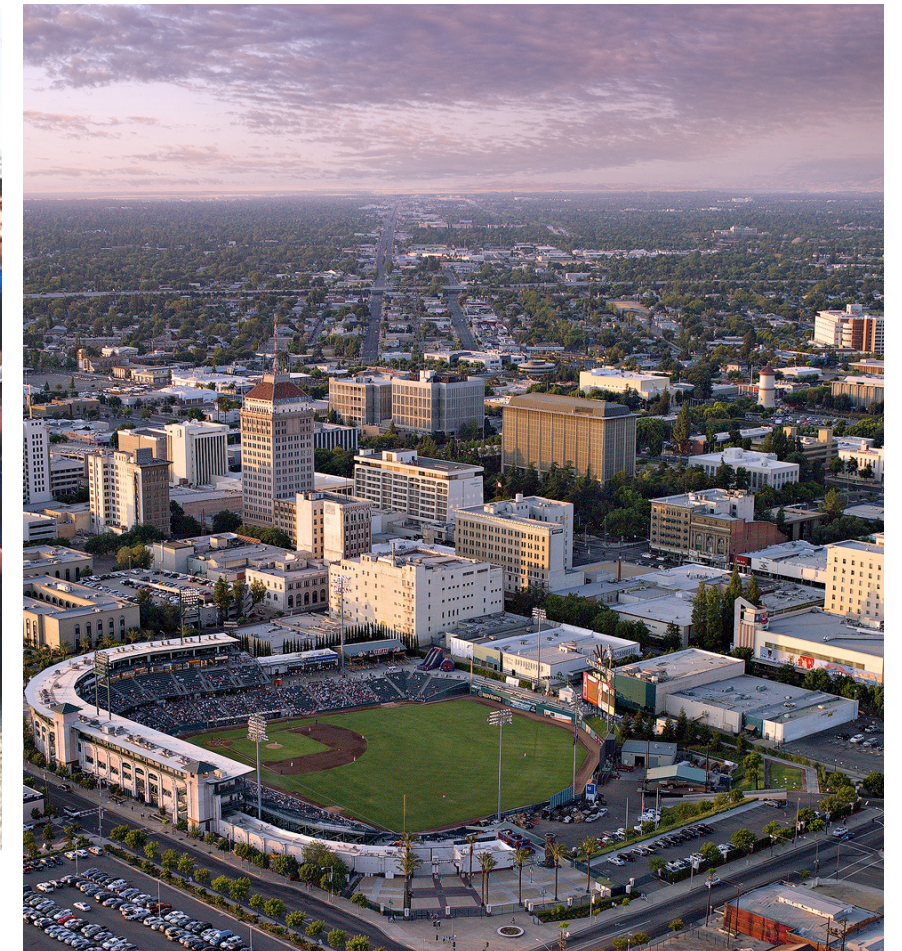


CITY OF FRESNO

GENERAL PLAN ANNUAL PROGRESS REPORT 2021



BEAUTIFY FRESNO



Planning and Development Department
Adopted May 26, 2022

2021 General Plan Annual Progress Report

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General Plan Annual Progress Report

Planning and Development Department

MAY 26, 2022



State Requirements

- The State of California Office of Planning and Research (OPR) has General Plan Guidelines that all jurisdictions must follow
- All jurisdictions are required to provide OPR with a General Plan Annual Progress Report each year, per Government Code Sections 65400 and 65700

The General Plan

12 Chapters

17 Goals

72 Objectives

569 Policies

1 Housing Element

Accomplishments:

- Several **plans in progress**: Kings Canyon Corridor Transit Oriented Development Connectivity Study, West Area Neighborhoods Specific Plan, Central Southeast Specific Plan, Tower District Specific Plan Update; South Central Specific Plan, Southeast Development Area Specific Plan
- **Mixed Use Text Amendment** underway, the Text Amendment will increase zoning density for the five Mixed Use Zone Districts that would allow higher intensity mixed-use development along high-quality transit corridors
- **Beautify Fresno** hosted several cleanup and beautification events throughout Fresno with partners across the community to provide weed, litter, and graffiti abatement, and support community-driven clean-up activities

Accomplishments:

- The **Economic Development Department** worked with the SJMA to create a "**Fresno Made**" **campaign** for our manufacturing companies in Fresno
- Through a partnership with the Fresno Metro Black Chamber of Commerce, funding resources were established for start-ups and small businesses in need of micro-funding through **the KIVA Loan Fund** Economic Development Department with Workforce Connection and Economic Development Corporation to offer workshops on resume writing and interview skills
- The Economic Development Department initiated a **skills gap survey** of Career Technology Education providers and other stakeholders to determine what gaps may exist in the job training being offered and the needs of the business community
- The Economic Development Department facilitated a neighborhood **job fair in southwest Fresno at the Mary Ella Brown Community Center**. The job fair was focused on jobs available at nearby businesses and outreach was done to area residents
- Citywide **Fiscal Impact Study** underway

Accomplishments:

- Staff Coordinated with the **High Speed Rail** Authority on station area planning to maximize transit connections at the future HSR station
- Staff participated in several **local and regional plans** and projects:
 - Fresno COG's 2022 Draft Regional Transportation Plan
 - Fresno COG's Fresno County Regional Trails Plans
 - Fresno COG's Reverse Triangle Transportation Plan
 - Fresno COG's Draft Regional Transportation Plan/Sustainability Community Strategy
 - Caltrans South Fresno Corridor Project on SR99
 - SR99 Rehabilitation from El Dorado Street to Clinton Avenue Project
- FAX Implemented **new bus routes**, extended existing bus routes, and participated in SB743 work.

Accomplishments:

- **FAX ridership incentives:**
 - Tested pilot Free Fares program for six months;
 - Reduced regular base fare and reduced fares;
 - Implemented free transit for veterans, military, and children under 12;
 - Partnered with Fresno State University for subsidizing free fares for students;
- Phase 1 (Bullard extension) was complete and Phases 2 (grade separations) and 4a (Southern extension) were underway for **Veterans Boulevard** which will connect West Fresno to the east side of SR99
- City applied for and was awarded funding for **BNSF Blackstone McKinley Grade Separation Project** the Project will support the City's Southern Blackstone Smart Mobility Plan and will be compatible and build on the "Better Blackstone" initiative
- The City developed the **Residential Speed Hump Policy**

Accomplishments:

- Applied for and awarded approximately **\$12,700,000 in Congestion Mitigation and Air Quality Improvement and Surface Transportation Block Grant funds** to maintain roadways and implement projects
- **Bike Lanes** were Installed:
 - 1.5 miles of Class II bikes lanes
 - 6 miles of buffered Class II bike lanes
 - 1.5 miles of Class IV bicycle facilities
 - 1.11 miles of Class I trail facilities
- The **BPAC produced PSA safety videos** on subjects such as sharrows, HAWKS, and Class IV bicycle facilities. Production of a PSA video for pedestrian scrambles was initiated with finalization in Spring 2022.

Accomplishments:

- Staff partnered with Caltrans, Fresno COG and FCTA to seek BUILD and INFRA funding to implement **improvements at the SR 99 North and American Avenues interchanges.**
- Staff partnered with the SJVAPCD and AB617 group to continue the preparation of a **truck reroute study**
- Airports Department developed a new **Parking Structure** and designed a **Terminal Expansion** at FAT

Accomplishments:

- The San Joaquin River Conservancy Board authorized bond funds to the City of Fresno to begin and complete final engineering designs and secure permits for the **River West Fresno Eaton Trail Extension**.
- Staff participated as technical advisors to the Building Healthy Communities **Western Reaches Access Activation Plan** for Camp Pashayan along the San Joaquin River Parkway
- **Trail Network Wayfinding, Promotion, and Connectivity Plan** drafted, and Public Review Draft released in February 2022

Accomplishments:

- The **Police Department** collaborated with Commission on Police Reform and implementation of **72 recommended reforms**
- The Police Department developed **community groups** at the District level, the Chief's Youth Advisory Committee, and the Chief's Advisory Group
- The Police Department participates in the **Homeless Assistance and Response Team (HART)** with **mental health clinicians** to provide resources for our homeless population.
- **Southeast Police station** opened
- The Police Department participated in:
 - Police Athletics League
 - The Resilience Center NPO (Trauma Informed Services)
 - Barrios Unidos
 - Boys and Men of Color
 - School District RISE (mentoring program in Elementary Schools)
 - Mentoring programs in High Schools
 - Community Conversations (Mental Health Collaborative),
 - Bringing Broken Neighborhoods Back to Life,

Accomplishments:

- **Greenhouse Gas Reduction Plan** Update adopted
- **Vehicle Miles Traveled Mitigation Program** initiated
- 87 public **electric vehicle charging stations** at 12 locations installed
- 2020 **Urban Water Management Plan** adopted

**2021 General Plan Annual Progress Report
Additional highlights to mention verbally
at City Council Adoption Hearing
May 26, 2021**

The Midtown Trail, segments in various stages from design to construction

High Speed Rail station area planning continued

Southwest Airlines and Aha! Airlines began service out of the Fresno Yosemite International Airport

Trail in Southwest Fresno is being designed and engineered

Adopted ADA Transition Plan, which evaluates and sets schedule to improve path of travel to transit stops

Veterans Blvd continued to progress with Bullard extension completed and grade separations and southern extension underway

The California Complete Streets Project (California between Fruit and Mayor) was awarded funding

The Fresno Clean and Safe Neighborhood Parks Transactions and Use Tax (Measure P) became effective in July 2021 and will allocate a 0.375% transactions and use tax to improve and maintain parks and park facilities, create new parks and trails, and fund recreation, community, and arts programs.

The Parks, Recreation, and Arts Commission was established to create an avenue for public input and advise the City on items related to Measure P.

After receiving public input, the City Council adopted a new definition of highest-need neighborhoods as it pertains to the Fresno Clean and Safe Neighborhoods Parks Transactions and Use Tax and includes weighted index incorporating equity factors.

PARCS Department reorganized to better align the reporting, roles, and responsibilities to the City's needs—creating 5 geographic operating areas, 3 program areas, and customer service and operational maintenance teams.

After a suspension of the 2020 season due to COVID 19, PARCS resumed aquatics programming in 2021. In total, over 15,750 patrons participated in community recreation swim opportunities, and 468 children took part in swim lessons.

PARCS launched the pilot Park Attendant program to provide customer service and custodial support at 10 heavily used parks.

Love-A-Park Program created to provide a way for the public, organization, business or school to take part in the beautification and appearance of parks.

Junior College campus envisioned in the Southwest Fresno Specific Plan (2017) is under construction.

New 5-acre park at Milburn & Dakota in West Fresno was designed and received entitlement approvals.

PARCS department launched a Summer Youth Jobs initiative placing 65 youth ages 16-24 with PARCS programs for up to 160 hours during summer 2021, including a 5-week job skills training course; approximately 50% were retained as temporary staff following the end of the program.

PARCS department employed over 130 youth during fiscal year 2021 through Youth Jobs, Aquatics, and other programs.

Fire Station 18 in West Fresno is under construction.

42 new firefighter positions added, new 2-person squads improve response to medical emergencies, and firefighters on duty has increased from 81 to 95 per day.

City continues to move forward on a new Regional Fire Training Center after receiving a State funded grant for \$25 million.

North Avenue Sewer Trunk Line completed

New central plant and rehabilitation of 2 digestors at the Regional Wastewater Reclamation Facility

West Area Neighborhoods Specific Plan (WANSP), Southeast Development Area Specific Plan (SEDA), and South Central Specific Plan (SCSP) all have infrastructure studies underway. WANSP and SEDA also have Infrastructure Financing Studies underway.

Northeast Surface Water Treatment Plant expanded CO2 injection system, completed other improvements, and entered into a contract for a 4.5 MG Storage Tank.

City of Fresno Nitrate Initial Assessment completed and informed the Early Action Plan approved by the Central Valley Regional Water Quality Control Board.

Awarded USBR Grant to facilitate recycled water connections of Fulton Street, Fink White Park, and City Hall to recently completed recycled water main through Downtown Fresno.

Citywide energy efficiency and renewable energy and storage projects have been approved and implemented Citywide to include LED transition, Controls, HVAC, Transformers and solar and battery storage.

City installed over 87 Public Electric Vehicle Chargers Citywide.

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|---|----------------|--|---|--|
| Chapter | Policy | Policy Title | Policy Description | 2021 report |
| 2 Economic Development | Objective ED-1 | | Support economic development by maintaining a strong working relationship with the business community and improving the business climate for current and future businesses. | The City's Econ Development Team maintains a strong and steady relationship with our business community through consistent outreach through newsletters, social media, community events, workshops and 1:1 meetings. |
| 2 Economic Development | ED-1-a | Economic Development Strategy | Ensure the City of Fresno has appropriate resources in place to implement its economic development strategy and work in close coordination with other public agencies, private entities, the nonprofit-sector, and multicultural communities to coordinate of economic development efforts on a region-wide basis. | Our Econ Development Team has appropriate resources in place and works closely with other public, private and other agencies including: the EDA, SBA, Governor's Office of Business and Economic Development (GoBIZ), Economic Development Corporation (EDC), Workforce Development Board (WDB), Fresno Area Hispanic Foundation, Central California Hispanic Chamber of Commerce, the Fresno Metro Black Chamber of Commerce, Asian Business Resource Center, Fresno Center for New Americans, Access Plus Capital, Cen Cal Business Finance Group, Small Business Development Centers, National League of Cities, Street Vendor Assoc., Downton Fresno Partnership, Hidden Wealth, San Joaquin Valley Manufacturing Alliance, Team CA, Beautify Fresno, and our local departments including our Office of Community Affairs. |
| 2 Economic Development | ED-1-b | Monitor Trends | Conduct bi-annual monitoring of economic trends in the economic base to identify emerging industries, new market opportunities, and the performance and mix of businesses in the city to allow the City to be proactive and adjust to market changes. | Staff monitors trends in State Sales Tax and local Business Tax Certificates. FCEDC monitors economic trends to identify emerging industries, new opportunities on behalf the COF. |
| 2 Economic Development | ED-1-c | Buy Local | Promote, educate, and market the benefits of a "Buy Local" campaign. Explore a "Buy Local" requirement for Public Works and other City purchasing decisions. | Econ Development Team worked with the SJMA to created a "Fresno Made" campaign for our manufacturing companies in Fresno. Fresno Made is also used to market small businesses. |
| 2 Economic Development | ED-1-d | Strategic Land Regulation | Explore increasing the amount of land properly zoned, consistent with the General Plan, and ready to be expeditiously developed, redeveloped, and/or revitalized for economic development and job creation purposes. Establish a priority infill development program for sites and districts. | Administration established downtown, Blackstone/ Kings Canyon corridors, and West Fresno as priority infill development areas. development as a priority. FY 2021 Council approved a Fee Waiver Program for Certian Residential Infill projects. |
| 2 Economic Development | ED-1-e | Ready-to-Go Sites | Establish a list of "ready-to-go" or "shovel-ready" sites in consultation with property owners, and provide the list to interested developers and businesses seeking sites in the city. | Shovel Ready sites were established for West Fresno, downtown, Blackstone, and Kings Canyon corridors |
| 2 Economic Development | ED-1-f | Economic Base Profile | 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. | |
| 2 Economic Development | ED-1-g | Economic Development Communication Plan | Ensure the City of Fresno develops and executes a strategic communications plan for economic development that targets the city's existing businesses for expansion, as well as businesses with the potential to open new facilities in Fresno. The plan should include the development of all tools needed to most effectively support economic development and positively brand the Fresno Region. | |
| 2 Economic Development | ED-1-h | Regional Coordination | Work with regional economic development organizations and surrounding cities on job creation programs of mutual interest. | The Economic Development Team works with our Fresno County EDC and Workforce Development Board to both promote the City of Fresno to businesses looking to move/expand and also with employment training providers on providing training for the jobs that are in demand in Fresno. |
| 2 Economic Development | ED-1-i | Economic Progress Report | Submit an economic development progress report to the City Council, as part of the annual General Plan Report. | The Economic Development Team worked with the City Manager on the development of a quarterly progress report for the City Council. The Economic Development Team anticipates reports to start in 2022. |

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| 2 Economic Development | ED-1-j | Permit Streamlining and Incentives | Continue implementation of the BFF initiative endorsed by the City Council, including needed technology upgrades. Monitor the BFF initiative and make modifications as needed. Monitor effectiveness of the impact fee waiver for industrial development, Enhanced Economic Development Rate, and other incentives and advocate for their extension if proven to be successful. Continue to identify any additional incentives for projects that are consistent with City plans and policies; that encourage increased business development, business expansion, utilization of existing vacant industrial and commercial buildings; and that increase job creation. | The Economic Development Team and Public Works Department monitor impact fee waivers received, and soon to monitor economic impacts. Working to implement Accela processes for all intake of plans, permits and payments. Street work permits, traffic control plans, and land section plans (maps, street plans, lot line adjustments, PM) are currently being worked on with implementation of street work plans in the spring 2022. Staff continues to observe the BFF timelines. |
| 2 Economic Development | Objective ED-2 | | Support local business start-ups and encourage innovation by improving access to resources and capital and help overcome obstacles hampering economic development. | Through a partnership with the Fresno Metro Black Chamber of Commerce, the City of Fresno provides a funding resource for start up and small businesses in need of micro-funding through the KIVA Loan Fund. Our staff also partners with local maker spaces, such as the Pi Shop, to offer resources for local innovators to develop new products and ideas. We also partner with FAHF, and Access Plus Capital to provide financial resources and technical assistance to our entrepreneurs |
| 2 Economic Development | ED-2-a | Technical and Financial Support | Support efforts that provide technical and financial assistance for start-up businesses. | The KIVA Loan Fund Program (mentioned in Objective ED-2 above) is a fantastic resource for financing for small and start up businesses. FAHF, and Access Plus Capital also provide funding for our entrepreneurs |
| 2 Economic Development | ED-2-b | Revolving Loan Program and Other Partnerships for Initial Capital | Seek private sector or grant support for existing revolving loan programs and other types of micro-lending and start-up capital for Fresno-based businesses needing temporary financial assistance. | As mentioned above, the KIVA Loan Fund offers a resource for small/start-up businesses. The City of Fresno also works with Cen Cal Business Finance Group who administered our two Revolving Loan Funds (which offers loans of up to \$100,000 to businesses who are unable to get traditional financing) as well as loans available through local lenders such as Access Plus Capital, the Fresno Area Hispanic Foundation and Valley Small Business Development Corporation |
| 2 Economic Development | Objective ED-3 | | Attract and recruit businesses and offer incentives for economic development. | We work with outside agencies, as well as other City Depts to offer a myriad of incentives to help attract and recruit businesses to Fresno. These include: iDIFER, PGE Economic Development Rate, New Employment Opportunities Program, Economic Expansion Act incentives as well as State and Federal programs such as the California Competes Program, Empowerment Zone, HUBZone and Foreign Trade Zone along with others depending on the needs and type of company. We also worked on a Technology Attractions campaign in the Bay Area designed to showcase what the City of Fresno has to offer in an effort to attract and offer another option to businesses who may be looking at moving out of California. This campaign is expected to continue in 2022. |
| 2 Economic Development | ED-3-a | Business Expansion and Attraction Program | Create, adopt, and implement programs to expand existing businesses and attract new businesses. | The Economic Development Team works with current businesses looking to expand and new businesses interested in moving to Fresno (as outlined in Objective ED-3 above). |
| 2 Economic Development | ED-3-b | Marketing to Desired Businesses and Industries | Expand the City's marketing efforts, focusing on desired industries and businesses. | The Economic Development Team worked on a Technology Attractions Campaign in the Bay Area designed to showcase what Fresno has to offer in an effort to attract high priority sectors to Fresno including: Pharmaceutical, entertainment media, social media, precision manufacturing and venture capital. We expect to continue this work in 2022. |
| 2 Economic Development | ED-3-c | Targeted Incentives Program | Create a list of incentives as part of a package to approach targeted industries and businesses about relocating to Fresno. | As outlined in objective ED-3-b, the ED Team worked on a Technology Attractions Campaign. As part of that campaign, the Team has taken a look at incentives offered by the City of Fresno in comparison to incentives offered by other Cities and regions. |

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| Chapter | Policy | Policy Title | Policy Description | 2021 report |
| 2 Economic Development | ED-3-d | Strategic Catalysts | Undertake strategic initiatives to attract new retail and commercial development in key locations: Promote catalyst projects at key locations to stimulate private investment and revitalize existing neighborhoods in need of such projects; Encourage quality retail and restaurant uses to locate near existing successes and in neighborhoods deficient in such uses; and Build on synergies that could occur between complementary businesses. | The Economic Development Team regularly attends events hosted by the International Council of Shopping Centers (ICSC) to promote Fresno to retail and commercial developers. Our community partner Fresno County EDC also assists with attending events to market our city. alsoThese efforts will be ongoing in 2022 and beyond. |
| 2 Economic Development | ED-3-e | Competitive Utility Costs | Strive to achieve and maintain price structures in Fresno for electricity, fuels, water, wastewater treatment and drainage that are competitive with other regions. Promote the Enhanced Economic Development Rate. | The Economic Development Team works with PG&E to promote the Economic Development Rate (EDR) and other programs to current and future businesses in Fresno. |
| 2 Economic Development | ED-3-f | Strategic Infrastructure | Strive to provide necessary major street infrastructure and utility capacities for properly zoned land, consistent with the General Plan, so this land can be efficiently and effectively developed in a timely manner. Ensure the City's public works, public utilities, and transit capital improvement plans are aligned to support the economic development objectives in the General Plan. | Econ Development Team works closely with inter-departments to ensure capital improvements plans align and support economic development objectives. DPW: Policies are incorporated into standard procedures for staff |
| 2 Economic Development | Objective ED-4 | | Cultivate a skilled, educated, and well-trained workforce by increasing educational attainment and the relevant job skill levels in order to appeal to local and non-local businesses. | COF Economic Development Team works with Workforce Connection and Economic Development Corporation to offer workshops on resume writing and interview skills. Transformative Climate Communities (TCC) funded training for the Gladiator Welding Program in SW Fresno to meet the demand for skilled welders in the Fresno area. Fresno EDC also assisted in the development of truck driving and other workforce training opportunities. |
| 2 Economic Development | ED-4-a | Industry-Education Partnerships | Facilitate partnerships between area businesses and training and education partners. Support the continuation of the Fresno Regional Workforce Investment Board's bi-annual employment study to provide accurate information to the training community about job trends. Support expansion of Career Technical Education in area schools. Promote adult education for residents who require basic education and training. | Started a skills gap survey of CTE providers and other stakeholders to determine what gaps may exist in the job training being offered and the needs of the business community. TCC funding for Gladiator Welding Program to meet the demand for skilled welders for Fresno businesses. |
| 2 Economic Development | ED-4-b | Connect Residents to Jobs | Pilot a "Jobs in Your Neighborhood" initiative to ensure residents are aware of job opportunities in their immediate neighborhood. | Facilitated a neighborhood job fair in southwest Fresno at the Mary Ella Brown Community Center. Job fair was focused on jobs available at nearby businesses and outreach was done to area residents through the community center, neighborhood schools and a local church facility as well as through social media and other channels. Also facilitated 2 virtual job fair events (Spring and Summer) |
| 2 Economic Development | ED-4-c | Job Training Program Incentives | Strive to create a program to provide incentives for local businesses to offer internship, mentoring, and apprenticeship programs to high school and college students in partnership with California State University, Fresno and other educational institutions and major employers. | Economic Development Team markets apprentorship programs provided by FUSD, SCCC, FCEDC. City of Fresno's Personnel also partners with the Maddy Institute, Fresno State, FUSD, and EOC to provide employmnet training, and internship opportunities |
| 2 Economic Development | ED-4-d | Employment Development Conference | Employment Development Conference. Participate in an employment development conference every two years to discuss employment training needs, collaboration opportunities, internship and apprenticeship opportunities, job and labor trends, and the educational performance of local schools, to come up with a list actions and strategies. | Economic Development Team will collaborate with Workforce Development to hold such event. |
| 2 Economic Development | ED-4-e | Access to Education and Training | Improve access to education and skills training by locating housing and employment opportunities near academic and vocational training facilities and programs. | The City is conscientious about locating housing near employment, academic, and vocational training facilities. |
| 2 Economic Development | ED-4-f | Private-Public Partnerships | Support the use of private-public partnerships that bring together academic programs and employers through internships, mentoring, and outreach initiatives. | Various City departments collaborate with community partners to create and support academic programs,and employers through internships, mentoring.(FUSD, SCCC, FSU, Pacific Univeristy, and technical colleges, and training institutions |

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| Chapter | Policy | Policy Title | Policy Description | 2021 report |
| 2 Economic Development | Objective ED-5 | | Achieve fiscal sustainability. | |
| 2 Economic Development | ED-5-a | Standards and Service Districts | Establish levels of service and development standards for necessary public infrastructure to be built and maintained with funding through capital improvement and maintenance districts. | |
| 2 Economic Development | ED-5-b | Fair and Proportional Payments | Require new residential and commercial development that requires annexation to the City to pay its fair and proportional share of needed community improvements through impact fees, assessment districts, and other mechanisms. Approve new residential and commercial development projects that require annexation to the City only after making findings that all of the following conditions are met: | Policies are incorporated into standard procedures for staff |
| 2 Economic Development | ED-5-c | Properly Set Fees for Fee-Based Services | Ensure City services are being delivered as efficiently as possible. Eliminate duplicative efforts and streamline the development review process. Then, adopt fee structures that cover full City costs for fee-based services (e.g. staffing, legal services, noticing, and others). Identify services for which fees will be adopted and the percentage of such service costs that should be covered by the fee. | Policies are incorporated into standard procedures for staff |
| 2 Economic Development | ED-5-d | Periodic Fee Studies | Periodically conduct comprehensive fee studies to determine whether development impact fees fully account for the recovery of costs, consistent with applicable law. | The City hired a consultant to do a citywide Fiscal Impact Study, project kick-off meeting held in June, department and stakeholder interviews happened in the Fall, and began draft study. Consultants hired and work began on Major Streets Nexus Study. |
| 2 Economic Development | ED-5-e | Fiscal Impact Analyses | Require fiscal impact analyses for development proposals requiring a General Plan amendment or annexation to assess citywide impacts and to identify any burden such projects might create for the City, any school districts, special districts, and other public agencies within the City's Sphere of Influence. | The City hired a consultant to do a citywide Fiscal Impact Study, project kick-off meeting held in June, department and stakeholder interviews happened in the Fall, and began draft study. Consultants hired and work began on Major Streets Nexus Study. |
| 2 Economic Development | ED-5-f | Fiscal Management | Continue to implement responsible financial management practices. | Policies are incorporated into standard procedures for staff |
| 2 Economic Development | ED-5-g | Budget for Maintenance | Balance ongoing operating costs, paying off internal debt, and building reserves with the need to plan and pay for regular, basic maintenance and replacement of equipment and property. | Policies are incorporated into standard procedures for staff |
| 2 Economic Development | ED-5-h | Fund Shortage Notification | Pursuant to the Fiscal Sustainability Policy, continue to provide decision-makers timely notification of cash insufficiency and actions needed to ensure fiscal sustainability. | Policies are incorporated into standard procedures for staff |
| 2 Economic Development | ED-5-i | Explore the use of CFDs to Offset Costs | Explore opportunities for establishing Community Facility Districts as an ongoing revenue source for maintenance and operations of various City facilities and services. | Policies are incorporated into standard procedures for staff |

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| Chapter | Policy | Policy Title | Policy Description | 2021 report |
| 3 Urban Form, Land Use, and Design | Objective UF-1 | | Emphasize the opportunity for a diversity of districts, neighborhoods, and housing types. | |
| 3 Urban Form, Land Use, and Design | UF-1-a | Diverse Neighborhoods | Support development projects that provide Fresno with a diversity of urban and suburban neighborhood opportunities. | Fancher Creek development community is a diverse with mix of residential, commercial, industrial, and public facilities, with trails. Copper River development community is a diverse with mix of residential, commercial, golf course, and trails. The Link is a mixed use project along a major transit-oriented corridor (Blackstone Avenue) in the core of Fresno. Southeast Development Area Specific Plan is underway and is a massive planning area on the fringe of Fresno's current city limits and includes a mix of residential types, commercial, business park, office, parks, trails, schools and activity centers |
| 3 Urban Form, Land Use, and Design | UF-1-b | Revitalized Downtown Planning Area | Support adoption of community plans or Specific Plans, Downtown Development Code, programs, and streamlined regulations to support a revitalized Downtown Planning Area as the Primary Activity Center for Fresno and the surrounding region. | |
| 3 Urban Form, Land Use, and Design | UF-1-c | Identifiable City Structure | Focus integrated and ongoing planning efforts to achieve an identifiable city structure, comprised of a concentration of buildings, people, and pedestrian-oriented activity in Downtown; along a small number of transit-oriented, mixed-use corridors and strategically located Activity Centers; and in existing and new neighborhoods augmented with parks and connected by multi-purpose trails and tree lined bike lanes and streets. | City plans in progress include the Kings Canyon Corridor Transit Oriented Development Connectivity Study began in 2021. West Area Neighborhoods Specific Plan was released for public comment in 2021. Central Southeast Specific Plan released public review draft in 2021. |
| 3 Urban Form, Land Use, and Design | UF-1-d | Range of Housing Types | Provide for diversity and variation of building types, densities, and scales of development in order to reinforce the identity of individual neighborhoods, foster a variety of market-based options for living and working to suit a large range of income levels, and further affordable housing opportunities throughout the city. | |
| 3 Urban Form, Land Use, and Design | UF-1-e | Unique Neighborhoods | Promote and protect unique neighborhoods and mixed use areas throughout Fresno that respect and support various ethnic, cultural and historic enclaves; provide a range of housing options, including furthering affordable housing opportunities; and convey a unique character and lifestyle attractive to Fresnans. Support unique areas through more specific planning processes that directly engage community members in creative and innovative design efforts. | In 2021, the City allocated fundig to complete an update to the Tower District Specifc Plan and a scope of work was completed. The Link mixed-use (affordable housing and commercial/office space) on Blackstone Ave. The Monarch in Chinatown is a mixed use (residential and commercial) building under construction in historic Chinatown. |
| 3 Urban Form, Land Use, and Design | UF-1-f | Complete Neighborhoods, Densities, and Development Standards | Use Complete Neighborhood design concepts and development standards to achieve the development of Complete Neighborhoods and the residential density targets of the General Plan. | |
| 3 Urban Form, Land Use, and Design | Objective UF-2 | | Enhance the unique sense of character and identity of the different subareas of the Downtown neighborhoods. | |
| 3 Urban Form, Land Use, and Design | Objective UF-3 | | Revitalize the Downtown to be the economic and cultural heart of Fresno and the region. | |
| 3 Urban Form, Land Use, and Design | Objective UF-4 | | Support and encourage arts and culture in the Downtown neighborhoods. | |
| 3 Urban Form, Land Use, and Design | Objective UF-5 | | Promote a greater concentration of buildings and people in the Downtown. | |
| 3 Urban Form, Land Use, and Design | Objective UF-6 | | Support new development in the Downtown through investment in public infrastructure. | |
| 3 Urban Form, Land Use, and Design | Objective UF-7 | | Promote a diverse mix of uses in the Downtown in order to create a community with a 24 hour entertainment district. | |

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| 3 Urban Form, Land Use, and Design | Objective UF-8 | | Develop each of Downtown's neighborhoods and districts, according to its unique character. | |
| 3 Urban Form, Land Use, and Design | Objective UF-9 | | Capitalize on the High Speed Train system to help revitalize the Downtown neighborhoods. | |
| 3 Urban Form, Land Use, and Design | Objective UF-10 | | Calibrate parking according to the Downtown's parking needs and make it efficient and easy to find. | |
| 3 Urban Form, Land Use, and Design | Objective UF-11 | | Revitalize the Fulton Corridor consistent with the reconstruction project. | |
| 3 Urban Form, Land Use, and Design | Objective UF-12 | | Locate roughly one-half of future residential development in infill areas—defined as being within the City on December 31, 2012—including | |
| 3 Urban Form, Land Use, and Design | UF-12-a | BRT Corridors | Design land uses and integrate development site plans along BRT corridors, with transit-oriented development that supports transit ridership and convenient pedestrian access to bus stops and BRT station stops. | Kicked off Kings Canyon Corridor TOD Station Area Planning Study. DPW reviews and/or approves all routed site plans and street plans |
| 3 Urban Form, Land Use, and Design | UF-12-b | Activity Centers | Mixed-use designated areas along BRT and/or transit corridors are appropriate for more intensive concentrations of urban uses. Typical uses could include commercial areas; employment centers; schools; compact residential development; religious institutions; parks; and other gathering points where residents may interact, work, and obtain goods and services in the same place. | Supported the proposed Text Amendment (MUTA) to increase zoning density for the five stated zone districts in the City of Fresno that would allow higher intensity mixed-use development with high quality transit. |
| 3 Urban Form, Land Use, and Design | UF-12-c | Local-Serving Neighborhood Centers | Design Neighborhood Centers for local services and amenities that build upon the character and identity of surrounding neighborhoods and communities. | No updates |
| 3 Urban Form, Land Use, and Design | UF-12-d | Appropriate Mixed-Use | Facilitate the development of vertical and horizontal mixed-uses to blend residential, commercial, and public land uses on one or adjacent sites. Ensure land use compatibility between mixed-use districts in Activity Centers and the surrounding residential neighborhoods. | The Link mixed-use (affordable housing and commercial/office space) on Blackstone Ave. The Monarch in Chinatown is a mixed use (residential and commercial) building under construction in historic Chinatown. |
| 3 Urban Form, Land Use, and Design | UF-12-e | Access to Activity Centers | Promote adoption and implementation of standards supporting pedestrian activities and bicycle linkages from surrounding land uses and neighborhoods into Activity Centers and to transit stops. Provide for priority transit routes and facilities to serve the Activity Centers. | Developed draft FAX specific standards drawings for bus stop facilities with shelter layout plan, facilitating greater access from transit stops to Activity Centers. DPW staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities. |
| 3 Urban Form, Land Use, and Design | UF-12-f | Mixed-Use in Activity Centers | Adopt a new Development Code which includes use regulations and standards to allow for mixed-uses and shared parking facilities. | |
| 3 Urban Form, Land Use, and Design | UF-12-g | Impacts on Surrounding Uses | Establish design standards and buffering requirements for high-intensity Activity Centers to protect surrounding residential uses from increased impacts from traffic noise and vehicle emissions, visual intrusion, interruption of view and air movement, and encroachment upon solar access. | The City prepared a draft Industrial Compatibility Study with a chapter on tools that could be used to protect surrounding residential uses from impacts associated with industrial uses/centers |
| 3 Urban Form, Land Use, and Design | UF-12-h | Parking Standards for Shared Parking | Explore opportunities to provide shared parking within mixed-use designations to reduce the need to construct large parking lots or structures needed for peak use times only. | No updates |

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| 3 Urban Form, Land Use, and Design | Objective UF-13 | | Locate roughly one-half of future residential development in the Growth Areas—defined as unincorporated land as of December 31, 2012 SOI—which are to be developed with Complete Neighborhoods that include housing, services, and recreation; mixed-use centers; or along future BRT corridors. | |
| 3 Urban Form, Land Use, and Design | UF-13-a | Future Planning to Require Design Principles | Require future planning, such as Specific Plans, neighborhood plans or Concept Plans, for Development Areas and BRT Corridors designated by the General Plan to include urban design principles and standards consistent with the Urban Form, Land Use, and Design Element. | Planning efforts underway in 2021, such as the West Area Neighborhoods Specific Plan, Central Southeast Specific Plan, Southeast Development Area Specific Plan, and Kings Canyon Corridor TOD Station Area Planning Study all include design principles and standards consistent with the Urban Form, Land Use, and Design Element. |
| 3 Urban Form, Land Use, and Design | Objective UF-14 | | Create an urban form that facilitates multi-modal connectivity. | |
| 3 Urban Form, Land Use, and Design | UF-14-a | Design Guidelines for Walkability | Develop and use design guidelines and standards for a walkable and pedestrian-scaled environment with a network of streets and connections for pedestrians and bicyclists, as well as transit and autos. | Adopted ADA Transition Plan, which evaluates and sets schedule to improve path of travel to transit stops. The City regularly reviews and updates street standards and became a NACTO member in 2021. |
| 3 Urban Form, Land Use, and Design | UF-14-b | Local Street Connectivity | Design local roadways to connect throughout neighborhoods and large private developments with adjacent major roadways and pathways of existing adjacent development. Create access for pedestrians and bicycles where a local street must dead end or be designed as a cul-de-sac to adjoining uses that provide services, shopping, and connecting pathways for access to the greater community area. | Residential subdivisions built in 2021 for the most part, but not perfectly, provided vehicle and pedestrian connectivity between existing adjacent major roadways and developments including pedestrian and bicycle passageways from cul-de-sacs to public sidewalks and trails. |
| 3 Urban Form, Land Use, and Design | UF-14-c | Block Length | Create development standards that provide desired and maximum block lengths in residential, retail, and mixed-use districts in order to enhance walkability. | |
| 3 Urban Form, Land Use, and Design | Objective LU-1 | | Establish a comprehensive citywide land use planning strategy to meet economic development objectives, achieve efficient and equitable use of resources and infrastructure, and create an attractive living environment. | |
| 3 Urban Form, Land Use, and Design | LU-1-a | Promote Development within the Existing City Limits as of December 31, 2012 | Promote new development, infill, and rehabilitation of existing building stock in the Downtown Planning Area, along BRT corridors, in established neighborhoods generally south of Herndon Avenue, and on other infill sites and vacant land within the City. | Worked on AHSC grant application to promote affordable infill housing and transit improvements at Shaw/Glenn near Blackstone BRT corridor (ultimately, not submitted). Conversion of hotels in the Downtown Planning Area into housing: Econo Inn at 1828 Broadway (26 affordable units - built), Travel Inn at 1444 W White Ave (58 market rate units - built), Step up on 99 at 1240 N Crystal Ave (63 affordable housing units - entitled), and Sun Lodge at 1101 N Parkway (64 affordable units - Entitled). New multi-story mixed-use buildings in Downtown Planning Area: The Park at 829 Fulton St (67 market rate units) and The Monarch (52 affordable housing units - under construction). Along the BRT corridors: The Link at 1661 E Home Ave (88 unit affordable housing - built) and conversion of old Juvenile Hall facility into district offices (Special Ed Dept and Prevention and Intervention Dept) for Fresno USD at 1020 10th St just south of Ventura Ave. |
| 3 Urban Form, Land Use, and Design | LU-1-b | Land Use Definition and Compatibility | Include zoning districts and standards in the Development Code that provide for the General Plan land use designations and create appropriate transitions or buffers between new development with existing uses, taking into consideration the health and safety of the community. | |

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| 3 Urban Form, Land Use, and Design | LU-1-c | Provision of Public Facilities and Services | Promote orderly land use development in pace with public facilities and services needed to serve development. | |
| 3 Urban Form, Land Use, and Design | LU-1-d | Orderly Transition of Existing Uses | Implement updates to the Fresno Municipal Code to provide for the orderly transition of existing, legal non-conforming uses on the BRT Corridors | Neighborhood Industrial Overlay District text ammendment was drafted in 2021. This purpose of this ammendment is to codify the temporary preservation of certain legal nonconforming uses for parcels that are currently zoned for mixed use development. This overlay is provided to allow for the orderly and planned transition of parcels with legally nonconforming uses to mixed-use development. |
| 3 Urban Form, Land Use, and Design | LU-1-e | Annexation Requirements | Adopt implementing policies and requirements that achieve annexations to the City that conform to the General Plan Land Use Designations and open space and park system, and are revenue neutral and cover all costs for public infrastructure, public facilities, and public services on an ongoing basis consistent with the requirements of ED-5-b | |
| 3 Urban Form, Land Use, and Design | LU-1-f | Coordination with Fresno County Land Use Planning | Seek a Memorandum of Understanding (MOU) with the County of Fresno to prohibit development inconsistent with this General Plan on unincorporated land within the City's SOI. | |
| 3 Urban Form, Land Use, and Design | LU-1-g | SOI Expansion | Maintain the City's current SOI boundaries without additional expansion, except to allow for the siting of a maintenance yard for the California High Speed Train project and related industrial and employment priority areas proximate to and south of the SOI boundary between State Route 41 and State Route 99. Prohibit residential uses in the expansion area. | The City continued to maintain its SOI even under pressure from developers during the West Area Neighborhoods Specific Plan process to do otherwise. The South Central Specific Plan initially included the potential expansion of the SOI for the maintainance yard, but in 2021 the City decided to forgo doing so. |
| 3 Urban Form, Land Use, and Design | Objective LU-2 | | Plan for infill development that includes a range of housing types, building forms, and land uses to meet the needs of both current and future | |
| 3 Urban Form, Land Use, and Design | LU-2-a | Infill Development and Redevelopment | Promote development of vacant, underdeveloped, and re-developable land within the City Limits where urban services are available by considering the establishment and implementation of supportive regulations and programs. | City planning efforts in 2021 that considered the development of land within the City Limits includes the Central Southeast Specific Plan, West Area Neighborhoods Specific Plan, South Central Specific Plan, Tower District Specific Plan, and the Kings Canyon Corridor Transit Oriented Development Plan. Other efforts include the EPA funded Brownfields Citywide Assessment & Revolving Loan Fund, and LEAP Grant funded Accessory Dwelling Unit Program (includes 5 free preapproved plans) and catalyst housing site and infrastructure plans program. |
| 3 Urban Form, Land Use, and Design | LU-2-b | Infill Development for Affordable Housing | Establish a priority infill incentive program for residential infill development of existing vacant lots and underutilized sites within the City as a strategy to help to meet the affordable housing needs of the community. | |

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| 3 Urban Form, Land Use, and Design | LU-2-c | Infill Design Toolkit | Develop and distribute an infill design toolkit, consistent with the City's Infill Development Act to support and encourage infill development. | |
| 3 Urban Form, Land Use, and Design | LU-2-d | Infrastructure Upgrades | Facilitate urban infill by building and upgrading community and neighborhood public infrastructure and services to enhance public health and convenience, and improve the overall experience and quality of city living. | City worked with consultants to develop plans for redevelopment of the existing Radio Park and development of the new park at Milburn and Dakota and is set to receive almost \$15 million in grant money to build both. Implemented new bus routes, extended existing bus routes, participated in High Speed Rail station area planning. Fire Department added 3 new apparatus vehicles and 14 new firefighters. Fresno Fire Department received 16 new sworn officers. Veterans Blvd Phase 2.... Numerous street repaving, concrete repairs, street traffic improvements, and bike lane additions. |
| 3 Urban Form, Land Use, and Design | LU-2-e | Neighborhood Preservation | Incorporate standards in the Development Code to preserve the existing residential quality of established neighborhoods. | Adoption of development code text amendment related to alcohol sales including location restrictions and citywide ratio. |
| 3 Urban Form, Land Use, and Design | LU-2-f | Lot Consolidation | Include incentives in the Development Code for streamlining the consolidation of very small, oddly shaped, and difficult to develop lots to create more efficient and developable parcels. | |
| 3 Urban Form, Land Use, and Design | Objective LU-3 | | Support the successful fulfillment of plans when adopted for the Downtown Planning Area. | |
| 3 Urban Form, Land Use, and Design | LU-3-a | Downtown Planning Area Plans | Prepare and adopt community plans and Specific Plans for the revitalization and continued development of the Downtown Planning Area neighborhoods, including the Fulton Street corridor, accompanied by implementing regulations that will govern future development in the area. | |
| 3 Urban Form, Land Use, and Design | LU-3-b | Mixed-Use Urban Corridors that Connect the Downtown Planning Area | Support the development of mixed-use urban corridors that connect the Downtown Planning Area with the greater Fresno-Clovis Metropolitan Area with functional, enduring, and desirable urban qualities along the Blackstone Avenue, Shaw Avenue, California Avenue, and Ventura Avenue/Kings Canyon Road corridors, as shown on Figure LU-1: General Plan Land Use Diagram. | The Link is a mixed-use project constructed along a major transit-oriented corridor in the core of Fresno. The Kings Canyon Corridor Transit Oriented Development Plan is underway. The West Area Neighborhoods Specific Plan includes mixed-use development along Shaw Avenue. Mixed-Use text amendment is underway to remove maximum density limits and increase height allowance. |
| 3 Urban Form, Land Use, and Design | LU-3-c | Zoning for High Density on Major BRT Corridors | Encourage adoption of supportive zoning regulations for compact development along BRT corridors leading to the Downtown Core that will not diminish the long-term growth and development potential for Downtown. | |
| 3 Urban Form, Land Use, and Design | Objective LU-4 | | Enhance existing residential neighborhoods through regulations, code enforcement, and compatible infill development. | |

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| 3 Urban Form, Land Use, and Design | LU-4-a | Neighborhood Nuisance Abatement | Continue proactive and responsive code enforcement and nuisance abatement programs to improve the attractiveness of residential neighborhoods. | The Community Compliance Unit, Special Teams Unit, Waste Tire Team, Abatement Team, School Area Team, Vacant Lots Team, Rental Housing Unit, and Proactive Inspection Team continued their effective efforts in 2021. For more detail, see the Housing Element Annual Progress Report Program 20. FAX responded to FresGo litter complaints by cleaning up bus stops when needed. The Mayor established the Beautiful Fresno program and set up numerous clean up days all around Fresno to clean Fresno neighborhoods, streets and highways by partnering with local organizations, non-profits, churches and service organizations, and individuals in the community. |
| 3 Urban Form, Land Use, and Design | LU-4-b | Neighborhood Reinvestment | Promote and consider partnerships with lending institutions that provide a variety of financing alternatives and adhere to the provisions of the federal Community Reinvestment Act. | The City adopted the 2021-2022 City of Fresno Investment Policy effective July 1, 2021 which includes adherence to provisions of the federal CRA. |
| 3 Urban Form, Land Use, and Design | LU-4-c | Housing Task Force | Establish an interagency housing task force to coordinate the housing programs of the City with similar programs of other local jurisdictions and the Fresno Housing Authority to develop a coordinated affordable housing implementation plan. | In 2021, the City worked on the ONE FRESNO Fiscal Year 23-25 Housing Strategy which was daylighted to the public in April 2022. In 2021, the City received input from many community housing organizations, developers and individuals to create this affordable and market rate housing implementation plan. |
| 3 Urban Form, Land Use, and Design | Objective LU-5 | | Plan for a diverse housing stock that will support balanced urban growth, and make efficient use of resources and public facilities. | |
| 3 Urban Form, Land Use, and Design | LU-5-a | Low Density Residential Uses | Promote low density residential uses only where there are established neighborhoods with semi-rural or estate characteristics. | |
| 3 Urban Form, Land Use, and Design | LU-5-b | Medium-Low Density Residential Uses | Promote medium-low density residential uses to preserve existing uses of that nature or provide a transition between low and medium density residential areas. | During the planning process in 2021, the West Area Neighborhoods Specific Plan added planned medium low density residential land uses as a transition between low and medium density residential areas.. |
| 3 Urban Form, Land Use, and Design | LU-5-c | Medium Density Residential Uses | Promote medium density residential uses to maximize efficient use of residential property through a wide range of densities. | During the planning process in 2021, the West Area Neighborhoods Specific Plan added planned medium density residential to maximize efficient use of residential property through a wide range of densities. |
| 3 Urban Form, Land Use, and Design | LU-5-d | Medium-High Density Residential Uses | Promote medium-high density residential uses to optimize use of available or planned public facilities and services and to provide housing opportunities with convenient access to employment, shopping, services, and transportation. | During the planning process in 2021, the West Area Neighborhoods Specific Plan added planned medium high density residential along Ashlan Avenue to provide housing opportunities with convenient access to shopping. |
| 3 Urban Form, Land Use, and Design | LU-5-e | Urban Neighborhood Residential Uses | Promote urban neighborhood residential uses to support compact communities and Complete Neighborhoods that include community facilities, walkable access to parkland and commercial services, and transit stops. | |
| 3 Urban Form, Land Use, and Design | LU-5-f | High Density Residential Uses | Promote high-density residential uses to support Activity Centers and BRT Corridors, and walkable access to transit stops. | |
| 3 Urban Form, Land Use, and Design | LU-5-g | Scale and Character of New Development | Allow new development in or adjacent to established neighborhoods that is compatible in scale and character with the surrounding area by promoting a transition in scale and architectural character between new buildings and established neighborhoods, as well as integrating pedestrian circulation and vehicular routes. | |

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| 3 Urban Form, Land Use, and Design | LU-5-h | Housing Offering Amenities | Support housing that offers residents a range of amenities, including public and private open space, landscaping, and recreation facilities with direct access to commercial services, public transit, and community gathering spaces. | Implemented new bus routes, extended existing bus routes. |
| 3 Urban Form, Land Use, and Design | LU-5-i | Housing for Seniors | Facilitate the development of senior housing projects that are accessible to public transportation and services. | Implemented new bus routes, extended existing bus routes. |
| 3 Urban Form, Land Use, and Design | LU-5-j | Campus-Centered Communities | Encourage development of campus-centered communities by focusing growth around existing and planned academic facilities and by directing infrastructure to those areas. | |
| 3 Urban Form, Land Use, and Design | Objective LU-6 | | Retain and enhance existing commercial areas to strengthen Fresno's economic base and site new office, retail, and lodging use districts to serve neighborhoods and regional visitors. | |
| 3 Urban Form, Land Use, and Design | LU-6-a | Design of Commercial Development | Foster high quality design, diversity, and a mix of amenities in new development with uses through the consideration of guidelines, regulations and design review procedures. | |
| 3 Urban Form, Land Use, and Design | LU-6-b | Commercial Development Guidelines | Consider adopting commercial development guidelines to assure high quality design and site planning for large commercial developments, consistent with the Urban Form policies of this Plan. | |
| 3 Urban Form, Land Use, and Design | LU-6-c | Appropriate Office Development | Promote the establishment of development standards for new offices, addressing location, size, and intensity necessary to meet the City's needs. Integrate and support employment in adjacent and proximate neighborhoods. | |
| 3 Urban Form, Land Use, and Design | LU-6-d | Neighborhood and Community Commercial Center Design | Plan for neighborhood mixed use and community commercial uses to implement the Urban Form concepts of this Plan, promote the stability and identity of neighborhoods and community shopping areas, and allow efficient access without compromising the operational effectiveness of the street system. | |
| 3 Urban Form, Land Use, and Design | LU-6-e | Regional Center Planning and Design | Promote economic growth with regional commercial centers. | Initiated work on Fancher Creek Transfer Center. |
| 3 Urban Form, Land Use, and Design | LU-6-f | Auto-Oriented Commercial Uses | Direct highway-oriented and auto-serving commercial uses to locations that are compatible with the Urban Form policies of the General Plan. Ensure adequate buffering measures for adjacent residential uses, noise, glare, odors, and dust. | |
| 3 Urban Form, Land Use, and Design | LU-6-g | Lodging Facilities Location | Site lodging facilities and related accommodations near major transportation facilities. | |
| 3 Urban Form, Land Use, and Design | Objective LU-7 | | Plan and support industrial development to promote job growth. | |
| 3 Urban Form, Land Use, and Design | LU-7-a | Incentives for a Diversity of Industries, Increased Food Processing and Manufacturing, and Related Employment Opportunities in Fresno | Use the City's Capital Improvement Program to set priorities for locations and timing of water, sewer, and transportation infrastructure investments by the City and initiate implementation programs to encourage development of targeted industries as identified under Policy ED-3-c, in employment land use areas designated on Figure LU-1: Land Use Diagram. | As part of the FY 2021-2022 Adopted Budget the City included the FY 2022-2026 Capital improvement Program which was developed in 2021. |

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| 3 Urban Form, Land Use, and Design | LU-7-b | Business and Industrial Parks | Promote business and industrial park sites that are of sufficient size, unified in design, and diversified in activity to attract a full range of business types needed for economic growth. | North Pointe Business Park located in the Industrial Priority Area of Fresno and Fancher Creek Business Park located near SR180 and Clovis Avenue continued to expand in 2021. |
| 3 Urban Form, Land Use, and Design | LU-7-c | Efficiency of Industrial Uses | Promote industrial land use clusters to maximize the operational efficiency of similar activities. | |
| 3 Urban Form, Land Use, and Design | LU-7-d | Industrial Waste | Establish appropriate development standards and review procedures in the Development Code for industrial waste recycling operations and waste transfer stations. | |
| 3 Urban Form, Land Use, and Design | LU-7-e | Shared Parking for Industrial Uses | Promote use of shared surface parking and other arrangements necessary to meet industrial needs with updated parking regulations. | |
| 3 Urban Form, Land Use, and Design | Objective LU-8 | | Provide for the development of civic and institutional land uses to meet the educational, medical, social, economic, cultural, and religious needs | |
| 3 Urban Form, Land Use, and Design | LU-8-a | Civic and Institutional Use Compatibility | Protect civic and institutional areas from incompatible uses that could affect their vitality and contributions to the city. | |
| 3 Urban Form, Land Use, and Design | LU-8-b | Access to Public Facilities | Ensure that major public facilities and institutions have adequate multi-modal access and can be easily reached by public transit. | |
| 3 Urban Form, Land Use, and Design | LU-8-c | Zoning for Public Facilities | Allow public facility uses in zoning districts where appropriate. | |
| 3 Urban Form, Land Use, and Design | LU-8-d | Public Facilities and Institutions Meeting City Standards | Request that federal, State, and local agencies locating public facilities and institutions in the City or designated growth area, meet City standards for public streets and sidewalks, access, parking, water supply, wastewater disposal, landscaping, and amenities. | |
| 3 Urban Form, Land Use, and Design | Objective LU-9 | | Plan land uses, design, and development intensities to supplement and support, and not compete with, the Downtown. | |
| 3 Urban Form, Land Use, and Design | LU-9-a | Residential Locations | Plan for new residential uses and types in a manner that help make the Downtown Planning Area a convenient destination for employment and regional retail shopping. | |
| 3 Urban Form, Land Use, and Design | LU-9-b | Activity Centers | Plan for future Activity Centers at appropriate locations that avoid competition with Downtown businesses. | |
| 3 Urban Form, Land Use, and Design | LU-9-c | Primacy of Downtown | Maintain the Downtown mixed-use areas as the Primary Activity Center within the city with the tallest buildings to enhance its profile and visibility. | |
| 3 Urban Form, Land Use, and Design | LU-9-d | Directional Signage | Direct travelers to the Downtown with directional signage throughout the city and along regional routes. | |
| 3 Urban Form, Land Use, and Design | LU-9-e | Downtown Sightline | Require new development to preserve existing sightlines to Downtown to the extent feasible. | |
| 3 Urban Form, Land Use, and Design | LU-9-f | View Corridors | Promote new view corridors that highlight the Downtown skyline. | |
| 3 Urban Form, Land Use, and Design | LU-9-g | Improve Access | Provide opportunities to enhance the existing physical accessibility of Downtown in order to encourage the inclusion of individuals with disabilities. | |
| 3 Urban Form, Land Use, and Design | Objective LU-10 | | Promote regional cooperation and coordination on land use and planning issues among local jurisdictions. | |
| 3 Urban Form, Land Use, and Design | LU-10-a | Regional Land Use and Transportation Planning Program | Continue participation efforts in a coordinated Regional Land Use and Transportation Planning Program with the City of Clovis, Fresno and Madera counties, and other cities in the region. | |

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| 3 Urban Form, Land Use, and Design | LU-10-b | Integrity of the General Plan | Urge neighboring jurisdictions to support the integrity and implementation of the General Plan. | Long Range Planning staff sent a detailed comment letter to Fresno County planning staff with suggestions on improvements to the Draft Fresno County General Plan including revisions to policies to better support the integrity and implementation of the City of Fresno General Plan. |
| 3 Urban Form, Land Use, and Design | LU-10-c | Memorandum of Understanding (MOU) | Comply with the most recent Master Settlement Agreement and Amended and Restated MOU between the City of Fresno and County of Fresno. Update the existing MOU and Agreement as necessary to implement the goals of this Plan. | |
| 3 Urban Form, Land Use, and Design | Objective LU-11 | | Encourage coordination with adjacent jurisdictions in providing public services, infrastructure and cooperative economic development. | |
| 3 Urban Form, Land Use, and Design | LU-11-a | Regional Programs | Coordinate with the County of Fresno, County of Madera, the City of Clovis and other cities or special districts to: | |
| 3 Urban Form, Land Use, and Design | LU-11-b | Regional Economic Development | Promote cooperative efforts with the County of Fresno, the County of Madera, the City of Clovis, other cities, or special districts to develop a regional approach to economic development that: | |
| 3 Urban Form, Land Use, and Design | LU-11-c | General Plan Consistency | Pursue coordinated planning and development project reviews with relevant federal, State, and local public agencies to ensure consistency with this General Plan. | Long Range Planning staff sent a detailed comment letter to Fresno County planning staff with suggestions on improvements to the Draft Fresno County General Plan including revisions to policies to better support the integrity and implementation of the City of Fresno General Plan. |
| 3 Urban Form, Land Use, and Design | Objective D-1 | | Provide and maintain an urban image that creates a “sense of place” throughout Fresno. | |
| 3 Urban Form, Land Use, and Design | D-1-a | Direct Access to Units | Require all new multi-family residential development along BRT and other transit or pedestrian-oriented streets (Collector and Local), including high-rise, townhomes or other units, to provide direct pedestrian street access and to promote walkable connectivity, individualization, family-friendly development, identity, and street safety to the maximum extent reasonably feasible. | |
| 3 Urban Form, Land Use, and Design | D-1-b | Active Ground Floor Frontage | Encourage all new development located within Activity Centers and/or along BRT corridors to incorporate active ground floor frontages that engage pedestrians to the maximum extent feasible. Establish pedestrian-oriented design standards in the Development Code for building frontages, transparency, fenestration, and entries to create active streetscapes. | The Link, a mixed-use development under construction in 2021, provides direct access to retail spaces on the first floor from the public sidewalk along Blackstone Avenue, a BRT Corridor and walking distance to a BRT transit stop. |
| 3 Urban Form, Land Use, and Design | D-1-c | Privately Owned Public Spaces | Consider creating and adopting design standards and incentives for providing privately owned public open spaces and plazas for gathering to enhance the pedestrian realm and provide opportunities for social interaction. | |
| 3 Urban Form, Land Use, and Design | D-1-d | Public Art | Continue to promote a citywide public art program that contributes to an awareness of the City's history and culture. | |
| 3 Urban Form, Land Use, and Design | D-1-e | Graphic Identity | Continue the preservation, promotion, procurement and strategic location of landmarks, monuments and artwork that provide orientation and represent Fresno's cultural heritage and artistic values. | |
| 3 Urban Form, Land Use, and Design | D-1-f | Update Street Signs | Consider updating street sign regulations to create a way-finding system and graphic identity without dominating city and district appearance. | The City prepared the Trail Network Wayfinding, Promotion, and Connectivity Plan in 2021 and made available the Public Review Draft to the public in Febraury 2022 |

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| 3 Urban Form, Land Use, and Design | D-1-g | Reducing Surface Parking | Consider adopting and implementing incentives to replace existing large surface parking lots in centers with parking structures, and to incorporate them into high-density mixed-use developments. | A multi-story parking structure designed to replace surface parking in the same location, was under construction at the Fresno Yosemite International Airport in 2021. |
| 3 Urban Form, Land Use, and Design | D-1-h | Screening of Parking | Consider requiring all new development with parking in Activity Centers and along corridors to be screened or concealed. Locate principal pedestrian entrances to new non-residential buildings on the sidewalk; any entrances from parking areas should be incidental or emergency use only. | The Link, an affordable mixed-use project facing the Blackstone corridor with parking in the rear and access from side streets and retail with public access directly from Blackstone Avenue sidewalk. |
| 3 Urban Form, Land Use, and Design | D-1-i | Wrapping Parking Structures | Consider requiring new development of above-grade parking structures to be wrapped with and provide direct access to active uses, such as dwelling units, offices, and shopping spaces. | |
| 3 Urban Form, Land Use, and Design | D-1-j | Lighting Standards | Update lighting standards to reflect best practices and protect adjoining uses from glare and spillover light. | |
| 3 Urban Form, Land Use, and Design | Objective D-2 | | Enhance the visual image of all "gateway" routes entering the Fresno Planning Area. | |
| 3 Urban Form, Land Use, and Design | D-2-a | Design Requirements for Gateways | Create unified design requirements for gateways to welcome travelers to the City's Activity Centers. | |
| 3 Urban Form, Land Use, and Design | D-2-b | Funding for Gateway Enhancements | Pursue funding to implement gateway enhancement plans and programs. | |
| 3 Urban Form, Land Use, and Design | D-2-c | Highway Beautification | Work with Caltrans, the Fresno Council of Governments, Tree Fresno, neighboring jurisdictions, and other organizations to obtain funding for highway beautification programs. | |
| 3 Urban Form, Land Use, and Design | Objective D-3 | | Create unified plans for Green Streets, using distinctive features reflecting Fresno's landscape heritage. | |
| 3 Urban Form, Land Use, and Design | D-3-a | Green Street Tree Planting | Create a Green Street Tree Planting Program, with a well-balanced variety and spacing of trees to establish continuous shading and visual continuity for each streetscape. Strive to achieve coherent linkages between public and private spaces, prioritizing tree planting along tree-deficient Arterial Roadways in neighborhoods characterized by lower per capita rates of vehicle ownership. | |
| 3 Urban Form, Land Use, and Design | D-3-b | Funding for Green Street Tree Planting Program | Pursue funding for the Green Street Tree Planting Program, including landscaping of median islands. | |
| 3 Urban Form, Land Use, and Design | D-3-c | Local Streets as Urban Parkways | Develop local streets as "urban parkways," where appropriate, with landscaping and pedestrian spaces. | |
| 3 Urban Form, Land Use, and Design | D-3-d | Undergrounding Utilities | Partner with utility companies to continue to pursue the undergrounding of overhead utilities as feasible. | |
| 3 Urban Form, Land Use, and Design | Objective D-4 | | Preserve and strengthen Fresno's overall image through design review and create a safe, walkable and attractive urban environment for the | |
| 3 Urban Form, Land Use, and Design | D-4-a | Design Review for Large Buildings | Consider adopting and implementing a streamlined design review process for new construction and visible exterior alterations of large and significant multi-family, mixed-use and non-residential developments. | |
| 3 Urban Form, Land Use, and Design | D-4-b | Incentives for Pedestrian-Oriented Anchor Retail | Consider adopting and implementing incentives for new pedestrian-friendly anchor retail at intersections within Activity Centers and along corridors to attract retail clientele and maximize foot traffic. | |

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| 3 Urban Form, Land Use, and Design | D-4-c | Appropriate Day and Night Activity | Promote new residential, commercial and related forms of development that foster both day and appropriate night time activity; visual presence on the street level; appropriate lighting; and minimally obstructed view areas. | |
| 3 Urban Form, Land Use, and Design | D-4-d | Design for Safety | Continue to involve the City's Police Department in the development review process to ensure new buildings are designed with security and safety in mind. | In 2021, the Fresno Police Department continued to be routed proposed development projects for their review and comment. |
| 3 Urban Form, Land Use, and Design | D-4-e | Flexibility through Overlay Districts | Allow innovative lot designs and patterns to enhance community livability in residential neighborhoods through new zoning provisions, with flexible development standards. | |
| 3 Urban Form, Land Use, and Design | D-4-f | Design Compatibility with Residential Uses | Strive to ensure that all new non-residential 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. | The City continued to work on a draft of an Industrial compatibility Study for Fresno which includes a tool kit for new development interfaces between residential and industrial uses. |
| 3 Urban Form, Land Use, and Design | D-4-g | Development Code Update for Design Concepts | Ensure that standards in the Development Code implement General Plan design concepts for each land use type. | |
| 3 Urban Form, Land Use, and Design | D-4-h | Metal Buildings | Promote the establishment of standards and guidelines for metal buildings to be acceptable and economical forms of structures. | |
| 3 Urban Form, Land Use, and Design | Objective D-5 | | Maintain and improve community appearance through programs that prevent and abate blighting influences. | |
| 3 Urban Form, Land Use, and Design | D-5-a | Code Enforcement | Continue enforcement of the Fresno Municipal Code to remove or abate public nuisances in a timely manner. | The City continued to enforce the Fresno Municipal Code to remove or abate public nuisances in a timely manner through it's Code Enforcement Division, FresGo App, and call center. |
| 3 Urban Form, Land Use, and Design | D-5-b | Clean Streets | Promote community partnerships and continued City efforts toward litter clean-up and abatement of trash stockpiles on public and private streets. | Beautify Fresno continued in 2021 with multiple year-round cleanup and beautification events throughout Fresno. Beautify Fresno is affiliated with Keep America Beautiful and developed public/private partnerships with the goal of establishing sustainable programs to effectively tackle trash in Fresno. The City continues to work with partners across the community to provide weed, litter, and graffiti abatement, and support community-driven clean-up activities. |
| 3 Urban Form, Land Use, and Design | D-5-c | Façade Improvements | Pursue funding for, and support of, building facade improvement programs. | City of Fresno Façade Improvement Program for retail businesses underway in 2021 |
| 3 Urban Form, Land Use, and Design | D-5-d | Graffiti Prevention and Abatement | Seek ways to end graffiti, continue and expand the City's effective Graffiti Abatement Program. | |
| 3 Urban Form, Land Use, and Design | D-5-e | Community Sanitation | Continue efforts in Operation Clean-Up to address rubbish/debris associated with homelessness. | Project Off-Ramp provided temporary housing for homeless along Fresno Highways and cleaned up encampments. 2021 Street Outreach and Assessment to fund Homeless Outreach Team (HERO) to assist the City's Hoemless Assistance Response Team (HART). HART was established in 2021. |
| 3 Urban Form, Land Use, and Design | Objective D-6 | | Encourage design that celebrates and supports the cultural and ethnic diversity of Fresno. | |
| 3 Urban Form, Land Use, and Design | D-6-a | | Consult with neighboring populations, including non-English speaking groups, to inform the architecture, landscape, programming, and interior design of City-owned facilities such as parks, offices, street lighting, and other visible features. | City worked with consultants and conducted public outreach to develop plans for the redevelopment of the existing Radio Park and development of the new park at Milburn and Dakota. |
| 3 Urban Form, Land Use, and Design | D-6-b | | Consider adopting and implementing incentives for, and support efforts by, private development to incorporate culturally-specific architectural elements in areas with a predominant ethnic population. | |

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| 3 Urban Form, Land Use, and Design | Objective D-7 | | Continue applying local urban form, land use, and design policies to specific neighborhoods and locations. | |
| 3 Urban Form, Land Use, and Design | D-7-a | Amend or repeal the Community and Specific Plans as listed below | As appropriate, relocate specific street setback requirements found in the various plans to the Development Code. Repeal the Local Planning and Procedures Ordinance (LPPO) after adoption of the General Plan. | |
| 3 Urban Form, Land Use, and Design | D-7-b | | Consider preparing new community, neighborhood, and/or Specific Plans for neighborhoods and locations that were covered by repealed plans. | The West Area Neighborhood Specific Plan underway in 2021 will replaced the West Area Community Plan repealed with the adoption of the Fresno General Plan in December 2014. The South Central Specific Plan underway in 2021 will replace the Roosevelt Community Plan repealed with the adoption of the Fresno General Plan in December |
| 3 Urban Form, Land Use, and Design | D-7-c | Forestiery Underground Gardens | In the event that the Highway City Specific Plan is repealed, those goals and implementation policies in the Highway City Specific Plan that are pertinent to the Forestiery Underground Gardens shall be incorporated in their entirety into this General Plan and will remain in effect. | |

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| 4 Mobility and Transportation | Objective MT-1 | | Create and maintain a transportation system that is safe, efficient, provides access in an equitable manner, and optimizes travel by all | |
| 4 Mobility and Transportation | MT-1-a | Transportation Planning Consistent with the General Plan | Continue to review local, regional and inter-regional transportation plans and capital improvement plans, and advocate for the approval and funding of State highway and rail projects, consistent with the General Plan and discourage projects inconsistent with the General Plan. | Coordinated with the High Speed Rail Authority on station area planning to maximize transit connections at the future HSR station. Staff participated in the following local and regional plans and projects: Fresno COG's 2022 Draft Regional Transportation Plan, Reverse Triangle Transportation Plan (July 2021), CALTrans South Fresno Corridor Project on SR99 began in 2021 and includes local, State, and Federal dollars (estimated \$119M total), SR41 Ashlan to Shaw Auxiliary Lane project design completed in 2021, and SR99 Rehabilitation from El Dorado Street to Clinton Avenue Project final environmental document underway in 2021. |
| 4 Mobility and Transportation | MT-1-b | Circulation Plan Diagram Implementation | Design and construct planned streets and highways that complement and enhance the existing network, as well as future improvements to the network consistent with the goals, objectives and policies of the General Plan, as shown on the Circulation Diagram (Figure MT-1), to ensure that | All roadway and highway improvements designed and/or constructed in 2021 were consistent with the Fresno General Plan |
| 4 Mobility and Transportation | MT-1-c | Plan Line Adoption | Prepare and adopt Official Plan Lines, or other appropriate documentation such as Director Determinations, for transportation corridors, roadways, and bicycle/pedestrian paths/trails, as necessary to preserve and/or obtain right-of-way needed for planned circulation | Policies are incorporated into standard procedures for staff |
| 4 Mobility and Transportation | MT-1-d | Integrate Land Use and Transportation Planning | Plan for and maintain a coordinated and well integrated land use pattern, local circulation network and transportation system that accommodates planned growth, reduces impacts on adjacent land uses, and preserves the integrity of established neighborhoods. | Implemented new bus routes, extended existing bus routes, participated in SB743 work. Developer and CIP projects are evaluated to implement the proper transportation infrastructures to serve all modes and users of all abilities. Veterans Boulevard which will connect West Fresno to much needed services and amenities on the east side of SR99. In 2021, Phase 1 (Bullard extension) was complete and Phases 2 (grade separations) and 4a (Southern extension) were underway. |
| 4 Mobility and Transportation | MT-1-e | Ensure Interconnectivity Across Land Uses | Update development standards and design guidelines applicable to public and private property to achieve Activity Centers, neighborhoods and communities which are well connected by pedestrian, bicycle, appropriate public transportation and automobile travel facilities. | The City continues to implement the Active Transportation Plan (2017) and utilize the Complete Streets Policy (2019) on all projects. Plans underway in 2021 address which endeavour to implement this policy include the West Area Neighborhoods Specific Plan, Central Southeast Specific Plan, and the Kings Canyon Corridor Transportation Oriented Development Study. |
| 4 Mobility and Transportation | MT-1-f | Match Travel Demand with Transportation Facilities | Designate the types and intensities of land uses at locations such that related travel demands can be accommodated by a variety of viable transportation modes and support Complete Neighborhoods while avoiding the routing of excessive or incompatible traffic through local residential streets. | Implemented new bus routes, extended existing bus routes; participated in SB743 implementation work. Continued to review, analyze and implement the roadway classifications identified in the Circulation Element as well as the number of lanes needed to maintain the appropriate LOS standard as identified per TIZ |

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| 4 Mobility and Transportation | MT-1-g | Complete Streets Concept Implementation | Provide transportation facilities based upon a Complete Streets concept that facilitates the balanced use of all viable travel modes (pedestrians, bicyclists, motor vehicle and transit users), meeting the transportation needs of all ages, income groups, and abilities and providing mobility for a variety of trip purposes, while also supporting other City goals. | In 2019, the City Council adopted the ADA Transition Plan which evaluates and sets a schedule to improve path of travel to transit stops. Hundreds of improvements active in 2021. Utilized the Complete Streets Policy (adopted October 2019) for all projects. Annual reports prepared to report metrics. Complete Streets Annual Report FY 2021 presented to the Mayor in City Council in January, 2022. In 2021, the City applied for and was awarded funding for BNSF Blackstone McKinley Grade Separation Project. The Project will support the City's Southern Blackstone Smart Mobility Plan and will be compatible and build on the "Better Blackstone" initiative. The California Complete Streets Project (California between Fruit and Mayor) was awarded funding in Fall 2021. |
| 4 Mobility and Transportation | MT-1-h | Update Standards for Complete Streets | Update the City's Engineering and Street Design Standards to ensure that roadway and streetscape design specifications reflect the Complete Streets concept, while also addressing the needs of through traffic, transit stops, bus turnouts, passenger loading needs, bike lanes, pedestrian accommodation, and short- and long-term parking. | Developed draft FAX specific standards drawings for bus stop facilities with shelter layout plan, facilitating greater access from transit stops to Activity Centers and supporting Complete Streets. Department of Public Works (DPW) standards are reviewed and updated on a regular basis. |
| 4 Mobility and Transportation | MT-1-i | Local Street Standards | Establish and implement local roadway standards addressing characteristics such as alignment, width, continuity and traffic calming, to provide efficient neighborhood circulation; to allow convenient access by residents, visitors, and public service and safety providers; and to promote neighborhood integrity and desired quality of life by limiting intrusive pass-through traffic. | The City develop the Residential Speed Hump Policy (adopted February 2022) |
| 4 Mobility and Transportation | MT-1-j | Transportation Improvements Consistent with Community Character | Prioritize transportation improvements that are consistent with the character of surrounding neighborhoods and supportive of safe, functional and Complete Neighborhoods; minimize negative impacts upon sensitive land uses such as residences, hospitals, schools, natural habitats, open space areas, and historic and cultural resources. | Department of Public Works utilizes the Complete Streets Policy (adopted October 2019) for all projects. Annual reports prepared to report metrics. |
| 4 Mobility and Transportation | MT-1-k | Multi-Modal Level of Service Standards | Develop and use a tiered system of flexible, multi-modal Level of Service standards for streets designated by the Circulation Diagram (Figure MT-1). Strive to accommodate a peak hour vehicle LOS of D or better on street segments and at intersections, except where Policies MT-1-m through MT-1-p provide greater specificity. Establish minimum acceptable service levels for other modes and use them in the development and environmental review process. | |
| 4 Mobility and Transportation | MT-1-l | Level of Service in the Downtown Area | Within the Downtown Planning Area accept vehicle LOS F conditions during peak hours for street segments and intersections specified in community and Specific Plans as may be adopted by the City. Where there is an overlap in policies regarding LOS in the Downtown Planning Area, this policy shall supersede. | This policy is incorporated into standard procedures for Department of Public Works staff. |
| 4 Mobility and Transportation | MT-1-m | Standards for Planned Bus Rapid Transit Corridors and Activity Centers | Independent of the Traffic Impact Zones identified in MT-2-i and Figure MT-4, strive to maintain the following vehicle LOS standards on major roadway segments and intersections along Bus Rapid Transit Corridors and in Activity Centers: | In 2019, the City adopted ADA Transition Plan, which evaluates and sets schedule to improve path of travel to transit stops. Hundreds of improvements active in 2021. This policy is incorporated into standard procedures for Department of Public Works staff. |

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| 4 Mobility and Transportation | MT-1-n | Peak Hour Vehicle LOS | Maintain a peak-hour vehicle LOS standard of D or better for all roadway areas outside of identified Activity Center and Bus Rapid Transit Corridor districts, unless the City Traffic Engineer determines that mitigation to maintain this LOS would be infeasible and/or conflict with the | This policy is incorporated into standard procedures for Department of Public Works staff. |
| 4 Mobility and Transportation | MT-1-o | LOS Deviations Outside of Activity Centers and Areas Designated for Mixed-Use | Accept vehicle LOS E or F conditions outside of identified multi-modal districts only if provisions commensurate with the level of impact and approved by the City Traffic Engineer are made to sufficiently improve the overall transportation system and/or promote non-vehicular transportation | This policy is incorporated into standard procedures for Department of Public Works staff. |
| 4 Mobility and Transportation | MT-1-p | Participate in Sustainable Communities Strategy/ Regional Transportation Plan | Continue to work with the Fresno Council of Governments in developing and updating the Sustainable Communities Strategy and Regional Transportation Plan, consistent with the goals, objectives and policies of the General Plan. | The City participated in the FCOG 2022 Draft RTP/SCS planning process including providing Fresno specific data, refine projects, and answer questions as needed. |
| 4 Mobility and Transportation | Objective MT-2 | | Make efficient use of the City's existing and proposed transportation system and strive to ensure the planning and provision of adequate | |
| 4 Mobility and Transportation | MT-2-a | Intensification of Bus Rapid Transit Corridors | Where traffic has previously been diverted to freeways, encourage incentives for more intense development along transportation corridors, such as the Blackstone Corridor, where there is now additional capacity. | Worked on AHSC grant application to promote affordable infill housing and transit improvements at Shaw/Glenn near Blackstone BRT corridor (ultimately, not submitted). |
| 4 Mobility and Transportation | MT-2-b | Reduce Vehicle Miles Traveled and Trips | Partner with major employers and other responsible agencies, such as the San Joaquin Valley Air Pollution Control District and the Fresno Council of Governments, to implement trip reduction strategies, such as eTRIP, to reduce total vehicle miles traveled and the total number of daily and peak hour vehicle trips, thereby making better use of the existing transportation system. | Tested pilot Free Fares program for six months; reduced regular base fare and reduced fares; implemented free transit for veterans, military, and children under 12; simplified transfer rules; partnered with Fresno State University for subsidizing free fares for students; initiated dialogue with school districts for subsidizing free fares for students. Coordinated a VMT process and continues to work to implement a VMT Mitigation Impact Program. |
| 4 Mobility and Transportation | MT-2-c | Reduce VMT through Infill Development | Provide incentives for infill development that would provide jobs and services closer to housing and multi-modal transportation corridors in order to reduce citywide vehicle miles traveled (VMT). | Implemented new bus routes, extended existing bus routes. Preparation of a Mixed-use Text Amendment is underway to increase zoning density and heights for projects in mixed-use zone districts. Allowing higher intensity mixed-use development in areas with high quality transit. |
| 4 Mobility and Transportation | MT-2-d | Street Redesign where Excess Capacity Exists | Evaluate opportunities to reduce right of way and/or redesign streets to support non-automobile travel modes along streets with excess roadway capacity where adjacent land use is not expected to change over the planning period. | DPW evaluates all roadway maintenance projects to redesign streets with excess capacity. Recent examples include Maple between University and Shields and Sierra between Blackstone and Palm. |
| 4 Mobility and Transportation | MT-2-e | Driveway and Access Consolidation | Take advantage of opportunities to consolidate driveways, access points, and curb cuts along designated major roadways when a change in development or a change in intensity occurs or when traffic operation or safety warrants. | Staff reviews plans and recommends/requires driveway consolidation |
| 4 Mobility and Transportation | MT-2-f | Optimization of Roadway Operations | Optimize roadway operations by continuing to expand the use of techniques such as the City's intelligent transportation system (ITS) to manage traffic signal timing coordination in order to improve traffic operations and increase traffic-carrying capacity, while reducing unnecessary congestion and decreasing air pollution emissions. In order to facilitate roadway optimization and as a potential revenue source for the optimization, the following strategies need to be implemented: | Applied for Traffic Signal Priority grant funding for key bus routes. The following ITS Projects are in design or construction along these corridors: Friant Avenue, Ashlan Avenue, Blackstone Avenue, Abby Street, Ventura Avenue, Downtown, and Jensen Avenue. |

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| 4 Mobility and Transportation | MT-2-g | Transportation Demand Management and Transportation System Management | Pursue implementation of Transportation Demand Management and Transportation System Management strategies to reduce peak hour vehicle traffic and supplement the capacity of the transportation system. | Tested pilot Free Fares program for six months; reduced regular base fare and reduced fares; implemented free transit for veterans, military, and children under 12; simplified transfer rules; partnered with Fresno State University for subsidizing free fares for students; initiated dialogue with school districts for subsidizing free fares for students. |
| 4 Mobility and Transportation | MT-2-h | Update TIS | Update the City's Traffic Impact Study guidelines to address all modes of transportation and Complete Streets concepts consistent with the General Plan. The name should be expanded to encompass its assessment of various modes of transportation and connectivity in addition to traffic impacts. Once a regional fee plan or program is in place, the TIS may be used to carry out that plan or program. | Participated in SB 743 implementation work. Staff evaluates each TIS in a holistic approach, considering a project's impact on vehicular, pedestrian and bicyclist modes of travel. Update to the TIS Guidelines is forthcoming. |
| 4 Mobility and Transportation | MT-2-i | Transportation Impact Studies | Require a Transportation Impact Study (currently named Traffic Impact Study) to assess the impacts of new development projects on existing and planned streets for projects meeting one or more of the following criteria, unless it is determined by the City Traffic Engineer that the project site and surrounding area already has appropriate multi-modal infrastructure improvements. | This policy is incorporated into standard procedures for Department of Public Works staff. |
| 4 Mobility and Transportation | MT-2-j | Funding for Multi-Modal Transportation System | Continue to seek and secure adequate financing to construct and maintain a complete multi-modal system through such measures as development impact fees, local sales tax measures, special tax measures, assessment/improvement districts, and regional, state and federal transportation funds and grants. | Applied for numerous transit-related grants and participated in the regional Measure C local sales tax extension effort. Applied for and awarded approximately \$12,700,000 in CMAQ and STBG funds to maintain roadways and implement projects. Impact fees are collected for each project. |
| 4 Mobility and Transportation | MT-2-k | Funding for Complete Streets Retrofits | Continue to participate in a comprehensive analysis of transportation needs and the funding of transportation improvements, including State and federal grant funding to support Complete Street retrofit improvements, within the Fresno-Clovis Metropolitan Area. | Continued to apply for funds relative to maintenance and implementation of roadway projects and was awarded approximately \$12,700,000 in CMAQ and STBG funds. |
| 4 Mobility and Transportation | MT-2-l | Region-Wide Transportation Impact Fees | Continue to support the implementation of metropolitan-wide and region-wide transportation impact fees sufficient to cover the proportional share of a development's impacts and need for a comprehensive multi-modal transportation system that is not funded by other sources. Work with the Council of Fresno County Governments, transportation agencies (e.g. Caltrans, Federal Transportation Agency) and other jurisdictions in the region to develop a method for determining: | Participated in SB 743 implementation work. Began the process of updating the Fresno Major Street Impact fee and Traffic Signal Mitigation Impact fee programs. Adoption is expected in July 2022. |
| 4 Mobility and Transportation | Objective MT-3 | | Identify, promote and preserve scenic or aesthetically unique corridors by application of appropriate policies and regulations. | |
| 4 Mobility and Transportation | MT-3-a | Scenic Corridors | Implement measures to preserve and enhance scenic qualities along scenic corridors or boulevards, including: | Improvements are occurring to these scenic corridors as development projects are built such as landscaping at United Health Centers at the northeast corner of Minnewawa Ave and Kings Canyon Rd built in 2021, landscaping and trail signage at The Row retail at the northwest corner of Willow and Shepherd Avenues built in 2021, and Fancher Creek Blvd (aligned with Tulare St) canal overpass located along scenic Tulare St between Sunnyside and Armstrong Avenues built in 2021. |

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| 4 Mobility and Transportation | MT-3-b | Preserve street trees lining designated scenic corridors or boulevards | Replace trees of the predominant type and in a comparable pattern to existing plantings if there is no detriment to public safety. | Tree and landscaping preservation policies are incorporated into standard procedures for staff review of new development. |
| 4 Mobility and Transportation | Objective MT-4 | | Establish and maintain a continuous, safe, and easily accessible bikeways system throughout the metropolitan area to reduce vehicle use, | |
| 4 Mobility and Transportation | MT-4-a | Active Transportation Plan | To the extent consistent with this General Plan, continue to implement and periodically update the Active Transportation Plan to meet State standards and requirements for recommended improvements and funding proposals as determined appropriate and feasible. | Council approved the submittal for a grant to fund an update to the ATP. Council adopted amendments to the ATP bikeway classifications along 13 routes (16.6 miles of bikeway) and amended circulation in the Downtown Neighborhoods Specific Plan. Staff continues to utilize the 2017 Active Transportation Plan (ATP) to further advance a safe, multi-modal transportation system for all users and all abilities. The Bicycle and Pedestrian Advisory Committee (BPAC) meets monthly and provides recommendations on programs, policies, and projects to staff and City Council members. |
| 4 Mobility and Transportation | MT-4-b | Bikeway Improvements | Establish and implement property development standards to assure that projects adjacent to designated bikeways provide adequate right-of-way and that necessary improvements are constructed to implement the planned bikeway system shown on Figure MT-2 to provide for bikeways, to the extent feasible, when existing roadways are reconstructed; and alternative bikeway alignments or routes where inadequate right-of-way is available. | Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities. The Bicycle and Pedestrian Advisory Committee (BPAC) meets monthly and provides recommendations on programs, policies, and projects to staff and City Council members. |
| 4 Mobility and Transportation | MT-4-c | Bikeway Linkages | Provide linkages between bikeways, trails and paths, and other regional networks such as the San Joaquin River Trail and adjacent jurisdiction bicycle systems wherever possible. | Staff continues to utilize the 2017 ATP, 2020 Trail Network Feasibility Plan (2020) and the Fresno COG's Class IV Feasibility Study (2017) to further advance a safe, multi-modal transportation system for all users and all abilities. In FY2021, 1.5 miles of Class II bikes lanes, 6 miles of buffered Class II bike lanes, 1.5 miles of Class IV bicycle facilities and 1.11 miles of Class I trail facilities were constructed. Staff also participated as technical advisors to the FCOG Fresno County Regional Trails Plans (2021) and emphasized prioritizing linkages between Fresno city and Fresno county trails. Contract began for the Veterans Boulevard Trail from Hayes Avenue to Polk Avenue. |
| 4 Mobility and Transportation | MT-4-d | Prioritization of Bikeway Improvements | Prioritize bikeway components that link existing separated sections of the system, or that are likely to serve the highest concentration of existing or potential cyclists, particularly in those neighborhoods with low vehicle ownership rates, or that are likely to serve destination areas with the highest demand such as schools, shopping areas, recreational and park areas, and employment centers. | Staff continues to utilize the 2017 ATP, 2020 Trail Network Feasibility Plan (2020) and the Fresno COG's Class IV Feasibility Study (2017) to further advance a safe, multi-modal transportation system for all users and all abilities. The City also utilizes a park prioritization tool for trails which was adopted with the 2017 ATP and includes components noted in this policy. In FY21 1.5 miles of Class II bikes lanes, 6 miles of buffered Class II bike lanes, 1.5 miles of Class IV bicycle facilities and 1.11 miles of Class I trail facilities were constructed. |

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| 4 Mobility and Transportation | MT-4-e | Minimum Bike Lane Widths | Provide not less than 10 feet of street width (five feet for each travel direction) to implement bike lanes for designated Class II bikeways along roadways. Strive for 14 feet of street width (seven feet for each travel direction) for curbside bike lanes where right-of-way is available. | |
| 4 Mobility and Transportation | MT-4-f | Bike Detection Devices | Include bicycle detection devices when new intersection traffic control signals are installed and strive to retrofit existing traffic control signals to provide bicycle detection and retiming of signal phases to make them more bicycle friendly. | This policy is incorporated into standard procedures for Department of Public Works staff. |
| 4 Mobility and Transportation | MT-4-g | Advocacy for Bike Accommodation | Advocate for the accommodation of bike facilities in new or upgraded State Route interchanges and railroad construction projects, and construction of bicycle crossings of freeways and railroads. | The Bicycle and Pedestrian Advisory Committee (BPAC) meets monthly to advocate for bicycle accommodation. An Active Transportation Coordinator was approved in the FY21 budget with recruitment beginning in the Fall 2021. The ATP Coordinator was hired in January 2022. |
| 4 Mobility and Transportation | MT-4-h | Bicycle Parking Facilities | Promote the installation of bicycle locking racks and bicycle parking facilities at public buildings, transit facilities, public and private parking lots, and recreational facilities. Establish standards for bicycle parking in the Development Code. | The BPAC's role is to inventory the current provision of bicycle parking facilities within the city & recommend appropriate bicycle parking technology & locations which would increase use of bicycles. |
| 4 Mobility and Transportation | MT-4-i | Bicycling and Public Transportation | Promote the integration of bicycling with other forms of transportation, including public transit. Continue to provide bike racks or space for bicycles on FAX buses. | Procured new buses with bike racks (all FAX buses have three bike racks). Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities. BPAC discussed District 4 transit policy in 2021. |
| 4 Mobility and Transportation | MT-4-j | Street Maintenance for Bicycle Safety. | Provide regular sweeping and other necessary maintenance to clear bikeways of dirt, glass, gravel, and other debris and maintain the integrity of the bicycling network. | The Streets Division operates mechanical street sweepers, which are designed to pick up trash and debris and spray small amounts of water for dust control purposes. Residential areas are swept once every month, arterial streets are swept once per week and at night, major streets are swept once per week during the evenings and weekends and the Downtown is swept three times per week at nights and weekends. |
| 4 Mobility and Transportation | MT-4-k | Bicycle Safety, Awareness, and Education | Promote bicycle ridership by providing secure bicycle facilities, promoting traffic safety awareness for both bicyclists and motorists, promoting the air quality benefits, promoting non-renewable energy savings, and promoting the public health benefits of physical activity. | The BPAC produced PSA safety videos on subjects such as sharrows, HAWKS, Class IV bicycle facilities. Production of a PSA video for pedestrian scrambles was initiated with finalization in Spring 2022. |
| 4 Mobility and Transportation | Objective MT-5 | | Establish a well-integrated network of pedestrian facilities to accommodate safe, convenient, practical, and inviting travel by walking, including for those with physical mobility and vision impairments. | |

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| 4 Mobility and Transportation | MT-5-a | Sidewalk Development | Pursue funding and implement standards for development of sidewalks on public streets, with priority given to meeting the needs of persons with physical and vision limitations; providing safe routes to school; completing pedestrian improvements in established neighborhoods with lower vehicle ownership rates; or providing pedestrian access to public transportation routes. | Adopted ADA Transition Plan, which evaluates and sets schedule to improve path of travel to transit stops. DPW pursues funding annually for sidewalks and curb ramps within existing neighborhoods and they are required to be accessible. This policy is incorporated into standard procedures for Department of Public Works staff for new projects. Fresno Safe Routes to School Action Plan (2018) includes action items. The City held 83 community safety events including traffic safety education, bike helmet and light distribution, and bike rodeos. The City built 461 ADA compliant curb ramps. |
| 4 Mobility and Transportation | MT-5-b | Sidewalk Requirements | Assure adequate access for pedestrians and people with disabilities in new residential developments per adopted City policies, consistent with the California Building Code and the Americans with Disabilities Act. | Developed draft FAX specific standards drawings for bus stop facilities with shelter layout plan, facilitating greater access to transit stops for people with disabilities. This policy is incorporated into standard procedures for staff. |
| 4 Mobility and Transportation | MT-5-c | New Subdivision Design | Do not approve new single-family residential subdivisions with lots that front and access onto a major roadway, unless the City Traffic Engineer determines that no other feasible alternative means of vehicle access can be provided and that sufficient design measures can be implemented, | This policy is incorporated into standard procedures for staff. |
| 4 Mobility and Transportation | MT-5-d | Pedestrian Safety | Minimize vehicular and pedestrian conflicts on both major and non-roadways through implementation of traffic access design and control standards addressing street intersections, median island openings and access driveways to facilitate accessibility while reducing congestion and increasing safety. Increase safety and accessibility for pedestrians with vision disabilities through the installation of Accessible Pedestrian Signals at signalized intersections. | This policy is incorporated into standard procedures for staff. |
| 4 Mobility and Transportation | MT-5-e | Traffic Management in Established Neighborhoods | Establish acceptable design and improvement standards and provide traffic planning assistance to established neighborhoods to identify practical traffic management and calming methods to enhance the pedestrian environment with costs equitably assigned to properties | Staff meets and evaluates the standards on a bi-monthly basis. |
| 4 Mobility and Transportation | MT-5-f | Modifications to Street Standards | Continue to evaluate and adopt modifications to City street standards to achieve overall objectives of providing good access and travel opportunities while calming traffic, promoting pedestrian and other transportation options, and reducing the amount of land devoted to | |
| 4 Mobility and Transportation | Objective MT-6 | | Establish a network of multi-purpose pedestrian and bicycle paths, as well as limited access trails, to link residential areas to local and regional open | |
| 4 Mobility and Transportation | MT-6-a | Link Residences to Destinations | Design a pedestrian and bicycle path network that links 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. | Implemented new bus routes, extended existing bus routes. Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities and includes a path network that links residential areas with Activity Centers. |

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| 4 Mobility and Transportation | MT-6-b | Multi-Agency Planning for Paths and Trail System | Continue to participate in multi-agency planning and implementation partnerships for the coordinated development of the Fresno-Clovis Metropolitan Area planned path and trail system and with Madera County for the San Joaquin River Parkway trail system. | Participated in signage design planning effort linking trails and BRT/high frequency bus routes. Staff participated as technical advisors to the FCOG Fresno County Regional Trails Plans (2021). Staff participated as technical advisors to the Building Healthy communities Western Reaches Access Activation Plan for Camp Pashayan along the San Joaquin River Parkway. |
| 4 Mobility and Transportation | MT-6-c | Link Paths and Trails and Recreational Facilities | Strive to provide path or trail connections to recreational facilities, including parks and community centers where appropriate, and give priority to pathway improvements within neighborhoods characterized by lower vehicle ownership rates and lower per capita rates of parks and public open space. | Staff worked with Fresno COG to prepare the July 2021 Reverse Triangle Transportation Area Plan. Engineering planning and design work on the SW Trail Project is continuing. |
| 4 Mobility and Transportation | MT-6-d | Link Paths and Trails and Cultural Resources | Strive to designate and implement paths and trails to pass by environmental amenities, historic sites, and other cultural resources, where appropriate, and provide informational signage or other interpretation of those resources to the public. | The City prepared the Trail Network Wayfinding, Promotion, and Connectivity Plan in 2021 and made available the Public Review Draft to the public in February 2022. Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities. |
| 4 Mobility and Transportation | MT-6-e | Utilize Public Rights of Way | Pursue the attainment of path and trail corridors within abandoned railroad rights-of-way, canal alignments, PG&E transmission tower easements, limited access streets (Expressways, freeways), riverbottom/bluff areas, or other such rights-of-ways. Offer existing easements and rights-of-way to local agencies before selling them to private parties. | The Midtown Trail progress in 2021: bid and construction commenced on Segment 2 (Shields, Fresno to First Street) and Segment 5 (Clovis Ave., McKinley to Dakota); completed design on portion of Segment 1 (Shields Ave., between Blackstone and the Manchester main entrance); designs for Segment 3 (Herndon Canal, Shields & First to McKinley & Maple) and Segment 4 (McKinley, Maple to Clovis Ave.) progressed to 90% and will go into construction Spring 2023. PG&E transmission towers/lines continue to be incorporated into subdivisions as open space such as the one located at Armstrong Avenue and Fancher Creek Drive. The San Joaquin River Conservancy Board authorized bond funds to the City of Fresno to begin and complete final engineering designs and secure permits for the River West Fresno Eaton Trail Extension. |
| 4 Mobility and Transportation | MT-6-f | Path and Trail Designation Process | Develop a network of multi-purpose path and trail corridors by using the Official Plan Line process or other processes as provided by the Development Code to obtain appropriate linear rights-of-way along riparian corridors, drainage and irrigation easements, utility easements, abandoned railroad rights-of-way, and major street corridors. | Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities. |
| 4 Mobility and Transportation | MT-6-g | Path and Trail Development | Require all projects to incorporate planned multi-purpose path and trail development standards and corridor linkages consistent with the General Plan, applicable law and case-by-case determinations as a condition of project approval. | Staff incorporated trails represented in General Plan Figure MT-2 Paths and Trails and in the 2017 ATP into all development projects. |

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| 4 Mobility and Transportation | MT-6-h | Preference for Public Ownership | Avoid path and trail alignments that involve private ownership of sections of public path or trail right-of-way. Use the Director Determination process, if necessary, to adjust planned path or trail rights-of-way to avoid these situations by realigning along more visible, publicly owned routes. | |
| 4 Mobility and Transportation | MT-6-i | Path and Trail Design Standards | Designate and design paths and trails in accordance with design standards established by the City that give consideration to all path and trail users (consistent with design, terrain and habitat limitations) and provide for appropriate widths, surfacing, drainage, design speed, barriers, fences, signage, visibility, intersections, bridges, and street cleaning. | Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities. The City prepared the Trail Network Wayfinding, Promotion, and Connectivity Plan in 2021 and made available the Public Review Draft to the public in February 2022. |
| 4 Mobility and Transportation | MT-6-j | Variety in Path and Trail Design | 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 a designated multi-purpose path route is adjacent to a public right-of-way which accommodates bike lane, allow for flexibility in path design, so that bike lanes may be substituted for the bicycle component of the multi-purpose path where it is safe and appropriate to do so. | Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities. |
| 4 Mobility and Transportation | MT-6-k | Path and Trail Buffers | Use landscaping with appropriate and adequate physical and visual barriers (e.g., masonry walls, wrought-iron, or square-tube fencing) to screen path and trail rights-of ways and separate paths and trails from mining operations, drainage facilities, and similar locations as warranted. | Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities. |
| 4 Mobility and Transportation | MT-6-l | Environmentally Sensitive Path and Trail Design | Develop paths and trails with minimum environmental impact by taking the following actions: | Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities. |
| 4 Mobility and Transportation | MT-6-m | Path and Trail Crossings | Limit vehicle access, to the extent feasible, where paths or trails are designated parallel and adjacent to roadways, with consideration given to other transportation, land use, and site design priorities and constraints. | Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities. |
| 4 Mobility and Transportation | MT-6-n | Emergency Vehicle Access along Paths and Trails | Provide points of emergency vehicle access within the path and trail corridors, via parking areas, service roads, emergency access gates in fencing, and firebreaks. | Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities. |
| 4 Mobility and Transportation | Objective MT-7 | | Pursue a variety of funding sources to maximize implementation and development of the City's path and trail system. | |
| 4 Mobility and Transportation | MT-7-a | Urban Path and Trail Development Funds | Continue to seek grants and other funding sources for trail construction and maintenance, and support the enactment of State and federal legislation that will expand urban path and trail development funds. | The City submitted for a CMAQ grant to improve and extend the Kearney Trail, but did not receive funding. The San Joaquin River Conservancy Board authorized bond funds to the City of Fresno to begin and complete final engineering designs and secure permits for the River West Fresno Eaton Trail Extension. |
| 4 Mobility and Transportation | MT-7-b | Supporting Nonprofit Organizations | Support and assist nonprofit organizations whose purpose or charter is to promote and support public path and trail construction and maintenance. Establish an "Adopt a Path/Trail" program that allows private entities to maintain segments. | City supported planning efforts by Building Healthy Communities and San Joaquin River Parkway Conservancy to redesign and enhance the Camp Pashayan nature area and trail. |

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| 4 Mobility and Transportation | MT-7-c | Citywide Funding Program for Path and Trail Network | Strive to establish an equitable citywide funding program for construction and maintenance of the path and trail network, in order to: | The implementation of the Measure P tax for Fresno parks and trails began in July 2021 and will begin to supply a steady stream of funding to improve existing and add new parks and trails. |
| 4 Mobility and Transportation | Objective MT-8 | | Provide public transit options that serve existing and future concentrations of residences, employment, recreation and civic uses and are feasible, efficient, safe, and minimize environmental impacts. | |
| 4 Mobility and Transportation | MT-8-a | Street Design Coordinated with Transit | Coordinate the planning, design, and construction of the major roadway network with transit operators to facilitate efficient direct transit routing throughout the Planning Area. | FAX and DPW participated in various Specific Plans efforts underway and SB 743 implementation work. DPW coordinates with FAX staff on all projects and regularly meets to discuss issues. |
| 4 Mobility and Transportation | MT-8-b | Transit Serving Residential and Employment Nodes | 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. Work with California State University, Fresno to determine locations within the campus core for bus stops. | FAX and DPW participated in various Specific Plans efforts underway and SB 743 implementation work. Policies are incorporated into standard procedures for staff. |
| 4 Mobility and Transportation | MT-8-c | New Development Facilitating Transit | Continue to review development proposals in transportation corridors to ensure they are designed to facilitate transit. Coordinate all projects that have residential or employment densities suitable for transit services, so they are located along existing or planned transit corridors or that otherwise have the potential for transit orientation to FAX, and consider FAX's comments in decision-making. | Commented on development proposals, requiring improvements for transit, as needed. Policies are incorporated into standard procedures for staff. |
| 4 Mobility and Transportation | MT-8-d | Coordination of Transportation Modes | Plan, design, and implement transportation system improvements promoting coordination and continuity of transportation modes and facilities, such as shared parking or park and ride facilities at Activity Centers. | Participated in various Specific Plans efforts; Implemented new bus routes, extended existing bus routes. DPW designs all projects as Complete Streets (2019) Projects to serve all modes and users of all abilities. |
| 4 Mobility and Transportation | MT-8-e | Regional Coordination | Continue to work with local and regional governmental institutions to promote efficient transportation policies and coordinated programs. | Participated in FCOG RTP/SCS process, Annual Unmet Transit Needs Assessment, Annual Productivity Report, and SSTAC meetings. Participated in Measure C local sales tax extension effort. Staff meets quarterly with Caltrans staff to discuss projects and coordination efforts. Staff serves on all regional committees, and participates in project planning. |
| 4 Mobility and Transportation | MT-8-f | Multi-modal Downtown Transportation Facility | Support the development of a multi-modal transportation facility in Downtown. | Participated in High Speed Rail station area planning. |
| 4 Mobility and Transportation | MT-8-g | High Speed Train | If the State moves forward with HST, ensure it is constructed through Fresno in a manner that minimizes impacts to surrounding property owners and creates the most opportunity for redevelopment around the HST station. | Participated in High Speed Rail station area planning. |
| 4 Mobility and Transportation | MT-8-h | Move Forward with High Speed Train Station Area Planning | Work with local residents, property and business owners, and other stakeholders to develop a station area plan to provide the most opportunity for growth and prosperity in concert with development of the Fresno HST station. | Participated in High Speed Rail station area planning. |

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| 4 Mobility and Transportation | MT-8-i | Legislative Support | Monitor State and federal legislation that creates incentives to reduce auto dependency and support the use of alternatives to the single occupant vehicle and support legislation that is consistent with the General Plan. | Tracked California Transit Agency legislative platform. DPW staff continues to be part of the CACTI coalition. |
| 4 Mobility and Transportation | MT-8-j | Transit Services | Emphasize expansion of transit service in low income neighborhoods that lack appropriate service levels. | Implemented new bus routes, extended existing bus routes. Participated in various Specific Plan efforts and SB 743 implementation work |
| 4 Mobility and Transportation | Objective MT-9 | | Provide public transit opportunities to the maximum number and diversity of people practicable in balance with providing service that is high in quality, convenient, frequent, reliable, cost- effective, and financially feasible. | |
| 4 Mobility and Transportation | MT-9-a | Equitable Transit Provision | Provide transit that can serve all residents, including older residents and persons with disabilities. | Implemented new bus routes, extended existing bus routes. Participated in various Specific Plan efforts and SB 743 implementation work. |
| 4 Mobility and Transportation | MT-9-b | Transit Service Productivity Evaluation | Continue to evaluate transit service productivity and cost efficiency indicators in the City's Short-Range Transit Plan, and make necessary and appropriate service adjustments when operationally and financially feasible. | Prepared the Annual Transit Productivity Evaluation Report; tracked changes in ridership due to COVID-19. Did not cut transit service. Maintained service on all routes during pandemic. |
| 4 Mobility and Transportation | MT-9-c | Addressing Unmet Transit Needs | Continue to participate in the Council of Fresno County Governments' annual unmet transit needs evaluation process, particularly with respect to identifying need for access to medical and educational services; perform market analysis to identify potential transit choice riders; and | Participated in FCOG Annual Unmet Transit Needs Assessment; launched additional marketing via social media platforms. |
| 4 Mobility and Transportation | MT-9-d | Long-Range Transit Options | Advocate and participate in regional transportation analyses and identify appropriate long-range measures to support incorporation of light rail transit and other advanced transit service within major transportation corridors, freeway and railroad alignments. | Participated in FCOG RTP/SCS process; identified projects for near, mid and long term. |
| 4 Mobility and Transportation | MT-9-e | Area Specific Transit Improvements | Continue to evaluate and pursue the planning and implementation of area specific transit improvements, such as street car facilities. | Participated in various Specific Plans efforts; implemented newbus routes and extended existing bus routes. |
| 4 Mobility and Transportation | MT-9-f | Encourage Telecommuting | Support measures that will facilitate expanded use of telecommunications technologies to reduce congestion, expansion of regional transportation facilities consistent with this General Plan, energy use, and air emissions (i.e., work at home, dispersed telecommute work centers, teleconferencing). | Allowed telecommuting during pandemic for staff that could work from home. City began crafting a telework policy for employees, but has not adopted one yet. |
| 4 Mobility and Transportation | Objective MT-10 | | Establish parking standards that are strategically tuned to support neighborhoods, shopping districts and employment centers that have a complete range of transportation choices. | |
| 4 Mobility and Transportation | MT-10-a | Updating Parking Standards | Update off-street parking standards to reflect the context and location within activity areas of multiple uses and reductions appropriate for mixed residential and non-residential uses and proximity to existing or planned transit service. | |
| 4 Mobility and Transportation | MT-10-b | Shared Parking | Establish a strategy to promote the sharing of excess parking between uses within Activity Centers and BRT corridors, including specific provisions for this in the Development Code. | |
| 4 Mobility and Transportation | MT-10-c | Transportation Demand Management Guidelines | Establish transportation demand management guidelines to allow for reduced off-street parking requirements. | |

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| 4 Mobility and Transportation | MT-10-d | Parking Maximums | Explore maximum off-street parking limits within Activity Centers proximate to BRT corridors, if such an Activity Center is determined compatible with promotion of a healthy and vigorous business environment. | |
| 4 Mobility and Transportation | MT-10-e | Parking Cash-Out | Educate employers of 50 or more persons on their obligation to provide a “parking cash-out program” under State law and enforce compliance. | |
| 4 Mobility and Transportation | MT-10-f | Parking Benefit Districts | Establish parking benefit districts to fund consolidated public parking where supported by local businesses. | |
| 4 Mobility and Transportation | Objective MT-11 | | Achieve necessary capacity increasing and inter-modal connectivity enhancing improvements to the goods movement transportation system | |
| 4 Mobility and Transportation | MT-11-a | Improve Goods Movement for Product Export | Advocate for and pursue all appropriate and available local, regional, state and national planning and implementation opportunities to achieve necessary improvements to regional, interregional and international export opportunities beneficial to the Fresno area. | DPW partnered with Caltrans, Fresno COG and FCTA to seek BUILD and INFRA funding to implment improvements at the SR 99 North and American Avenues interchanges. Efforts continue with RAISE funding in Spring 2022. |
| 4 Mobility and Transportation | MT-11-b | Railroad Improvements | Continue to participate in and advocate for collaborative efforts to improve railroad transportation facilities and reduce conflicts with the street system, including relocation and/or consolidation of the BNSF and UP mainline railroad track facilities. | The City applied for and was awarded funding for BNSF Blackstone McKinley Grade Seperation Project. Grade separations construction and SR 99 realignment continued for the High Speed Rail line through Fresno. Participated in High Speed Rail station area planning. |
| 4 Mobility and Transportation | MT-11-c | Truck Route Designations | Continue to plan and designate truck routes within the Metropolitan Area to facilitate access to and from goods production and processing areas while minimizing conflicts with other transportation priorities. | City partnered with the SJVAPCD and AB617 group to continue the preparation of a truck reroute study (initial talks began in 2017). Consultant interviews conducted. Consultant approved by City council in April 2022. |
| 4 Mobility and Transportation | MT-11-d | Appropriate Truck Route Roadway Design | Incorporate provisions for trucks in design of routes designated for truck movement. Ensure that truck routes meet federal standards for intersections, pavement, and turning movements. | Policies are incorporated into standard procedures for staff |
| 4 Mobility and Transportation | MT-11-e | Railroad Crossing Improvements | Continue to improve and maintain the condition and safety of existing railroad crossings by upgrading surface conditions and installing signs and signals where warranted. | Policies are incorporated into standard procedures for staff |
| 4 Mobility and Transportation | MT-11-f | State Route 99 / Goods Movement | Partner with Caltrans to prioritize goods movements along State Route 99. | City partnered with Caltrans, Fresno COG and FCTA to seek BUILD and INFRA funding to implment improvements at the SR 99 North and American Avenues interchanges. Efforts continue with RAISE funding in Spring 2022. |
| 4 Mobility and Transportation | Objective MT-12 | | Operate the City’s municipal airport facilities to meet present and anticipated demands in a manner that maintains compliance with federal | |
| 4 Mobility and Transportation | MT-12-a | Funding for Airport Capital Improvements | Pursue appropriate funding sources and capital improvement budget enhancements that will: | |
| 4 Mobility and Transportation | MT-12-b | Airport Ground Movement Improvements | Obtain and install a FAA-approved Surface Movement Guidance and Control System to allow for ground movement on the airfield in lower visibility conditions. | |
| 4 Mobility and Transportation | MT-12-c | Airport Management and Viability | Pursue management policies to keep Fresno Yosemite International Airport and Fresno Chandler Executive Airport self-sustaining and financially viable in compliance with FAA grant assurances. | |
| 4 Mobility and Transportation | Objective MT-13 | | Improve the competitiveness of domestic and international air carrier service, and air cargo operations to and from Fresno Yosemite | |

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| 4 Mobility and Transportation | MT-13-a | Increase Competitiveness | Work with incumbent air carriers and new air carriers to increase the competitiveness of commercial air service to and from Fresno. | |
| 4 Mobility and Transportation | MT-13-b | Marketing Air Travel | Create a marketing plan to attract the traveling public to the FYI and encourage tourists to use FYI Airport as a gateway to Yosemite and Sequoia/Kings Canyon National Parks. | |
| 4 Mobility and Transportation | MT-13-c | Expanding Service | Continually solicit new airlines and seek expanded service from incumbent air carriers for both domestic and international flights. Provide incentives as market conditions dictate. | Southwest Airlines began service out of the Fresno Yosemite International Airport (FYI). Aha!, an Atlanta-based Expressjet Airlines started nonstop service between the FYI and Reno-Tahoe International Airport in November. Worked towards adding non-stop flights to Houston, Minneapolis, New York, Hawaii and a destination in Southern California. |
| 4 Mobility and Transportation | MT-13-d | Airport Property Development | Develop airport properties as outlined in the applicable airport and environs master plans to support economic growth. | Four-level parking garage under construction. |
| 4 Mobility and Transportation | MT-13-e | Aviation Support Services | Ensure necessary aviation support services are provided while promoting a business friendly, but competitive environment through appropriate land use policies. | No updates |
| 4 Mobility and Transportation | MT-13-f | Environmental Remediation of Hammer Field | Ensure that environmental remediation activities are conducted with the active participation of previous landowners and tenants. | No updates |

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| 5 Parks, Open Space, and Schools | Objective POSS-1 | | Provide an expanded, high quality and diversified park system, allowing for varied recreational opportunities for the entire Fresno | |
| 5 Parks, Open Space, and Schools | POSS-1-a | Parkland standard | Implement a standard of at least three acres of public parkland per 1,000 residents for Pocket, Neighborhood, and Community parks throughout the city, while striving for five acres per 1,000 residents for all parks throughout the city, subject to identifying additional funding for Regional Parks, Open Space/Natural Areas, and Special Use Parks/Facilities. | Article 15 Fresno Clean and Safe Neighborhood Parks Transactions and Use Tax became effective in 2021. The implementation of the Measure P tax for Fresno parks and trails began in July 2021 and will begin to supply a steady stream of funding to improve existing and add new parks and trails. |
| 5 Parks, Open Space, and Schools | POSS-1-b | Parks Implementation Planning | Conduct ongoing planning to implement park policies established in this General Plan and continue to strive for well-maintained and fully accessible playgrounds, with accessible amenities, throughout the city. | The City of Fresno has contracted with a consultant to lead an update to the Parks Master Plan, which will be amended to modify existing parks to reflect parks and park facility which have been added or removed since the previous publication, or which were not itemized in the previous plan. The revised plan will also include updates related to the requirements and implementation of the Fresno Clean and Safe Neighborhood Parks Transactions and Use Tax (Measure P). Reorganized the PARCS Department to better align the reporting, roles, and responsibilities to the City's needs—creating 5 geographic operating areas, 3 program areas, and customer service and operational maintenance teams. After a suspension of the 2020 season due to COVID 19, PARCS resumed aquatics programming in 2021. In total, over 15,750 patrons participated in community recreation swim opportunities, and 468 children took part in swim lessons. |
| 5 Parks, Open Space, and Schools | POSS-1-c | Public Input in Park Planning | Continue to provide opportunities for public participation in the planning and development of park facilities and in creation of social, cultural, and recreational activities in the community. | In 2021, the City provided opportunities for public participation which were incorporated into planning efforts related to the implementation of Measure P, as well as individual park improvement projects. The Parks, Recreation, and Arts Commission was established to create an avenue for public input and advise the City on items related to Measure P. This included an iterative process to recommend a definition for highest-need neighborhoods for Measure P investment. This effort involved the creation and dissemination of a Citywide survey which was used to inform the recommended highest-need neighborhood definition, and continues to inform the implementation of Park improvement projects. The City conducted 2 workshops in October to receive input from the public on the use of Measure P funds and how to define highest-needs neighborhoods in Fresno. City Council adopted new definition of highest-need neighborhoods as it pertains to the Fresno Clean and safe Neighborhoods Parks Transactions and Use Tax includes weighted index incorporating equity factors and top 50% of Fresno census tracts that will make up highest need with top 25% receiving initial funding. |
| 5 Parks, Open Space, and Schools | POSS-1-d | Additional parkland in certain areas | Strive to obtain additional parkland of sufficient size to adequately serve underserved neighborhood areas and along BRT corridors in support of new and intense residential and mixed use infill development. | With the implementation of Measure P in 2021, the City secured a new funding source for the acquisition and development of new parks and park facilities. The ordinance creates a 0.375% transaction and use tax, of which 21.5% is required to be used for new parks. At least half of this amount must be used for new parks in highest-need neighborhoods. |
| 5 Parks, Open Space, and Schools | POSS-1-e | Criteria for Parks in Development Areas | Continue to use park size and service area criteria for siting new parks and planning for parks in Development Areas: | |
| 5 Parks, Open Space, and Schools | POSS-1-f | Parks and Open Space Diagram | Require parks to be sited and sized as shown on the Parks and Open Space Diagram (Figure POSS-1) of the General Plan, subject to the following: | |
| 5 Parks, Open Space, and Schools | POSS-1-g | Regional Urban Forest | Maintain and implement incrementally, through new development projects, additions to Fresno's urban forest to delineate corridors and the boundaries of urban areas, and to provide tree canopy for bike lanes, sidewalks, parking lots, and trails. | |
| 5 Parks, Open Space, and Schools | Objective POSS-2 | | Ensure that adequate land, in appropriate locations, is designated and acquired for park and recreation uses in infill and growth | |

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| 5 Parks, Open Space, and Schools | POSS-2-a | | Identify opportunities to site, develop and co-locate Fire and Police stations with needed parks and open space as joint-use facilities. | |
| 5 Parks, Open Space, and Schools | POSS-2-b | Park and Recreation Priorities | Use the following priorities and guidelines in acquiring and developing parks and recreation facilities: | The adoption of the Measure P highest-needs neighborhood definition provided a framework for implementing this policy in that two categories of Measure P funding require that at least 50% of investments in those categories be made available to parks located in highest-need neighborhoods. These categories are: improving and maintaining safe, clean neighborhood parks and playgrounds (receiving 46% of Measure P funds); and New Neighborhood Parks; Senior and Youth Recreation Facilities. Among the factors included in the definition are existing neighborhoods that are deficient in park amenities, or with parks in poor condition. Park improvement projects in calendar year 2021 included: turf rehabilitation at JSK; Rotary East pickleball court resurfacing & lighting; Frank H Ball ADA compliance feasibility study; Pinedale parking lot improvements; Cary park hockey resurfacing and irrigation improvements; Tollhouse tot lot fencing and benches; and Einstein Center painting. |
| 5 Parks, Open Space, and Schools | POSS-2-c | Review of Development Applications | Coordinate review of all development applications (i.e., site plans, conditional use permits, and subdivision maps) in order to | |
| 5 Parks, Open Space, and Schools | POSS-2-d | Recreation Opportunities near Freeway Corridors | Negotiate with Caltrans, other public agencies, and private property owners to develop remnant parcels along freeway corridors for appropriate recreational uses. | |
| 5 Parks, Open Space, and Schools | POSS-2-e | Open Space Dedication for Residential Development | Ensure new residential developments provide adequate land for parks, open space, landscaping, and trails through the dedication of land or otherwise providing for Pocket Parks, planned trails, and other recreational space, maintained by an HOA, CFD, or other | |
| 5 Parks, Open Space, and Schools | POSS-2-f | Freeway Landscaping | Support the expansion of the State Route 99 Beautification Association to the Fresno County Highway Beautification Association with related updates and implementation of the master landscape plans for each freeway. | |
| 5 Parks, Open Space, and Schools | Objective POSS-3 | | Ensure that park and recreational facilities make the most efficient use of land; that they are designed and managed to provide for the entire Fresno community; and that they represent positive examples of design and energy conservation. | |
| 5 Parks, Open Space, and Schools | POSS-3-a | Centralized Park Locations | Site parks central and accessible to the population served, while preserving the integrity of the surrounding neighborhood. | |
| 5 Parks, Open Space, and Schools | POSS-3-b | Park Location and Walking Distance | Site Pocket and Neighborhood Parks within a half-mile walking distance of new residential development. | |
| 5 Parks, Open Space, and Schools | POSS-3-c | Link Parks with Walkways | and Activity Centers through a series of landscaped linear walkways and bikeways that enhance and encourage pedestrian use. | |
| 5 Parks, Open Space, and Schools | POSS-3-d | Sidewalks to Connect Neighborhoods | Sidewalks should be designed for internal neighborhood circulation, and to connect neighborhoods to other residential | Policies are incorporated into standard procedures for staff |
| 5 Parks, Open Space, and Schools | POSS-3-e | Minimum Park Size for Active Recreation | Minimize City acquisition or acceptance of dedication of park sites less than two acres in size for active recreational uses, except where maintenance costs are secured through a CFD, HOA, or other such mechanism. | |
| 5 Parks, Open Space, and Schools | POSS-3-f | Park Design Guidelines | Create, maintain, and apply park design guidelines, with provisions for appropriate amenities for each park type, which may include: | In 2021, the City began designing several new parks and park amenities- guided by the Parks Master Plan which incorporates design guidelines consistent with this general policy, as well as community input from a broad array of stakeholders. |

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| 5 Parks, Open Space, and Schools | POSS-3-g | Park Security and Design | Promote safety, attractiveness, and compatibility between parks and adjacent residential areas through design, maintenance, and enforcement of park regulations | Launched the pilot Park Attendant program at 10 Park locations. Locations were selected based on usage and amenities and designed to provide customer service and custodial support at the heavily used parks. Park locations were Cary, Vinland, Todd Beamer, Fig Garden Loop, Mosqueda, Inspiration, JSK, and Martin Ray Reilly. |
| 5 Parks, Open Space, and Schools | POSS-3-h | Coordination with School Districts | Continue to coordinate with school districts to explore opportunities for joint use of both outdoor and indoor recreation facilities, such as playgrounds, play fields, and gymnasiums, for City recreation programs. | In 2021, the City continued its joint use agreement with Fresno Unified School District (FUSD) to offer swimming lessons and recreational swim at select FUSD pool locations. |
| 5 Parks, Open Space, and Schools | POSS-3-i | Joint Use with Drainage Facilities | Continue to seek joint use agreements for use of FMFCD stormwater drainage facilities. | |
| 5 Parks, Open Space, and Schools | Objective POSS-4 | | Pursue sufficient and dedicated funding for parks acquisition, operations, and maintenance. | |
| 5 Parks, Open Space, and Schools | POSS-4-a | Supplemental Revenue | Seek revenue sources to supplement General Fund support for basic park maintenance and basic recreational services. | Measure P was implemented in 2021, which allocates a 0.375% transactions and use tax to improve and maintain parks and park facilities, create new parks and trails, and fund recreation, community, and arts programs. |
| 5 Parks, Open Space, and Schools | POSS-4-b | Operation and Maintenance Financing | Continue to require new residential development to form lighting and landscaping maintenance districts or community facility districts or ensure other means of financing to pay for park operations and maintenance. | Policies are incorporated into standard procedures for staff |
| 5 Parks, Open Space, and Schools | POSS-4-c | Improvements in Established Neighborhoods | Seek agreements with formal neighborhood associations and institutions for improvements and ongoing maintenance of parks in established neighborhoods. | |
| 5 Parks, Open Space, and Schools | POSS-4-d | Maintain Adopt-A-Park Program | Continue promoting the City's Adopt-A-Park program that utilizes partnerships with local organizations to preserve, beautify and maintain Fresno's neighborhood parks. | City created Love-A-Park Program to provide a way for the public, organization, business or school to take part in the beautification and appearance of the City and receive recognition via name placed on a sign located at the entrance to the park. |
| 5 Parks, Open Space, and Schools | Objective POSS-5 | | Provide for long-term preservation, enhancement, and enjoyment of plant, wildlife, and aquatic habitat. | |
| 5 Parks, Open Space, and Schools | POSS-5-a | Habitat Area Acquisition | Support federal, State, and local programs to acquire significant habitat areas for permanent protection and/or conjunctive educational and recreational use. | |
| 5 Parks, Open Space, and Schools | POSS-5-b | Habitat Conservation Plans | Participate in cooperative, multi-jurisdictional approaches for area-wide habitat conservation plans to preserve and protect rare, threatened, and endangered species. | |
| 5 Parks, Open Space, and Schools | POSS-5-c | Buffers for Natural Areas | Require development projects, where appropriate and warranted, to incorporate natural features (such as ponds, hedgerows, and wooded strips) to serve as buffers for adjacent natural areas with | |
| 5 Parks, Open Space, and Schools | POSS-5-d | Guidelines for Habitat Conservation | Establish guidelines for habitat conservation and mitigation programs, including: | |
| 5 Parks, Open Space, and Schools | POSS-5-e | | Pursue development of conjunctive habitat and recreational trail uses in flood control and drainage projects. | |
| 5 Parks, Open Space, and Schools | POSS-5-f | Regional Mitigation and Habitat Restoration | Coordinate habitat restoration programs with responsible agencies to take advantage of opportunities for a coordinated regional mitigation program. | |
| 5 Parks, Open Space, and Schools | POSS-5-g | Assistance in Valley Arboretum Master Planning | Assist community organizations that have raised grant funds to pursue the preparation of a Valley Arboretum Master Plan and Implementation Program, including funding, to be coordinated with community groups, as well as related plans and policies for established neighborhoods and other areas with park deficiencies. | |

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| 5 Parks, Open Space, and Schools | Objective POSS-6 | | Maintain and restore, where feasible, the ecological values of the San Joaquin River corridor. | |
| 5 Parks, Open Space, and Schools | POSS-6-a | San Joaquin River Parkway Master Plan | Support the San Joaquin River Conservancy in its efforts to update the San Joaquin River Parkway Master Plan by working with the other jurisdictions and the River Conservancy to create a comprehensive and feasible plan for preservation, conservation, and Parkway development. | |
| 5 Parks, Open Space, and Schools | POSS-6-b | Effects of Stormwater Discharge | Support efforts to identify and mitigate cumulative adverse effects on aquatic life from stormwater discharge to the San Joaquin River. | |
| 5 Parks, Open Space, and Schools | Objective POSS-7 | | Support the San Joaquin River Conservancy in its collaborative, multiagency efforts to develop the San Joaquin River Parkway. | |
| 5 Parks, Open Space, and Schools | POSS-7-a | Preserve Wildlife Corridors | Acquire and expand natural reserves and wildlife corridors through purchase, easements, mitigation for proposed activities, or other mutually satisfactory transactions. | Through the implementation of Measure P, the City has established a framework for prioritizing investment in highest-need neighborhoods as defined through an assessment of multiple factors including existing condition of parks facilities, park acreage per 1000 residents, neighborhood youth and senior population, neighborhoods of concentrated poverty, pollution burden, years of potential life lost, population within walking distance to a park, population density, neighborhood safety, neighborhood mortality rate, and pre-term birth rates. The City further began an effort to prepare an index to identify existing individual parks for priority investment which was completed in 2022. |
| 5 Parks, Open Space, and Schools | POSS-7-b | Wildlife Corridor along San Joaquin River | Create a wildlife corridor to provide continuous open space land and water areas parallel to the San Joaquin River within the jurisdiction of the City. | |
| 5 Parks, Open Space, and Schools | POSS-7-c | Monitoring River Corridor Conditions | Undertake periodic monitoring to determine the status of conditions and mitigation measures required for projects within, and in the vicinity of, the river corridor. | Milburn Ponding Planning, Design and CEQA Project underway. The project will adjacent land to fill within the Milburn Unit to create additional floodplain width and rebuild and stabilize the berms that separate large ponds of the river. |
| 5 Parks, Open Space, and Schools | POSS-7-d | Buffer Zones near Intensive Uses | Protect natural reserve areas and wildlife corridor areas in the San Joaquin River corridor whenever more intensive human uses exist or are proposed on adjacent lands. Use buffer zones to allow multiple uses on parts of the parkway while still protecting wildlife and native plants. | |
| 5 Parks, Open Space, and Schools | POSS-7-e | Natural Habitats and Historic Resources | Continue to protect and enhance the San Joaquin River Parkway environs' unique and irreplaceable natural habitats and historic resources (including archaeological sites). Continue to maintain standards to protect public health, and provide for development of substantial recreational opportunities for all segments of the community by preserving open space on the bluffs and riverbottom while allowing appropriate recreational development respectful of private property rights. | The San Joaquin River Conservancy Board approved \$1.5M in Prop 84 bond funds and a grant agreement with the Fresno Building Healthy Communities for the San Joaquin River Parkway Western Reaches Activation and Restoration Plan: Camp Pashayan to Millburn Overlook. |
| 5 Parks, Open Space, and Schools | POSS-7-f | River Bluffs | Preserve the river bluffs as a unique geological feature in the San Joaquin Valley by maintaining and enforcing the requirements of the "BP" Bluff Preservation Overlay Zone District, maintaining the bluff area setback for buildings, structures, decks, pools and spas (which may be above or below grade), fencing, and steps, and maintaining designated vista points. | |
| 5 Parks, Open Space, and Schools | POSS-7-g | San Joaquin River Parkway - River West Fresno Project Area | Support the extension of the Lewis Eaton Trail into the River West Fresno Project Area consistent with the San Joaquin River Parkway Master Plan and the following criteria: | The San Joaquin River Conservancy Board authorized bond funds, not to exceed \$3.1M, to the City of Fresno to begin and complete final engineering designs and secure permits for the River West Fresno Eaton Trail Extension. |

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| 5 Parks, Open Space, and Schools | POSS-7-h | Interlink City and San Joaquin River Parkway Trail Networks | Strive to connect the parkway trail network to other trails in the vicinity, in order to create a community and regional trail system that offers a variety of different route combinations and enhances public access to the parkway. | |
| 5 Parks, Open Space, and Schools | POSS-7-i | Public Access to San Joaquin River Parkway Trail Networks | Strive to provide public access to the parkway from public streets, roads, and rights-of-way immediately adjacent to parkway properties, facilities, and trails such as those proposed in Figure POSS-2: San Joaquin River Parkway Path and Trail Access Points, Figure MT-2: Paths and Trails, as well as several public right-of-way alignments identified in Figure MT-1: Major Street Circulation Diagram, which could serve as public access points for vehicles, bicycles, equestrians and/or pedestrians: | |
| 5 Parks, Open Space, and Schools | Objective POSS-8 | | Work cooperatively with school districts to find appropriate locations for schools to meet the needs of students and | |
| 5 Parks, Open Space, and Schools | POSS-8-a | Support School Districts' Programs | Support strategies and programs of school districts and the Fresno County Office of Education to provide access to and use of the highest quality educational programs and support services. | |
| 5 Parks, Open Space, and Schools | POSS-8-b | Appropriate School Locations | Support school locations that facilitate safe and convenient access by pedestrian and bicycle routes, are compatible with surrounding land uses, and contribute to a positive neighborhood identity and Complete Neighborhoods. Commit to the following: | |
| 5 Parks, Open Space, and Schools | POSS-8-c | Park and School Site Coordination | Pursue the cooperative development and use of school sites with adjacent neighborhood parks for both school activities and non-school related recreational activities. | |
| 5 Parks, Open Space, and Schools | Objective POSS-9 | | Work with California State University, Fresno, and other institutions of higher learning in Fresno, to enhance the City's workforce, job creation, and economic development, as well as its image and desirability as a place to live. | |
| 5 Parks, Open Space, and Schools | POSS-9-a | Economic Potential of Institutions of Higher Education in Fresno | Seek to leverage the human capital, research pursuits, and economic potential of California State University, Fresno (Fresno State), and all of Fresno's institutions of higher education, whenever possible in economic development and land use decisions. | |
| 5 Parks, Open Space, and Schools | POSS-9-b | Regular Coordination with Institutions of Higher Education in Fresno | Encourage regular meetings with Fresno State, FPU and SCCCDD leadership, including the Facilities Planning and Housing divisions. | |
| 5 Parks, Open Space, and Schools | POSS-9-c | University Neighborhood Planning | Partner with Fresno State, FPU and SCCCDD leadership to find funding for, develop, and implement a Specific Plan for the neighborhoods around the primary campuses of these and other higher education institutions in Fresno. | The Southwest Fresno Specific Plan (2017) envisioned a magnet core between Martin Luther King Blvd, Church, Walnut and Jenson Avenues. The Junior College campus is under construction and the land for the 11.5 acre park has been parcelized. Awarded \$14.6 million in funding from the Statewide Park Development and Community Revitalization Program to develop a new park at Milburn & Dakota and renovate Radio Park. Milburn/Dakota Park was designed, construction drawing prepared, submitted to the City of Fresno for entitlement, and approved. This 5 acre park is going to be built adjacent to John Steinbeck Elementary School. The renovation of Radio Park was designed. |

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| 6 Public Utilities and Services | Objective PU-1 | | 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. | 1. 10 additional Community Service Officers authorized in FY22 budget (10 to 36) to assist District Crime Prevention efforts. 2. Patrol staffing increased to sign up 325 in Patrol. 3. Participate in Commission on Police Reform and implemented many recommendations. |
| 6 Public Utilities and Services | PU-1-a | Integration of Crime Data | Develop a mechanism to share pertinent crime data from multiple sources with other law enforcement agencies as a means of improving service delivery, officer safety, and providing a safer community for the citizens of Fresno. | 1. Finalizing Nationwide Crime Data Sharing with FBI N-Dex. 2. MOU's developed to share ALPR data consistent with State Law 3. Implemented AXON CAD system and in discussion to share CAD data with FFD. 4. Purchased additional dual band radios for radio comm's with special units (ACT, SVB, SWAT, EOD) 5. Finalized NIBRS crime data to California DOJ. |
| 6 Public Utilities and Services | PU-1-b | Involvement in General Plan | Facilitate Police Department participation in the implementation of General Plan policies, including citizen participation efforts and the application of crime prevention design measures to reduce the exposure of neighborhoods to crime and to promote community security. | 1. Community groups developed at the District level, Chief's Youth Advisory Committee, and Chiefs Advisory Group to discuss crime trends and general plan stated objectives. 3. CSO conduct Crime Prevention and Neighborhood watch programs in the Districts. 4. POP officers & District Commanders utilize Problem Oriented Policing techniques to find long term solutions for recurring criminal and quality of life issues. 5. FPD participates in the Homeless Assistance and response Team (HART) with mental health clinicians to provide resources for our homeless population. 6. FPD participates with FCDBH in a co response model for people suffering from mental health crisis. 7. Fresno participates with the Center for restorative Justice to divert youthful, non-violent offenders away from the Juvenile Justice System. |
| 6 Public Utilities and Services | PU-1-c | Safety Considerations in Development Approval | Continue to identify and apply appropriate safety, design and operational measures as conditions of development approval, including, but not limited to, street 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 use of State licensed, uniformed security. | 1. POP officers & District Commanders review all CUP's, Special Events, and ABC permits. 2. Department participates in review of development plans to use CPTED in the review. 3. Participated in LED lighting upgrade based on crime patterns with Public Works. 4. Worked with Public Works on Street closures, alley abandonments and temp street closures for special events. |
| 6 Public Utilities and Services | PU-1-d | New Police Station Locations | Consideration will be given to co-locating new police station facilities with other public property including, but not limited to, schools, parks, playgrounds, and community centers to create a synergy of participation in the neighborhood with the potential result of less vandalism and promotion of a better sense of security for the citizens using these facilities. | 1. SE station built in a multi use area and near City parks and public transportation locations. 2. FPD will consider co-locating future facilities near schools, parks, playgrounds and community centers. |

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| 6 Public Utilities and Services | PU-1-e | Communication with Public | Maximize communication and cooperative efforts with residents and businesses in order to identify crime problems and optimize the effectiveness of crime prevention measures and law enforcement programs. | Chief's Advisory Board, Youth Advisory Committee, Commission on Police Reform participation to address neighborhood and business crime issues. 2. 16 additional Community Service Officers have been hired in FY 22 who develop Crime Prevention programs, site security inspections, and Neighborhood Watch programs in their Districts. 3. Business watch programs developed in concentrated retail locations (SE, NE, NW) 4. Upgraded security plan for Fashion Fair Mall being developed 5. Contract Law Enforcement services for business establishments available to address specific issues by hiring extra duty sworn personnel at peak time periods. |
| 6 Public Utilities and Services | PU-1-f | Law Enforcement Collaboration | Collaborate with community-based public, non-profit and private agencies to: | and implementation of 72 recommended reforms. 2. Agency participates in Police Athletics League, the Resilience Center NPO (Trauma Informed Services), Barrios Unidos, Boys and Men of Color, School District RISE (mentoring program in Elementary Schools), Mentoring programs in High Schools, Community Conversations (Mental Health Collaborative), Bringing Broken Neighborhoods Back to Life, public awareness and education campaigns, CARE Fresno and many other NPO collaboratives to address community safety and quality of life issues. |
| 6 Public Utilities and Services | PU-1-g | Plan for Optimum Service | Create and adopt a program to provide targeted police services and establish long-term steps for attaining and maintaining the optimum levels of service - 1.5 unrestricted officers per 1,000 residents. | 1. Work with the City Council and budget preparation to achieve this policing model. 2. 2021 City of Fresno Population 539,862. 3. FPD sworn authorized at 851. 4. FPD Unrestricted and filled sworn 734. 5. FPD Unrestricted (filled) Officer per 1,000 population ratio is currently 1.359/1,000 6. FPD aggressively recruiting to fill vacancies. 7. City population in 2022 estimated to be more than 550,000. FPD will consider this in FY23 Budget request to achieve the 1.5 unrestricted officer ratio. |
| 6 Public Utilities and Services | PU-1-h | Retail Conversion | Assist community groups seeking information on conversion of establishments with off-site or on-site liquor sales licenses to other retail products that better meet community needs. | 1. Each District Commander reviews these ABC license conversions. These are assigned initially to the District Detective Sergeant and the Problem Oriented Policing Detective. 2. Data and owner background information through ABC and the application process as well as CFS at the location are reviewed. 3. Recommendations are then made based on the findings in this review process to ABC and the City of Fresno for the CUP. |

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| 6 Public Utilities and Services | PU-1-i | Crime and Nuisances | Assist community and neighborhood groups seeking to reduce crime and nuisances they associate with high concentrations of establishments with off-sale or on-sale liquor licenses through Police Department consultations, other available services, and programs such as Neighborhood Watch. | 1. Groups that bring concerns about ABC licensure are assigned initially to the District Detective Sergeant and the Problem Oriented Policing Detective who look at CFS data to quantify the issue. 2.The District Commander reviews these ABC issues and with the assistance of ABC officials and the Conditional Use Permit, modifications or conditions may be made based on the findings in this review process. |
| 6 Public Utilities and Services | PU-1-j | Lighting and Safety | Ensure adequate lighting at off-sale liquor stores to help deter crime and to promote a more inviting and safe atmosphere around them. | 1. District Detective Sergeant and the Problem Oriented Policing Detective review CUP conditions for new and existing liquor establishments. 2. Districts meet with Planning and Development to ensure consistent application of CPTED (Crime Prevention Through Environmental Design) elements are conditions of the CUP. 3. Where issues are identified, the District Commander meets with the Business owner to address these issues. 4. CLES requirement, security personnel and/or modifications to existing CUP can be made to ensure the business operates within the ABC permit and CUP guidelines. |
| 6 Public Utilities and Services | Objective PU-2 | | Ensure that the Fire Department's staffing and equipment resources are sufficient to meet all fire and emergency service level objectives and are provided in an efficient and cost effective manner. | |
| 6 Public Utilities and Services | PU-2-a | Unify Fire Protection | Pursue long-range transfer of fire protection service agreements with adjacent fire districts that, in concert with existing automatic aid agreements, will lead to the eventual unification of fire protection services in the greater Fresno area. | |
| 6 Public Utilities and Services | PU-2-b | Maintain Ability | Strive to continually maintain the Fire Department's ability to provide staffing and equipment resources to effectively prevent and mitigate emergencies in existing and new high-rise buildings and in other high-density residential and commercial development throughout the city. | Added 3 new apparatus vehicles and 42 new firefighters increasing total on staff each day from 81 to 95. |
| 6 Public Utilities and Services | PU-2-c | Rescue Standards | Develop appropriate standards, as necessary, for rescue operations, including, but not limited to, confined space, high angle, swift water rescues, and the unique challenges of a high speed train corridor. | |
| 6 Public Utilities and Services | PU-2-d | Station Siting | Use the General Plan, community plans, Specific Plans, neighborhood plans, and Concept Plans, the City's Geographic Information Systems (GIS) database, and a fire station location program to achieve optimum siting of future fire stations. | Fire Station 18 at 6605 W Shaw Avenue continued under construction |
| 6 Public Utilities and Services | PU-2-e | Service Standards | Strive to achieve a community wide risk management plan that include the following service level objectives 90 percent of the time: | First company arrival within 4 minutes: structure fires only 72%; medical aidesw 58%; and fires 67%. Effective residential firefighting force within 8 minutes 87%. Effective commercial firefighting force within 8 minutes 88%. |

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| 6 Public Utilities and Services | PU-2-f | Plan for Optimum Service Community Facilities District for Emergency Services | Create and adopt a program to provide appropriate number of employees to effectively respond to call volume and type; and establish a long-term plan to attain a level of service of 0.81 firefighters per 1,000 residents. | The 42 new firefighter positions staffed 2-person Squads which is an improved service delivery model for responding to medical emergencies. Another class of 26 new firefighters were hired in January 2022 which added a 4th Firefighter to all five truck companies and three additional engine companies. This staffing improvement has increased the number of firefighters on duty from 81 to 95 in May 2022. The City continued to move forward on a new Regional Training Center after receiving a State funded grant for \$25M. |
| 6 Public Utilities and Services | PU-2-g | | Develop strategies on the formation of Community Facilities Districts in new Development Areas to fund emergency services. | |
| 6 Public Utilities and Services | Objective PU-3 | | Enhance the level of fire protection to meet the increasing demand for services from an increasing population. | |
| 6 Public Utilities and Services | PU-3-a | Fire Prevention Inspections | Develop strategies to enable the performance of annual fire and life safety inspection of all industrial, commercial, institutional, and multi-family residential buildings, in accordance with nationally recognized standards for the level of service necessary for a large Metropolitan Area, including a self-certification program. | 6 new fire prevention positions added |
| 6 Public Utilities and Services | PU-3-b | Reduction Strategies | Develop community risk reduction strategies that target high service demand areas, vulnerable populations (e.g. young children, older adults, non-English speaking residents, persons with disabilities, etc.), and high life hazard occupancies. | |
| 6 Public Utilities and Services | PU-3-c | Public Education Strategies | Develop strategies to re-establish and enhance routine public education outreach to all sectors of the community. | Special events that the Training Division helped facilitate included Firefighters for a Day and Girls Empowerment Camp. A robust campaign of volunteer and community education and engagement continued virtually and at outdoor venues for the CERT volunteer program comprised of Fresno residents. Awarded funding for an inflatable public safety house to augment public education efforts. |
| 6 Public Utilities and Services | PU-3-d | Review Development Applications | Continue Fire Department review of development applications, provide comments and recommend conditions of approval that will ensure adequate on-site and off-site fire protection systems and features are provided. | |
| 6 Public Utilities and Services | PU-3-e | Building Codes | Adopt and enforce amendments to construction and fire codes, as determined appropriate, to systematically reduce the level of risk to life and property from fire, commensurate with the City's fire suppression capabilities. | |
| 6 Public Utilities and Services | PU-3-f | Adequate Infrastructure | Continue to pursue the provision of adequate water supplies, hydrants, and appropriate property access to allow for adequate fire suppression throughout the City. | |
| 6 Public Utilities and Services | PU-3-g | Cost Recovery | generate fees or other sources of revenue to offset the ongoing personnel and maintenance costs of providing fire prevention and response services. | Master Fee Schedule amended |

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| 6 Public Utilities and Services | PU-3-h | Annexations | Develop annexation strategies to include the appropriate rights-of-way and easements necessary to provide cost effective emergency services. | |
| 6 Public Utilities and Services | PU-3-i | New Fire Station Locations | Consideration will be given to co-locating new Fire Station facilities with other public property including, but not limited to, police substations, schools, parks, playgrounds, and community centers to create a synergy of participation in the neighborhood with the potential result of less vandalism and promotion of a better sense of security for the citizens using these facilities. | Fire Station 18 at 6605 W Shaw Avenue continued under construction and located across the street from a future planned land use for community or regional park. |
| 6 Public Utilities and Services | Objective PU-4 | | Ensure provision of adequate trunk sewer and collector main capacities to serve existing and planned urban development, consistent with the | |
| 6 Public Utilities and Services | PU-4-a | Plan for Regional Needs | Coordinate and consult with the City of Clovis, pursuant to the Fresno-Clovis Sewerage System Joint Powers Agreement, so that planning and construction of sewer collection facilities will continue to meet the regional needs of the Metropolitan Area. | |
| 6 Public Utilities and Services | PU-4-b | New Trunk Facilities | Pursue construction of new or replacement sewer trunk facilities or other alternatives consistent with the Wastewater Master Plan to accommodate the uses as envisioned in this General Plan. | The City entered in 12 new sewer projects for a total of \$43.17M: headworks odor control, 2 recycled water transmission mains in SW Fresno, new central plant and rehabilitation of 2 digestors at the Regional Wastewater Reclamation Facility, recycled water extension to the MLK Acticity Center in SW Fresno, sewer rehab near Fresno St and Shields Ave, and sewer improvements near First St and Dakota Ave. North Avenue Sewer Trunk Line in progress. |
| 6 Public Utilities and Services | PU-4-c | System Extension and Cost Recovery | Pursue enlargement or extension of the sewage collection system where necessary to serve planned urban development, with the capital costs and benefits allocated equitably and fairly between the existing users and new users. | Sewer rehab near Fresno St and Shields Ave, and sewer improvements near First St and Dakota Ave |
| 6 Public Utilities and Services | PU-4-d | Capacity Modeling | Continue development and utilization of citywide sewer flow monitoring and computerized flow modeling to determine availability of sewer collection system capacity to serve planned urban development. | |
| 6 Public Utilities and Services | PU-4-e | Evaluate and Maintain Infrastructure | Promote 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. | |
| 6 Public Utilities and Services | Objective PU-5 | | Preserve groundwater quality and ensure that the health and safety of the entire Fresno community is not impaired by use of private, on-site disposal systems. | |
| 6 Public Utilities and Services | PU-5-a | Mandatory Septic Conversion | Continue to evaluate and pursue where determined appropriate the mandatory abatement of existing private wastewater disposal (septic) systems and mandatory connection to the public sewage collection and disposal system. | |
| 6 Public Utilities and Services | PU-5-b | Non-Regional Treatment | Discourage, and when determined appropriate, oppose the use of private wastewater (septic) disposal systems, community wastewater disposal systems, or other non-regional sewage treatment and disposal systems within or adjacent to the Metropolitan Area if these types of wastewater treatment facilities would cause discharges that could result in groundwater degradation. | |

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| 6 Public Utilities and Services | PU-5-c | Satellite Facilities | Work with the Regional Water Quality Control Board to ensure that approval of any satellite treatment and reclamation facility proposal is consistent with governing statutes and regulations. | |
| 6 Public Utilities and Services | Objective PU-6 | | Ensure the provision of adequate sewage treatment and disposal by utilizing the Fresno-Clovis Regional Wastewater Reclamation Facility as the primary facility, when economically feasible, for all existing and new development within the Metropolitan Area. | |
| 6 Public Utilities and Services | PU-6-a | Treatment Capacity and Cost Recovery | Prepare for and consider the implementation of increased wastewater treatment and reclamation facility capacity in a timely manner to facilitate planned urban development within the Metropolitan Area consistent with this General Plan. Accommodate 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, as authorized by law. | New central plant and rehabilitation of 2 digestors at the Regional Wastewater Reclamation Facility. |
| 6 Public Utilities and Services | PU-6-b | Consider Capacity in Plan Amendments | Monitor wastewater treatment plant flows and loadings to the extent feasible. Consider the effects on wastewater treatment capacity and availability of potable water when evaluating proposed General Plan amendment proposals, community plans, Specific Plans, neighborhood plans, and Concept Plans. | West Area Neighborhoods Specific Plan (WANSP), Southeast Development Area Specific Plan (SEDA), and South Central Specific Plan (SCSP) all have infrastructure studies underway. WANSP and SEDA also have Infrastructure Financing Studies underway. |
| 6 Public Utilities and Services | Objective PU-7 | | Promote reduction in wastewater flows and develop facilities for beneficial reuse of reclaimed water and biosolids for management and distribution of treated wastewater. | |
| 6 Public Utilities and Services | PU-7-a | Reduce Wastewater | Identify and consider implementing water conservation standards and other programs and policies, as determined appropriate, to reduce wastewater flows. | |
| 6 Public Utilities and Services | PU-7-b | Reduce Stormwater Leakage | Reduce storm water infiltration into the sewer collection system, where feasible, through a program of replacing old and deteriorated sewer collection pipeline; eliminating existing stormwater sewer cut-ins to the sanitary sewer system; and avoiding any new sewer cut-ins except when required to protect health and safety. | |
| 6 Public Utilities and Services | PU-7-c | Biosolid Disposal | Investigate and consider implementing economically effective and environmentally beneficial methods of biosolids handling and disposal. North Avenue Sewer Trunk Line completed. | Enhanced Dewatering – Expanded facilities to increase the efficiency and provide redundancy for the dewatering of 110,000 tons of biosolids per year. \$14,531,279 (ongoing) |
| 6 Public Utilities and Services | PU-7-d | Wastewater Recycling | Pursue the development of a recycled water system and the expansion of beneficial wastewater recycling opportunities, including a timely technical, practicable, and institutional evaluation of treatment, facility siting, and water exchange elements. | 2 new recycled water transmission mains in SW Fresno and recycled water extension to the MLK Activity Center in SW Fresno |
| 6 Public Utilities and Services | PU-7-e | Infiltration Basins | Continue to rehabilitate existing infiltration basins, and if determined appropriate, pursue acquiring additional sites for infiltration basins, as needed. | The Fresno Metropolitan Flood Control District cleaned 16 of it's basins and purchased none. Properties for two new basins were in negotiations in 2021 and purchased in 2022 |
| 6 Public Utilities and Services | PU-7-f | Food and Drink Industry | Ensure adequate provision of facilities for the appropriate management of wastewater from wineries and food processing and beverage facilities, including conformance with Waste Discharge Requirements issued by the Regional Water Quality Control Board. | |

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| 6 Public Utilities and Services | Objective PU-8 | | Manage and develop the City's water facilities on a strategic timeline basis that recognizes the long life cycle of the assets and the duration of the resources, to ensure a safe, economical, and reliable water supply for existing customers and planned urban development and economic diversification. | |
| 6 Public Utilities and Services | PU-8-a | Forecast Need | Use available and innovative tools, such as computerized flow modeling to determine system capacity, as necessary to forecast demand on water production and distribution systems by urban development, and to determine appropriate facility needs. | |
| 6 Public Utilities and Services | PU-8-b | Potable Water Supply and Cost Recovery | Prepare for provision of increased potable water capacity (including surface water treatment capacity) in a timely manner to facilitate planned urban development consistent with the General Plan. Accommodate increase in water demand from the existing community with the capital costs and benefits allocated equitably and fairly between existing users and new users, as authorized by law, and recognizing the differences in terms of quantity, quality and reliability of the various types of water in the City's portfolio. | The City entered into contract for a 4.5 MG Storage Tank, improvement projects, and CO2 Injection system expansion at the Northeast Surface Water Treatment Plant. Council approved an update Master Fee Schedule which includes solid waste, water, wastewater, and water connection rates. |
| 6 Public Utilities and Services | PU-8-c | Conditions of Approval | Set appropriate conditions of approval for each new development proposal to ensure that the necessary potable water production and supply facilities and water resources are in place prior to occupancy. | |
| 6 Public Utilities and Services | PU-8-d | CIP Update | Continue to evaluate Capital Improvement Programs and update them, as appropriate, to meet the demands of both existing and planned development consistent with the General Plan. | FY 2022-2026 Capital Improvement Program created in 2021 |
| 6 Public Utilities and Services | PU-8-e | Repairs | Continue to evaluate existing water production and distribution systems and plan for necessary repair or enhancement of damaged or antiquated facilities. | City entered into contracts for S. Armstrong Ave - E. Kings Canyon Rd to E. Butler Ave Water Main Replacement, N. Polk Avenue Water Main Replacement between W. Herndon Ave and W. Palo Alto, and Water Mains Replacement in the Vicinity of West Figarden. |
| 6 Public Utilities and Services | PU-8-f | Water Quality | Continue to evaluate and implement measures determined to be appropriate and consistent with water system policies, including prioritizing the use of groundwater, installing wellhead treatment facilities, constructing above-ground storage and surface water treatment facilities, and enhancing transmission grid mains to promote adequate water quality and quantity. | City entered into contract to construct Thorne Avenue Water Main. Completed City of Fresno Nitrate Initial Assessment which informed the Early Action Plan submitted to the Central Valley Regional Water Quality Control Board for review and approval. Early Action Plan that describes near- and long-term solutions to provide residents with safe drinking water if nitrate levels are detected above the regulatory limit of 10 milligrams per liter and are shown to be influenced by the City wastewater treatment facility. |
| 6 Public Utilities and Services | PU-8-g | Review Project Impact on Supply | 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. | |
| 6 Public Utilities and Services | Objective PU-9 | | Provide adequate solid waste facilities and services for the collection, transfer, recycling, and disposal of refuse. | |

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| 6 Public Utilities and Services | PU-9-a | New Techniques | Continue to collaborate with affected stakeholders and partners to identify and support programs and new techniques of solid waste disposal, such as recycling, composting, waste to energy technology, and waste separation, to reduce the volume and toxicity of solid wastes that must be sent to landfill facilities. | In 2021, the State legislature passed SB 1383 which requires the City to provide organic waste collection services to all residents and businesses. In 2021, the City began preparing for the change which includes educational outreach. |
| 6 Public Utilities and Services | PU-9-b | Compliance with State Law | Continue to pursue programs to maintain conformance with the Solid Waste Management Act of 1989 or as otherwise required by law and mandated diversion goals. | |
| 6 Public Utilities and Services | PU-9-c | Cleanup and Nuisance Abatement | Continue and enhance, where feasible, community sanitation programs that provide services to neighborhoods for cleanup, illegal dumping, and nuisance abatement services. | |
| 6 Public Utilities and Services | PU-9-d | Facility Siting | Locate private or public waste facilities and recycling facilities in conformance with City zoning and State and federal regulations, so that the transportation, processing, and disposal of these materials are not detrimental to the public health, safety, welfare, and aesthetic well-being of the surrounding community. | |
| 6 Public Utilities and Services | PU-9-e | Tire Dumping | Adopt and implement, as determined appropriate, measures to eliminate illegal tire dumping. | |
| 6 Public Utilities and Services | PU-9-f | Household-Generated Hazardous Waste and Hazardous Waste Facilities | Allow for household-generated hazardous waste and hazardous waste facilities, which are planned and zoned for Heavy Industrial uses, only after CEQA review, environmental assessments, and approval of a Conditional Use Permit. | |

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| 7 Resource Conservation | Objective RC-1 | | Make efficient use of existing and future public infrastructure. | |
| 7 Resource Conservation | RC-1-a | Setting Service Standards | Set service delivery standards at existing levels or formulate and commit the City to an investment program that will meet an improved standard of service. | Through the Fresno-Clovis Metropolitan Area (FCMA) Short Range Transit Plan (S RTP), set standards for multiple categories of transit service. |
| 7 Resource Conservation | RC-1-b | Capital Improvement Program | Prepare and adopt a long-term Capital Improvement Program (CIP) that describes City-sponsored capital projects related to General Plan implementation. | City adopted 2022-2026 CIP with FY22 Budget. S RTP includes Capital Improvement Program. |
| 7 Resource Conservation | RC-1-c | Prioritize Revenues | Prioritize revenues by supporting, streamlining, and providing incentives to projects that create the largest positive impacts on property values, the city's retail base, and, to the extent feasible, Downtown and established neighborhoods. | |
| 7 Resource Conservation | RC-1-d | Coordinate Public Construction | Coordinate public construction with other public and private agencies, particularly with respect to streets, sewerage, water, gas, electric, irrigation improvements, flood control facilities, and communication to seek the greatest public benefit and efficiencies at the least public cost. | |
| 7 Resource Conservation | RC-1-e | Dig Once | Whenever a suitable trench is dug, one or more telecommunication conduits shall be placed in the trench, either with fiber installed or with space available for future fiber installation, to expand or upgrade the fiber optic network as appropriate. | |
| 7 Resource Conservation | RC-1-f | Telecommunications Strategy | Develop a process for communication carriers to use excess fiber optic conduit with the City in a manner that will allow for appropriate cost recovery and that is consistent with State and federal law. | |
| 7 Resource Conservation | RC-1-g | Grant Funding | Seek grant funds for the construction or implementation of the fiber optic system to provide expanded public services (such as services for educational, economic, public safety, or underserved communities). | |
| 7 Resource Conservation | RC-1-h | Public-Private Partnerships | Foster opportunities for public-private partnerships that leverage infrastructure, encourage pooling of resources, and promote shared-use activities. | Initiated work on Fancher Creek Transfer Center. |
| 7 Resource Conservation | Objective RC-2 | | Promote land uses that conserve resources. | |
| 7 Resource Conservation | RC-2-a | Link Land Use to Transportation | Promote mixed-use, higher density infill development in multi-modal corridors. Support land use patterns that make more efficient use of the transportation system and plan future transportation investments in areas of higher-intensity development. Discourage investment in infrastructure that would not meet these criteria. | Began work on a mixed-use text amendment to allow greater density of housing on Bus Rapid Transit Corridors. The Link is a mixed use project built along a major transit-oriented corridor (Blackstone Avenue) and within walking distance of a transit stop. |
| 7 Resource Conservation | RC-2-b | Provide Infrastructure for Mixed-Use and Infill | Promote investment in the public infrastructure needed to allow mixed-use and denser infill development to occur in targeted locations, such as expanded water and wastewater conveyance systems, complete streetscapes, parks and open space amenities, and trails. Discourage investment in infrastructure that would not meet these criteria. | In FY23, will initiate feasibility study to review optimal manner in which to carry-out renewal and replacement of water and sewer infrastructure in the Downtown area. This will be followed by annual projects to then perform the work over a nearly ten year period. |
| 7 Resource Conservation | Objective RC-3 | | Actively engage, listen to, educate, and enlist the support of the Fresno community on the need and strategies for resource conservation. | |
| 7 Resource Conservation | RC-3-a | Track Trends in Resource Consumption | Provide and periodically update written materials and information on the City's website that tracks public and private rates of resource consumption in Fresno and related fiscal and environmental costs. | Provide annual reports on water consumption. |

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| 7 Resource Conservation | RC-3-b | Community Outreach and Joint Solution Making | Host an ongoing education and listening session series with the public to inform them of public and private rates of resource consumption, costs, impacts, and projected future constraints. | |
| 7 Resource Conservation | RC-3-c | Multi-Jurisdictional Efforts | Work actively with the public to develop and champion realistic, effective solutions to conserve resources at the local, regional, and state levels. | Continued active participation in JPAs developing water supply projects and strategies on the local, regional (Kings Basin Water Authority and North Kings GSA), and State (California Urban Water Agencies) level. |
| 7 Resource Conservation | Objective RC-4 | | 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 for criteria pollutants. | |
| 7 Resource Conservation | RC-4-a | Support Regional Efforts | Support and lead, where appropriate, regional, State and federal programs and actions for the improvement of air quality, especially the SJVAPCD's efforts to monitor and control air pollutants from both stationary and mobile sources and implement Reasonably Available Control Measures in the Ozone Attainment Plan. | Initiated a Vehicle Miles Traveled Mitigation Program and Nexus Study. |
| 7 Resource Conservation | RC-4-b | Conditions of Approval | Develop and incorporate air quality maintenance requirements, compatible with Air Quality Attainment and Maintenance Plans, as conditions of approval for General Plan amendments, community plans, Specific Plans, neighborhood plans, Concept Plans, and development proposals. | |
| 7 Resource Conservation | RC-4-c | Evaluate Impacts with Models | Continue to require the use of computer models used by SJVAPCD to evaluate the air quality impacts of plans and projects that require such environmental review by the City. | |
| 7 Resource Conservation | RC-4-d | Forward Information | Forward information regarding proposed General Plan amendments, community plans, Specific Plans, neighborhood plans, Concept Plans, and development proposals that require air quality evaluation, and amendments to development regulations to the SJVAPCD for their review of potential air quality and health impacts. | Fresno General Plan PEIR adopted in 2021 was reviewed by the SJAPCD |
| 7 Resource Conservation | RC-4-e | Support Employer-Based Efforts | Support and promote employer implementation of staggered work hours and employee incentives to use carpools, public transit, and other measures to reduce vehicular use and traffic congestion. | Planning and Development Department and Human Resources Department efforts in the works to implement a City employee telework initiative to reduce GHG by 20%. |
| 7 Resource Conservation | RC-4-f | Municipal Operations and Fleet Actions | Continue to control and reduce air pollution emissions from vehicles owned by the City and municipal operations and facilities by undertaking the following: | City purchased 2 electric buses that went into service in November 2021. |
| 7 Resource Conservation | RC-4-g | FAX Actions | Continue to improve Fresno Area Express (FAX) bus transit system technical performance, reduce emission levels, streamline system operations, and implement BRT where supportive land uses are proposed by Figure LU-1: Land Use Diagram. | FAX Implemented new bus routes, extended existing bus routes to continue towards a simplified grid alignment. |
| 7 Resource Conservation | RC-4-h | Airport Actions | Support Airport efforts to develop and maintain programs and policies to support City, State and federal efforts to achieve and maintain air quality standards. | |
| 7 Resource Conservation | RC-4-i | Methane Capture | Continue to pursue opportunities to reduce air pollution by using methane gas from the old City landfill and the City's wastewater treatment process. | |

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| 7 Resource Conservation | RC-4-j | All Departments | Continue to develop and implement in all City departments, operational policies to reduce air pollution. | Citywide energy efficiency and renewable energy and storage projects have been approved and implemented Citywide to include LED transition, Controls, HVAC, Transformers and solar and battery storage. |
| 7 Resource Conservation | RC-4-k | Electric Vehicle Charging | Develop standards to facilitate electric vehicle charging infrastructure in both new and existing public and private buildings, in order to accommodate these vehicles as the technology becomes more widespread. | Using both State and SJVAPCD Grants City installed over 87 Public EV Chargers Citywide at 12 locations. These sites are in addition to the existing chargers at the Airport. |
| 7 Resource Conservation | Objective RC-5 | | In cooperation with other jurisdictions and agencies in the San Joaquin Valley Air Basin, take timely, necessary, and the most cost-effective actions to achieve and maintain reductions in greenhouse gas emissions and all strategies that reduce the causes of climate change in order to limit and prevent the related potential detrimental effects upon public health and welfare of present and future residents of the Fresno community. | |
| 7 Resource Conservation | RC-5-a | Support State Goal to Reduce Statewide GHG Emissions | As is consistent with State law, strive to meet AB 32 goal to reduce greenhouse gas emissions to 1990 levels by 2020 and strive to meet a reduction of 80 percent below 1990 levels by 2050 as stated in Executive Order S-03-05. As new statewide GHG reduction targets and dates are set by the State update the City's Greenhouse Gas Reduction Plan to include a comprehensive strategy to achieve consistency with those targets by the dates established. | Updated Greenhouse Reduction Plan adopted with the General Plan Program environmental Impact Report |
| 7 Resource Conservation | RC-5-b | Greenhouse Gas Reduction Plan | As is consistent with State law, prepare and adopt a Greenhouse Gas Reduction Plan as part of the Master Environmental Impact Report to be concurrently approved with the Fresno General Plan in order to achieve compliance with State mandates, assist development by streamlining the approval process, and focus on feasible actions the City can take to minimize the adverse impacts of growth and development on global climate change. The Greenhouse Gas Reduction Plan shall include, but not be limited to: | Updated Greenhouse Reduction Plan adopted with the General Plan Program environmental Impact Report |
| 7 Resource Conservation | RC-5-c | GHG Reduction through Design and Operations | Increase efforts to incorporate requirements for GHG emission reductions in land use entitlement decisions, facility design, and operational measures subject to City regulation through the following measures and strategies: | Adopted General Plan PEIR which includes a GHG Reduction Plan which includes a GHG mitigation checklist for all development projects. |
| 7 Resource Conservation | RC-5-d | SCS and CAP Conformity Analysis | Ensure that the City includes analysis of a project's conformity to an adopted regional Sustainable Community Strategy or Alternative Planning Strategy (APS), an adopted Climate Action Plan (CAP), and any other applicable City and regional greenhouse gas reduction strategies in affect at the time of project review. | Adopted General Plan PEIR which includes a GHG Reduction Plan which includes a GHG mitigation checklist for all development projects. |
| 7 Resource Conservation | RC-5-e | Ensure Compliance | Ensure ongoing compliance with GHG emissions reduction plans and programs by requiring that air quality measures are incorporated into projects' design, conditions of approval, and mitigation measures. | Adopted General Plan PEIR which includes a GHG Reduction Plan which includes a GHG mitigation checklist for all development projects. Initiated a Vehicle Miles Traveled Mitigation Program and Nexus Study. Continue to use CEQA Transportation Metric effective July 2020. |
| 7 Resource Conservation | RC-5-f | Toolkit | Provide residents and project applicants with a "toolkit" of generally feasible measures that can be used to reduce GHG emissions, including educational materials on energy-efficient and "climate-friendly" products. | Adopted General Plan PEIR which includes a GHG Reduction Plan which includes a GHG mitigation checklist for all development projects. Initiated a Vehicle Miles Traveled Mitigation Program and Nexus Study. Continue to use CEQA Transportation Metric effective July 2020. |

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| 7 Resource Conservation | RC-5-g | Evaluate Impacts with Models | Continue to use computer models such as those used by SJVAPCD to evaluate greenhouse gas impacts of plans and projects that require such review. | |
| Resource Conservation | Objective RC-6 | | Ensure that Fresno has a reliable, long-range source of drinkable water. | |
| 7 Resource Conservation | RC-6-a | Regional Efforts | Support cooperative, multi-agency regional water resource planning efforts and activities on developing and implementing the Upper Kings Basin Integrated Regional Water Management Plan. | Remains a continue member. |
| 7 Resource Conservation | RC-6-b | Water Plans | Adopt and implement ordinances, standards, and policies to achieve the intent of the City of Fresno Urban Water Management Plan, Fresno-Area Regional Groundwater Management Plan, and City of Fresno Metropolitan Water Resources Management Plan to ensure a dependable supply of water. | Adopted the 2020 Urban Water Management Plan in July of 2021; initiated preparation of updating the Metropolitan Water Resources Management Plan; member of the North Kings GSA and preparation of the NKGSA Groundwater Sustainability Plan. |
| 7 Resource Conservation | RC-6-c | Land Use and Development Compliance | Ensure that land use and development projects adhere to the objective of the Fresno Metropolitan Water Resources Management Plan to provide sustainable and reliable water supplies to meet the demand of existing and future customers through 2025. | City of Fresno Department of Public Utilities supports Planning and Development Department through review of entitlements and implement the setting of adequate water capacity fees to enable construction of infrastructure identified in the Metro Plan which strides to attain the balanced use of groundwater. |
| 7 Resource Conservation | RC-6-d | Recycled Water | Prepare, Adopt, and implement a City of Fresno Recycled Water Master Plan. | City of Fresno Recycled Water Master Plan plan update is funded in FY23. |
| 7 Resource Conservation | RC-6-e | Protect Aquifer | Oppose urban development in unincorporated areas that are not served by a wastewater treatment/management system capable of preventing the buildup of compounds that would degrade the aquifer. | Policies are incorporated into standard procedures for staff |
| 7 Resource Conservation | RC-6-f | Regulate Sewage Disposal Facilities | Oppose 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: | |
| 7 Resource Conservation | RC-6-g | Protect Recharge Areas | Continue to protect areas of beneficial natural groundwater recharge by preventing uses that can contaminate soil or groundwater. | |
| 7 Resource Conservation | RC-6-h | Conditions of Approval | Include in the Development Code standards for imposing conditions of approval for development projects to ensure long-term maintenance of adequate clean water resources. Require findings that adequate water supply must exist prior to any discretionary project approval for residential and commercial development requiring annexation, as required by law. | Each project is reviewed by Department of Public Works to ensure the ability to meet projected demands. |
| 7 Resource Conservation | RC-6-i | Natural Recharge | Support removal of concrete from existing canals and change the practice of lining new and existing canals with concrete to allow for natural recharge. | |
| 7 Resource Conservation | Objective RC-7 | | Promote water conservation through standards, incentives and capital investments. | |
| 7 Resource Conservation | RC-7-a | Water Conservation Program Target | Maintain a comprehensive conservation program to help reduce per capita water usage in the city's water service area to 243 gallons per capita per day (gpcd) by 2020 and 190 gpcd by 2035, by adopting conservation standards and implementing a program of incentives, design and operation standards, and user fees. | The implementation of residential water meters attained the desired goals. The Department maintains a active conservation program to continuously remind the community on ways to save water. |

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| 7 Resource Conservation | RC-7-b | Water Pricing and Metering | Develop a tiered water cost structure for both residential and commercial users that will properly price water based on its true cost; require all new development to be metered for water use; and charge all customers the true, full cost of their water supply, including costs of acquisition, initial treatment, conveyance, wastewater treatment, operations, maintenance, and remediation. | City initiated rates studies that will consider whether tiered rates are appropriate at this time. |
| 7 Resource Conservation | RC-7-c | Best Practices for Conservation | Require all City facilities and all new private development to follow U.S. Bureau of Reclamation Best Management Practices for water conservation, as warranted and appropriate. | |
| 7 Resource Conservation | RC-7-d | Update Standards for New Development | Continue to refine water saving and conservation standards for new development. | Department of Public Utilities Water Conservation Division actively works with residents and businesses on landscape and irrigation design for optimal results. |
| 7 Resource Conservation | RC-7-e | Retrofit City Facilities, and Consider Incentives Programs to Encourage Retrofitting of Other Existing Public and Private Residential and Non-Residential Facilities and Sites | Reduce water use in municipal buildings and City operations by developing a schedule and budget for the retrofit of existing municipal buildings with water conservation features, such as auto shut-off faucets and water saving irrigation systems. Prepare a comprehensive incentive program for other existing public and private residential and non-residential buildings and irrigation systems. | Extensive touchless water fixtures have been installed in City Facilities throughout 2020-21. |
| 7 Resource Conservation | RC-7-f | Implementation and Update Conservation Program | Continue to implement the City of Fresno Water Conservation Program, as may be updated, and periodically update restrictions on water uses, such as lawn and landscape watering and the filling of fountains and swimming pools, and penalties for violations. Evaluate the feasibility of a 2035 conservation target of 190 gpcd in the next comprehensive update of the City of Fresno Water Conservation Program. | The implementation of residential water meters attained the desired goals. The Department maintains a active conservation program to continuously remind the community on ways to save water. |
| 7 Resource Conservation | RC-7-g | Educate on State Requirements | Educate the residents and businesses of Fresno on the requirements of the California Water Conservation Act of 2009. | Water Conservation Division actively works with residents and businesses on landscape and irrigation design for optimal results. |
| 7 Resource Conservation | RC-7-h | Landscape Water Conservation Standards | Refine landscape water conservation standards that will apply to new development installed landscapes, building on the State Model Water Efficient Landscape Ordinance and other State regulations. | Water Conservation Division actively works with residents and businesses on landscape and irrigation design for optimal results. |
| 7 Resource Conservation | RC-7-i | PACE Financing | Develop a residential Property Assessed Clean Energy (PACE) program, if it is determined to be a feasible option, to help finance water efficiency and energy efficiency upgrades for property owners. | |
| 7 Resource Conservation | Objective RC-8 | | Reduce the consumption of non-renewable energy resources by requiring and encouraging conservation measures and the use of alternative energy sources. | |
| 7 Resource Conservation | RC-8-a | Existing Standards and Programs | Continue existing beneficial energy conservation programs, including adhering to the California Energy Code in new construction and major renovations. | |
| 7 Resource Conservation | RC-8-b | Energy Reduction Targets | Strive to reduce per capita residential electricity use to 1,800 kWh per year and non-residential electricity use to 2,700 kWh per year per capita by developing and implementing incentives, design and operation standards, promoting alternative energy sources, and cost-effective savings. | Per Capita energy reduction is being realized through the new construction of more energy efficient homes and the implementation of kWh reduction outreach and programs through the Utility (PG&E). |
| 7 Resource Conservation | RC-8-c | Energy Conservation in New Development | Consider providing an incentive program for new buildings that exceed California Energy Code requirements by fifteen percent. | |

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| 7 Resource Conservation | RC-8-d | Incentives | Establish an incentive program for residential developers who commit to building all of their homes to ENERGY STAR performance guidelines. | |
| 7 Resource Conservation | RC-8-e | Energy Use Disclosure | Promote compliance with State law mandating disclosure of a building's energy data and rating of the previous year to prospective buyers and leasees of the entire building or lenders financing the entire building. | |
| 7 Resource Conservation | RC-8-f | City Heating and Cooling | Reduce energy use at City facilities by updating heating and cooling equipment and installing "smart lighting" where feasible and economically viable. | Completed extensive LED Lighting and HVAC Upgrades at City Facilities Citywide by committing energy savings to project payment. |
| 7 Resource Conservation | RC-8-g | Revolving Energy Fund. | Create a City Energy Fund which uses first year savings and rebates from completed City-owned energy efficiency projects to provide resources for additional energy projects. Dedicate this revolving fund to the sole use of energy efficiency projects that will pay back into the fund. | In lieu of a revolving fund, the City has committed energy savings to provide resources to pay future energy financed projects to expedite projects Citywide. |
| 7 Resource Conservation | RC-8-h | Solar Assistance | Identify and publicize information about financial mechanisms for private solar installations and provide over-the-counter permitting for solar installations meeting specified standards, which may include maximum size (in kV) of units that can be so approved. | |
| 7 Resource Conservation | RC-8-i | Renewable Target | Adopt and implement a program to increase the use of renewable energy to meet a given percentage of the city's peak electrical load within a given time frame. | The City has excelled in this area and has over 30 MW of solar and battery storage renewable energy in the pipeline to offset energy use at City Facilities. |
| 7 Resource Conservation | RC-8-j | Alternative Fuel Network | Support the development of a network of integrated charging and alternate fuel station for both public and private vehicles, and if feasible, open up municipal stations to the public as part of network development. | The City has installed 87 Level 2 EV Charging Public stations at 12 City Parking Lots/Garages and Parks, all open to the Public, City employees and Fleet vehicles. This is in addition to the EV Chargers existing at the Airport. |
| 7 Resource Conservation | RC-8-k | Energy Efficiency Education | Provide long-term and on-going education of homeowners and businesses as to the value of energy efficiency and the need to upgrade existing structures on the regular basis as technology improves and | The Utility (PG&E) has funding approved by the CPUC for this purpose. The City has not been funded for this purpose. |
| 7 Resource Conservation | Objective RC-9 | | Preserve agricultural land outside of the area planned for urbanization under this General Plan. | |
| 7 Resource Conservation | RC-9-a | Regional Cooperation | Work to establish a cooperative research and planning program with the Counties of Fresno and Madera, City of Clovis, and other public agencies to conserve agricultural land resources. | |
| 7 Resource Conservation | RC-9-b | Unincorporated Land in the Planning Area | Express opposition to residential and commercial development proposals in unincorporated areas within or adjacent to the Planning Area when these proposals would do any of the following: | Wrote a letter to the County regarding update to Fresno County General Plan update expressing opposition to expansion at Millerton. Draft WANSP carried forward to discourage leap frog development. |
| 7 Resource Conservation | RC-9-c | Farmland Preservation Program | In coordination with regional partners or independently, establish a Farmland Preservation Program. When Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is converted to urban uses outside City limits, this program would require that the developer of such a project permanently protect an equal amount of similar farmland elsewhere through easement. | |
| 7 Resource Conservation | Objective RC-10 | | Conserve aggregate mineral resources within the Planning Area, as identified by the Division of Mines and Geology, and allow for responsible extraction to meet Fresno's needs. | |
| 7 Resource Conservation | RC-10-a | Meet Future Needs | Adopt land use and resource protection regulations that support mining of the high-quality, close-to-market aggregate resources to meet the needs of the Fresno Production-Consumption Region. | |

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| 7 Resource Conservation | RC-10-b | Zoning in San Joaquin Riverbottom | Maintain zoning consistent with on-going mineral extraction in the San Joaquin Riverbottom that also allows multiple open space uses in conformance with State law and the City's Surface Mining Ordinance. | |
| 7 Resource Conservation | RC-10-c | Processing-Mining Link | Accommodate only those mineral processing activities in the San Joaquin Riverbottom that are 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. | |
| 7 Resource Conservation | RC-10-d | Manage MRZ-2 Areas | Prohibit land uses and development projects that preclude mineral extraction in potential high-quality mineral resource areas designated MRZ-2 by the California Department of Conservation Division of Mines and Geology. | |
| 7 Resource Conservation | RC-10-e | Existing Permits | Honor surface mining permits approved by the County of Fresno upon annexation, provided that the mining operation is in compliance with the terms of its current permit(s) and State law. Require new permit applications in the event of noncompliance, permit expiration, or permit revocation, and ensure compliance with law or regulations. | |
| 7 Resource Conservation | RC-10-f | Cooperate on Uniform Criteria | Work with the County of Fresno, the County of Madera, and the City of Clovis to develop uniform criteria applicable to existing, new, and altered mineral extraction sites in the San Joaquin Riverbottom. | |
| Resource Conservation | Objective RC-11 | | Strive to reduce the solid waste going to landfills to zero by 2035. | |
| 7 Resource Conservation | RC-11-a | Waste Reduction Strategies | Maintain current targets for recycling and re-use of all types of waste material in the city and enhance waste and wastewater management practices to reduce natural resource consumption, including the following measures: | Have invested over \$100 million in the recycled water program and continue with investments to ensure its viability. Just in the last couple of months awarded a design contract for a 3 million gallon tank and booster pump station. Continue out reach to get more connections to the recycled water system. Recently made modifications to the Fresno Municipal Code to encourage voluntary connections. Recipient of award for USBR Grant to facilitate connections of Fulton Street, Fink White Park, and City Hall to recently completed recycled water main through downtown area. |
| 7 Resource Conservation | RC-11-b | Zero Waste Strategy | Create a strategic and operations plan for fulfilling the City Council resolution committing the City to a Zero Waste goal. | |
| 7 Resource Conservation | RC-11-c | Industry Efforts | Support industry efforts to collect and recycle electronics, mattresses, carpets and any other recyclable products to help the region meet goals consistent with the statewide goal of at least 75 percent of all solid waste recycled by January 2020. | The City of Fresno is working to meet the State of California mandate as required by AB 939, which calls for a 50% reduction in the waste sent to landfill. The 3 cart waste service collects trash, green waste, and recyclables separately to attain this goal. Materials are taken to appropriate handlers for sorting and reclamation. |

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| Objective HCR-1 | | Maintain a comprehensive, citywide preservation program to identify, | |
| HCR-1-a | Certified Local Government | Maintain the City's status as a Certified Local Government (CLG), and use CLG practices as the key components of the City's preservation | Maintained |
| HCR-1-b | Preservation Office, Commission and Program | Maintain the Preservation Office, Historic Preservation Commission, and preservation program to administer the City's preservation functions and programs. | Maintained |
| HCR-1-c | Historic Preservation Ordinance | Maintain the provisions of the City's Historic Preservation Ordinance, as may be amended, and enforce the provisions as appropriate. | Updated Historic Preservation Ordinance to make it gives the City Council and the Historic Preservation Commission greater oversight concerning any buildings already designated as historic includes the institution of fines up to \$100,000 for violations and safeguards that will strengthen the City's ability to protect these nationally registered and locally registered historical assets. |
| Objective HCR-2 | | Identify and preserve Fresno's historic and cultural resources that reflect important cultural, social, economic, and architectural features so that residents will have a foundation upon which to measure and direct physical change. | |
| HCR-2-a | Identification and Designation of Historic Properties | Work to identify and evaluate potential historic resources and districts and prepare nomination forms for Fresno's Local Register of Historic Resources and California and National registries, as appropriate. | |
| HCR-2-b | Historic Surveys | Prepare historic surveys according to California Office of Historic Preservation protocols and City priorities as funding is available. | Survey updates underway |
| HCR-2-c | Project Development | Prior to project approval, continue to require a project site and its Area of Potential Effects (APE), without benefit of a prior historic survey, to be evaluated and reviewed for the potential for historic and/or cultural resources by a professional who meets the Secretary of Interior's Qualifications. Survey costs shall be the responsibility of the project developer. Council may, but is not required, to adopt an ordinance to implement this policy. | Continued |
| HCR-2-d | Native American Sites | Work with local Native American tribes to protect recorded and unrecorded cultural and sacred sites, as required by State law, and educate developers and the community-at-large about the connections between Native American history and the environmental features that characterize the local landscape. | |
| HCR-2-e | Alternate Public Improvement Standards | Develop and adopt Alternate Public Improvement Standards for historic landscapes to ensure that new infrastructure is compatible with the landscape; meets the needs of diverse users, including motorists, cyclists, and pedestrians; and provides for proper traffic safety and drainage. | |
| HCR-2-f | Archaeological Resources | Consider State Office of Historic Preservation guidelines when establishing CEQA mitigation measures for archaeological resources. | |
| HCR-2-g | Demolition Review | Review all demolition permits to determine if the resource scheduled for demolition is potentially eligible for listing on the Local Register of Historic Resources. Consistent with the Historic Preservation Ordinance, refer potentially eligible resources to the Historic Preservation Commission and as appropriate to the City Council. | Part of standard project review process by staff Historic Preservationist |

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| HCR-2-h | Minimum Maintenance Standards | Continue to support enforcement of the minimum maintenance provisions of the Historic Preservation Ordinance, as may be amended, and enforce the provisions as appropriate. | Continued |
| HCR-2-i | Preservation Mitigation Fund | Consider creating a preservation mitigation fund to help support efforts to preserve and maintain historic and cultural resources. | |
| HCR-2-j | Window Replacement | City staff will evaluate potential opportunities for identification of window replacements to ensure historic integrity is maintained while encouraging sustainability. In addition, city staff will evaluate window replacements in federally funded housing projects on a project-by-project basis with consideration for health, safety, historic values, sustainability, and financial feasibility. | |
| HCR-2-k | City-Owned Resources | Maintain all City-owned historic and cultural resources in a manner that is consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties, as appropriate. | |
| HCR-2-l | City Historic Preservation Team | Establish an inter-departmental Historic Preservation team to coordinate on matters of importance to history and preservation. | |
| HCR-2-m | Local Register Listing | Recommend that property owners, who receive funds from the City of Fresno for rehabilitation of a property, consent to listing it on the Local Register of Historic Resources if the property meets the criteria for age, significance, and integrity. Publicly funded rehabilitation properties which may meet Local Register criteria will be presented to the City's Historic Preservation Commission for review. | |
| HCR-2-n | Property Database and Informational System | Identify all historic resources within the city designated on the Local, State, or National register, and potential significant resources (building, structure, object or site) in existence for at least 45 years, and provide this information on the City's website. | |
| Objective HCR-3 | | Promote a "New City Beautiful" ethos by linking historic preservation, public art, and planning principles for Complete Neighborhoods with green building and technology. | |
| HCR-3-a | Adaptive Reuse | Promote the adaptive reuse and integration of older buildings into new projects as part of the City's commitment to nurturing a sustainable Fresno. | |
| HCR-3-b | Public Art | Collaborate with the arts community to promote the integration of public art into historic buildings and established neighborhoods. Link arts activities (such as Art Hop) with preservation activities. | |
| HCR-3-c | Context Sensitive Design | Work with architects, developers, business owners, local residents and the historic preservation community to ensure that infill development is context-sensitive in its design, massing, setbacks, color, and architectural detailing. | |
| Objective HCR-4 | | Foster an appreciation of Fresno's history and cultural resources. | |
| HCR-4-a | Inter-Agency Collaboration | Foster cooperation with public agencies and non-profit groups to provide activities and educational opportunities that celebrate and promote Fresno's history and heritage. | |
| HCR-4-b | Heritage Tourism and Public Education | Promote heritage tourism and the public's involvement in preservation through conferences, walking tours, publications, special events, and involvement with the local media. | |

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| HCR-4-c | Training and Consultation | Provide training, consultation, and support in collaboration with Historic Preservation Commissioners to community members regarding Fresno’s history, use of the U.S. Secretary of the Interior’s Standards, and the California Historical Building Code, as time and resources allow. | |
| HCR-4-d | Public Archives | Maintain public archives that include information on all designated historic properties, as well as historic surveys, preservation bulletins, and general local history reference materials. Post survey reports, Historic Preservation Commission minutes and agendas, and other information of public interest on the historic preservation page of the City’s website. | Maintained |
| HCR-4-e | Preservation Awards | Continue to recognize the best work in preservation and neighborhood revitalization as may be appropriate through programs such as the biennial Mayoral Preservation Awards program. | |
| HCR-4-f | Economic Incentives | Investigate the potential for developing a Mills Act program and possible sources of funding for the Historic Rehabilitation Financing Program. | |

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| 9 Noise and Safety | Objective NS-1 | | Protect the citizens of the City from the harmful and annoying effects of exposure to excessive noise. | |
| 9 Noise and Safety | NS-1-a | Desirable and Generally Acceptable Exterior Noise Environment | Establish 65 dBA Ldn or CNEL as the standard for the desirable maximum average exterior noise levels for defined usable exterior areas of residential and noise-sensitive uses for noise, but designate 60 dBA Ldn or CNEL (measured at the property line) for noise generated by stationary sources impinging upon residential and noise-sensitive uses. Maintain 65 dBA Ldn or CNEL as the maximum average exterior noise levels for non-sensitive commercial land uses, and maintain 70 dBA Ldn or CNEL as maximum average exterior noise level for industrial land uses, both to be measured at the property line of parcels where noise is generated which may impinge on neighboring properties. | |
| 9 Noise and Safety | NS-1-b | Conditionally Acceptable Exterior Noise Exposure Range | Establish the conditionally acceptable noise exposure level range for residential and other noise sensitive uses to be 65 dB Ldn or require appropriate noise reducing mitigation measures as determined by a site specific acoustical analysis to comply with the desirable and conditionally acceptable exterior noise level and the required interior noise level standards set in Table 9-2. | |
| 9 Noise and Safety | NS-1-c | Generally Unacceptable Exterior Noise Exposure Range | Establish the exterior noise exposure of greater than 65 dB Ldn or CNEL to be generally unacceptable for residential and other noise sensitive uses for noise generated by sources in Policy NS-1-a, and study alternative less noise-sensitive uses for these areas if otherwise appropriate. Require appropriate noise reducing mitigation measures as determined by a site specific acoustical analysis to comply with the generally desirable or generally acceptable exterior noise level and the required 45 dB interior noise level standards set in Table 9-2 as conditions of permit approval. | |
| 9 Noise and Safety | NS-1-d | Allowable Exterior Noise Environment for BRT and Activity Centers | Exclude residential and noise sensitive uses located along Bus Rapid Transit corridors or within Activity Centers identified by this General Plan, from exterior noise standards in Policies NS-1-a through NS-1-c where it is determined application of noise mitigation measures will be detrimental to the realization of the General Plan's mixed use policies. | |
| 9 Noise and Safety | NS-1-e | Update Noise Ordinance | Update the Noise Ordinance to ensure that noise exposure information and specific standards for both exterior and interior noise and measurement criteria are consistent with this General Plan and changing conditions within the city and with noise control regulations or policies enacted after the adoption of this element. | |
| 9 Noise and Safety | NS-1-f | Performance Standards | Implement performance standards for noise reduction for new residential and noise sensitive uses exposed to exterior community noise levels from transportation sources above 65 dB Ldn or CNEL, as shown on Figure NS-3: Future Noise Contours, or as identified by a project-specific acoustical analysis based on the target acceptable noise levels set in Tables 9-2 and Policies NS-1-a through NS-1-c. | |
| 9 Noise and Safety | NS-1-g | | Noise mitigation measures which help achieve the noise level targets of this plan include, but are not limited to, the following: | |

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| 9 Noise and Safety | NS-1-h | Interior Noise Level Requirement | Comply with the State Code requirement that any new multifamily residential, hotel, or dorm buildings must be designed to incorporate noise reduction measures to meet the 45 dB Ldn interior noise criterion, and apply this standard as well to all new single-family residential and noise sensitive uses. | |
| 9 Noise and Safety | NS-1-i | Mitigation by New Development | Require an acoustical analysis where new development of industrial, commercial or other noise generating land uses (including transportation facilities such as roadways, railroads, and airports) may result in noise levels that exceed the noise level exposure criteria established by Tables 9-2 and 9-3 to determine impacts, and require developers to mitigate these impacts in conformance with Tables 9-2 and 9-3 as a condition of permit approval through appropriate means. | |
| 9 Noise and Safety | NS-1-j | Significance Threshold | Establish, as a threshold of significance for the City's environmental review process, that a significant increase in ambient noise levels is assumed if the project would increase noise levels in the immediate vicinity by 3 dB Ldn or CNEL or more above the ambient noise limits established in this General Plan Update. | |
| 9 Noise and Safety | NS-1-k | Proposal Review | Review all new public and private development proposals that may potentially be affected by or cause a significant increase in noise levels, per Policy NS-1-i, to determine conformance with the policies of this Noise Element. Require developers to reduce the noise impacts of new development on adjacent properties through appropriate means. | |
| 9 Noise and Safety | NS-1-l | Enforcement | Continue to enforce applicable State Noise Insulation Standards and Uniform Building Code noise requirements, as adopted by the City. | |
| 9 Noise and Safety | NS-1-m | Transportation Related Noise Impacts | For projects subject to City approval, require that the project sponsor mitigate noise created by new transportation and transportation-related stationary noise sources, including roadway improvement projects, so that resulting noise levels do not exceed the City's adopted standards for noise-sensitive land uses. | |
| 9 Noise and Safety | NS-1-n | Best Available Technology | Require new noise sources to use best available control technology to minimize noise emissions. | |
| 9 Noise and Safety | NS-1-o | Sound Wall Guidelines | Acoustical studies and noise mitigation measures for projects shall specify the heights, materials, and design for sound walls and other noise barriers. Aesthetic considerations shall also be addressed in these studies and mitigation measures such as variable noise barrier heights, a combination of a landscaped berm with wall, and reduced barrier height in combination with increased distance or elevation differences between noise source and noise receptor, with a maximum allowable height of 15 feet. The City will develop guidelines for aesthetic design measures of sound walls, and may commission area wide noise mitigation studies that can serve as templates for acoustical treatment that can be applied to similar situations in the urban area. | |
| 9 Noise and Safety | NS-1-p | Airport Noise Compatibility | Implement the land use and noise exposure compatibility provisions of the adopted Fresno Yosemite International Airport Land Use Compatibility Plan, the Fresno-Chandler Executive Airport Master and Environs Specific Plan, and the Sierra Sky Park Land Use Policy Plan to assess noise compatibility of proposed uses and improvements within airport influence and environs areas. | |

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| 9 Noise and Safety | Objective NS-2 | | Minimize risks of property damage and personal injury posed by geologic and seismic risks. | |
| 9 Noise and Safety | NS-2-a | Seismic Protection | Ensure seismic protection is incorporated into new and existing construction, consistent with the Fresno Municipal Code. | |
| 9 Noise and Safety | NS-2-b | Soil Analysis Requirement | Identify areas with potential geologic and/or soils hazards, and require development in these areas to conduct a soil analysis and mitigation plan by a registered civil engineer (or engineering geologist specializing in soil geology) prior to allowing on-site drainage or disposal for wastewater, stormwater runoff, or swimming pool/spa water. | |
| 9 Noise and Safety | NS-2-c | Landfill Areas | Require proposed land uses on or near landfill areas to be designed and maintained to comply with California Code of Regulations, Title 27, Section 21190, Post Closure Land Use. | |
| 9 Noise and Safety | NS-2-d | Bluff Preservation Overlay Zone | Per the requirements of the Bluff Preservation Overlay Zone District and Policy POSS-7-f (Chapter 5, Parks and Open Space), the following standards shall be applicable for property located within the Bluff Preservation zone: | |
| 9 Noise and Safety | Objective NS-3 | | Minimize the risks to property, life, and the environment due to flooding and stormwater runoff hazards. | |
| 9 Noise and Safety | NS-3-a | Stormwater Drainage and Flood Control Master Plan | Support the full implementation of the 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. Work with the FMFCD to make sure that its Storm Drainage and Flood Control Master Plan is consistent with the General Plan. | The Fresno Metropolitan Flood Control District cleaned 16 of it's basins and purchased none. Properties for two new basins were in negotiations in 2021 and purchased in 2022 |
| 9 Noise and Safety | NS-3-b | Curb and Gutter Installation | Coordinate with Fresno Metropolitan Flood Control District (FMFCD) to install curbing, gutters, and other drainage facilities with priority to existing neighborhoods with the greatest deficiencies and consistent with the Storm Drainage and Flood Control Master Plan. | |
| Noise and Safety | NS-3-c | Dual Use Facilities | Support multiple uses of flood control and drainage facilities as follows: | |
| 9 Noise and Safety | NS-3-d | Landscaped Buffer | City will support the development of FMFCD ponding basins including the landscaping and irrigation for the top one third of the side sloped areas consistent with the FMFCD Basin Design Criteria. | |
| 9 Noise and Safety | NS-3-e | Pollutants | Work with FMFCD to prevent and reduce the existence of urban stormwater pollutants pursuant to the requirements of the National Pollution Discharge Elimination Systems Act. | |
| 9 Noise and Safety | NS-3-f | Flooding Emergency Response Plans | Work with responsible agencies to update emergency dam failure inundation plans, evacuation plans and other emergency response plans for designated flood-prone areas, including the San Joaquin riverbottom. | |
| 9 Noise and Safety | NS-3-g | Essential Facilities Siting Outside of Floodplains | Avoid siting emergency response and essential public facilities, such as fire and police stations, within a 100-year floodplain, unless it can be demonstrated that the facility can be safely operated and accessed during flood events. | |
| 9 Noise and Safety | NS-3-h | Runoff Controls | Implement grading regulations and related development policies that protect area residents from flooding caused by urban runoff produced from events that exceed the capacity of the Storm Drainage and Flood Control Master Plan system of facilities. Place all structures and/or flood-proofing in a manner that does not cause floodwaters to be diverted onto adjacent property, increase flood hazards to other property, or otherwise adversely affect other property. | |

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| 9 Noise and Safety | NS-3-i | New Development Must Mitigate Impact | Require new development to not significantly impact the existing storm drainage and flood control system by imposing conditions of approval as project mitigation, as authorized by law. As part of this process, closely coordinate and consult with the FMFCD to identify appropriate conditions that will result in mitigation acceptable and preferred by FMFCD for each project. | |
| 9 Noise and Safety | NS-3-j | National Flood Insurance Program | Continue to participate in the National Flood Insurance Program (NFIP) by ensuring compliance with applicable requirements. Review NFIP maps periodically to determine if areas subject to flooding have been added or removed and make adjustments to the Land Use Diagram Figure LU-1. | |
| 9 Noise and Safety | NS-3-k | 100-Year Floodplain Policy | Require developers of residential subdivisions to preserve those portions of development sites as open space that may be subject to 100-year flood events, unless the flood hazard can be substantially mitigated by development project design. | |
| 9 Noise and Safety | NS-3-l | 200-Year Floodplain Protection | Promote flood control measures that maintain natural conditions within the 200-year floodplain of rivers and streams and, to the extent possible, combine flood control, recreation, water quality, and open space functions. Discourage construction of permanent improvements that would be adversely affected by periodic floods within the 200-year floodplain, particularly in the San Joaquin riverbottom. | |
| 9 Noise and Safety | NS-3-m | Flood Risk Public Awareness | Continue public awareness programs to inform the general public and potentially affected property owners of flood hazards and potential dam failure inundation. Remind households and businesses located in flood-prone areas of opportunities to purchase flood insurance. | |
| 9 Noise and Safety | NS-3-n | Precipitation Changes | Work with FMFCD to evaluate the planned and existing stormwater conveyance system in light of possible changes to precipitation patterns in the future. | |
| 9 Noise and Safety | Objective NS-4 | | Minimize the risk of loss of life, injury, serious illness, and damage to property resulting from the use, transport, treatment, and disposal of hazardous materials and hazardous wastes. | |
| 9 Noise and Safety | NS-4-a | Processing and Storage | Require safe processing and storage of hazardous materials, consistent with the California Building Code and the Uniform Fire Code, as adopted by the City. | |
| 9 Noise and Safety | NS-4-b | Coordination | 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. | |
| 9 Noise and Safety | NS-4-c | Soil and Groundwater Contamination Reports | Require an investigation of potential soil or groundwater contamination whenever justified by past site uses. Require appropriate mitigation as a condition of project approval in the event soil or groundwater contamination is identified or could be encountered during site development. | City entered into contract to construct Thorne Avenue Water Main. Completed City of Fresno Nitrate Initial Assessment which informed the Early Action Plan submitted to the Central Valley Regional Water Quality Control Board for review and approval. Early Action Plan that describes near- and long-term solutions to provide residents with safe drinking water if nitrate levels are detected above the regulatory limit of 10 milligrams per liter and are shown to be influenced by the City wastewater treatment facility. |

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| 9 Noise and Safety | NS-4-d | Site Identification | Continue to aid federal, State, and County agencies in the identification and mapping of waste disposal sites (including abandoned waste sites), and to assist in the survey of the kinds, amounts, and locations of hazardous wastes. | |
| 9 Noise and Safety | NS-4-e | Compliance with County Program | Require that the production, use, storage, disposal, and transport of hazardous materials conform to the standards and procedures established by the County Division of Environmental Health. Require compliance with the County's Hazardous Waste Generator Program, including the submittal and implementation of a Hazardous Materials Business Plan, when applicable. | |
| 9 Noise and Safety | NS-4-f | Hazardous Materials Facilities | Require facilities that handle hazardous materials or hazardous wastes to be designed, constructed, and operated in accordance with applicable hazardous materials and waste management laws and regulations. | |
| 9 Noise and Safety | NS-4-g | Hazmat Response | Include policies and procedures appropriate to hazardous materials in the City's disaster and emergency response preparedness and planning, coordinating with implementation of Fresno County's Hazardous Materials Incident Response Plan. | |
| 9 Noise and Safety | NS-4-h | Household Collection | Continue to support and assist with Fresno County's special household hazardous waste collection activities, to reduce the amount of this material being improperly discarded. | |
| 9 Noise and Safety | NS-4-i | Public Information | Continue to assist in providing information to the public on hazardous materials. | |
| 9 Noise and Safety | Objective NS-5 | | Protect the safety, health, and welfare of persons and property on the ground and in aircraft by minimizing exposure to airport-related hazards. | |
| 9 Noise and Safety | NS-5-a | Land Use and Height | Incorporate and enforce all applicable Airport Land Use Compatibility Plans (ALUCPs) through land use designations, zoning, and development standards to support the continued viability and flight operations of Fresno's airports and to protect public safety, health, and general welfare. | |
| 9 Noise and Safety | NS-5-b | Airport Safety Hazards | Ensure that new development, including public infrastructure projects, does not create safety hazards such as glare from direct or reflective sources, smoke, electrical interference, hazardous chemicals, fuel storage, or from wildlife, in violation of adopted safety standards. | Airports Dept has developed a new Parking Structure and designed a Terminal Expansion at FAT in accordance with the 2014 General Plan and FAT ALUCP |
| 9 Noise and Safety | NS-5-c | Avigation Easements | Employ avigation easements in order to secure and protect airspace required for unimpeded operation of publicly owned airports. | Airports Dept secured 40 Avigation Easements for existing homes in the 65 CNEL as part of the FAT Residential Sound Insulation Program |
| 9 Noise and Safety | NS-5-d | Disclosure | As a condition of approval for residential development projects, require sellers to prepare and provide State Department of Real Estate Disclosure statements to property buyers notifying of noise and safety issues related to airport operations. | |
| 9 Noise and Safety | NS-5-e | Planned Expansion | Allow for the orderly expansion and improvement of publicly-owned airports, while minimizing adverse environmental impacts associated with these facilities. | Airports Dept has developed a new Parking Structure and designed a Terminal Expansion at FAT in accordance with CEQA. |
| 9 Noise and Safety | Objective NS-6 | | Foster an efficient and coordinated response to emergencies and natural disasters. | |
| 9 Noise and Safety | NS-6-a | County Multi-Jurisdiction Hazard Mitigation Plan | Adopt and implement the Fresno County Multi-Jurisdiction Hazard Mitigation Plan and City of Fresno Local Hazard Mitigation Plan Annex. | |
| 9 Noise and Safety | NS-6-b | Disaster Response Coordination | Maintain coordination with other local, State, and Federal agencies to provide coordinated disaster response. | |

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| 9 Noise and Safety | NS-6-c | Emergency Operations Plan | Update the City's Emergency Operations Plan periodically, using a whole community approach which integrates considerations for People with access and functional needs in all aspects of planning. | |
| 9 Noise and Safety | NS-6-d | Evacuation Planning | Maintain an emergency evacuation plan in consultation with the Police and Fire Departments and other emergency service providers, which shows potential evacuation routes and a list of emergency shelters to be used in case of catastrophic emergencies. | |
| 9 Noise and Safety | NS-6-e | Critical Use Facilities | Ensure critical use facilities (e.g. City Hall, police and fire stations, schools, hospitals, public assembly facilities, transportation services) and other structures that are important to protecting health and safety in the community remain operational during an emergency. | |
| 9 Noise and Safety | NS-6-f | Emergency Vehicle Access | Require adequate access for emergency vehicles in all new development, including adequate widths, turning radii, hard standing areas, and vertical clearance. | |
| 9 Noise and Safety | NS-6-g | Emergency Preparedness Public Awareness Programs | Continue to conduct programs to inform the general public, including people with access and functional needs, of the City's emergency preparedness and disaster response procedures. | |

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| 10 Healthy Communities | Objective HC-1 | | Work with neighborhood associations of local residents, businesses, and institutions on neighborhood and community health initiatives. | |
| 10 Healthy Communities | HC-1-a | Neighborhood Associations | Promote the establishment of formal and self-sufficient "neighborhood associations" of local residents, businesses and institutions who are committed to working together and with others in Fresno to achieve the health, safety, recreation, employment, business development, property maintenance and other goals of their neighborhoods. | The City worked with the Jackson Neighborhood CDC and Every Neighborhood Partnership to promote community engagement in the KCCTOD planning project. |
| 10 Healthy Communities | HC-1-b | Local Health Workshops | Work with health providers, schools, religious institutions, neighborhood associations and others to develop and maintain a program of regular health workshops (and mobile health clinics) operated by medical service providers and hosted in local neighborhood facilities such as schools, parks, religious institutions, businesses, and parking lots. | |
| 10 Healthy Communities | HC-1-c | Neighborhood Care Facilities | Support public agencies and private sector groups who provide care facilities in neighborhoods and job centers through new partnerships and incentives, and create opportunities to provide healthy, secure environments for Pre-K children, older adults, and people with disabilities. | |
| 10 Healthy Communities | HC-1-d | Cultural Sensitivity | Work with providers to ensure that additional health care services are offered in a way that is culturally sensitive and linguistically appropriate for the diverse communities in Fresno. | |
| 10 Healthy Communities | Objective HC-2 | | Create complete, well-structured, and healthy neighborhoods and transportation systems. | |
| 10 Healthy Communities | HC-2-a | Healthy Neighborhoods | Promote the design of Complete Neighborhoods whose physical layout and land use mix allow for walking to local stores and services, biking, and transit use; foster community pride; enhance neighborhood identity; encourage public safety; are family-friendly; and address the needs of residents of all ages and abilities. | West Area Neighborhoods Community Plan underway. FAX Implemented new bus routes, extended existing bus routes, to continue towards a simplified grip alignment. |
| 10 Healthy Communities | HC-2-b | Supportive Housing | Continue to promote the availability of group housing facilities, emergency residential shelters, and similar housing arrangements throughout the city consistent with State and federal law. | GIS staff provided location maps and data |
| 10 Healthy Communities | HC-2-c | Prevent Crime through Design | Incorporate Crime Prevention Through Environmental Design (CPTED) principles and best practices into project review procedures for new development and major renovations. | |
| 10 Healthy Communities | HC-2-d | Mobility for Carless Population | Improve multi-modal mobility for populations that do not have access to a car by connecting neighborhoods to major destinations, including parks; civic facilities; educational institutions; medical facilities; employment centers; shopping destinations; and recreation areas. | FAX Implemented new bus routes, extended existing bus routes to continue towards a simplified grip alignment. Added service to El Paseo Shopping Center, St. Agnes Medical Center and Central High East. In FY2021, 1.5 miles of Class II bikes lanes, 6 miles of buffered Class II bike lanes, 1.5 miles of Class IV bicycle facilities and 1.11 miles of Class I trail facilities were constructed. |
| 10 Healthy Communities | HC-2-e | Bike and Pedestrian Network | Continue to promote alternative modes of transportation through development and maintenance of a citywide pedestrian and bicycle network. | Procured new buses with bike racks (all FAX buses have three bike racks). In FY2021, 1.5 miles of Class II bikes lanes, 6 miles of buffered Class II bike lanes, 1.5 miles of Class IV bicycle facilities and 1.11 miles of Class I trail facilities were constructed. |
| Healthy Communities | Objective HC-3 | | Create healthy, safe, and affordable housing. | |

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|---|----------------|--|--|---|
| Chapter | Policy | Policy Title | Policy Description | 2021 report |
| 10 Healthy Communities | HC-3-a | Universal Design | Work with residential developers to update the City of Fresno Universal Design Standard to facilitate incorporation of lifecycle design principles in new residential development and make these options available to purchasers, to help community members stay in their homes and neighborhoods as they age. | |
| 10 Healthy Communities | HC-3-b | Housing-Related Illness Assessment and Testing | Support efforts to provide community assessment and testing programs for housing-related illnesses (i.e. blood lead levels, respiratory health, and skin conditions). | |
| 10 Healthy Communities | HC-3-c | Housing Services | Publicize housing programs and help residents make the connection between federal, State, County, City, private, and community-based housing services and local government resources related to rehabilitation and affordable housing improvements. | |
| 10 Healthy Communities | HC-3-d | Green Standards for Affordable Housing | Provide appropriate incentives for affordable housing providers, agencies, non-profit, and market rate developers to use LEED and CALGreen Tier 1 or Tier 2 standards or third-party equivalents. | |
| 10 Healthy Communities | HC-3-e | Health Services and Medical Facilities in Underserved Neighborhoods | Publicize existing health programs and help residents make the connection between County and community-based health services and medical facilities. Work with hospitals and the County of Fresno Health Department to increase siting and development of medical clinics and medical facilities. | |
| 10 Healthy Communities | HC-3-f | New Drive-Through Facilities | Incorporate design review measures in the Development Code to reduce vehicle emissions resulting from queued idling vehicles at drive-through facilities proximate to residences. | |
| 10 Healthy Communities | HC-3-g | Residential Compatibility | Consider developing a program with community stakeholders to address compatibility of industrial and heavy commercial uses and zoning with established neighborhoods. | Staff completed draft Industrial Compatibility Study |
| Healthy Communities | Objective HC-4 | | Improve property maintenance. | |
| 10 Healthy Communities | HC-4-a | Business Maintenance Standards | Update property maintenance standards, codes, and enforcement provisions to include businesses. | |
| 10 Healthy Communities | HC-4-b | Local Business Assistance | Assist local store owners in established neighborhoods in identifying low-cost solutions to comply with physical accessibility requirements under the Americans with Disability Act. Provide financial assistance to qualifying businesses. | |
| 10 Healthy Communities | HC-4-c | Residential Maintenance Standards | Consider the development of a residential housing inspection program to provide a structured review, evaluation and correction process to prevent substandard housing. | |
| 10 Healthy Communities | HC-4-d | Cooperative Compliance Monitoring | Work with "neighborhood resident associations" to monitor and enforce basic property maintenance standards to ensure neighborhood cleanliness and safety, and prevent blight-causing conditions. | |
| 10 Healthy Communities | HC-4-e | Code Enforcement | Conduct resident outreach, including to diverse populations, to assess the accessibility and adequacy of the City's code enforcement procedures and modify them as needed. | |
| 10 Healthy Communities | HC-4-f | Chronic Violators | Design and implement procedures to address chronic code violations at single properties. | |
| Healthy Communities | Objective HC-5 | | Promote access to healthy and affordable food. | |

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| 10 Healthy Communities | HC-5-a | Healthy Grocery Incentives | Adopt regulations and incentives in the Development Code for locating healthy food grocery stores to increase communitywide healthy food access, with an emphasis on the attraction of grocery stores to established neighborhoods deficient in grocery stores and access to healthy and fresh food. | |
| 10 Healthy Communities | HC-5-b | Food Assistance Awareness | Support local agencies and community groups in increasing community awareness of and participation in existing federal food assistance programs, such as the Women, Infants, and Children (WIC) nutrition program and the Supplemental Nutrition Assistance Program (SNAP, formerly food stamps). | |
| 10 Healthy Communities | HC-5-c | Refrigeration Assistance for Local Stores | Work with philanthropic and community institutions to create a revolving fund granting zero-interest loans to neighborhood convenience stores for the purchase of refrigeration and other fixtures necessary to allow for the sale of fresh produce. | |
| 10 Healthy Communities | HC-5-d | Work with Farmers Markets | Promote comprehensive listing of all farmers markets in Fresno and support local agencies and community groups in working with farmers' markets to accept WIC and EBT by providing technical assistance, such as providing an exchange or voucher system. | |
| 10 Healthy Communities | HC-5-e | Food Policy Council | Participate in the creation of a Fresno Food Policy Council with community-based groups to study the food system as a whole and recommend changes to appropriate agencies regarding food policy that increase access. | |
| 10 Healthy Communities | HC-5-f | Urban Agriculture | Promote a full range of urban agriculture activities, including farmers' markets, farm stands, community gardens, on-site garden produce market stands, and urban farms. Support associations involved in these activities, which can be accomplished by a combination of the following: | |
| 10 Healthy Communities | HC-5-g | Commercial Agriculture | Continue to develop policies to allow agriculture on land greater than 50 acres in area. | |
| Healthy Communities | Objective HC-6 | | Improve access to schools and their facilities for the community. | |
| 10 Healthy Communities | HC-6-a | Safe Routes to Schools | Continue to improve the conditions for youth walking and bicycling in the areas surrounding schools by working with the school districts including Fresno USD, Clovis USD, Central USD, Sanger USD, and Washington Union USD, as well as California State University, Fresno, Fresno Pacific University, and State Center Community College District to implement a safe routes to school program. Prioritize identified safe routes to school infrastructure improvements in annual transportation improvement budgets. | |
| 10 Healthy Communities | HC-6-b | Site Schools on Safe Streets | Work with all school districts operating in Fresno and private and charter schools to locate and design new school sites so they are located on safe streets. | |
| 10 Healthy Communities | HC-6-c | Work with School Districts on Facilities Agreements | Work with school districts to promote the use of schools as community wide facilities. Help broker agreements between recreation organizations and school districts. | |
| 10 Healthy Communities | HC-6-d | New School Strategies | Advocate for school siting standards that allow smaller neighborhood schools. Allow new schools to be constructed in existing urbanized areas, and design schools to be focal points of community life. | |

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| 10 Healthy Communities | Objective HC-7 | | Establish priorities and mechanisms for park facilities improvements linked to effectiveness and improving health. | |
| 10 Healthy Communities | HC-7-a | Prioritization System for Parks Improvements | Link park facility improvement priorities to a ranking system keyed to public health and safety and recreational goals, prioritize gaps in local park service areas (especially in the areas west of State Route 99, and in south central and southeast Fresno), and respond with options for pocket parks and other walkable open space amenities. | |
| 10 Healthy Communities | HC-7-b | Performance-Based Capital Improvements | Establish a performance-based priority system for capital improvements, based upon the health and recreation goals ranking system, as one of as one of the items the City must consider prior to constructing capital improvements. | |
| 10 Healthy Communities | HC-7-c | Funding Mechanisms for Open Space Maintenance | Work with neighborhood associations and business and homeowners organizations to establish community facilities districts or pursue other citywide financing mechanisms to generate funds for maintenance of new parks and open space, or to improve the level of maintenance of existing facilities based upon neighborhood needs and priorities. | Article 15 Fresno Clean and Safe Neighborhood Parks Transactions and Use Tax became effective in 2021. The implementation of the Measure P tax for Fresno parks and trails began in July 2021 and will begin to supply a steady stream of funding to improve existing and add new parks and trails. |
| 10 Healthy Communities | HC-7-d | Integrated Pest Management | Formulate and implement an Integrated Pest Management Program to reduce the use of pesticides at City-owned parks and landscape areas. | |
| Healthy Communities | Objective HC-8 | | Support programs, leadership, and opportunities for Fresno's youth. | |
| 10 Healthy Communities | HC-8-a | Out-of-School Youth Programs | Work with public agencies, community-based organizations, and school districts including Fresno USD, Clovis USD, Central USD, Sanger USD, and Washington Union USD to support the development of a unified and central student leadership entity for out-of-school time in Fresno, including the development of citywide standards. | Reopened Camp Fresno after restrictions prevented opening in summer 2020, providing overnight themed camps for 445 youth, and volunteer opportunities throughout the season. |
| 10 Healthy Communities | HC-8-b | Youth Leadership Program | Work with the Youth Leadership Institute, Center for Multi-Cultural Communication, and other youth-oriented community organizations, including organizations that provide services for youth with disabilities, to design, support, promote, and seek funding for a youth leadership program to involve youth directly in planning for services and programs. | |
| 10 Healthy Communities | HC-8-c | Job Training, Apprenticeships, and Placement | Work with the Workforce Investment Board, or other interested organizations, businesses, schools, and residents to create an expanded youth job development partnership, helping connect local businesses to teens for after school and summer work, volunteer positions, and other skills development opportunities. | Launched a Summer Youth Jobs initiative placing 65 youth ages 16-24 with PARCS programs for up to 160 hours during summer 2021, including a 5-week job skills training course; approximately 50% were retained as temporary staff following the end of the program. Employed over 130 youth during fiscal year 2021 through Youth Jobs, Aquatics, and other programs. |
| 10 Healthy Communities | HC-8-d | Youth Master Plan | Work with local youth groups and organizations to seek adequate funding for City staff time, consultants, and participating neighborhood and community organizations to formulate a Fresno Youth Master Plan based upon appropriate youth goals related to land use, transportation, housing and other General Plan Elements. | |

