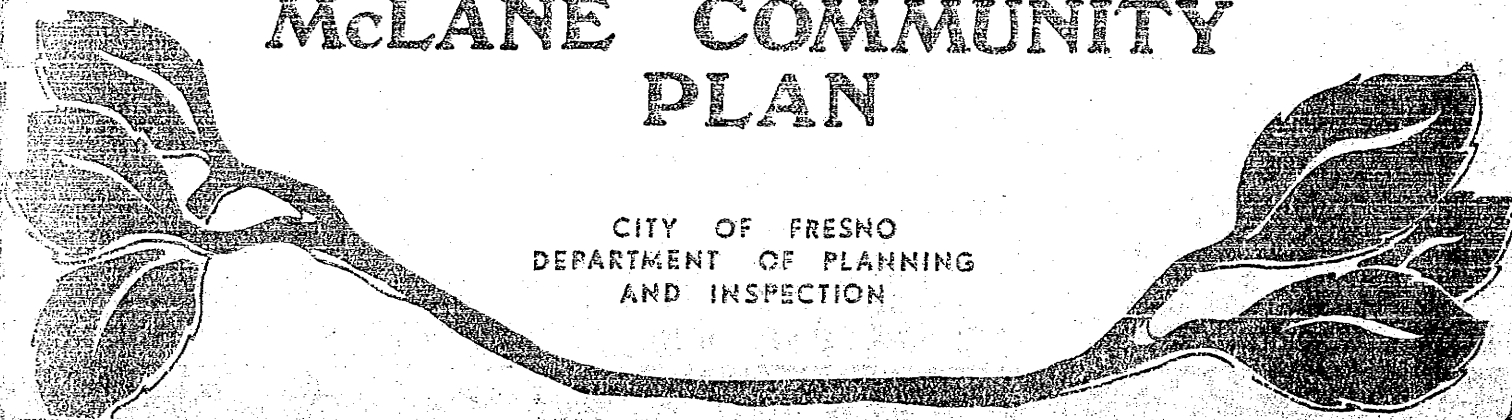


# McLANE COMMUNITY PLAN

CITY OF FRESNO  
DEPARTMENT OF PLANNING  
AND INSPECTION



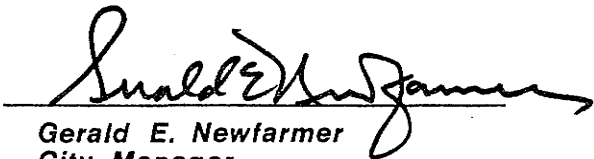


# McLane Community Plan

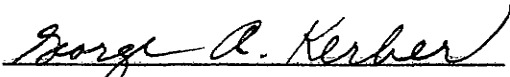
*Adopted by the Fresno City Council on May 15, 1979*



Daniel K. Whitehurst  
Mayor



Gerald E. Newfarmer  
City Manager



George A. Kerber  
Director of Planning & Inspection





A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO  
ADOPTING THE MC LANE COMMUNITY PLAN AS A REFINEMENT  
OF THE FRESNO-CLOVIS METROPOLITAN AREA GENERAL  
PLAN

WHEREAS, the General Plan for the Fresno-Clovis Metropolitan Area was adopted by the Council on June 6, 1974; and

WHEREAS, Community Plans are essential to the refinement of the General Plan, tailoring the General Plan elements and policies to the particular characteristics and needs of each community; and

WHEREAS, the Planning staff prepared the Preliminary McLane Community Plan, September, 1976, in response to the Council's mandate for the development of Community Plans for each community as defined within Metropolitan Fresno; and

WHEREAS, the Planning staff has held numerous public meetings relative to the Preliminary McLane Community Plan to allow citizen participation in all phases of the planning process; and

WHEREAS, the Planning Commission held public hearings, duly noticed to consider the Preliminary McLane Community Plan, and received testimony in favor of and in opposition to the proposed plan on October 11, October 25, November 29, 1978 and January 24, 1979; and

WHEREAS, the Planning Commission considered the revisions to the Preliminary McLane Community Plan, contained in the staff reports pertaining to the modifications; and

WHEREAS, the Preliminary McLane Community Plan, a refinement of the 1974 General Plan, is intended to supercede those portions of the McKinley, Temperance, Sunnyside, College and Clovis Community Plans which fall within the Preliminary McLane Community planning area; and

WHEREAS, the Planning Commission, at the January 24, 1979 hearing, after having heard evidence and having fully reviewed and considered the final Environmental Impact Report No. 10065 on the McLane Community Plan, voted to approve and recommend numerous modifications; and

WHEREAS, additional modifications were submitted subsequent to the public hearings held before the Planning Commission; and

WHEREAS, the Preliminary McLane Community Plan, as approved and recommended by the Planning Commission along with other considered alternatives and modifications, and Environmental Impact Report No. 10065 have been made available to the Council; and

PASSED

EFFECTIVE

1 of 2

MAY 15 1979

*Approved by 79-521*



WHEREAS, thereafter and heretofore, this Council duly and regularly fixed the 21st day of February, 1979, and then the 20th day of March, the 27th day of March, the 3rd day of April, and the 1st day of May for public hearings on the McLane Community Plan, a refinement of the Fresno-Clovis Metropolitan Area General Plan, and it appearing that the City Clerk hereof has duly and regularly given notice thereof in the manner required by law; and

WHEREAS, the Council, at its meeting of May 15, 1979, after having heard evidence and fully considered the same, certified Final Environmental Impact Report No. 10065 on the McLane Community Plan, and having made certain findings relating to mitigation measures incorporated in the Final Environmental Impact Report No. 10065; and

WHEREAS, the Council, at its last five hearings, after having heard further evidence and having fully considered the same, concluded that in light of metropolitan growth demands and the environmental constraints to growth in other parts of the metropolitan area, planned urbanization as shown in the McLane Community Plan will enhance the community and will preserve adjacent land for continued agricultural uses.

NOW, THEREFORE, the Council of the City of Fresno resolves that the document entitled "Preliminary McLane Community Plan, September, 1976" as amended by the revisions listed on the following pages, is hereby approved and adopted as the McLane Community Plan and as a refinement of the Fresno-Clovis Metropolitan Area General Plan; and

BE IT FURTHER RESOLVED that the Mayor and Clerk hereof be and they hereby are, authorized and directed to make appropriate certification upon the original and file the same as a permanent record in the Office of the City Clerk.

CLERK'S CERTIFICATION

STATE OF CALIFORNIA )  
COUNTY OF FRESNO ) ss.  
CITY OF FRESNO )

I, JACQUELINE L. RYLE, City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, California at a regular meeting held on the 15th day of May, 1979.

JACQUELINE L. RYLE  
City Clerk

By [Signature]

Deputy

JR/HFC/pt  
4/25/79

APPROVED AS TO FORM

CITY ATTORNEY'S OFFICE

By: [Signature]

Deputy



ENVIRONMENTAL RESOURCES AND OPEN SPACE ELEMENT (Cont'd)

- ~~13b. Remove the designated ponding basin BS at the southeast corner of Fowler and McKinley Avenues and designate site as agricultural use.~~
- ~~13c. Remove the designated ponding basin BQ near the intersection of Armstrong and Olive Avenues and designate site as agricultural use.~~
14. Change the narration on Page 47 of the plan document to reflect the definition of "prime farmland" as contained in the December 7, 1977 letter from Morris Martin, District Conservationist, USDA Soil Conservation Service. Add the technical definition of "prime farmland" to the Appendix along with the mapping of "prime farmland" changes to Figure 9.
15. Change the designated land use of approximately 20 acres located in the southwest quadrant of Willow and Ashlan Avenues from light industrial to recreational open space.
16. Change the designated land use of approximately 97 acres located southeast of the Fresno Air Terminal from light industrial to agricultural open space.

PUBLIC FACILITIES AND SERVICES ELEMENT

- ~~17. Move the fire station site from the Fresno Air Terminal near the Clinton diagonal approach to a site to the east near Clovis Avenue at approximately the Clinton Avenue alignment.~~
18. Change the designation of the Scandanavian Elementary School located on Shields near Chestnut Avenue to "middle school" ~~and Sierra Junior High School at Garland and Cedar Avenues to "freshman school"~~
- ~~19. Designate the site of the Addicott School on the west side of Chestnut Avenue north of Shields Avenue and Manchester School at Fresno and Dakota Avenues as Special Schools (SS).~~
- ~~20. Change the designated land use of approximately five acres located on the south side of Dakota Avenue midway between Chestnut and Peach Avenues from recreational open space to public facilities.~~

TRANSPORTATION ELEMENT

- ~~Reclassify the Shields Avenue diagonal from a collector to an arterial.~~
21. ~~Reclassify Belmont Avenue from an arterial to a collector street between Temperance and Locan Avenues.~~

## MC LANE COMMUNITY PLAN MODIFICATIONS

### RESIDENTIAL LAND USE ELEMENT

3. Change the designated land use for property located on the southeast corner of E. Clinton Avenue and N. Angus Street from office commercial to medium-high density residential.
4. Change the designated land use of 10.7 acres located on the southeast corner of E. Ashlan and N. Willow Avenues (the Chestnut Diagonal) from neighborhood commercial to medium-high density residential.
- ~~26a. Change the designated land use of two areas within the Palm Lakes Golf Course from recreational open space to medium low density residential. The subject property is generally described as approximately five acres immediately north of E. Dakota in the southeasterly quadrant of the golf course, and approximately 10 acres located near the northerly and westerly boundaries of the golf course.~~
- ~~30. Change the designation of approximately 55 acres at the northeast corner of N. Cedar and E. Dakota Avenues from low density and medium density residential land use to medium high density (37.5 acres), office (office) and commercial recreation (5 acres). Amend the text at Page 35 to read:~~

~~"It is recommended that 55 acres located at the northeast corner of N. Cedar and E. Dakota Avenues be developed as a multiple use planned unit development. The development should include the following elements:~~

- ~~1. Approximately 10 acres of office land use, generally located along N. Cedar between E. Hampton and Farrin Avenues.~~
- ~~2. Approximately 5 acres of commercial recreational uses which may be open to the public on a fee or membership basis.~~
- ~~3. The area within the 75+ CNEL noise contour line at the northeast corner of the PUD will be used for private storage, parking and open space uses by the tenants of the PUD.~~
- ~~4. The remainder of the land will be developed in residential land use such that the total number of dwellings shall not exceed 600 units and that there shall be a transition of densities southward from the 75+ CNEL noise contour from lower to higher.~~

### COMMERCIAL LAND USE ELEMENT

11. Change the designated land use of four acres located on the northeast corner of E. Shields and N. Chestnut Avenues from recreational open space to office commercial.
12. Change the designated land use of .57 acres located on the southeast corner of E. Shields and N. Chestnut Avenues from medium-low density residential to office commercial.

### INDUSTRIAL LAND USE ELEMENT

- ~~24. Add a recommendation on Page 46 relating to industrial land uses for the area bounded by Shields, Fowler, Clinton and Sunnyside Avenues to be designated an industrial reserve pending the availability of sewer service.~~
- ~~37. Change the designated land use of 11.98 acres located on the southwest corner of N. Chestnut and E. Dakota Avenues from recreational open space back to the original designation of light industrial.~~

### ENVIRONMENTAL RESOURCES AND OPEN SPACE ELEMENT

- ~~8. Change the designated land use of 1.09 acres located on the north side of McKinley between Mariposa Street and the proposed Freeway 41 from office commercial to open space.~~

RESOLUTION NO. 79-207

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO,  
CALIFORNIA, CERTIFYING FINAL ENVIRONMENTAL IMPACT REPORT  
NO. 10065 RELATING TO THE McLANE COMMUNITY PLAN

WHEREAS, Final Environmental Impact Report No. 10065 relating to the McLane Community Plan has been prepared in compliance with the California Environmental Quality Act; and,

WHEREAS, Final Environmental Impact Report No. 10065 has been presented to the Council of the City of Fresno for review and consideration; and,

WHEREAS, certain modifications of the originally proposed plan that would increase the density and intensity of land uses in the vicinity of East Dakota and North Cedar Avenues and in the vicinity of East Ashlan and North Willow Avenues were approved by the Council of the City of Fresno; and,

WHEREAS, Final EIR No. 10065 identified significant adverse effects would be mitigated by lower density and intensity land uses designated for the affected properties by the originally proposed plan; and,

WHEREAS, the Council of the City of Fresno finds that lower density and intensity land uses proposed by the original plan for the affected properties are economically infeasible mitigation measures.

NOW, THEREFORE, the Council of the City of Fresno certifies that Final Environmental Impact Report No. 10065 has been completed in compliance with the California Environmental Quality Act and the State EIR Guidelines and that Council has reviewed and considered the information contained herein.

CLERK'S CERTIFICATE

STATE OF CALIFORNIA )  
COUNTY OF FRESNO ) ss  
CITY OF FRESNO )

I Jacqueline L. Ryle, City Clerk of the City of Fresno certify that the foregoing resolution was adopted by the Council of the City of Fresno, California, at a regular meeting held on the 15th day of May, 1979.

JACQUELINE L. RYLE  
City Clerk

APPROVED AS TO FORM

CITY ATTORNEY'S OFFICE

By Richard L. Taylor

By John J. Smith

PASSED

EFFECTIVE

MAY 15 1979





RESOLUTION NO. 79-321

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, AMENDING  
RESOLUTION NO. 79-201

WHEREAS, the Council of the City of Fresno, on May 15, 1979, resolved to  
adopt the document entitled "Preliminary McLane Community Plan, September, 1976"  
as amended by an attached list of modifications; and

WHEREAS, the adoption of the preliminary McLane Plan with modifications  
was enacted by Resolution No. 79-201; and

WHEREAS, said resolution contained inaccuracies which require correction;

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Fresno  
does herewith amend and correct the list attached to Resolution No. 79-201 as  
shown herein and made a part hereof.

CLERK'S CERTIFICATION

STATE OF CALIFORNIA )  
COUNTY OF FRESNO ) ss  
CITY OF FRESNO )

I, JACQUELINE L. RYLE, City Clerk of the City of Fresno, certify that the  
aforementioned resolution was adopted by the Council of the City of Fresno,  
California, at a regular meeting held on the 7th day of August, 1979.

JACQUELINE L. RYLE  
City Clerk

*Jacqueline L. Ryle*  
Deputy

KW:mc  
7/20/79

AUG 7 1979



## MC LANE COMMUNITY PLAN MODIFICATIONS

### RESIDENTIAL LAND USE ELEMENT

3. Change the designated land use for property located on the southeast corner of E. Clinton Avenue and N. Angus Street from office commercial to medium-high density residential.
4. Change the designated land use of 10.7 acres located on the southeast corner of E. Ashlan and N. Willow Avenues (the Chestnut Diagonal) from neighborhood commercial to medium-high density residential.
- 26a. Change the designated land use of two areas within the Palm Lakes Golf Course from recreational open space to medium low density residential. The subject property is generally described as approximately five acres immediately north of E. Dakota in the southeasterly quadrant of the golf course, and approximately 10 acres located near the northerly and westerly boundaries of the golf course.
30. Change the designation of approximately 55 acres at the northeast corner of N. Cedar and E. Dakota Avenues from low density and medium density residential land use to medium high density (37.5 acres), office (10 acres) and commercial recreation (5 acres). Amend the text at Page 35 to read:

"It is recommended that 55 acres located at the northeast corner of N. Cedar and E. Dakota Avenues be developed as a multiple use planned unit development. The development should include the following elements:

1. No more than 10 acres of office land use, located along N. Cedar between E. Hampton and Farrin Avenues.
2. No more than 5 acres of recreational open space which may be open to the public on a membership basis.
3. The area within the 70-75 CNEI noise contour line at the northeast corner of the PUD will be used for private storage and parking by the tenants of the PUD.
4. The remainder of the land will be developed in residential land use such that the total number of dwellings shall not exceed 600 units and that there shall be a transition of densities southward from the 70-75 CNEI noise contour from lower to higher. Residential buildings shall occupy the east side of Cedar Avenue between Farrin and E. Dakota Avenues."

### COMMERCIAL LAND USE ELEMENT

11. Change the designated land use of four acres located on the northeast corner of E. Shields and N. Chestnut Avenues from recreational open space to office commercial.
12. Change the designated land use of .57 acres located on the southeast corner of E. Shields and N. Chestnut Avenues from medium-low density residential to office commercial.

### INDUSTRIAL LAND USE ELEMENT

24. Add a recommendation on Page 46 relating to industrial land uses for the area bounded by Shields, Fowler, Clinton and Sunnyside Avenues to be designated an industrial reserve pending the availability of sewer service.
37. Change the designated land use of 11.98 acres located on the southeast corner of N. Winery and E. Ashlan Avenues from recreational open space back to the original designation of light industrial.

### ENVIRONMENTAL RESOURCES AND OPEN SPACE ELEMENT

8. Change the designated land use of 1.09 acres located on the north side of McKinley between Mariposa Street and the proposed Freeway 41 from office commercial to open space.



# CITY OF FRESNO, CALIFORNIA

## CITY COUNCIL

Daniel K. Whitehurst, Mayor

Leonel Alvarado  
Dale Doig

Linda Mack  
Joe Reich

Joe Williams  
Ted C. Wills

## CITY PLANNING COMMISSION

James C. Freeman, Chairman

John Baker  
Syndey Broome

Russell C. Fey  
Henry Garcia

Rutherford B. Gaston  
Thomas A. MacMichael

## CITY STAFF

Gerald E. Newfarmer, Chief Administrative Officer  
James A. McKelvey, City Attorney  
George A. Kerber, Director of Planning and Inspection  
Al Solis, Deputy Director of Planning

## MC LANE COMMUNITY PLAN CITIZEN STEERING COMMITTEE

Lois Ehrenburg, Chairperson

Donald Bunn  
Mary Butler  
Allen Church  
Viola Dormand  
Arthur Dyson  
Frank Fernandez  
Russell Fey

Mooney Fiorani  
Lloyd Gonzales  
Leonard Harrington  
Jim Hood  
Anne Kevorkian  
Barbara Lundeen  
Ruth McKenney

Christine Miller  
Harold Miller  
Marian Orvis  
Arthur Pankratz  
Gomer Reece  
Annie Sorensen  
Lynn Tompkins



# TABLE OF CONTENTS

	<u>Page</u>
I. <u>INTRODUCTION</u> . . . . .	1
ORIENTATION TO THE COMMUNITY PLANNING PROCESS . . . . .	3
II. <u>OVERVIEW OF HISTORY AND EXISTING CONDITIONS</u> . . . . .	7
HISTORICAL PERSPECTIVE . . . . .	9
PLANNING PERIOD . . . . .	10
EXISTING PHYSICAL CONDITIONS . . . . .	10
EXISTING SOCIO-ECONOMIC CHARACTERISTICS . . . . .	13
<u>A Summary of Physical and Social Conditions</u> . . . . .	14
III. <u>FUTURE PERSPECTIVE</u> . . . . .	19
POPULATION . . . . .	21
HOUSING . . . . .	21
COMMERCIAL . . . . .	21
INDUSTRIAL . . . . .	21
PUBLIC FACILITIES . . . . .	22
ENVIRONMENTAL RESOURCES . . . . .	22
TRANSPORTATION . . . . .	22
URBAN GROWTH MANAGEMENT . . . . .	22
IV. <u>SUMMARY OF PLAN PROPOSALS</u> . . . . .	23
OBJECTIVES . . . . .	25
MAJOR PLAN PROPOSALS . . . . .	25
<u>Residential Development</u> . . . . .	25
<u>Supporting Commercial Services</u> . . . . .	25
<u>Minimizing the Environmental Impact of Industry</u> . . . . .	26
<u>Environmental Resources and Open Space</u> . . . . .	26
<u>Public Facilities and Services</u> . . . . .	29
<u>Transportation</u> . . . . .	29
<u>The Commitment of Government</u> . . . . .	29
<u>Future Planning Requirements</u> . . . . .	30
V. <u>COMMUNITY PLAN ELEMENTS</u> . . . . .	33
RESIDENTIAL LAND USE . . . . .	37
<u>History of Residential Development</u> . . . . .	37
<u>Housing Type and Distribution</u> . . . . .	38
<u>Neighborhood Stability</u> . . . . .	38
<u>Housing Demand</u> . . . . .	39
<u>Governmental Policy and Community Design</u> . . . . .	39
Multi-Family Development . . . . .	40
Residential Infill . . . . .	43
Area East of Clovis Avenue . . . . .	43
<u>Summary of Residential Land Use Assets and Liabilities</u> . . . . .	43
Assets . . . . .	43
Liabilities . . . . .	44
<u>Recommendations</u> . . . . .	44
COMMERCIAL LAND USE . . . . .	47
<u>Characteristics</u> . . . . .	49
<u>Regional Shopping Center</u> . . . . .	49

	<u>Page</u>
<u>General, Heavy, Strip Commercial</u> . . . . .	51
<u>Professional Office</u> . . . . .	51
<u>Local Commercial</u> . . . . .	52
<u>Summary of Commercial Land Use Assets and Liabilities</u> . . . . .	53
Assets . . . . .	53
Liabilities . . . . .	54
<u>Recommendations</u> . . . . .	54
 INDUSTRIAL LAND USE . . . . .	 55
<u>Characteristics</u> . . . . .	57
<u>Summary of Industrial Land Use Assets and Liabilities</u> . . . . .	59
Assets . . . . .	59
Liabilities . . . . .	59
<u>Recommendations</u> . . . . .	59
 ENVIRONMENTAL RESOURCES AND OPEN SPACE . . . . .	 61
<u>Environmental Resource Factors</u> . . . . .	63
Agricultural Soils . . . . .	63
Water . . . . .	63
Wildlife . . . . .	64
Geologic, Mineral and Scenic Resources . . . . .	64
<u>Urban Development Limiting Factors</u> . . . . .	64
Flooding . . . . .	64
Soil Limitations . . . . .	69
Seismic Safety . . . . .	69
Industrial Nuisance . . . . .	69
Noise . . . . .	70
<u>Urban Environmental Factors</u> . . . . .	70
Parks, Recreation Centers and School Playgrounds . . . . .	70
Flood Control Basins . . . . .	71
Canals . . . . .	71
Streetscapes . . . . .	72
Freeway Rights-of-Way . . . . .	72
Vacant and Agricultural Properties . . . . .	77
Airport Clear Zone and Leaky Acres Recharge Project . . . . .	77
<u>Summary of Environmental Resources and Open Space</u> . . . . .	77
Assets . . . . .	77
Liabilities . . . . .	78
<u>Recommendations</u> . . . . .	78
 PUBLIC FACILITIES AND SERVICES . . . . .	 81
<u>Emergency Services</u> . . . . .	83
Fire Protection . . . . .	83
Law Enforcement . . . . .	84
Emergency Health Services . . . . .	87
<u>Metropolitan Services</u> . . . . .	87
Flood Control . . . . .	87
Sewer . . . . .	88
Water Service . . . . .	91
Gas and Electricity . . . . .	91
Education . . . . .	92
<u>Summary of Public Facilities and Services Assets and Liabilities</u> . . . . .	92
Assets . . . . .	92
Liabilities . . . . .	97



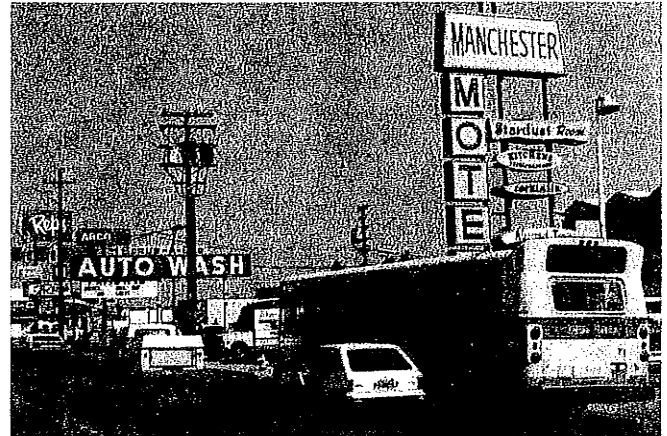
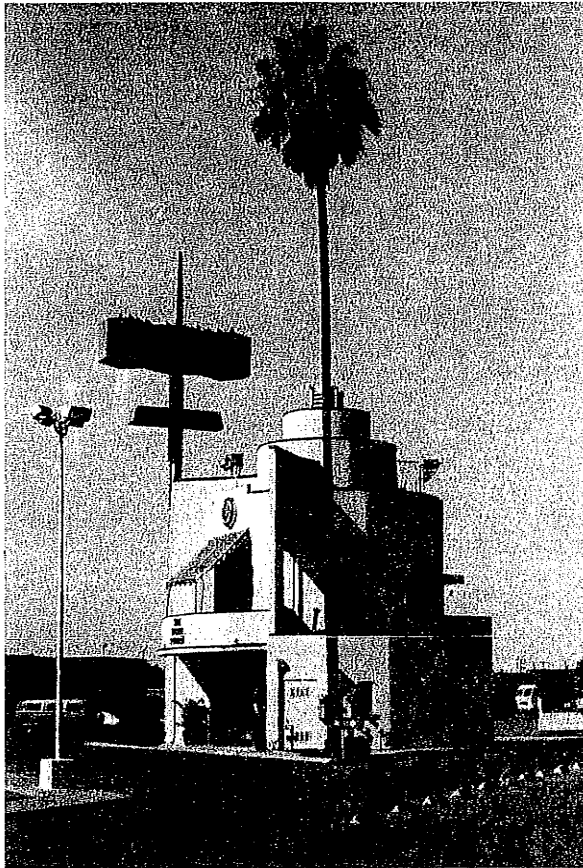
	<u>Page</u>
<u>Recommendations</u> . . . . .	97
TRANSPORTATION . . . . .	99
<u>Streets and Highways</u> . . . . .	101
Categories . . . . .	101
Freeways . . . . .	102
Temperance Expressway . . . . .	103
Major Streets . . . . .	103
Local Streets . . . . .	104
<u>Transit</u> . . . . .	109
<u>Bikeways Plan</u> . . . . .	109
<u>Pedestrian</u> . . . . .	109
<u>Truck Routes</u> . . . . .	110
<u>Railroads</u> . . . . .	110
<u>Airport</u> . . . . .	110
<u>Summary of Transportation Assets and Liabilities</u> . . . . .	114
Assets . . . . .	114
Liabilities . . . . .	114
<u>Recommendations</u> . . . . .	115
VI. <u>APPENDIX</u> . . . . .	119
<u>URBAN GROWTH MANAGEMENT</u> . . . . .	121
<u>Urban Growth Management Area</u> . . . . .	121
<u>Urban Growth Management Process</u> . . . . .	121
<u>STREET TREE PRESERVATION</u> . . . . .	122
<u>SINGLE-CORNER SHOPPING CENTER DEVELOPMENT POLICY</u> . . . . .	126
<u>FCMA COMMERCIAL LAND USE STANDARDS</u> . . . . .	127
<u>PARTICIPATING STAFF</u> . . . . .	132



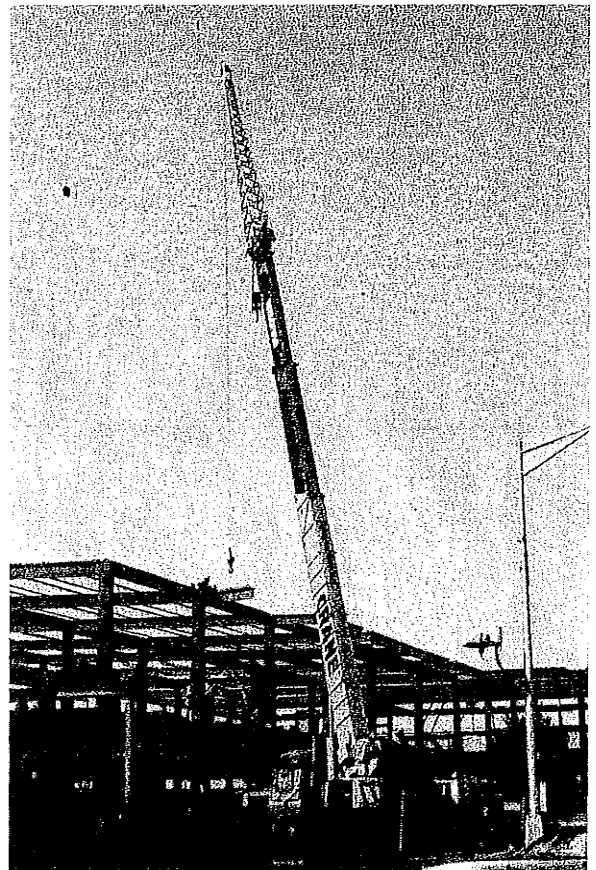
# LIST OF FIGURES

FIGURE	PAGE
1. MC LANE COMMUNITY PLANNING AREA/METROPOLITAN ORIENTATION--MAP . . .	5
2. EXISTING LAND USE--MAP . . . . .	11
3. SOCIO-ECONOMIC INDICATORS--MAP . . . . .	15
4. SOCIO-ECONOMIC INDICATORS--TABLE . . . . .	17
5. MC LANE COMMUNITY PLAN . . . . .	27
6. SPECIFIC PLANS AND POLICIES . . . . .	31
7. URBAN GROWTH 1885-1978 . . . . .	41
8. RESIDENTIAL PLAN DENSITIES/RESIDENTIAL ZONING CORRELATION--TABLE .	45
9. COMMERCIAL LAND USE TABULATION . . . . .	50
10. SOIL CLASSIFICATION--MAP . . . . .	65
11. FLOOD PRONE AREA--MAP . . . . .	67
12. SOIL CLASSIFICATIONS--TABLE . . . . .	69
13. CANAL/OPEN SPACE CONCEPT--PERSPECTIVE . . . . .	73
14. OPEN SPACE NETWORK--MAP . . . . .	75
15. FIRE PROTECTION AGENCIES--MAP . . . . .	85
16. FRESNO METRO FLOOD CONTROL DISTRICT--MAP . . . . .	89
17. SPECIAL DISTRICTS--MAP . . . . .	93
18. SCHOOL DISTRICTS--MAP . . . . .	95
19. CIRCULATION ELEMENT . . . . .	105
20. PROPOSED CIRCULATION . . . . .	107
21. BIKEWAYS PLAN . . . . .	111
22. AIRPORT LAND USE CONTROLS--NOISE CONTOURS MAP . . . . .	117
23. URBAN GROWTH MANAGEMENT AREA--MAP . . . . .	123
24. MC LANE COMMUNITY PLAN/NO FREEWAY ALTERNATIVE . . . . .	131





## ***INTRODUCTION***





## INTRODUCTION

### ORIENTATION TO THE COMMUNITY PLANNING PROCESS

Authorization for the development of General Plans is granted to Planning Commissions by State law (Article 5, Section 65300, of the State of California Government Code).

65300. Each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning.

The planning process within the Fresno-Clovis Metropolitan Area is embodied in three types of plan documents which address planning issues of different scales. The three types of plans are as follows:

- The General Plan which deals with the perspective of the entire Fresno-Clovis Metropolitan Area and defines policies to guide the pattern and growth of various segments of the city into an integrated urban system.
- Community Plans which deal with the individual community areas at an intermediate level of planning between the broadness of the General Plan and the precision of Specific Plans.
- Specific Plans which include precise proposals for the implementation of the General Plan and/or Community Plan for limited areas of geographic topical concern.

On June 6, 1974, the City of Fresno adopted a major amendment of the Fresno-Clovis Metropolitan Area General Plan following an extensive process of study and public hearings. With the updated FCMA General Plan as the base, it is appropriate to develop Community Plans as the next step in the planning process.

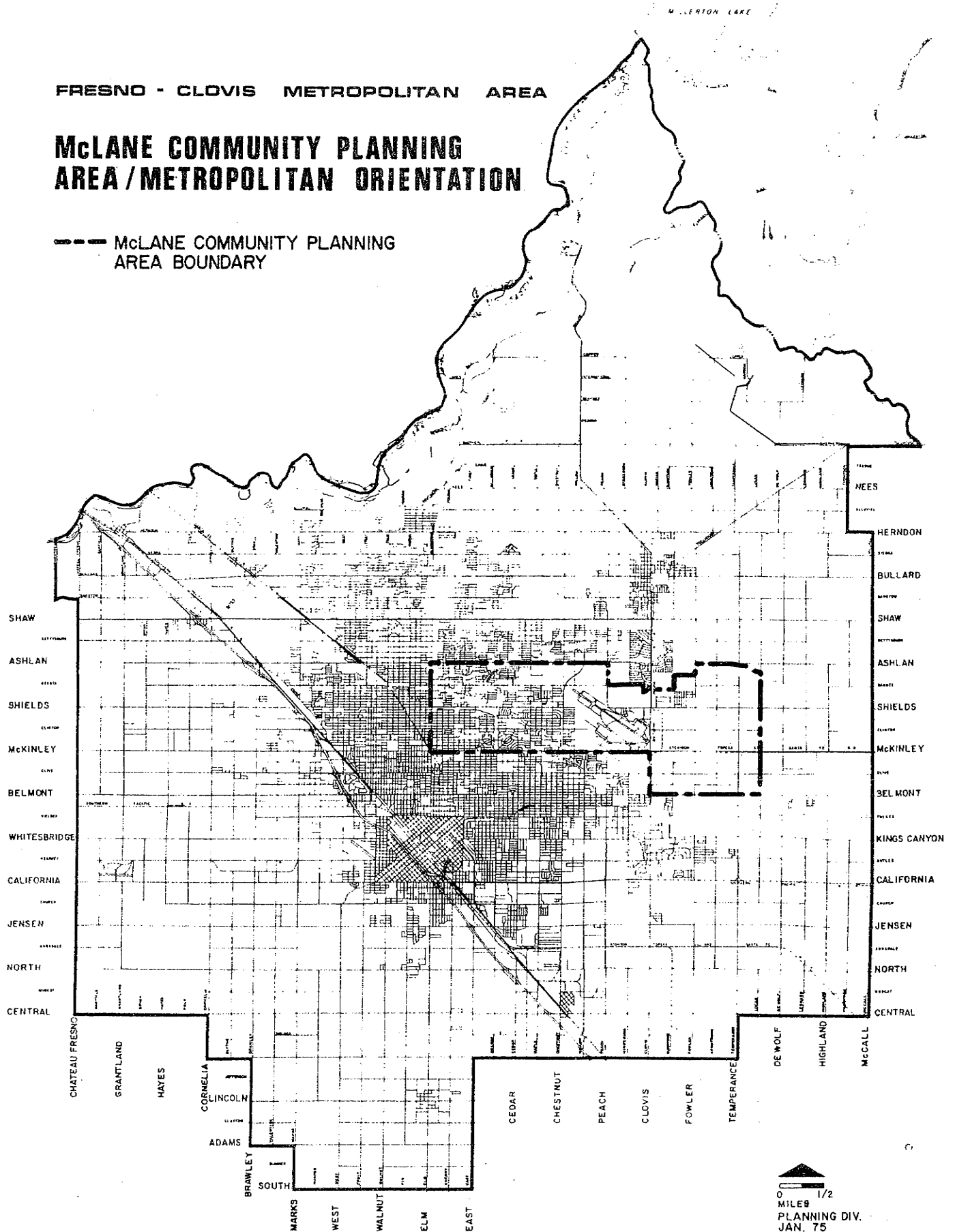
A Community Plan should serve at least the following seven functions:

- a source of information;
- an estimate of the future;
- an indicator of community desires;
- a program for correction of major community problems;
- a tool to coordinate local policies and implementation programs;
- a meaningful guide to decision makers; and
- a device to stimulate public and private interest and action.





**FIGURE 1**





## OVERVIEW OF HISTORY AND EXISTING CONDITIONS



## OVERVIEW OF HISTORY AND EXISTING CONDITIONS

### HISTORICAL PERSPECTIVE

The McLane Community is located on the east side of the metropolitan area, five to eight miles south of the San Joaquin River and eleven miles west of the foothills of the Sierra Nevada. The area is generally flat, with a gradual slope to the southwest and no distinguishing natural waterways or land formations. At an elevation of 320 to 340 feet, the community is slightly higher than the downtown Fresno area to the south. It was once called the Sinks of Dry Creek because several creeks from the foothills drained into it. Such drainage through the deep alluvial soils of the valley created a large underground water reservoir, over which the community has developed and from which it draws its water.

Prior to development, the area was a semi-desert, parched and brown most of the year. Rainfall averages about ten inches a year, coming mostly between November and March. Winters are mild, with average minimum temperatures in December and January of about 37 degrees, and with many days of low-lying dense tule fog. Summers are hot, with average highs between 90 and 100 degrees.

The first development of the area was agricultural, predominantly orchards. Water was supplied by a system of canals which for the most part remain intact. These canals and ditches which meander across the land are in sharp contrast to the rigid grid of township and section lines used to divide the land and upon which the community's street system was developed.

The McLane area remained largely agricultural until the end of World War II. Fresno State College purchased land at the northeast corner of Blackstone and Shields but later decided that the site was inadequate to meet the needs of an agricultural college. The housing in the University Terrace area was built in anticipation of the college.

The attraction created by the development of the college (now California State University-Fresno) at the Cedar and Shaw campus helped to encourage suburban development in the McLane area and by 1960, much of the area to the west of Chestnut Avenue was developed. Aided by the post war mobility of the automobile, a new life style was made possible in this area as people moved from the older parts of the City.

World War II had another significant impact on the McLane Community. In 1940, there was a need for an additional air base in the Fresno vicinity and initially plans were made to expand Chandler Airport. However, many problems were perceived with that location, and the City of Fresno purchased 500 acres at the northeast corner of Shields and Winery. This land was leased to the federal government as Hammer Field and was in active use as an air base through 1945. The land was returned to the control of the City of Fresno in 1946 and was renamed Fresno Air Terminal. With a subsequent expansion, Fresno Air Terminal now covers approximately 2,000 acres.

Three community-level plans exist for portions of the McLane Community:

1. The College Community Plan (adopted in 1961 for the area north of Shields Avenue, between Blackstone Avenue and the Chestnut/Willow Diagonal):

2. The McKinley Community Plan (unadopted, prepared by the Fresno County Planning Department in 1965, covering the area from McKinley to Shields Avenues, between Blackstone and Winery Avenues);
3. The Sunnyside Community Plan (unadopted, completed by Fresno County in 1965 for the area generally from Peach to McCall Avenues, between McKinley and American Avenues.

Many changes have occurred in the area since the completion of those plans making a comprehensive update of planning for the community advisable.

#### PLANNING PERIOD

Staff analysis on the McLane Community Plan was started in 1975, and a 20-year planning period was established for the plan. On September 30, 1976, the City Council initiated the preliminary McLane Plan and the City adopted the McLane Community Plan on May 15, 1979. Thus, this plan is a policy statement of the City for the orderly growth and development of the McLane area through 1995.

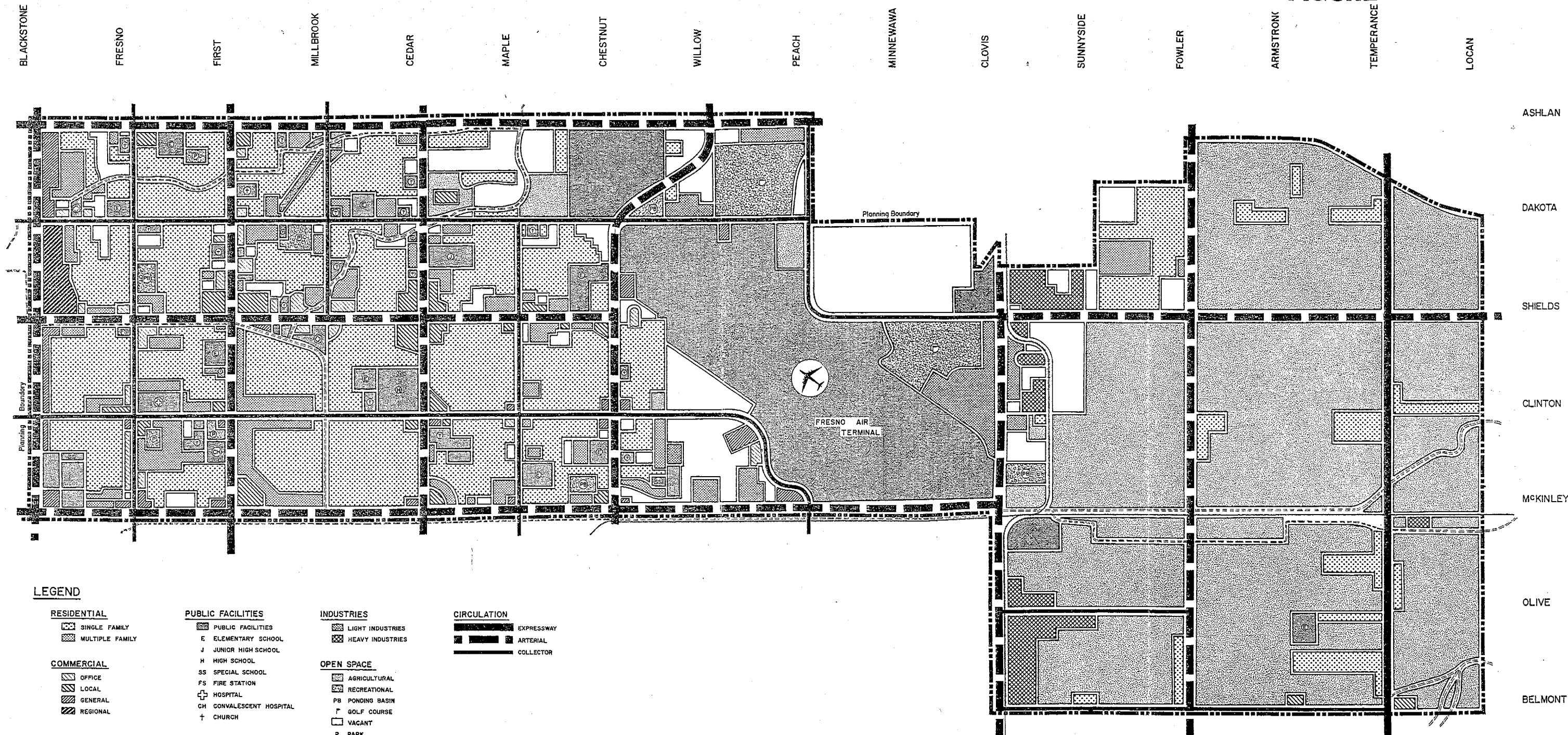
#### EXISTING PHYSICAL CONDITIONS

The McLane Community Plan area is bounded by Ashlan Avenue and the southerly borders of the City of Clovis on the north; Locan Avenue on the east; and Blackstone Avenue on the west. The southern boundaries of the community run along McKinley Avenue between Blackstone and Clovis Avenues, southerly on Clovis Avenue, and east on Belmont Avenue to Locan Avenue (see Figure 2). The planning area covers approximately 16.5 square miles, approximately 60 percent of which is within the boundaries of the City of Fresno. The bulk of that incorporated area is urbanized or is related to the Fresno Air Terminal. To the east of the Air Terminal, much of the land is still held in parcels of 20 acres or more and remains in agricultural uses.

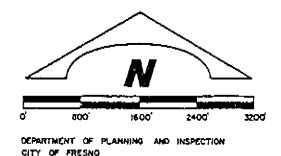
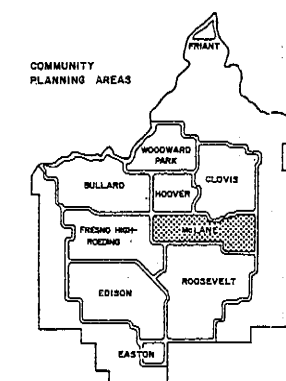
The area to the west of the Fresno Air Terminal is largely suburban-residential in nature with related commercial, office, and public facility development. Residential development has occurred generally in a single family, medium density pattern with multiple family, higher density housing developing adjacent to major streets and higher intensity land uses, such as shopping centers or hospitals. The percentage of multiple family units in the McLane Community has increased over the years, rising from 11 percent in 1960 to 37 percent in 1978. This change has occurred in part (south of Shields Avenue and west of First Street) as guided by the 1964 General Plan and also as multiple family residential development has been seen as an economically feasible solution to the problems of by-passed parcels. This follows a pattern of increasing densities also evident in the rest of the metropolitan area.

Commercial development occurs throughout the community at the intersections of major streets with a regional center (Manchester Center, Manchester Mall, and Sears) on the east side of Blackstone north of Shields Avenue, and a community level commercial complex at the intersection of Cedar and Shields Avenues. Heavy strip commercial uses concentrate along Blackstone Avenue. Office development has focused along three corridors--Fresno Street, First Street, and Shields Avenue.

**FIGURE 2**



**Mc Lane**  
**Community Planning Area**  
**Existing Land Use (November 1975)**







Industrial uses in the community are clustered in proximity to the Fresno Air Terminal. Much of this development has occurred more recently under industrial park design requirements and is of correspondingly high quality.

Public facility needs of the community are met by a variety of jurisdictions. Two unified school districts--Fresno and Clovis--serve the educational needs of the community through the secondary school level with a total of thirteen elementary schools, six middle and freshman schools, and two senior high schools. Recreational needs of the community are being served through the programs of the City of Fresno Parks and Recreation Department and the Clovis Memorial District. Fire protection services are being provided by three City of Fresno stations and two stations of the Mid Valley Fire Protection District. The City of Fresno also provides paramedic services through fire fighters who are given special training. Law enforcement is provided by the City of Fresno Police Department, the Fresno County Sheriff's Office, and the California Highway Patrol. Storm drainage is the responsibility of the Fresno Metropolitan Flood Control District, which has developed five of the nine ponding basins proposed for the community.

The rights-of-way for two freeways--41 and the proposed 168--cross the McLane Community. Substantial portions of these corridors have been cleared and have remained vacant during the delay on completion of the freeway projects. The completion of Freeway 41, through the plan area, is scheduled for 1982. The community's existing major street system is laid out in the basic half-mile grid system common to the metropolitan area, with the notable exception found in the vicinity of the air terminal. Major streets in that section, such as Chestnut/Willow and Clinton Avenues, have been designed in a curvilinear form to meet both the service needs and constraints of the airport environment.

Land uses around the Fresno Air Terminal have also been redesignated in recognition of the potential noise and safety hazards. Public uses have been restricted within the clear zone to lower the risk of injury to the residential population. These low intensity uses include the City water recharge ponds (Leaky Acres), covering approximately 140 acres, 117 acres of which is in ponds, with an anticipated expansion area of 95 acres under study.

The urbanized area to the west of the airport in the McLane Community was developed from the end of World War II to the late 1950's. Although neighborhood quality remains good and this community is seen as a desirable residential area, rapid expansion of northeast Fresno has caused some problems. By-passed vacant parcels, the unsettled fate of Freeway 168, and the location of the airport pose complicated issues for planning efforts in the McLane Community.

#### EXISTING SOCIO-ECONOMIC CHARACTERISTICS

An estimated 38,105 persons live in the McLane Community. Socio-economic characteristics of these residents are analyzed in the Fresno Community Profile, published periodically by the City of Fresno. The community's population is above the City-wide average in all the basic statistical area used in describing socio-economic health.

Using 1970 statistics projection of 1970-1978 as a relative measure, McLane residents have a median family income of \$17,537 as compared to a City-wide median of \$16,424.

Median school years completed according to the 1970 Census was 12.5, compared to 12.3 for the entire City population.

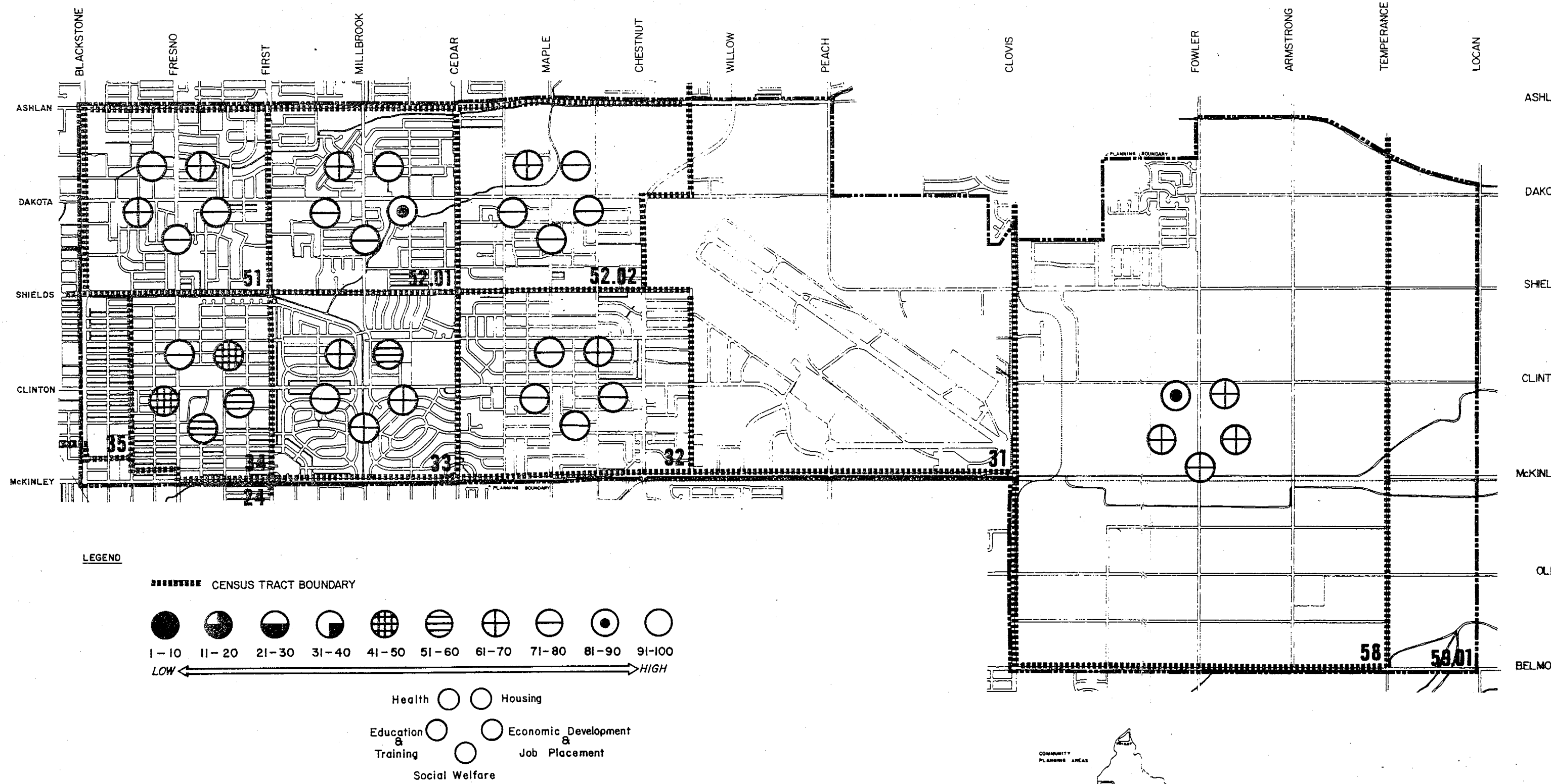
The population composition of the McLane area is fairly homogeneous in terms of age and ethnic composition. The dependent population ratio (over 65 and under 18) is lower than the City average. There is a minority population of approximately 11 percent. On indices of normal family life, physical health, and mental health, the McLane Community experiences higher than average conditions for the metropolitan area.

#### A Summary of Physical and Social Conditions

A summary of existing physical and social conditions is provided in Figure 3. The program areas shown on the map include housing, economic development and job placement, social and welfare services, education and training, and health.

The measurement of these social and economic characteristics was done in a manner that a score above 50 indicates a condition "better" than the City-wide average (see Figure 4). Data is listed by Census Tracts. In all but one Census Tract within the community (Census Tract 34), conditions pertaining to the program areas are well above the City-wide average. This Census Tract was one of the first to be developed within the McLane Community and is beginning to show evidences of the "critical conditions and needs" south of McKinley Avenue as analyzed in the 1972 and 1973 Community Profile documents mentioned earlier. These "critical conditions" indicate a greater intensity of socio-economic problems in the older portion of the metropolitan area south of McKinley Avenue.

FIGURE 3



**Mc Lane**  
**Community Planning Area**  
**SOCIO-ECONOMIC INDICATORS**  
**(Based Upon 1970 Census)**

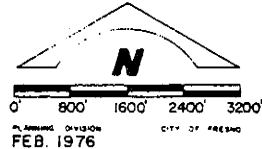
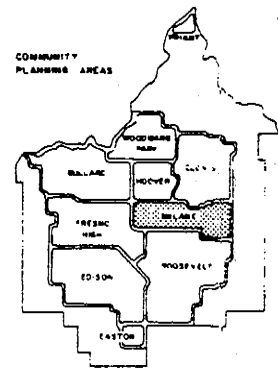




FIGURE 4

SOCIO-ECONOMIC INDICATORS  
BASED UPON 1970 CENSUS

<u>*Census Tract</u>	<u>Housing</u>	<u>Economic Development and Job Placement</u>	<u>Social Welfare</u>	<u>Education and Training</u>	<u>Health</u>	<u>Census Tract Mean</u>
32	70	77	77	71	77	74
33	51	65	68	71	65	64
34	47	54	58	44	71	55
51	62	78	76	69	71	71
52.01	73	82	78	72	66	74
52.02	73	75	74	72	67	72
**58	66	62	70	63	86	69
Mean	63	70	72	66	72	69

\*Portions of Census Tracts 24, 31, 35, and 59.01 are also within the planning area. They were excluded from this analysis because of their small land area, or because of a lack of significant residential development.

\*\*Census Tract 58 also represents a partial Census Tract. The score, however, reflects characteristics for the entire Census Tract.

The scores tabulated for program areas represent composite indices. Housing includes:

1. Housing Quality;
2. Housing Gain, 1960-70;
3. Owner Occupancy Rate;
4. Low Value Index.

Economic Development and Job Placement includes:

1. Mean Family Income;
2. Concentration of Families Below Poverty Level;
3. Unemployment Rate.

Social Welfare includes:

1. Normal Family Life Index;
2. Dependency Load;
3. Illegitimate Birth Rate;
4. Aid to Families with Dependent Children;
5. Juveniles on active probation;
6. Police Activity.

Education and Training includes:

1. Median School Years completed;
2. Basic Intelligence Tests Scores;
3. Classroom Requirements Index.

Health includes:

1. Gonorrhea Cases;
2. Elderly Population;
3. Suicide Rate;
4. Infant Deaths.

## FUTURE PERSPECTIVE





## FUTURE PERSPECTIVE

When a long-term planning program seeks to establish guidelines for future development, it is necessary to make some assumptions about the social and physical changes that the community will experience within the planning period. In order to clarify the basis on which the McLane Community planning program was carried out, the following assumptions of future conditions were presented.

### POPULATION

1. Within the planning period, the McLane Community is anticipated to experience a net gain of approximately 520 residents. However, due to the uncertainties associated with predicting the future, the plan has been designed so as not to be dependent on the anticipated growth.
2. The community is expected to maintain its position with respect to educational attainment and income.
3. Social mobility is anticipated to improve throughout all portions of the community.

### HOUSING

1. The quantity of housing in the community is expected to increase from 15,827 units to approximately 16,977 units within the twenty-year planning period.
2. The quality of housing is expected to exhibit continual improvement under the influence of redevelopment, rehabilitation and conservation activities of the City.
3. Multiple family housing units, as a percentage of the total housing stock, will expand from 37 percent to 39 percent in response to local and national policies encouraging a diversity of housing types and costs in the various communities throughout the metropolitan area.

### COMMERCIAL

1. The community's commercial activity will continue to concentrate in shopping centers and planned commercial strips.

### INDUSTRIAL

1. Development will occur within existing designated industrial areas.
2. There will be an increasing emphasis on performance standards to minimize the potential for conflict between industrial and nonindustrial land uses.

## PUBLIC FACILITIES

1. The City of Fresno is capable of providing basic urban services throughout the planned urban areas.
2. Although there is a continuing debate over the best technique of complying with the Federal laws requiring integration, it is assumed that the commitment to the neighborhood school concept will be maintained.

## ENVIRONMENTAL RESOURCES

1. The Open Space Element of the City's General Plan will be implemented.
2. The existing ponding basin sites of the Fresno Metropolitan Flood Control District will be developed for recreational purposes.

## TRANSPORTATION

1. Primary transportation modes within the community will continue to utilize a system of streets and highways.
2. Substantial shifts in the use of local transportation modes are anticipated as increasing numbers of residents utilize mass transit as well as personal transportation, i.e., bicycle and pedestrian movement within the community.

## URBAN GROWTH MANAGEMENT

1. The progress of urbanization on the fringes of the metropolitan area will be continually evaluated by an urban growth management process in order to further the physical, social, and economic policies of the City of Fresno. The objective of the process is:

To encourage urban development to occur in such a way that the expansion of urban service delivery systems can be accomplished in a fiscally sound manner, while still providing required City services on an equitable basis to all community residents.

2. An extensive program of annexation and unification will be actively pursued to reduce the fragmentation of jurisdictions in urban service delivery and to increase the quality and efficiency of services.

## SUMMARY OF PLAN PROPOSALS



## SUMMARY OF PLAN PROPOSALS

### OBJECTIVES

The purpose of the McLane Community Plan is to provide a framework for public and private actions which will stimulate the long-term balanced growth of the community. In order to achieve this overall purpose, there are three specific objectives which should be stressed.

To encourage the compatible development of remaining vacant urban parcels.

To provide guidance in land use issues related to the presence of the Fresno Air Terminal within the community.

To provide recommendations for the long-term use of the rural portion of the planning area east of Clovis Avenue.

From the introduction it can be inferred that the primary purpose of the community plan process is the refinement of General Plan goals and policies.

Although a listing of all of the General Plan goals and policies applicable to the community would be appropriate, they are too numerous to do so. Those readers who wish to review these policies are referred to the General Plan itself. From such reading, a correlation of General Plan policies with the community plan objectives will become readily apparent.

### MAJOR PLAN PROPOSALS

#### Residential Development

The McLane Community Plan (see Figure 5) recognizes the generally stable nature of residential neighborhoods within the community. The intent of policy proposals within the plan is to preserve the quality of housing and maintain the neighborhood environmental quality which now exists. Toward this purpose the plan recommends a strong adherence to standards which will minimize future development at higher than planned densities. A coordinated housing strategy to protect neighborhood quality is being developed by the City of Fresno Department of Housing and Community Development to include monitoring, code enforcement, and rehabilitation. The community plan proposes, in addition, modifications of staff review procedures and property development standards to insure that new development does not adversely impact the quality of life in existing neighborhoods.

#### Supporting Commercial Services

The McLane Community contains a broad range of competitive retail and service commercial facilities which serve the local population. The acreage of developed commercial property meets the standards and policies provided in the Commercial Element of the 1974 General Plan for the entire metropolitan area. However, a surplus of zoned, but undeveloped, commercial land exists within the McLane Community.

The development of this land could easily upset the balance which currently exists between market demand and supply. Recommendations to resolve these situations are included in the plan. The McLane Community Plan also recognizes the problems associated with strip commercial development along Blackstone Avenue and proposes a study which will develop alternate solutions to typical issues such as signs, storage, access, parking, and landscaping.

#### Minimizing the Environmental Impact of Industry

Industrial uses are found in three areas within the McLane Community: near the intersection of Blackstone and McKinley Avenues, in the vicinity of the Fresno Air Terminal, and along Clovis Avenue. The plan proposes measures which will resolve the problems currently experienced with both parking and open storage in the Blackstone-McKinley area.

The area surrounding the Fresno Air Terminal is a prime location for light industrial development and the plan proposes the development of monitoring systems and performance standards which will insure the continuing quality of industrial sites. The development of industrial performance standards will also minimize potential conflict along Clovis Avenue and in the eastern portion of the community where industry, housing, and agriculture exist in close proximity.

#### Environmental Resources and Open Space

Several significant environmental issues for the metropolitan area come into focus in the McLane Community. These include airport noise and use considerations, agricultural resources, groundwater resource management, and flood prone areas.

~~A major feature of the McLane Community Plan is the recommendation that land to the east of the Clovis Avenue industrial uses remain in agricultural uses, implemented by a minimum lot size of 20 acres.~~

The plan strongly supports cooperation with the County of Fresno and the Fresno Metropolitan Flood Control District efforts to manage groundwater recharge and flood control measures and to limit future divisions of the land that create rural residential lots.

The problems of airport and street noise are recognized by the plan, and active pursuit of measures adopted in the Noise Element of the General Plan is recommended. General Plan land use recommendations, which minimize the development of sensitive uses near the airport, are endorsed by the McLane Community Plan. More detailed planning for the area will be accomplished by the Fresno Air Terminal Environs Specific Plan, which is being developed jointly by local agencies and a private consultant, with funding from the Federal Aviation Administration.

Although there is a deficiency of park space in some areas of the community, existing programs provide a high level of recreation service. The General Plan Recreation, Open Space, and Conservation Element, which was jointly developed by the Department of Planning and Inspection and the Department of Parks and Recreation, will provide guidance for the location of future parks, playgrounds, and recreation centers in the McLane Community. The community plan identifies canals and other

**LEGEND**

<b>RESIDENTIAL</b>	<b>PUBLIC FACILITIES</b>	<b>INDUSTRIES</b>	<b>CIRCULATION</b>
LOW DENSITY	PUBLIC FACILITIES	LIGHT INDUSTRIES	EXPRESSWAY
MEDIUM LOW DENSITY	E ELEMENTARY SCHOOL		ARTERIAL
MEDIUM DENSITY	M MIDDLE SCHOOL		COLLECTOR
MEDIUM HIGH DENSITY	F FRESHMAN SCHOOL		
	H HIGH SCHOOL		
	SS SPECIAL SCHOOL	AGRICULTURAL	
	CH CONVALESCENT HOSPITAL	RECREATIONAL	
	PS E SUBSTATION SITE	PB PONDING BASIN	
	WE WATER OCHARGE BASIN	G GOLF COURSE	
		D DRY	

**COMMERCIAL**

OFFICE

NEIGHBORHOOD

WE WATER OCHARGE BASIN

AND, MODIFIED AND ADOPTED BY RESOLUTION No. 79-201 OF THE FRESNO CITY COUNCIL ON MAY 15, 1979.

James C. Llanos  
CHAIRMAN

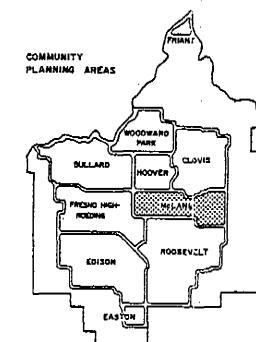
Robert L. Llanos  
SECRETARY

Travis White  
Travis White

\* 410 UNIT MAXIMUM, SEE TEXT

# ***Mc Lane***

## ***Community Plan***

[illegible]

CITY OF FRESNO  
DEPT. OF PLANNING & INSPECTION  
PLANNING DIVISION  
JUNE 1979





available easements which could be used to provide a metropolitan level open space system. The plan also continues the recommendations for the preservation of existing mature trees, which is also a feature of other adopted community plans, as well as revisions of the property development standards relating to landscaped setbacks. Both of these measures are intended to insure a higher level of urban environmental quality in both commercial districts and residential neighborhoods.

#### Public Facilities and Services

The McLane Community Plan recognizes some problems in service delivery which result from the multiplicity of jurisdictions with specific responsibilities within the planning area. In two areas, the provision of water and fire prevention, the consolidation of existing districts is recommended in order to increase efficiencies of service provision.

The plan recognizes that airport noise constitutes a major problem for schools in the vicinity of the Fresno Air Terminal. A noise monitoring program is now underway and the plan recommends measures such as air conditioning which can alleviate existing noise problems.

#### Transportation

As basic transportation systems have been developed for the metropolitan area, recommendations of the McLane Community Plan focus on the alleviation of existing or anticipated circulation problems. Some modifications are proposed by the plan to upgrade street classifications or, in the vicinity of the airport, to modify alignments to provide better service to vehicular traffic. The Fresno Air Terminal Environs Specific Plan makes more specific recommendations for the area, and the prompt implementation of that plan is urged. The community plan recognizes the constraints existing on development in the vicinity of the airport due to noise and safety hazards. The plan recommends continued enforcement of existing Airport Land Use Controls utilizing policies in the Noise Element and existing noise contours as the basis for decisions of compatible development in the airport environs.

The McLane Community contains portions of Freeway 41 (scheduled for completion in 1982 through the plan area) and the proposed Freeway 168. Alternative land uses are suggested for the Freeway 168 right-of-way in the Appendix in case future funding of this facility is not approved.

Anticipated transit improvements are detailed in the Transportation Element of the plan and peak-hour service improvements are recommended as additional buses are obtained. The development of a metropolitan bikeways system which will provide service to McLane area residents is encouraged by the plan, in accordance with the adopted FCMA Bikeways Plan.

#### The Commitment of Government

Implementation of the McLane Community Plan requires continual commitment by local government to maintain neighborhood quality, an active part in the resolution of

critical environmental issues, continuing cooperative efforts with other governmental jurisdictions, and sensitivity to the needs and desires of the community's citizens.

A commitment to action in the community will require adaption and sensitive administration of City ordinances, code enforcement, and all housing programs which can be used to stabilize the area. The expanding awareness and commitment of citizens to the need for management of natural resources, such as land and water, must also play an active role in decisions which may have an impact on the entire metropolitan area. Implementation of the policies proposed in this plan will require a consistent level of inter-agency cooperation and creative management of available funding.

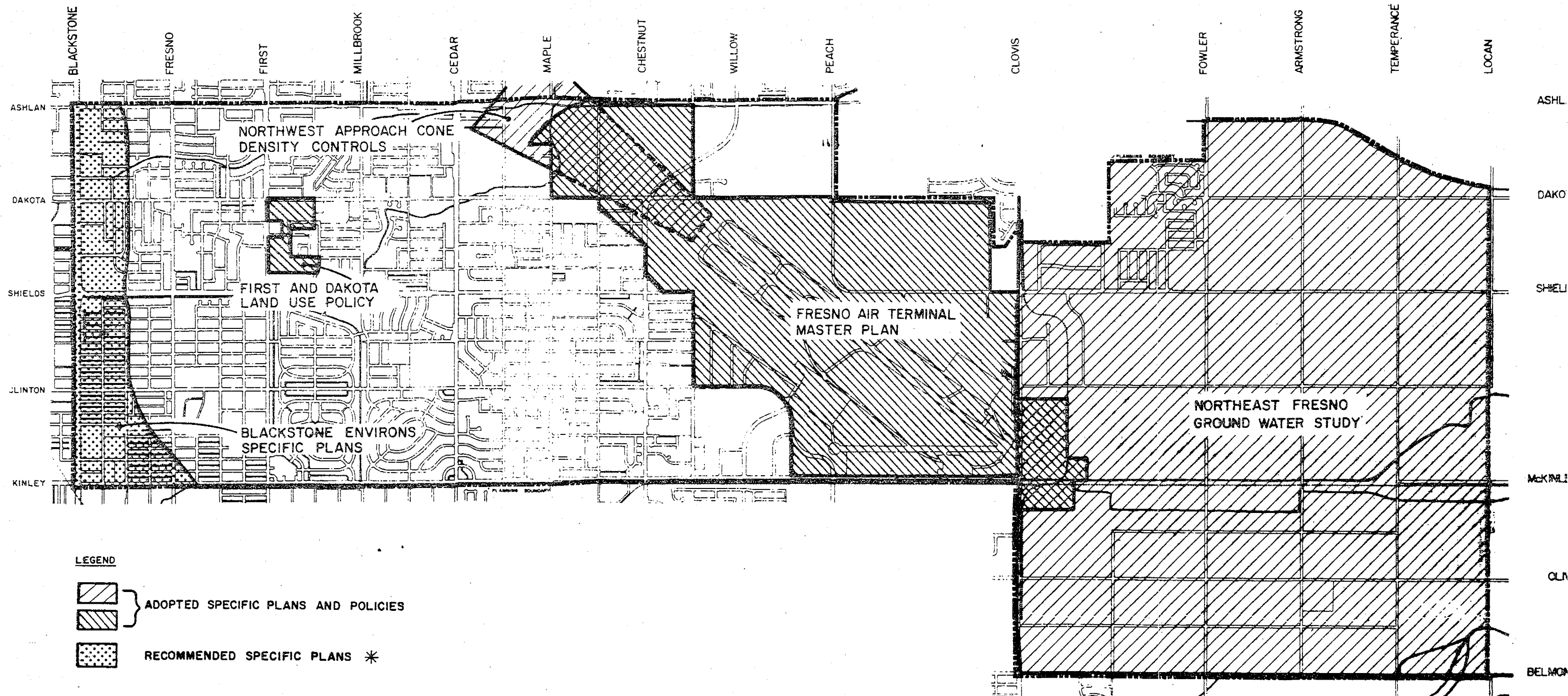
#### Future Planning Requirements

The McLane Community Plan refines the General Plan goals and policies to fit particular social and physical needs of the community. This, in turn, provides the framework for the development of specific plans and significant development proposals. Specific plans and studies recommended by the plan have been discussed in the Summary as they relate to plan elements.

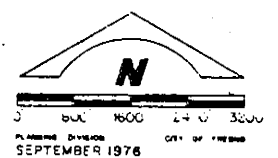
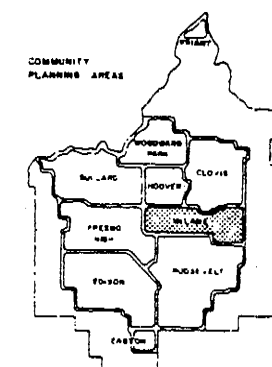
Those plans and studies recommended by the McLane Community Plan include the following (see Figure 6):

- The Fresno ~~Air Terminal~~ <sup>Yosemite International Airport</sup> Environs Specific Plan ~~(scheduled for adoption in early 1980)~~ <sup>Update</sup> will detail the role and impact of the Fresno Air Terminal on the surrounding area and updated land use and circulation recommendations as they relate to the airport.
- The unit planned development ordinance is being revised so that it can be utilized in the creative development of housing throughout the community.
- Several measures are recommended which will help to increase and preserve the numbers and variety of trees, thus providing a needed environmental resource in an arid region such as the San Joaquin Valley. These measures include a tree preservation program and changes in property development standards to allow for large street trees in new subdivisions.
- ~~A study will be conducted to establish industrial performance standards which can be applied throughout the metropolitan area.~~
- ~~Alternative treatments will be developed for application to metropolitan-wide problems of strip commercial development. Solutions to issues such as signs, outdoor storage, parking, access, and congestion will be addressed by the plan.~~
- A study of parking and open storage problems in the McKinley-Blackstone industrial area will result in recommendations to remedy current conditions.

**FIGURE 6**



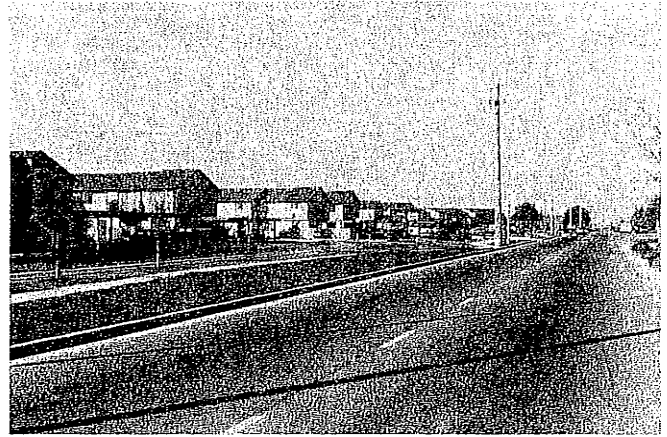
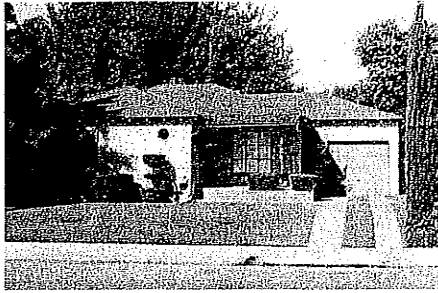
**Mc Lane**  
**Community Planning Area**  
**SPECIFIC PLANS & POLICIES**



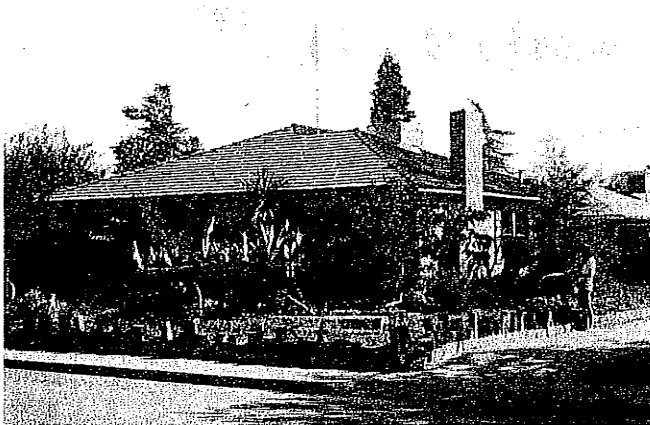


## COMMUNITY PLAN ELEMENTS





## ***RESIDENTIAL ELEMENT***







## COMMUNITY PLAN ELEMENTS

### RESIDENTIAL LAND USE

The City's first General Plan program in 1958 envisioned the western portion of the McLane Community Planning Area as a single family, "bedroom" community with a major airport/industrial complex along Clovis Avenue, and an agricultural area to the east. Existing development in the community reflects that policy. West of the Airport is developed with the typical, post World War II suburban pattern. Other development in the community includes the Blackstone commercial strip, intermittent commercial, professional and multi-family residential development along Shields Avenue, and a scattered pattern of apartment complexes and commercial development along the remaining major streets and at major intersections. To the east of the Airport is mostly devoted to agricultural activities with a modern industrial corridor developing along Clovis Avenue, an urban density subdivision northwest of Shields and Fowler Avenues, and a scattered pattern of rural density residential development.

#### History of Residential Development

The McLane Planning Area was primarily in agricultural uses prior to World War II. The postwar housing demand focused on the McLane Planning Area in the late 1940's highlighted by the Mayfair Subdivision at First and McKinley in 1946. Anticipation of locating the Fresno State College campus at the current location of Manchester Shopping Center stimulated the plan area's initial residential development north of Shields Avenue during the 1940's. Residential development moved eastward but remained mostly south of Shields Avenue until the early 1950's, when the Fresno State College campus was located at Shaw and Cedar Avenues (in the Hoover Community). The relocation of the college site and the postwar mobility of the automobile induced rapid development of a low-to-medium density, single family residential pattern west of Chestnut Avenue. Much of this activity west of Chestnut Avenue was occurring under the Metropolitan Area's first General Plan (1958), the College Community Plan (1961) and preliminary McKinley Community Plan (1965).

By the early 1960's, most of the residential land west of Chestnut Avenue was developed, the urban pattern was fairly well established, and the majority of large scale subdivision activity was completed in the western half of the planning area. During this time significant amounts of vacant land remained west of the Airport, northwest of the Airport, and scattered throughout the remainder of the planning area.

With a 1960 population of 35,143, subdivision activity in the community made its first thrust east of Clovis Avenue at the northwest corner of Shields and Fowler Avenues. The community's growth contained during the late 1960's and early 1970's with an increasing number of apartment developments west of the Airport and continued development of the subdivision at Shields and Fowler Avenues, east of the Airport. The area east of Clovis Avenue also attracted a scattered pattern of rural home sites.

After many years of rapid urban expansion, there is still significant vacant acreage remaining within the western half of the planning area. Especially important

is the vacant land remaining northwest of the Airport between Sierra Vista and Cedar Avenues. The uncertain status of the 168 Freeway, and the influence of the Airport account for the lack of development in this area. Also important are vacant lands adjacent to Freeway 41, as well as the vacant lands scattered along many of McLane's major streets. The potential for development of the community's vacant land, single family subdivisions in particular, is affected by their proximity to significant environmental influences. These include a planned freeway corridor of uncertain status, intensive commercial and high density residential uses, aircraft departure paths, major streets, and canals. Special building construction, siting arrangements, landscaping or other improvements may be necessary to resolve the numerous noise, accessibility, and safety problems associated with such locations.

Based upon the rapid metropolitan growth in the 1950's, the City's 1964 General Plan projected substantial urban growth for the area east of Clovis Avenue. The area has not developed as once expected, however. Some of the probable reasons for the lack of development include the physical barrier of the Airport, the lack of urban services, the limited access to the main body of the community, and a history of metropolitan growth which emphasized north and northwestern development.

#### Housing Type and Distribution

The growth rate of the community's population reached its high point in the decade between 1950 and 1960. The population continued to expand but at a more gradual rate between 1960 and 1974, and its growth rate is anticipated to further diminish during the planning period. This is due to a generally decreasing number of persons per household and the absorption of the majority of lands available for residential development. The total number of housing units within the community as of January 1, 1979, was 15,827. The number of multi-family units in the planning area has been steadily growing to an increasingly significant portion of the community's housing stock. According to the 1960 Census, multi-family development accounted for nearly 11 percent of the total housing units in the area. By 1979, a special census conducted by the Fresno County Planning Department indicated that 38 percent of the housing in the community was provided by apartments.

A review of the existing land use map (see Figure 2), reveals numerous concentrations of multi-family housing along most of the major streets in the western half of the planning area. This multi-family housing is meeting certain community needs for housing. Since the development of the multi-family housing in the vicinity of the Veterans Hospital and the Mayfair District, apartment units have also provided new housing on sites which had a limited potential for single family development, or on some sites where the potential for commercial development eventually proved infeasible. East of Clovis Avenue, the multi-family housing consists of a trailer park and several duplexes.

#### Neighborhood Stability

There are numerous statistical indicators of neighborhood stability. The most commonly used indicators include the following: housing quality, percentage of owner occupancy, age of housing, median family income, age of population, and ethnic composition. An examination of the map and table of Socio-Economic Indicators (see Figures 3 and 4), indicated that the community as a whole is generally

above the City-wide average for all indicators. Studies done by the City's Management Systems Division (Community Profile 1972, 1973) conclude that the incidences of nearly all of these indicators measuring neighborhood stability are closely correlated to the age of housing. An examination of the growth pattern of the community (see Figure 7), and the knowledge that the life cycle of a neighborhood is closely linked to the age of its residents, would indicate that this is a recently matured community. The character of its neighborhoods is well established and can be expected to remain stable, as a whole, during the planning period. However, those portions of the community established prior to 1960 may require careful attention to detect and remedy the familiar problems of aging neighborhoods at some time within the planning period.

A study, conducted by the Department of Planning and Inspection during 1975, revealed that 99 percent of the community's housing units are standard or capable of being preserved with only a modest rehabilitation effort. A continuous monitoring of housing quality, and the utilization of code enforcement and rehabilitation programs are important features of a comprehensive housing program that would maintain the quality of the community's housing stock. This would protect the existing character of its neighborhoods, minimize the extent of replacement of single family homes with multi-family development, as well as forestall costly public rehabilitation and conservation programs.

#### Housing Demand

The major factors in determining the new housing construction demand for the McLane Community are the availability of developable vacant land, availability of public services, and the direction and intensity of metropolitan growth. Studies conducted during the City's general planning program indicate that between 1979 and 1995, the McLane Community will experience a slight gain of approximately 520 residents, and will reach a population of approximately 38,625 by 1995. There will also be a continuation of the trend toward multi-family development. Between 1979 and 1995 the community can anticipate a net gain of 1,150 housing units of which 754 will be the multi-family type. As a result, 39 percent of the community's housing stock will be apartments in 1995.

Among the reasons for this modest population expansion and the trend towards multi-family development is the scarcity of vacant lands, especially those lands appropriate in size and location for single family subdivision activities.

The population and housing projections provided above were developed in the City's general planning program, and are based on existing conditions, observable trends and public policies. Obviously, existing conditions and local development policies can be changed by both public and private actions if needed or desired.

#### Governmental Policy and Community Design

Development of the McLane Community has progressed under a series of guidelines and policy statements, each having different levels of influence and effectiveness in implementing a balanced physical growth of the area. The 1958 General Plan recognized the metropolitan role of the area south of Shields and west of the Airport as being suburban in nature. The urban pattern was well established at this

time, and overall medium densities were recommended, although significant multi-family development had already occurred west of Millbrook Avenue.

As previously noted, the area north of Shields Avenue and west of the Airport reflected the 1958 General Plan and the 1961 College Community Plan, which sought to develop the community as a "prime residential area with a college in its midst". The area was to develop in a low density, single family pattern, serving as university-related housing for the metropolitan area. Development occurred under the guidance of these plans, but at slightly higher densities in many instances than planned. The 1958 General Plan proposed only a very small portion of the area east of Clovis Avenue to be residential, limiting a low density residential pattern to the portion south of the proposed Freeway 180.

In response to the rapid metropolitan growth of the preceding years, the 1964 General Plan of the City called for an urban pattern that included development of higher density residential uses as far north as Shields Avenue and medium densities as far east as DeWolf Avenue. Since that time, the growth rate of the metropolitan area has dropped substantially. By 1985, the metropolitan area is currently anticipated to gain 52,700 new residents. This is a 76 percent reduction of the projected population increase of 224,000 for 1985, prepared during the 1964 general planning program.

As a result of the lower projected population growth, the City's 1974 General Plan recommended some significant shifts in land uses, cutting back on urban densities in the area east of Clovis Avenue. In a pattern reminiscent of the 1958 General Plan, agricultural and industrial uses were emphasized instead. The design scheme west of the Airport largely reflected previous plans and existing conditions, except for the Shields Avenue corridor, where recognition was given to the commercial and professional pattern that had evolved there.

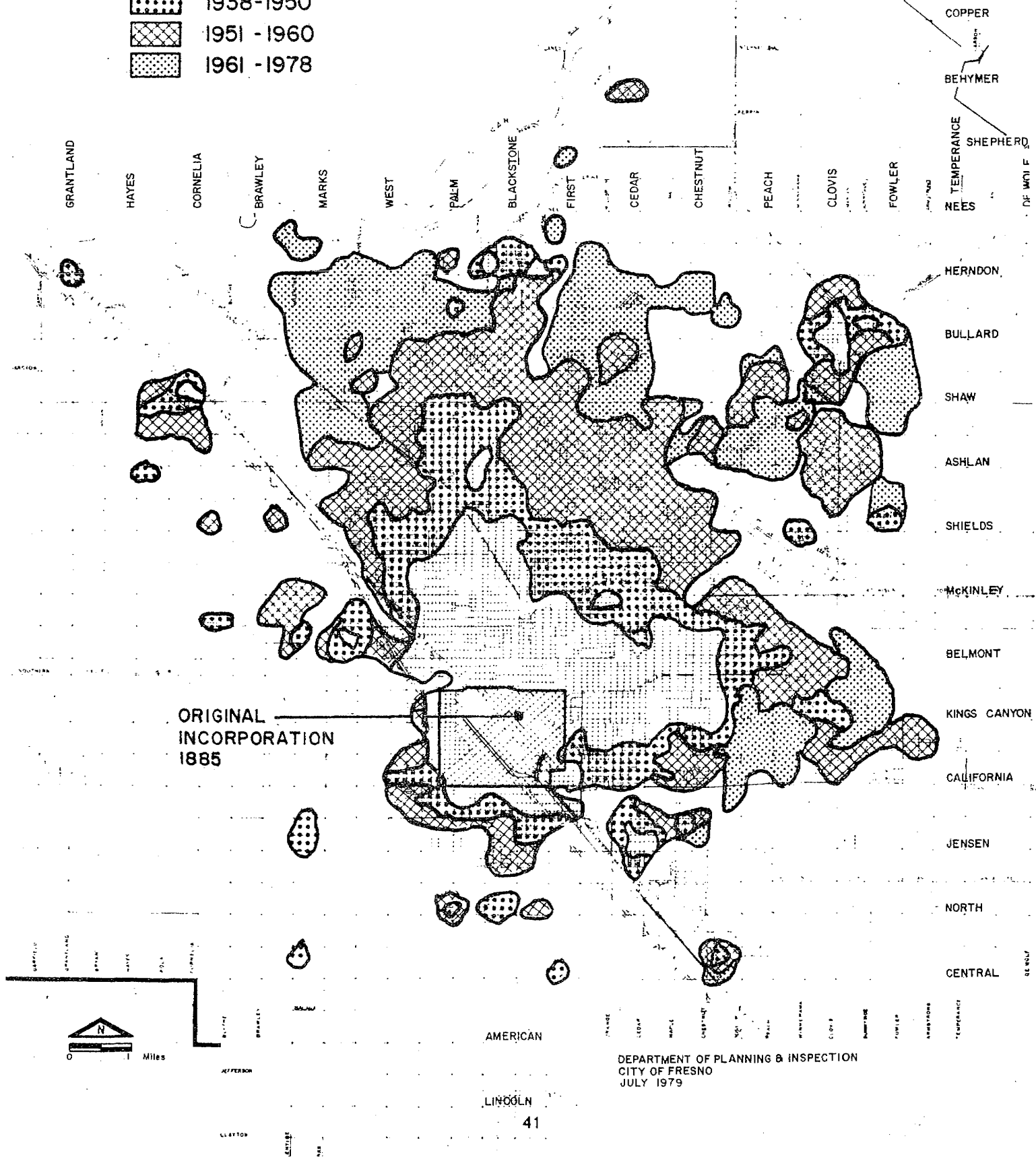
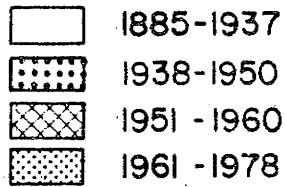
It is the role of the community plan to review the recommendations of the General Plan in light of changing situations and a more detailed study of the planning area. An analysis of statistical information and numerous discussions with community residents involved in the planning program clarified the following points:

#### 1) Multi-Family Development

The anticipated 1,150 units of multi-family construction within the planning period will have a significant impact on the community's neighborhoods, as much vacant land remains along the edges of established neighborhoods. Unless the development of multi-family units is handled carefully, with concern for the interrelationship with lower density areas, neighborhoods will be disrupted. The future multi-family developments should be focused as much as possible on those areas where it is necessary to provide economic incentives to complete development of neighborhoods and in those areas where the McLane Community design requires higher density development. Development should occur ~~with a careful application of the General Plan policy on Locational Criteria for Multiple-Family Residential Development~~, so as not to overburden the community's public facilities, nor disrupt its established neighborhoods. ~~The policy indicates that~~ areas outside those designated for multi-family housing may also be considered when certain locational criteria can be met. ~~These~~ locational criteria may include such areas as the intersections of major

**FIGURE 7**

# URBAN GROWTH 1885-1978





streets, adjacent to freeway interchanges, parks, hospitals or other intensively used civic areas.

## 2) Residential Infill

The 1974 General Plan adopted a policy of encouraging development on bypassed parcels of land in the existing urbanized area as its means to accommodate growth and manage the expansion of the urban area. The "infill" policy stressed that such developments should be compatible with the existing residential neighborhood in which they are located. The need for infill does not negate the City's responsibility to promote carefully designed development which will complement rather than disrupt existing neighborhoods. Extensive use of apartment construction to infill vacant land has created growing opposition to multi-family residential developments, and especially to unit planned developments. The apartment-like design and densities of many unit planned developments (resulting in the repeal of the R-1 UPD Zone) has likewise, created growing opposition to their use in completing the development of existing neighborhoods. Potential remedies for this situation should include, but not limited to densities, setback requirements, landscaping height limitations, and various architectural barriers appropriate to the particular situation.

## 3) Area East of Clovis Avenue

Another major community issue is the City's concern for the implications of development east of Clovis Avenue. A variety of land uses, densities, and designs have been indicated with the 1958, 1964 and 1974 General Plans. ~~As noted earlier in this section, urban residential development has failed to spread east of Clovis Avenue and there are some factors inhibiting rapid growth in this area. There are also some substantial advantages to inhibiting further residential development here, such as: Protecting valuable agricultural lands which are extremely important to the local economy protecting the metropolitan area's groundwater; minimizing conflict with the noise and safety problems related to the Airport; minimizing potential conflict with proposed industrial development in the area; and minimizing the need for premature extension of urban services.~~

The City, as a whole, has an interest in guiding development east of Clovis Avenue in order to assure a more efficient urban design and to make better use of available land resources. ~~Therefore, the plan attempts to strengthen the 1974 General Plan policy of encouraging no further residential development east of Clovis Avenue.~~

## Summary of Residential Land Use Assets and Liabilities

### Assets

- \* Virtually all of the community's housing stock is of standard quality or capable of being preserved with a modest rehabilitation effort.

- \* The existence of a City-wide demand for moderate income housing and public policy targeting the McLane Community as a priority area to provide a valuable opportunity for infilling bypassed lands and meeting metropolitan goals for a socio-economic mix in the residential neighborhoods.
- \* The young and mature neighborhoods throughout the community provide a broad range of environmental qualities.

#### Liabilities

- \* Development of community facilities has occurred, based upon land use plans of lower densities, and may limit the densities of future residential development.
- \* Significant parcels of vacant land represent potential liabilities for existing neighborhoods without careful adherence to existing and proposed policies for the development of multi-family developments on bypassed properties.
- \* Development of the areas adjacent to the Freeway 41 has been hampered by the past uncertainties of freeway development.
- \* Development of the areas adjacent to the proposed Freeway 168 has been hampered by the uncertainties of freeway development, the adverse effects of airport noise, and related land use restrictions.
- \* Further residential development east of Clovis Avenue would unnecessarily heighten problems associated with physical segregation from the remainder of the community, compatibility with agricultural lands, and orderly extension of urban services.

#### Recommendations

- \* ~~It is recommended that the implementation of the plan should be directed by the guidelines in the following table, in conjunction with the Land Use Conformance Matrix (see Figure 8). \*\*~~

~~\*\*The process of implementing a land use plan requires more flexibility and a greater understanding of the various zoning categories and the circumstances where they might be appropriate for application. In order to clarify the relationship of zoning and residential densities and to provide a set of administrative guidelines, the Land Use Conformance Matrix provides four categories of varying degrees of consistency with the proposed residential densities.~~

~~In light of areas within the McLane Community Planning Area that have been developed at densities greater than those designated in previous plans, the Land Use Conformance Matrix should be applied judiciously to avoid further impacting those neighborhoods (see Appendix, page 130). The only zoning districts that can be determined to be consistent with the McLane Community Plan in those areas are the zoning districts that are "highly consistent" with the planned density as indicated in the Land Use Conformance Matrix.~~



~~FIGURE 8~~

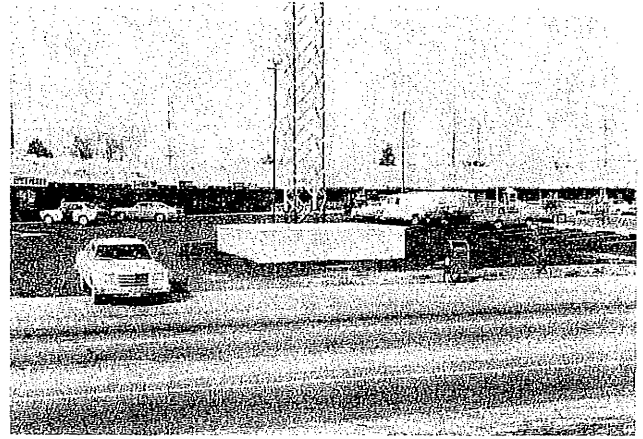
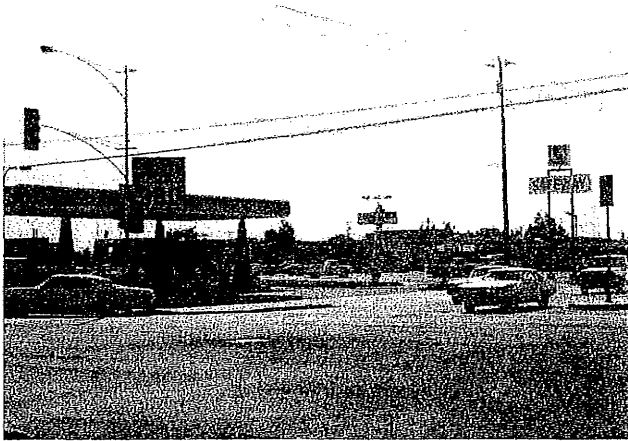
~~RESIDENTIAL PLAN DENSITIES/RESIDENTIAL ZONING CORRELATION~~

<del>Density Designation</del>	<del>Range Dwelling Units Per Gross Acre</del>	<del>Population Per Dwelling Units</del>	<del>Population Per Acre</del>	<del>Most Characteristic Zoning</del>
<del>High</del>	<del>11 and over</del>	<del>1.6</del>	<del>35 or more</del>	<del>R-3 R-4</del>
<del>Medium-High</del>	<del>6-11</del>	<del>2.2</del>	<del>13-24</del>	<del>R-2-A R-2</del>
<del>Medium</del>	<del>3.5-6</del>	<del>3</del>	<del>11-18</del>	<del>R-1 R-1/UPD</del>
<del>Medium-Low</del>	<del>2-3.5</del>	<del>3</del>	<del>6-11</del>	<del>R-1-B R-1-C</del>
<del>Low</del>	<del>.7-2.0</del>	<del>3</del>	<del>2-6</del>	<del>R-A R-1-A</del>
<del>Rural</del>	<del>Under .7</del>	<del>3</del>	<del>2 or less</del>	<del>AE-5</del>

- \* It is recommended that there be a continuous monitoring of housing quality and the utilization of code enforcement and rehabilitation programs, to upgrade the quality of existing substandard units in older portions of the planning area. This recommendation should be integrated with a program of subsidized rehabilitation loans and a City-wide prioritization study designed to coordinate the various techniques of neighborhood improvement to maximum effectiveness.
- \* It is recommended that local agencies develop a coordinated strategy for the provision of subsidized and public housing within the planning area. Participants in the development of such a strategy should include the City of Fresno and the Housing Authorities of the City and County of Fresno. The Housing Assistance Plan should be utilized as the basis for developing this coordinated strategy.
- \* It is recommended that any low-income or public housing constructed within the community not be concentrated, but should be dispersed throughout the community.
- \* It is recommended that further refinement of the Unit Planned Development Ordinance be undertaken so that UPD concepts may play a more important role in innovative design proposals, and in ensuring proposals compatible with existing neighborhoods.
- \* ~~It is recommended that when processing Site Plan Review applications, special care be taken in reviewing multi-family housing proposals. The design of~~

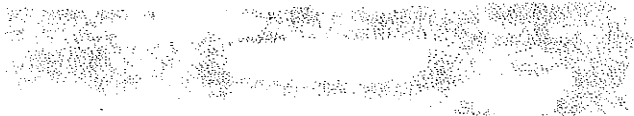
~~multi-family housing projects should be coordinated with the socio-economic character of the intended residents.~~

- ~~\* It is recommended that where higher density residential or nonresidential land uses abut single family neighborhoods, the property development standards of the zoning ordinance be expanded to insure the maintenance of environmental quality in the area. Appropriate measures should include, but not be limited to, setback requirements, landscaping, height limitations, and various architectural barriers appropriate to the particular situation.~~
- ~~\* It is recommended that the 50-acre site at the northeast corner of Dakota and Cedar Avenues be developed as a unit planned development with residential, office, commercial recreational, and mini storage uses. The project should provide noise mitigation and safety measures, with the office uses limited to the Cedar Avenue frontage. The maximum number of dwelling units would be 410 units, the amount of office development would be 11.75 acres, the maximum amount of commercial recreational would be 5.0 acres, and the maximum amount of mini-storage would be 2.5 acres. (Amendment of October 11, 1979 by the City Council).~~
- ~~\* It is recommended that no further residential development take place east of Clovis Avenue except as indicated on the Community Plan Map.~~



## ***COMMERCIAL ELEMENT***





Very faint, illegible text or markings located below the first dark block in the upper left area.



Very faint, illegible text or markings located in the center of the page.



## COMMERCIAL LAND USE

### Characteristics

The McLane Community has a wide range and distribution of commercial activities. Approximately 3.3 percent of all land within the community's boundaries is zoned for commercial use, with over 80 percent of that land now developed. There are four general types of commercial development which can be defined along functional lines:

1. Concentrated regional shopping at the Manchester Shopping Complex.
2. General, heavy, strip commercial development primarily located along Blackstone Avenue.
3. Professional office development along Shields Avenue and other major streets.
4. Local commercial shopping centers and areas, and scattered free-standing uses around the community.

Each of these functional types of commercial development is related to a number of different commercial zoning districts. Figure 9 presents a breakdown of zoning and development in the McLane Community, which will be used in a subsequent analysis of existing conditions.

### Regional Shopping Center

Manchester Complex, located on the east side of Blackstone Avenue, between Shields and Dakota Avenues, is comprised of the Manchester Shopping Center, the Manchester Mall and the Sears Department Store. It represents one of the three regional shopping concentrations in the Fresno-Clovis Metropolitan Area, which include Fresno Fashion Fair Shopping Center on the southwest corner of First Street and Shaw Avenue, and the Central Business District in downtown Fresno. Since 1970, these shopping facilities have been competing for what might be considered the regional retail sales dollars. In 1979, the City of Fresno designated three additional sites as appropriate for future regional centers, and the City of Clovis has designated a fourth future site.

Manchester Complex presently occupies 43 acres in a C-3 zoning district. The C-3 district is intended for regional shopping centers that characteristically offer general merchandise, furniture, apparel, and home furnishings on a site area of 40 or more acres, with a major department store as the principal tenant. Manchester Complex alone accounts for more than 60 percent of the developed C-3 zoning in the community. The remainder represents the four corners of commercial development at Cedar and Shields Avenues, which functions in a manner similar to a community level shopping center. The regional shopping center distinction given Manchester Complex basically refers to its large site area, three major tenants, and the level of retail and service commercial facilities it supplies to the metropolitan area and the neighboring counties.

FIGURE 9

## COMMERCIAL LAND USE TABULATION

Zone*	Acreage Zoned	Acreage Commercially Developed	Acreage Developed With Residential Uses	Percent Developed
C-1	23.73	12.69	----	53.5
C-2	54.19	32.01	----	59.1
C-3	68.01	67.53	----	99.3
C-4	11.77	11.77	----	100.0
C-5	15.00	14.28	.07	95.7
C-6	51.49	37.91	1.88	77.3
C-P	70.13	57.14	2.03	84.4
R-P	25.66	15.16	3.31	72.0
C-R	24.53	20.58	----	83.9
TOTAL	344.51	269.07	7.29	80.2

- \* "C-1" Neighborhood Shopping Center District  
 "C-2" Community Shopping Center District  
 "C-3" Regional Shopping Center District  
 "C-4" Central Trading District  
 "C-5" General Commercial District  
 "C-6" Heavy Commercial District  
 "C-P" Administrative and Professional Office District  
 "R-P" Residential and Professional Office District  
 "C-R" Commercial Recreation District

Source: City of Fresno, Department of Planning and Inspection, January 1976, Tabulation

### General, Heavy, Strip Commercial

This type of commercial development represents a category of uses, which are not located in regional or local shopping centers, but are found along Blackstone and Shields Avenues and in scattered locations around the community. "General and Heavy" are descriptive terms for the types of uses, such as eating and drinking, automotive retail and repair, building and hardware, entertainment, and gasoline stations. "Strip commercial" describes the pattern of development, in this case, lining both sides of the streets noted above. Factors contributing to this development pattern relate to the characteristic needs of business establishments that locate along major streets. These characteristic factors include the traffic orientation of business operations, the advertising effect of large volumes of passing traffic, the space requirements of some businesses which cannot be met in shopping centers, and the lower land prices available outside of shopping center locations. A detailed discussion on the causal relationships between these factors and strip commercial development can be found in the FCMA Commercial Land Use Report, a background study to the 1974 FCMA General Plan.

Blackstone Avenue is the most heavily developed strip commercial street in the metropolitan area. Approximately 98 acres of commercial zoning the McLane Community are located along this street in C-3, C-5, C-6 and C-R zoning districts. Of this total, 93 percent is developed, with C-3 zoning accounting for most of the development. However, many problems are related to strip commercial development along Blackstone Avenue. These include a lack of aesthetic quality, traffic congestion, the possible blighting influence on adjacent residential properties, and the increased public expenditure related to these problems. The lack of adequate landscaping and a proliferation of advertising signs reduce the aesthetic quality of development along Blackstone Avenue. The numerous access points for individual establishments and the movement of cars using on-street parking combine to hamper traffic flow on this street which also functions as State Highway 41. Excessive noise and air pollution, glare generated from signs and site lighting, and a poorly defined interface with residential neighborhoods, adversely affect the value of adjacent noncommercial properties.

Shields Avenue is also a heavily developed commercial street, but commercial development is mainly clustered near major intersections. This pattern of development reduces those problems associated with strip commercial activity along most of the street and intensifies them at intersections. In 1976, there were 4.7 acres of C-1 zoning, 28.7 acres of C-2, 22.7 acres of C-3, 39.8 acres of C-P, 5.3 acres of R-P, and 4.0 acres of C-R along Shields Avenue. Approximately 86 percent of this zoned acreage is developed. The dominant uses on the street include the shopping areas at First Street and Cedar Avenue, the office development between First Street and Millbrook Avenue, and Valley Children's Hospital on the southwest corner of Millbrook and Shields Avenues.

### Professional Office

Shields Avenue is one of the four primary locations for office activities in the metropolitan area, the other three being Shaw Avenue, the Tower District-Olive Avenue Area and the Central Area. In the McLane Community, office development is also taking place along First and Fresno Streets, and in the industrial park south of the Fresno Air Terminal.

Office development in this community is principally comprised of finance, insurance, real estate and professional establishments which cater to local as well as metropolitan-wide clientele. Office activity along the streets mentioned above, as well as in other scattered locations in the community, fits this description. Office activities in the industrial park south of the Fresno Air Terminal, however, tend to be technical, business and research oriented office uses related to the administration and operation of businesses and industries located in the area.

In 1976, the McLane Community contained 59 acres of office development in C-P and R-P zoning districts. This figure does not include Sierra Hospital and Valley Children's Hospital, both zoned C-P, and the office development south of the Fresno Air Terminal, zoned M-1-P (Industrial Park Manufacturing District). Potential office development in the community would total approximately 78 acres in C-P and R-P zoning districts, plus substantial acreage that could develop in M-1-P, and in commercial zoning districts.

#### Local Commercial

Local commercial facilities provide a wide range of day-to-day necessity goods, convenience goods and services, and a limited selection of comparison goods. In the McLane Community this level of commercial activity is generally found in community shopping areas, neighborhood shopping centers, and scattered neighborhood commercial uses.

The McLane Community does not contain a community level shopping center that conforms to the Urban Land Institute definition of a shopping center as: "... a group of commercial establishments, planned, developed, owned and managed as a unit"; or a Planning and Inspection Department commercial land use standard of a site area of 20 to 30 acres with a junior department store, discount store or variety store as the major tenant. Although a shopping center of this nature is not available within the community, there are two community shopping areas and one shopping center just outside the community that do provide this level of service.

The two community shopping areas in the community are located at the intersections of First Street and Shields Avenue and Cedar and Shields Avenues. The First/Shields shopping area is comprised of three commercially zoned corners which total 22.6 acres. The Cedar/Shields shopping area is a multiple corner development actually comprised of four neighborhood shopping areas. While it does not strictly conform to the definition of community level shopping because there is no junior department store, the 27.4 acres involved and the services provided remove it from the category of neighborhood commercial center. Each of these community shopping areas provides a more extensive range of goods and services in one location than would be found in a single neighborhood shopping center. The Ashlan Park Shopping Center on the northwest corner of Cedar and Ashlan Avenues also provides the McLane Community with this level of commercial service.

Neighborhood shopping centers serving the community are located at the intersections of Fresno Street and Ashlan Avenue, First Street and Ashlan Avenue, First Street and McKinley Avenue, and Chestnut and Shields Avenues. Commercial facilities at each of these intersections constitutes an integrated shopping center with a supermarket as a major tenant. Scattered neighborhood commercial uses, such as convenience markets, or freestanding supermarkets, or small centers without a supermarket,



also serve the community in some local trade areas.

Commercial land use standards developed in the 1974 FCMA Commercial Land Use Report are most applicable to an analysis of neighborhood commercial facilities in the McLane Community because this level of commercial service is directly tied to the local population. For this analysis, local trade area boundaries were established for the entire community, based upon one-square mile service areas for neighborhood shopping centers. The ultimate population capacity for each trade area was then computed, based upon the density of residential land use reflected by the McLane Community Plan map. The acreage of existing neighborhood commercial development and vacant C-1 and C-2 properties in each trade area was tabulated and evaluated against a minimum standard on one acre per 1,000 population to assess deficiencies and surpluses in the future neighborhood commercial land use distribution (see Appendix, page 127).

According to this analysis, there is one area within the community deficient in both commercial development and zoning. The area is bounded by Shields and Fowler Avenues, the Sunnyside Avenue alignment, and the northern community plan boundary between Ashlan and Dakota Avenues. It represents an isolated medium density residential development that has an ultimate population holding capacity of approximately 2,700 persons. The recommended population threshold for neighborhood shopping centers is 5,000. Planned commercial development for this area, then, should relate to residential development and market demand factors in the Clovis planning area, since no further urbanization is planned for the McLane Community east of Sunnyside Avenue.

The major finding of this analysis is that the McLane Community has an excessive amount of vacant commercially zoned land which could ultimately be developed for neighborhood commercial use. In most cases the zoned acreage simply represents a surplus that could be used more appropriately for other purposes. In others, the surplus commercial zoning creates a potential for multiple-corner commercial development which does not conform to a 1974 General Plan policy that shopping centers should be located on only one corner of an intersection (see Appendix, page 126). In still other cases, the surplus zoning and development potential it provides conflicts with a neighborhood shopping center locational standard of a one-mile minimum between centers. Recommendations directed to resolving these situations are included in a subsequent section of this element. There are a number of small commercial sites which are not noted in the recommendations or shown on the community plan map. These sites are too small for graphic representation.

#### Summary of Commercial Land Use Assets and Liabilities

##### Assets

- \* The McLane Community contains a broad range of competitive retail and service commercial facilities to serve the local population.
- \* Existing and planned commercial development will be adequate to serve projected population and ultimate population capacities in local trade areas of the community.

## Liabilities

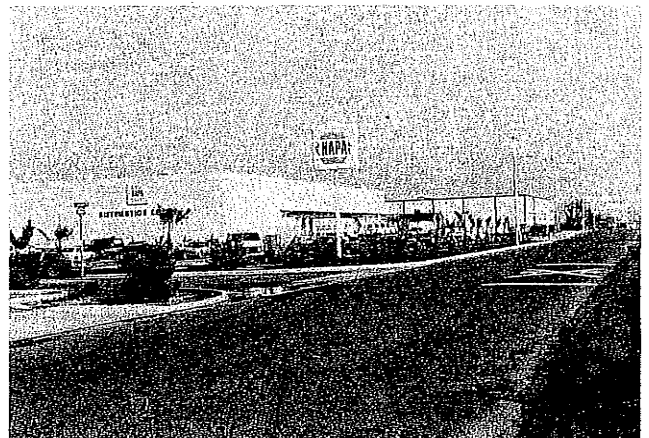
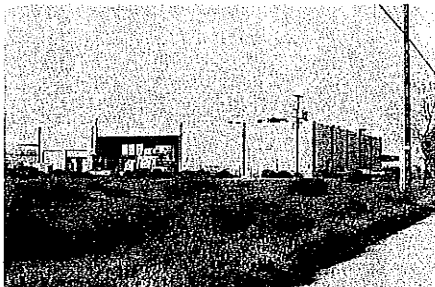
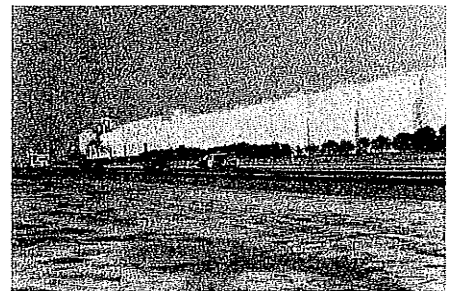
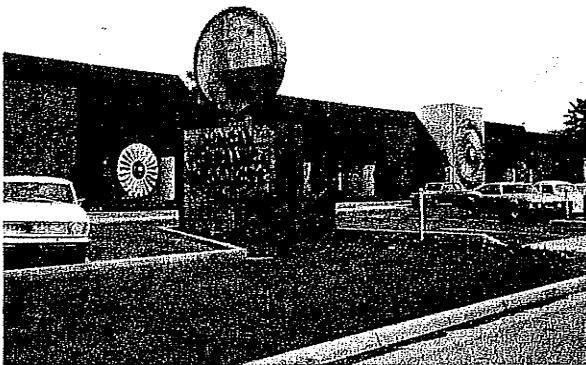
- \* There are a number of problems associated with strip commercial development along Blackstone Avenue, such as a lack of adequate landscaping, a proliferation of sign advertisement, traffic congestion, intense noise and air pollution, and glare generated from signs and site lighting.
- \* There is a surplus of C-1 and C-2 vacant zoned properties in numerous locations around the community that, if developed, would create excessive local commercial development, and be in conflict with General Plan policy and commercial land use locational standards.

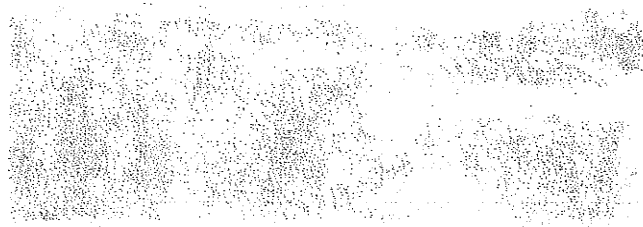
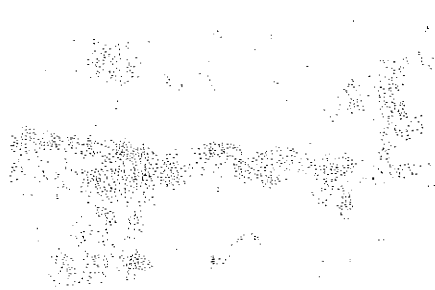
## Recommendations

- \* ~~It is recommended that a specific plan be formulated concerning the topic of strip commercial development. A plan of this scope should develop alternate solutions to typical issues such as signs, storage, parking, landscaping, access and congestion, while not limiting its applicability to a single geographic area.~~
- \* ~~It is recommended that the southeast corner of Thesta Street and Ashlan Avenue be rezoned from C-1 to residential zoning districts compatible with medium and medium-high density development.~~
- \* All four corners at the intersection of Willow and Ashlan Avenues are zoned for commercial use. The corners on the north side of Ashlan are in the City of Clovis, and the corners on the south are in the City of Fresno. ~~It is recommended that 11.98 acres on the southwest corner fronting Ashlan be rezoned from C-2 to an industrial zoning district while the remaining 20 acres be designated recreational open space and that the southeast corner be designated as a neighborhood commercial center, subject to the provision which follows: Should either the northeast or northwest corners be developed with retail commercial facilities, the southeast corner will be rezoned, if still vacant, to a zoning district compatible with medium-high density residential development.~~
- \* ~~It is recommended that the Fresno City Council further the 1974 General Plan policy of one-corner shopping center development by choosing one of the two alternative policies listed in the Appendix, page 126).~~



## ***INDUSTRIAL ELEMENT***





## INDUSTRIAL LAND USE

### Characteristics

Industrial land use provides the major economic base for most communities. It includes the production of goods and services, and is generally located away from residential areas to minimize environmental problems.

Most of the McLane Community's industrial development is concentrated around the Fresno Air Terminal and along Clovis Avenue. Specific locations of industrial uses include the following: In the western portion of the community, at Blackstone and McKinley Avenues; in the central portion of the community:

1. At Winery and Dakota Avenues (near Palm Lakes Golf Course)
2. North of the Fresno Air Terminal runway
3. South of the Fresno Air Terminal runway
4. At Clovis and Shields Avenues
5. Along Clovis Avenue, between Shields and Clinton Avenues
6. Along Clovis Avenue, between Olive and Belmont Avenues;

in the eastern portion of the community at McKinley Avenue, just east of Temperance Avenue. It is estimated that over 290 acres of industrially zoned land in the McLane Community have been developed for industrial use. Industrial land use is divided into two classifications: "Lighter" uses, which produce less negative impact upon the environment in terms of the noise, odor, dust, glare and visual pollution created (C-M and M-1 zoning); and "Heavier" uses, which produce more of these negative effects upon the environment. Analysis of industrial data indicates that 280 acres are utilized for warehousing, light manufacturing, and similar activities; while approximately 12 acres are devoted to more intense uses such as wine or ceramic production.

The Blackstone-McKinley Avenue industrial area extends north into the southwestern corner of the McLane Community from the Fresno High/Roeding Community. The predominant uses are commercial wholesaling, auto body repair and air cooler manufacturing. Surrounded by other uses, the 17 acres zoned for industrial uses are totally developed. The Blackstone-McKinley Avenue area is located in the center of the City's urbanized area and is too small to provide for the expansion of industrial activity of any type other than that with a highly specialized service orientation. Problems apparent in the Blackstone-McKinley Avenue area include the lack of off-street parking, and the traffic congestion along McKinley Avenue which occurs as a result of the conflict through traffic and traffic related to businesses in the area.

The Winery and Dakota Avenue area is located west of Palm Lakes Golf Course. Over ten of the seventeen acres zoned for industrial uses have been developed. This industrial area is characterized by new, well landscaped industrial uses. The predominant industrial uses are warehousing, light manufacturing and swimming pool servicing companies. An issue related to the Winery and Dakota Avenue Industrial Area is the potential parking problems that may occur as evidenced by the number of cars parking on-street. The off-street parking requirements used at the time of development were not adequate to meet the needs of both the employees and customers. The planned industrial land in this area would include the area bounded by Ashlan, Dakota, Winery, and Willow Avenues. It is recommended that this area be

developed as M-1-P, with a service commercial orientation. The area is not suitable for residential development due to the high noise levels produced by the traffic from the Fresno Air Terminal, nor for commercial development due to an overabundance of land zoned for commercial uses north of the site. The site may not be desirable for recreational use because it is not central to residential neighborhoods and is subject to noise which would detract from the benefit of a recreational use.

The basic concern in the development of this area is that adequate protection to neighboring residential areas be provided. Proper use of landscaping and development as an industrial park (M-1-P district) would help the adjacent neighborhood from the negative impact of industrial development. The types of uses permitted in this area should be limited to commercial uses with a service orientation like those located in the Blackstone-McKinley Industrial Area.

The industrial area north of the Fresno Air Terminal runway is almost totally developed with approximately 65 acres of the 78 acres of industrially zoned land already developed. There are an additional two acres of industrial uses in this area which are located on land not zoned for industrial use (R-A zoning).

Although located in proximity to the Fresno Air Terminal, most of the industrial uses located in this area are not dependent upon the Airport's location. The predominant industrial uses located in this area include storage and packing, wholesale supplies, and equipment manufacturing. Problems of the area are related to the poor appearance of buildings and the open storage techniques utilized. The old Army docks and barracks used for industrial uses produce a negative effect upon the environment.

South of the Fresno Air Terminal runway, approximately 32 acres of the 133 acres zoned industrially have been developed. Seven additional acres of industrial development are located in the area on land zoned C-6. The most characteristic uses in the area are large commercial operations and offices. The area is well landscaped and attractive in overall appearance.

Approximately half of the industrial area along Clovis Avenue has been developed. More than 142 of the 244 acres which are zoned for industrial uses are developed. The area is characterized by new warehousing and large scale industrial uses. The predominant industrial uses are mini-storage, offices, and commercial wholesalers. Potential environmental problems could occur in this area if incompatible uses are located adjacent to these industrial uses. Noise, dust, traffic and air contaminants related to industrial activities may have a blighting influence on a existing and future residential uses unless some provisions are made to buffer existing and future residential uses.

The area bounded by Shields Avenue on the north, the Sunnyside Avenue alignment on the west, Fowler Avenue on the east and Clinton Avenue on the south was discussed during the hearings adopting the McLane Community Plan and was deemed appropriate for future industrial development, however, lacking in basic sewer services. It was determined that industrial development of that area will be considered consistent with the plan and will not require an amendment, at such time as sewer capacity can be provided or sewer service problems can be resolved to the satisfaction of the City of Fresno.

An agricultural-chemical firm located on McKinley Avenue, just east of Temperance Avenue represents five acres of industrially zoned development. The chemical operations produce an odor that would be annoying to uses in proximity to the operations. The area is affected by the odors from the chemical operations as a result of the direction and velocity of the wind. The firm is working on the containment of these odors and anticipates a resolution in the near future.

East of Clovis Avenue, between Olive and Belmont Avenues are 68 acres of industrial uses on industrially zoned land (of 103 acres zoned) and 49 acres of industrial uses located on land zoned for nonindustrial uses. The predominant industrial use in this area is wine production. Although complaints were received in the past with regard to the odors and contamination of underground water supply by winery effluents, these problems have been controlled through improved winery operations.

#### Summary of Industrial Land Use Assets and Liabilities

##### Assets

- \* The industrial areas surrounding the Fresno Air Terminal are prime planned industrial park developments for light industry.
- \* Both the Southern Pacific and Santa Fe Railroads serve most portions of the McLane area. Highway access is good, particularly in the sections south and east of the airport where Clovis Avenue provides access to Freeway 99.
- \* Sufficient industrial zoning exists to handle future industrial growth.
- \* All of the industrial areas in the McLane Community are adequately served by water and sewer.

##### Liabilities

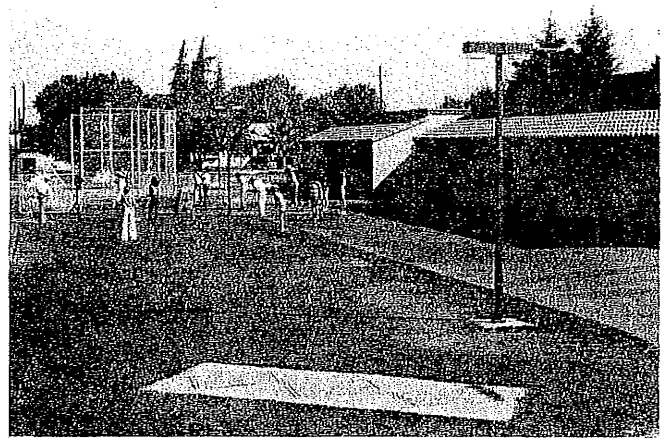
- \* The Blackstone-McKinley area lacks off-street parking and the open storage techniques cause visual conflict with residential areas.
- \* The proximity of the industrial uses along Clovis Avenue to existing or future residential development requires careful containment and buffering of these industrial uses.
- \* The quality of the industrial development surrounding the Airport must be carefully monitored to insure its continuance as a prime area of planned industrial park development for light industry.
- \* The chemical operations located on McKinley Avenue, east of Temperance Avenue, produce an odor that would be annoying to uses in proximity to the operations.

#### Recommendations

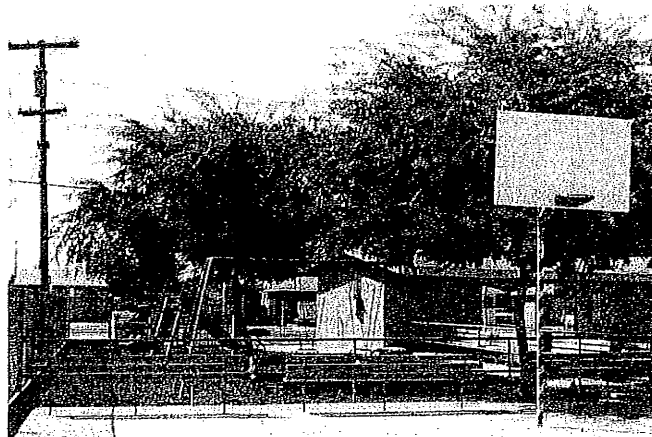
- \* ~~It is recommended that a study be conducted to determine the adequacy of industrial off-street parking requirements to meet the needs of both the employees and customers.~~

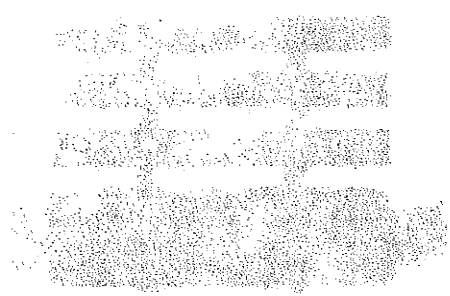
- \* ~~It is recommended that a study be conducted to address the traffic problems of the Blackstone-McKinley Avenue area.~~
- \* It is recommended that industrial development located adjacent to nonindustrial uses provide on-site buffering treatment to minimize the potentially adverse affects of noise, vibration, smoke, dust, etc. The degree of restriction placed upon industrial uses should be determined by the surrounding uses which would be affected. Performance standards would be utilized to determined acceptable levels of noise, vibration, smoke, dust, etc., and mitigating measures would be decided on a case-by-case basis.
- \* ~~It is recommended that careful application of performance standards be made to industrial areas surrounding the Fresno Air Terminal. The area represents a prime area of planned industrial park development for light industry. The quality of this development should be carefully maintained.~~
- \* ~~It is recommended that the results of the study being conducted by Fresno County Environmental Health on the operations of the agricultural chemical operations located near McKinley and Temperance Avenues be used to develop regulatory measures.~~
- \* ~~It is recommended that an architectural landscaped transition be provided in the Winery-Dakota industrial area between the industrial development and residential districts in accordance with detailed plans and specifications approved or prepared by the Department of Planning and Inspection.~~
- \* ~~It is recommended that the area bounded by Shields, Fowler, and Clinton Avenues and the Sunnyside alignment be shown as agricultural land but be considered as appropriate for industrial uses at such time as sewer capacity problems can be resolved.~~



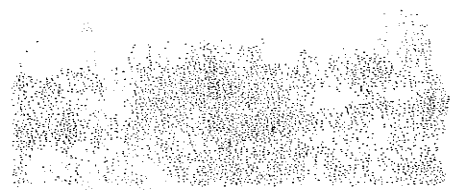
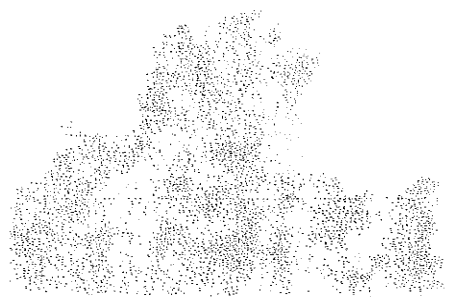
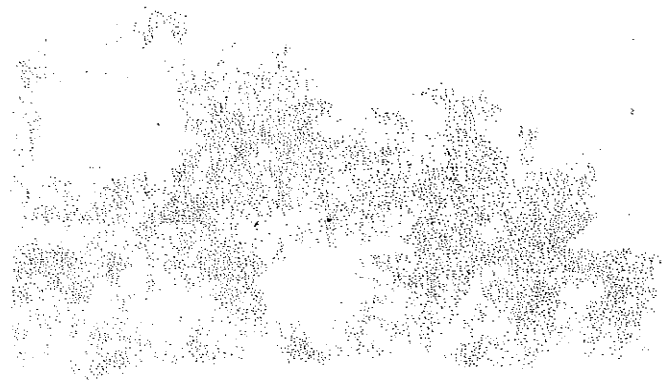
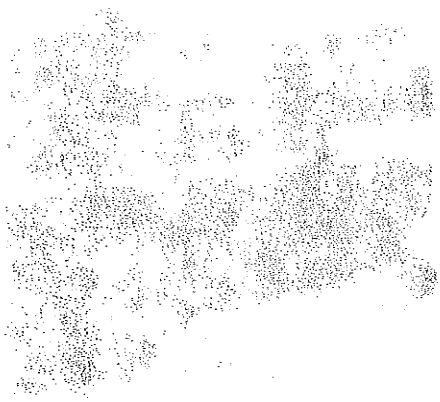


# ***ENVIRONMENTAL RESOURCES ELEMENT***





THE  
RECORD  
OF THE  
FEDERAL BUREAU OF INVESTIGATION  
OF THE DEPARTMENT OF JUSTICE  
FOR THE YEAR 1964



## ENVIRONMENTAL RESOURCES AND OPEN SPACE

This element of the community plan provides a discussion of characteristics and concepts related to the natural environment and open space. It is divided into three sections of general topics concerning the environment, followed by a statement of assets, liabilities and recommendations.

The first section concerns environmental resource factors. The concept of environmental resources broadly includes: water resources, mineral resources, and other resources which are of value in their natural state or are of enjoyment to man (fish, wildlife, etc.).

The second section concerns urban development limiting factors. These are factors which determine the suitability or limitations of areas for specific types of urban development. These limitations include those related to natural physical factors such as flooding, the suitability of soils for urban development, and limitations related to potential nuisance uses.

The third section concerns urban environmental factors. It considers the quality of the environment where the impact on people is the greatest--the urban setting. Urban environmental quality is closely linked with the concept of urban amenities, such as the provision of recreation space, open space, urban beautification, the pattern of growth and urban form, and residential life styles.

### Environmental Resource Factors

#### Agricultural Soils

The area east of Clovis Avenue in the McLane Community is classified as prime agricultural. According to the U.S. Department of Agricultural Soils Survey, the soils are mainly of the Atwater, Delhi, Hanford, Ramona and San Joaquin series. Of these soil types, almost 75 percent are rated as either Class I or II, which indicates that these soils have few to moderate limitations restricting their agricultural use. In general, these soils are nearly level, well-drained, and have a surface layer of loam or sandy loam. The concentration of these prime soils in the McLane Community constitutes a valuable resource for the entire metropolitan area (see Figure 10).

#### Water

Water quality and quantity issues in this community reflect issues for the metropolitan area as a whole. Water for the urbanized area is pumped from natural groundwater reservoirs and streams deep beneath the land surface. In turn, these groundwater supplies are replenished yearly by the natural recharge of water from rainfall, the mountain snowpack, the percolation of water from agricultural irrigation, surface water channels, and specially designed recharge basins. The quality of water in this system is dependent upon a certain balance between the volume of water recharged, and the amount of contamination by agricultural drainage, septic tanks, and other liquid wastes entering the system.

A recent study of groundwater conditions in Northeast Fresno, by the Fresno County

Planning and Public Works Departments, determined that the major source of groundwater recharge for the Fresno urbanized area comes from agricultural irrigation. The area east of Clovis Avenue in the McLane Community was included in the Northeast Fresno Groundwater Study, and most of the agricultural lands in this area were found to be contributing high volumes of water to the groundwater system. These agricultural lands then, are not only valuable resources in terms of crop production potential, but are very valuable to the maintenance of the urban groundwater supply and quality.

#### Wildlife

The distribution of native wildlife was first modified in the McLane Community by agricultural production and later by urban development. All the activities accompanying these land use changes also helped to change the area's natural character. Remaining wildlife such as doves, snakes, lizards, rabbits and other rodents now primarily inhabit the agricultural areas of the community.

#### Geologic, Mineral and Scenic Resources

Resources of natural scenic value are difficult to identify because they are perceived differently by different people. Lacking a changing topography and natural water bodies in the vicinity, the community has no distinctive features of scenic value. Nonetheless, the open vistas of the Sierras to the east, and the many trees and open spaces around this community do provide some sense of the natural environment.

Extraction of mineral resources in the Fresno-Clovis Metropolitan Area is essentially confined to rock, sand and gravel which are utilized in road and building construction. The McLane Community does not contain any extraction sites, or sites of geologic or anthropological value. According to the Fresno County Geologist, however, the surface and subsurface characteristics of much of the soil in the community represents a geologic resource for groundwater recharge.

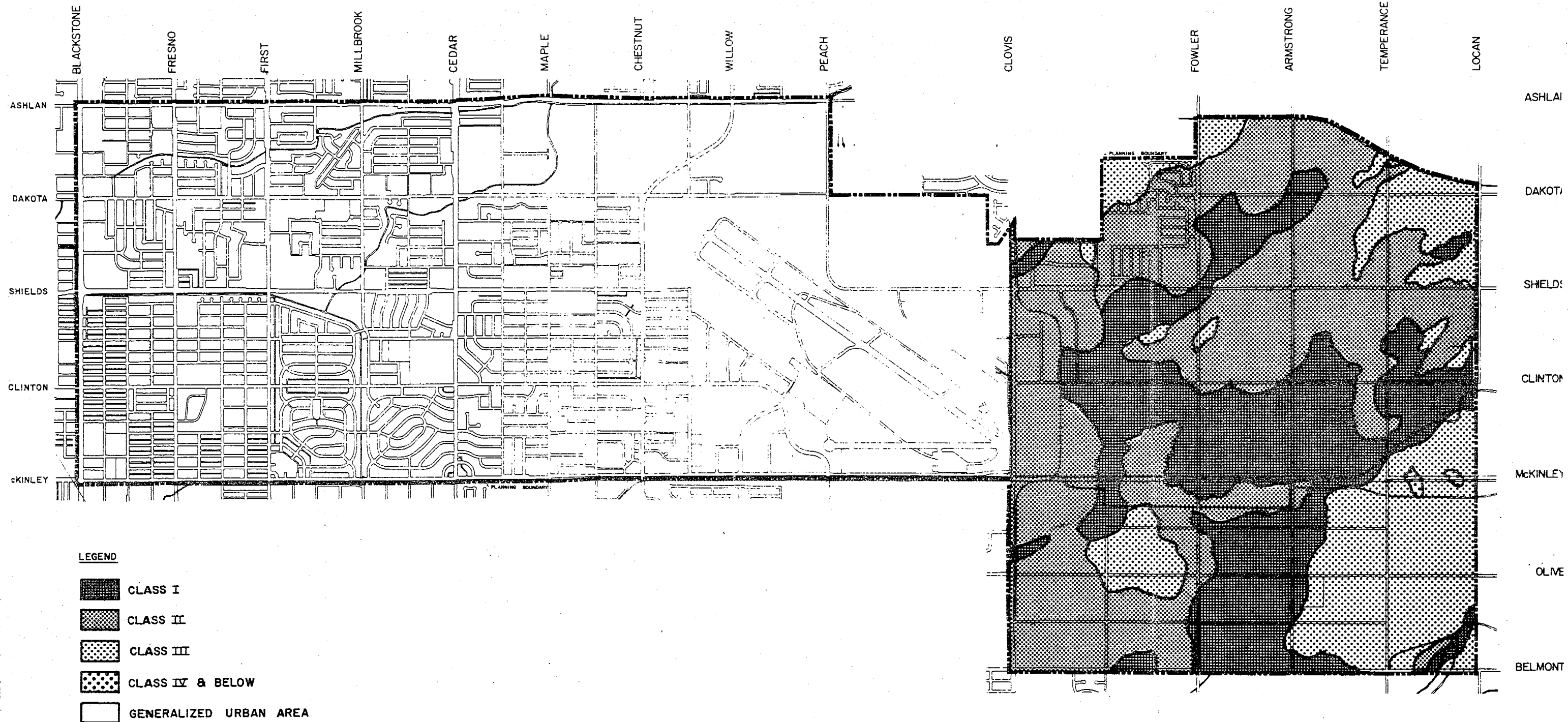
#### Urban Development Limiting Factors

##### Flooding

Flooding is a major problem in the urbanized and nonurbanized portions of the McLane Community. Only a small proportion of the community presently has a permanent drainage system and few drainage facilities are being planned to resolve this problem (see Public Facilities Element, page 87). In 1969, Big Dry Creek, Herndon Canal, Mill Ditch and Fancher Creek all flooded. The flooding was caused by excessive water run-off from waters originating outside the urbanized area. As a result, the Federal Insurance Administration designates the areas along these water channels as flood hazard areas (see Figure 11).

Flooding is a limiting factor to development of rural residential properties east of Clovis Avenue. This type of development is commonly found on two to five acre parcels. It represents a land use pattern of too low a density for an urban drainage system, and too high a density for a typical flood control project. An urban drainage system would be far too costly for the density of development, and a flood control project alone would not be adequate to handle the run-off. The problem of flood prevention then, is a major issue surrounding rural residential development.

**FIGURE 10**



**Mc Lane**  
**Community Planning Area**  
**SOIL CLASSIFICATION**

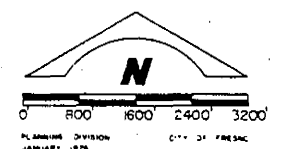
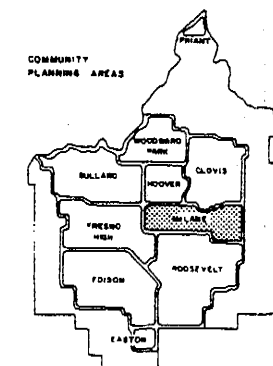
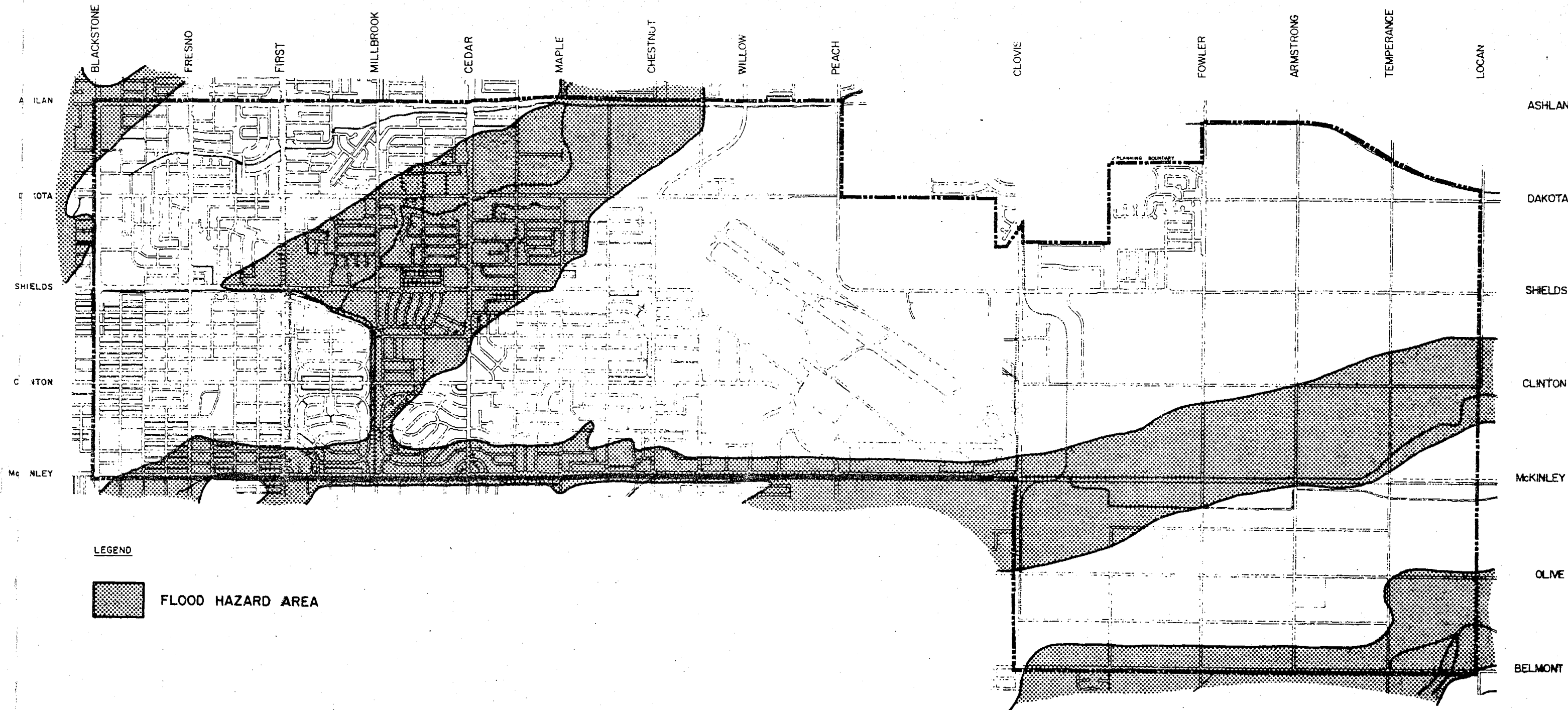
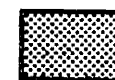




FIGURE 11

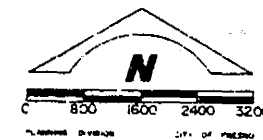
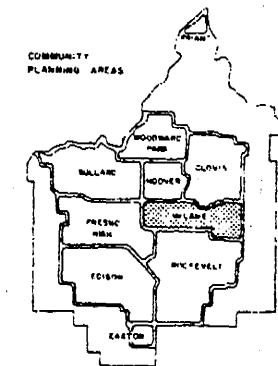


LEGEND

 FLOOD HAZARD AREA

SOURCE : U.S. DEPARTMENT OF HOUSING  
AND URBAN DEVELOPMENT  
NOVEMBER 28, 1978 - CITY  
JANUARY 9, 1979 - COUNTY

**Mc Lane**  
**Community Planning Area**  
**FLOOD PRONE AREAS**







Agricultural land use also presents flood control problems. Irrigation water sometimes runs over ditch banks and floods adjacent streets. When there is excessive storm water, it is difficult to contain it on the agricultural site because of topographical and engineering problems. To further complicate the situation, it is currently impossible to provide an adequate agricultural drainage system because of the extreme costs. A detailed study is needed to develop agricultural and rural residential flood control measures.

#### Soil Limitations

There are two principal characteristics of soil limitations which can affect future urban development. These are the allowable soil pressure and the ability of the soil to serve as a septic tank filter field. In the McLane Community east of Clovis Avenue, the suitability of soils as septic tank filter fields poses the greatest limitation because of their potential impact upon the quality of groundwater. Figure 12 on page 69 summarizes the characteristics of these soils.

#### Seismic Safety

The Fresno-Clovis Metropolitan Area is located in a seismic zone which runs the length of most of the San Joaquin Valley floor. Primary ground shaking hazards in this zone are rated low, and secondary hazards are rated from low to moderate.

Low primary hazards generally reflect the location of the seismic zone, in this case, at a good distance from either the San Andreas or Owens Valley Faults. Low to moderate secondary hazards refer to ground instabilities as a result of geologic and soil conditions.

#### Industrial Nuisance

Industrial development in the McLane Community is generally concentrated around the Fresno Air Terminal and along Clovis Avenue. In some cases, industrial uses in these concentrations are adjacent to residential or commercial uses and represent existing and potential nuisances because of noise, fumes and glare. Any of the adverse effects of these uses, however, can be mitigated through specific performance standards and open space and landscape buffers.

FIGURE 12  
SOIL CLASSIFICATIONS

<u>Soil Type</u>	<u>Class Type</u>	<u>*Limitations Related to the Allowable Soil Pressure</u>	<u>Limitation on Septic Tank Filter Fields</u>
Atwater	II, III	Moderate	Slight to Severe
Delhi	III	Severe	Slight to Severe
Hanford	I	Moderate	Slight
Ramona	I, II	Moderate	Severe
San Joaquin	III	Slight	Severe

\*Limitations on allowable soil pressure relate to the inability of the soil type to withstand shifting and swelling.

## Noise

There are two major sources of noise in the McLane Community, street and air traffic. Heavy road traffic volumes and serious noise emission problems are found on almost all major streets in the planning area. The land uses most sensitive to road noise are schools, hospitals, convalescent homes, residences, and parks. While this source of noise does not absolutely limit urban development, measures need to be taken to mitigate its effect upon existing and future developments. Air traffic noise emanating from the Fresno Air Terminal affects a large area of the McLane Community. In this area, the impact of air traffic noise can be mitigated through a combination of measures designed to both reduce the noise at its source and the effect of the noise upon various land uses. An additional measure necessary not only because of noise, but because of a safety factor associated with land close to the airport, is a reduction of the density of urban development and a policy to avoid development of places of assembly. Further description of this situation is included in the Transportation Element of this plan.

## Urban Environmental Factors

Urban environmental factors include recreation and open space and how these are related to urban development and environmental quality in the McLane Community. An application definition of open space resources in this community is:

All conceivable active and passive outdoor recreation uses associated with parks, recreation centers, school playgrounds, flood control basins, canals, streetscapes, vacant freeway rights-of-way, vacant and agricultural properties, and the airport clear zone.

To clarify this definition, active recreation may be associated with uses such as park and playground facilities where recreation structures exist, while passive recreation may be associated with landscaped areas or trees which provide an amenity. A more appropriate distinction might be made between uses which provide a recreation opportunity per se, and those which preserve a natural resource or give shape to the urban community. In either case, all urban open space resources constitute environmental assets, whether the resource represents a recreational site or a landscaped street divider. Perhaps the most important function of urban open space, in any form, is to supply physical and psychological relief from the rigidity and monotony of most urban development.

Because this plan precedes the adoption of a comprehensive recreation and open space element for the metropolitan area many recommendations for specific facilities and locations will have to be postponed. General Plan Park and Recreation Standards will be revised by the element, and specific recreation and open space uses will be recommended. The Recreation Open Space and Conservation Element, which will be an amendment to the 1974 FCMA General Plan, will then serve as an update to this section of the McLane Community Plan.

## Parks, Recreation Centers and School Playgrounds

The McLane Community is deficient in existing recreation facilities and programs when compared with some of the other communities in the FCMA. The community has three neighborhood parks, three municipal recreation centers, and some form of

recreation program at six of the eleven school sites located within its boundaries.

The three neighborhood parks are: Radio Park, at First Street and Clinton Avenue; University Park, at Joaquin Place, which is southwest of the intersection of First Street and Ashlan Avenue; and Tollhouse Park, on Tollhouse Road south of Ashlan Avenue. Each of these parks provide a passive type of recreation, and Radio Park has some outdoor facilities for active recreation. These parks are all located west of Millbrook Avenue, which leaves the area east of Millbrook deficient in this level of recreation service.

One additional neighborhood park is being planned for this community prior to the adoption of the Recreation Open Space and Conservation Element. It will be located on the northwest corner of Fowler and Shields Avenues, and jointly developed by the City of Fresno and the Fresno Metropolitan Flood Control District as a combination park and flood control basin. However, the need for a flood control basin at this location may never develop because of the McLane Community Plan's recommendation for permanent agricultural land use east of Sunnyside Avenue.

Einstein Playground, located southwest of the intersection of Millbrook and Dakota Avenues; Funston Playground, located at Drexel Street and Cambridge Avenue; and Manchester Park, located northeast of the intersection of Fresno Street and Shields Avenue, are the three municipal recreation centers in the McLane Community.

Einstein and Funston Playgrounds provide indoor and outdoor recreation opportunities. Manchester Park offers only outdoor recreation opportunities, and functions as a flood control basin during the rainy season. Each of these facilities is located west of Millbrook Avenue.

The six school sites providing organized recreation programs are Birney, Manchester, Pyle, Sierra, McLane, and Temperance-Kutner. All of these sites, except Temperance-Kutner, have a City Parks and Recreation Department sponsored recreation program. Recreation activities at Temperance-Kutner are provided by the Clovis Unified School District. The remaining Fresno Unified Schools in the planning area do not have City sponsored programs because more than 50 percent of the population residing near the schools are in unincorporated areas.

#### Flood Control Basins

The Fresno Metropolitan Flood Control District has acquired four basin sites in the McLane Community. One of the sites, Manchester Park, is turf, landscaped and available for recreational use, and was also listed as a municipal recreation center. The three remaining basin sites are located northeast of McKinley and Sierra Vista Avenues, on the northeast corner of Chestnut and Dakota Avenues, and northeast of McKinley and Clovis Avenues. Each site will be turfed and landscaped after excavation and drainage improvements are completed.

#### Canals

Dry Creek, Gould, Herndon and Mill Ditch are the canals carrying irrigation water through the McLane Community. These canals are shown on Figure 13.

These canals represent only a portion of an overall canal network which could be utilized as a lineal open space system for the metropolitan area. They also offer

a unique opportunity to provide a separate right-of-way for nonmotorized transportation. Utilizing the canal system as both a scenic resource and a nonmotorized transportation corridor would benefit the McLane Community and the metropolitan area in many respects. Landscaping the canals would enhance adjacent development, reduce street noise levels where the canal is located as a buffer, and provide neighborhood recreation in the form of protected bicycling and pleasant strolls (see Figure 13). As transportation corridors, the canals offer an expanded system of potential bikeways when combined with other bike routes in the metropolitan area as illustrated in the section on transportation. Figure 14 reflects the integration of canals in the McLane Community with proposed metropolitan bikeways, to form a more complete system of nonmotorized transportation routes in northeast Fresno.

### Streetscapes

Streetscapes include open space amenities such as: street trees, planted street dividers, and landscaped setback areas around commercial facilities.

Street trees and planted street dividers are major factors of environmental quality in the McLane Community. In areas where little or no open space exists, mature trees provide shade and a sense of the natural environment, which would not otherwise be available. Along major streets, mature trees and planted street dividers which separate frontage roads from the major street tend to buffer and filter the effects of noise and air pollution. They also tend to visually separate the street from residential development.

Many commercial sites in the McLane Community are adjacent to residential development. In most cases the commercial use represents an intrusion upon the quality and integrity of the residential area. Although it would be impossible to change many characteristics of the relationship between these land uses, it is possible to make them more compatible through the use of open space. In the Hoover Community, for example, the First and Shaw Center on the southeast corner of that intersection has a landscaped area on both the east and south sides of the development. These landscaped areas separate the commercial site from local streets on each side. Along the south side of Fashion Fair, where this commercial development meets a local street and residential development, a landscaped berm was developed to protect the residential area.

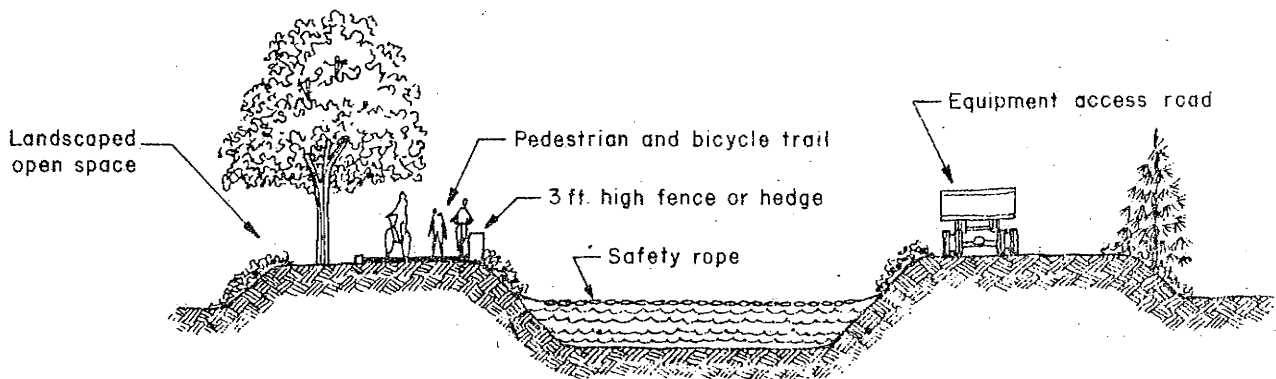
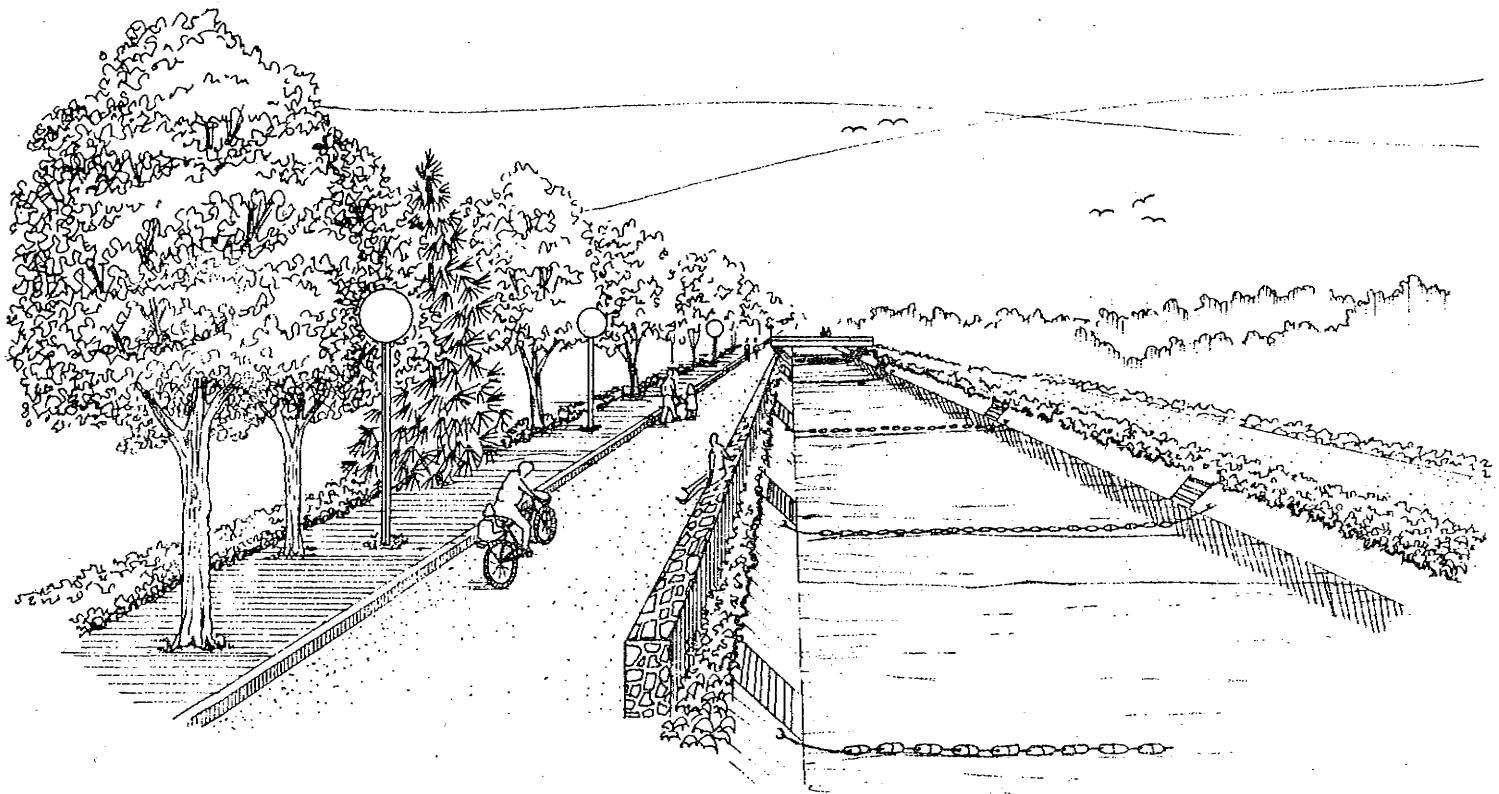
These types of landscaped setback areas are important for insuring a level of environmental quality in commercial development equivalent to the quality of adjacent residential uses, and could be utilized in the McLane Community.

### Freeway Rights-of-Way

The McLane Community contains a large amount of vacant land proposed for the Freeway 168 right-of-way. The future construction of the freeway system is under jeopardy due to diminished funding ability and changes in policy at the State level. This situation brings about a need to determine some reasonable interim use for the vacant land that will neither hinder the potential construction of the freeways nor the ultimate development of desirable land should the freeway never be built.

In other community areas, an interim open space use has been proposed for the vacant

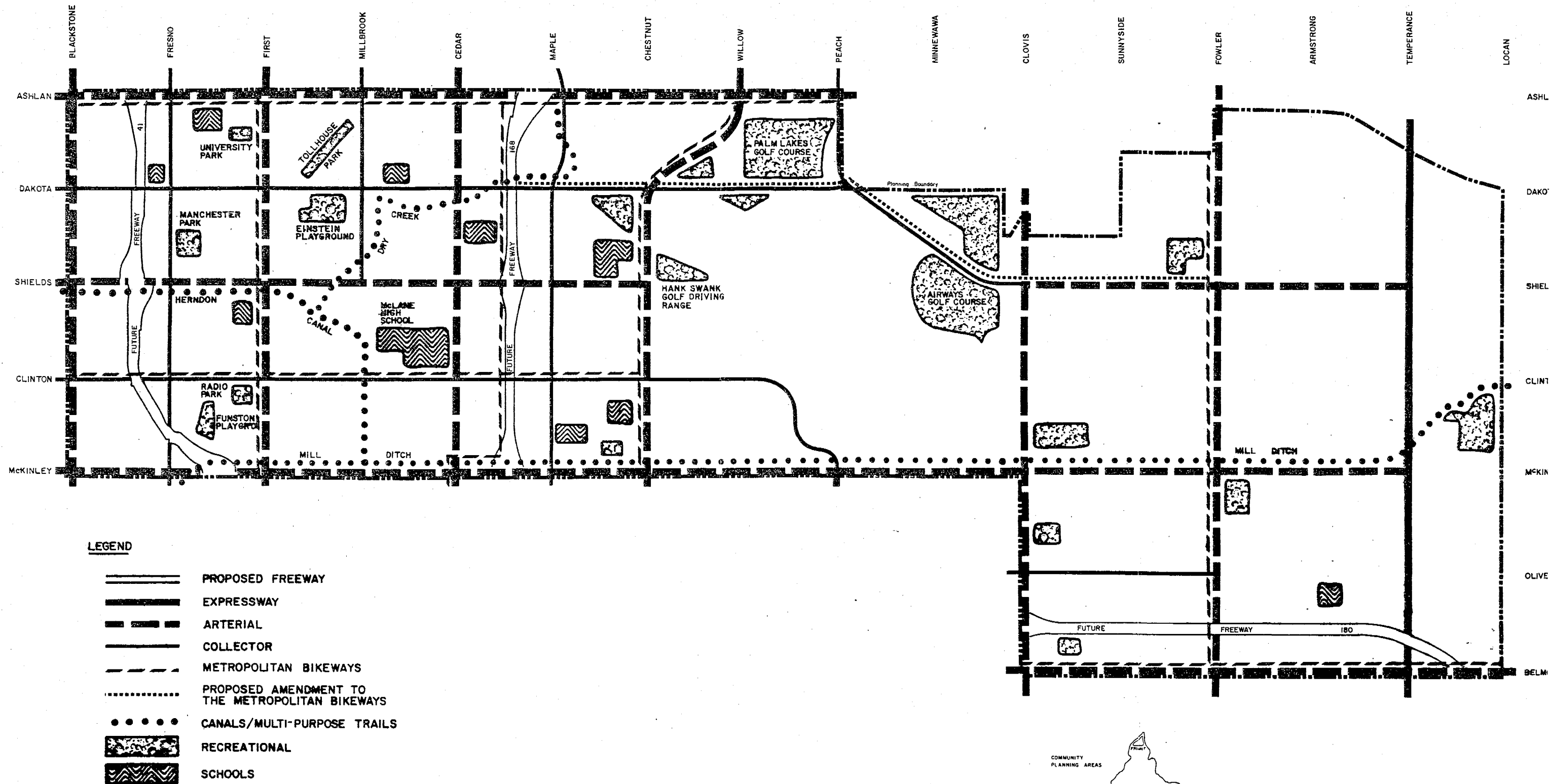
# **Canal/Open Space Concept**



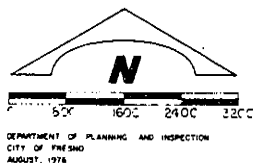
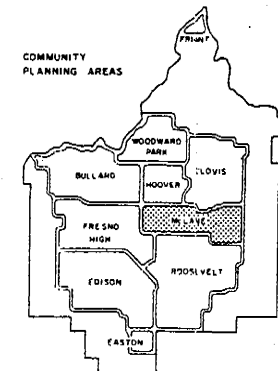
City of Fresno  
Dept. of Planning & Inspection  
Planning Division  
June 1975



**FIGURE 14**



# **Mc Lane** **Community Plan** **OPEN SPACE NETWORK**







freeway rights-of-way. In some cases, residents have organized to develop community gardens on vacant parcels. Since the development of Freeway 168 is not assured, alternative land uses are suggested in the Appendix, (page 131).

#### Vacant and Agricultural Properties

Most of the vacant land in the McLane Community surrounds the Fresno Air Terminal in industrial locations designated by the 1974 General Plan and the Fresno Air Terminal Master Plan. The FAT Environs Specific Plan also designates more than 200 acres north and south of Shields Avenue, including Airways Golf Course, as a recreational area.

A design study for this area is in preparation, which proposes an integrated park, golf, sports and entertainment center that would serve the entire metropolitan area.

Much of the remaining vacant land in the community is located along proposed freeway routes, in the airport clear zone and flight path areas. These properties represent potential recreation and open space sites.

Agricultural land in this community is an environmental resource, but does not possess a potential for conversion to recreational uses. Unlike other communities with scattered agricultural uses that could be utilized as eventual park sites, the agricultural land in McLane is concentrated east of Clovis Avenue where urbanization should not take place.

#### Airport Clear Zone and Leaky Acres Recharge Project

The Fresno Air Terminal Master Plan designates properties both northwest and southeast of the airport, as clear zones. These areas are intended for permanent open space and related uses that will not interfere with airport operations, or represent a safety problem. Therefore, obstructions such as buildings are prohibited within the clear zone.

The dominant land use in the northwest clear zone is the Leaky Acres Water Recharge Project on the northwest corner of Chestnut and Dakota Avenues. The project is an artificial groundwater recharge system utilizing a number of surface water basins to maintain the urban groundwater supply.

Other uses in this clear zone area include an existing flood control basin on the northeast corner of Chestnut and Dakota, and a golf driving range northeast of the intersection of Chestnut and Shields Avenues. The driving range surrounds property directly on the corner that should be utilized in a manner compatible with airport operations and the adjacent clear zone designation.

The clear zone southeast of the airport is now being used for the City of Fresno's tree farm, an adjacent commercial tree farm, and a flood control basin.

#### Summary of Environmental Resources and Open Space Assets and Liabilities

##### Assets

\* The soils east of Clovis Avenue represent a large concentration of prime

agricultural soils and are a geologic resource in terms of groundwater recharge capability.

- \* Vacant properties around the Fresno Air Terminal are valuable resources for future recreation and open space sites in the McLane Community.
- \* Although there is a deficiency of park space in some areas of the community, existing facilities and programs do provide a high level of recreation service.

#### Liabilities

- \* The quantity and quality of urban groundwater will be adversely affected by further parcelization and the reduction of irrigated farmland east of Clovis Avenue.
- \* Only a small portion of the McLane Community is served by urban drainage facilities.
- \* Further rural residential development east of Clovis Avenue may create a potential flooding hazard for this area.
- \* Noise generated by road traffic, and air traffic from the Fresno Air Terminal adversely affects many sensitive land uses in the McLane Community.
- \* The urban area east of Millbrook Avenue is deficient in park and recreational space required to meet the increasing demand for this type of service.

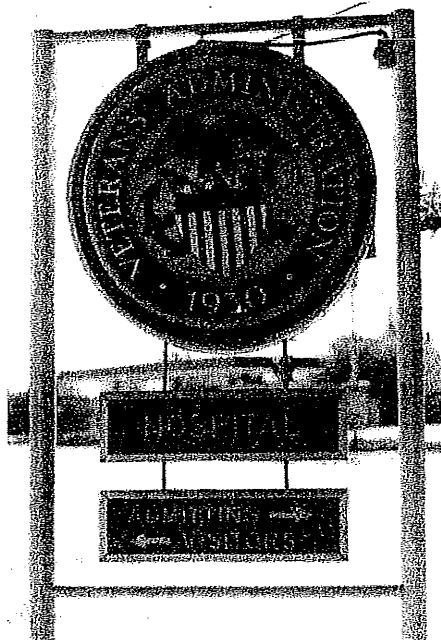
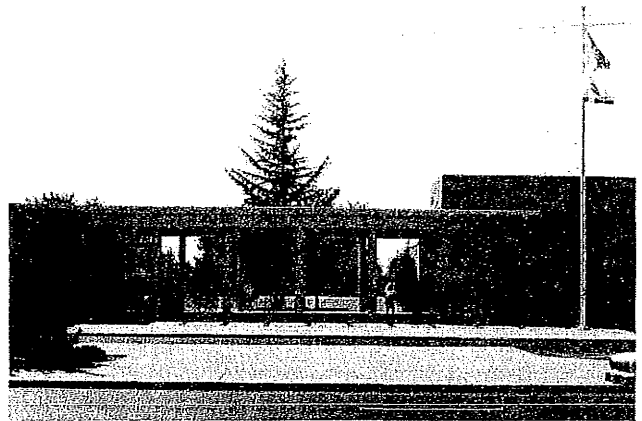
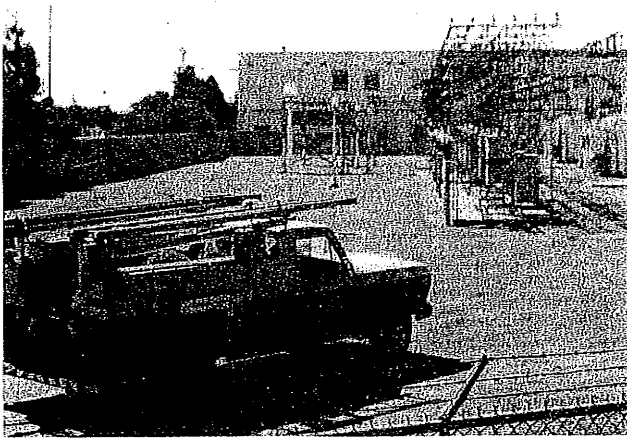
#### Recommendations

- \* ~~It is recommended that the designation of agricultural land use by the McLane Community Plan Map be implemented with AE-20 Zoning, which is an exclusive twenty-acre agricultural district.~~
- \* It is recommended that the General Plan Recreation Open Space and Conservation Element serve as the primary guide for the location of future parks, playgrounds, and recreation centers in the McLane Community, and that its findings be incorporated into the community plan, upon its adoption by the Fresno City Council.
- \* It is recommended that the policies of the FCMA Noise Element be implemented. These include utilizing a noise ordinance to provide acceptable noise standards for the various land uses defined in the zoning ordinance, and establishing standards that set forth absolute maximum permissible noise levels and acceptable duration periods.
- \* It is recommended that future urban development in the McLane Community be designed to mitigate the adverse effects of major streets. Mitigating measures should include open space buffers and frontage roads with planted street dividers.
- \* ~~It is recommended that a revision of the property development standards relating to landscaped setbacks be made. This revision would require that the mandatory wall and landscaped setback of commercial uses be equal to the building setback~~

~~of the adjacent residential districts, and that special architectural and landscaping provisions be established which would insure a level of environmental quality in commercial development equivalent to that of the adjacent residential uses.~~

- \* It is recommended that canals, landscaped easements along freeways, and other available easements be utilized to create linkages in a metropolitan open space system, and that these easements be included in Fresno County's Recreation Trails Element (see Figure 14).
- \* ~~It is recommended that a detailed study of agricultural and rural residential flood control measures be done in cooperation by the City of Fresno, the City of Clovis, Fresno County, and the Fresno Metropolitan Flood Control District.~~
- \* It is recommended that a process be established for the preservation of trees in this community. Subdivision review and assessment district activities should both take into consideration the location and maintenance of existing mature trees, and all possible options should be considered before trees are removed for public or private development purposes.
- \* It is also recommended that all parcelization allowed in the agricultural area east of Clovis Avenue maintain ~~the continued acceptance of surface irrigation water to insure~~ groundwater recharge.





# ***PUBLIC FACILITIES ELEMENT***

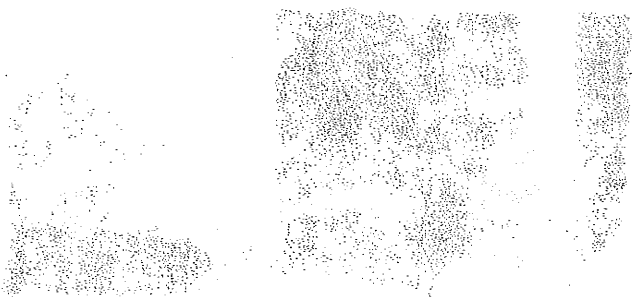
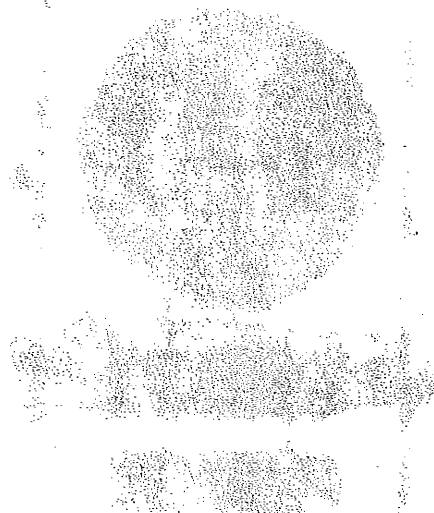




37.5414

22.5414

74.5414



## PUBLIC FACILITIES AND SERVICE

Public facilities and services are vitally important to the welfare of a community. Some urban services such as water, sewer, fire and police protection are necessities of life, whereas the others such as park and recreation facilities enhance the quality of life. The Public Facilities and Services Element is divided into two general categories of services--Emergency Services and Metropolitan Services. The Emergency Services include fire protection services, police services and emergency health services. The Metropolitan Services include flood control, sewer, water, gas and electricity, and schools.

### Emergency Services

#### Fire Protection

Two separate fire protection agencies provide fire protection services to the McLane Community (see Figure 15). The Mid Valley Fire Protection District serves the unincorporated areas to the east of the incorporated areas of the community. The City of Fresno provides fire protection services to all of the area within the City's incorporated limits.

Existing fire stations serving the McLane Community are:

1. Mid Valley District stations at Minnewawa and Tulare, and Hedges and Sierra Vista.
2. The City fire stations, located at the Fresno Air Terminal, Gettysburg and Rowell, and Fresno and Shields.

To determine the most appropriate location for future fire stations, the City of Fresno will use a fire station location model designed to find the best locations for the provision of fire suppression service for the City.

The fire station at the Fresno Air Terminal is unlike the other City stations. It fulfills the Federal requirement that adequate fire/crash rescue facilities and equipment be constantly available for emergency use at the Air Terminal. Therefore, in contrast to other fire stations, there is no overlap of service where the fire equipment would go outside the Air Terminal to meet the emergency needs of other fire protection areas.

The present location of the fire station is adequate to fulfill the fire/crash rescue requirement of the Air Terminal. However, this location does not provide as high a level of service to the north and east of the airport as a station located slightly further north would provide.

An additional fire station which may be added to the Roosevelt Community at some future date would also provide fire services to the McLane Community. The fire station located at the Fresno Air Terminal is to be moved to the other side of the runway and if additional development occurs in the industrial area south of the airport, an additional fire station would be needed to serve the industrial area. The proposed fire station (#2) will service the industrial area south of the Air Terminal.

The fire insurance rating of a city is determined by a private agency which measures the city against a set of criteria. The rating is then used by private insurance companies to establish the insurance premiums the commercial, residential and industrial uses will pay for fire insurance. The City has achieved a "Class 2" fire insurance rating which is exceeded by no other city, in the State. This high rating represents a low level of deficiency in those categories used to determine fire insurance classifications. Those criteria used to determine the fire insurance rating include water supply, fire department procedures, fire alarm system, fire prevention activities, building department regulations, and structural conditions of buildings to be protected.

The Mid Valley Fire Protection District was formed in 1949 to provide structural fire protection to certain under-protected portions of the County. Through mutual aid agreements, Mid Valley also serves adjoining areas. Mid Valley created zones which allowed it to tailor its services and costs to individual types of fire protection needs. Where the district found itself providing a higher level of fire protection to one area than the rest of the district (i.e., industrial uses or unincorporated urban areas), the district designated it as a special zone. Taxpayers within a special zone pay the rate charged by the main zone plus an additional rate for the special benefit received.

The district's zones allow it to tailor its services to the individual types of fire protection needs (i.e., urban areas within a district pay for an urban level of protection; rural areas pay only for a rural level of protection). As compared to the City's "Class 2" insurance rating, Mid Valley Fire Protection District has a fire insurance rating of 6, 7 or 8, depending upon the area.

Fire protection districts, including Mid Valley Fire Protection District, face the long-term problem of a decreasing amount of territory within their boundaries as a result of City annexations. This process diminishes the tax base of the protection districts.

The City of Fresno and Mid Valley each finances fire prevention and suppression activities and supports their own staff, equipment and stations through their own tax. This multi-jurisdictional system of fire protection is inefficient because the station nearest to a fire may not be the jurisdiction required to respond to the call. Additional inefficiencies result when a call is received for a fire which borders a jurisdictional line and both jurisdictions must respond until the exact location is known.

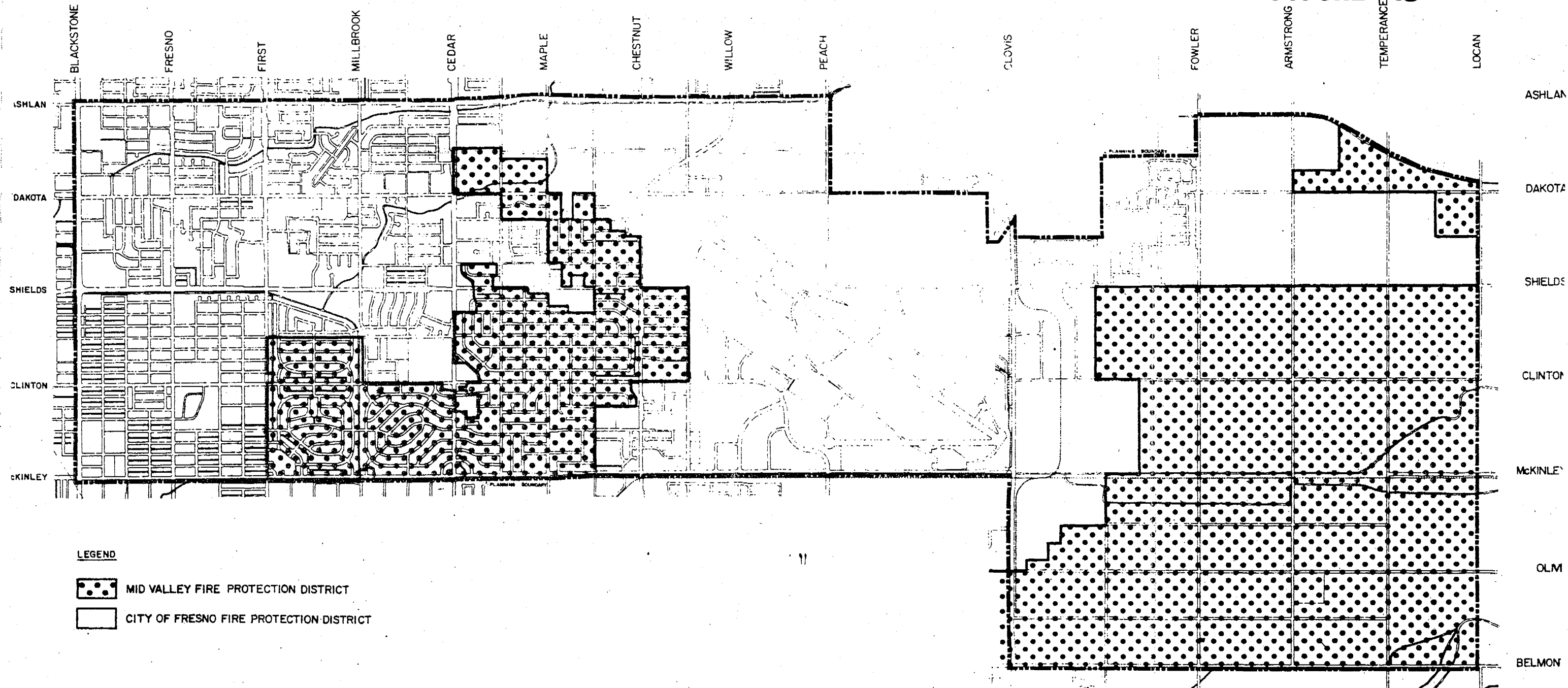
#### Law Enforcement

Law enforcement services are provided by the City of Fresno Police Department in the incorporated area, and by the Fresno County Sheriff's Office and the California Highway Patrol within the unincorporated area.

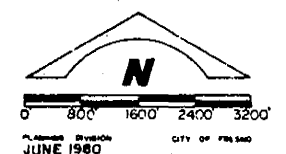
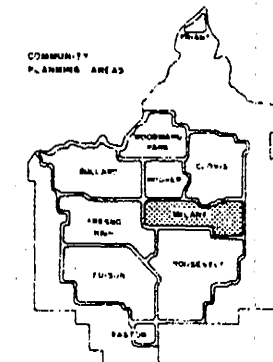
The City of Fresno organizes its service areas by police zones, with the City divided into half-mile grids. The configuration of beats is determined by the past activity in a zone. The total calls for service are taken into account when dividing zones into beats. In the McLane Community there are four City police beats by which the Police Department provides at least one patrol unit per beat which is available for twenty-four hour service.



**FIGURE 15**



# **Mc Lane** **Community Planning Area** **FIRE PROTECTION AGENCIES**





As noted in the earlier portion of this plan, it is anticipated that much of the plan area will be annexed to the City of Fresno during the twenty-year planning period. When annexation occurs the Highway Patrol and the Sheriff's Office will withdraw their services from the newly annexed area.

In order to better utilize its manpower, the City of Fresno's Police Department has instituted a computerized manpower program to predict the minimum number of officers needed to respond to called-for services by half-mile grid. This computerized program allows adjustment of beat boundaries by time of day, day of week, and month of year to meet the service demands. This will allow the Police Department to deploy its staff in a more accurate and efficient manner, and to provide a higher level of emergency services to City residents.

#### Emergency Health Services

Emergency health services in the metropolitan area are provided by six acute care hospitals located throughout the metropolitan area. Veterans Hospital, Valley Children's Hospital and Sierra Hospital are located in the McLane Community.

Veteran's Hospital is a Federal hospital with a 265-bed capacity, and is located at Fresno Street and Clinton Avenue. The major part of the facility is used in a medical/surgical capacity (230 beds) while the remaining capacity is for psychiatric cases.

Valley Children's Hospital has a 137-bed capacity, and includes a coronary/surgical unit, a neo-natal unit and emergency transport intensive care services. The hospital is located at Millbrook and Shields Avenues. The third hospital, Sierra Hospital, has a 96-bed capacity to handle its medical/surgical patients, and is located at Dakota and Clark Avenues.

There are five paramedic units now located in the City of Fresno with eventual plans to have one unit located at each of the fire stations. Although none of the paramedic units are located in the McLane Community, two neighboring communities--Hoover to the north and Fresno High to the west--have paramedics units which serve the McLane Community.

#### Metropolitan Services

##### Flood Control

The Fresno Metropolitan Flood Control District (FMFCD) provides storm drainage and flood control facilities in the McLane Community and incidental to this function, recharges the urban underground water supply and provides recreation areas.

FMFCD's plan to provide flood control facilities (The Storm Drainage Master Plan) is based upon the drainage characteristics of the land rather than the policy for urban development. Although drainage facilities may be shown in the plan, the facilities would only be developed as urban development occurred. The only relationship between the drainage facilities and its surrounding urban development occurs when the ponding basins are developed. The surrounding urban development would then help determine the appropriate depth, slope, recreation and other improvements to be built into the basin.

Of the nine flood control basins proposed for the area, five are currently developed. However, flood control basins only represent a portion of the facilities necessary to provide drainage services. The remainder of the drainage system includes an inlet system which gathers water, and a pipeline system which collects and conveys the water to the flood control basin. The FMFCD estimates that only ten to twenty percent of the community has permanent drainage facilities. The flooding problems along McKinley Avenue would be alleviated if the facilities proposed by the FMFCD Zone CC are constructed and the cooperative improvement agreement with the City of Fresno for facilities on McKinley Avenue between Millbrook and Clovis is reached. The area east of Clovis Avenue will receive permanent or temporary drainage services if and when the area develops (see Figure 16).

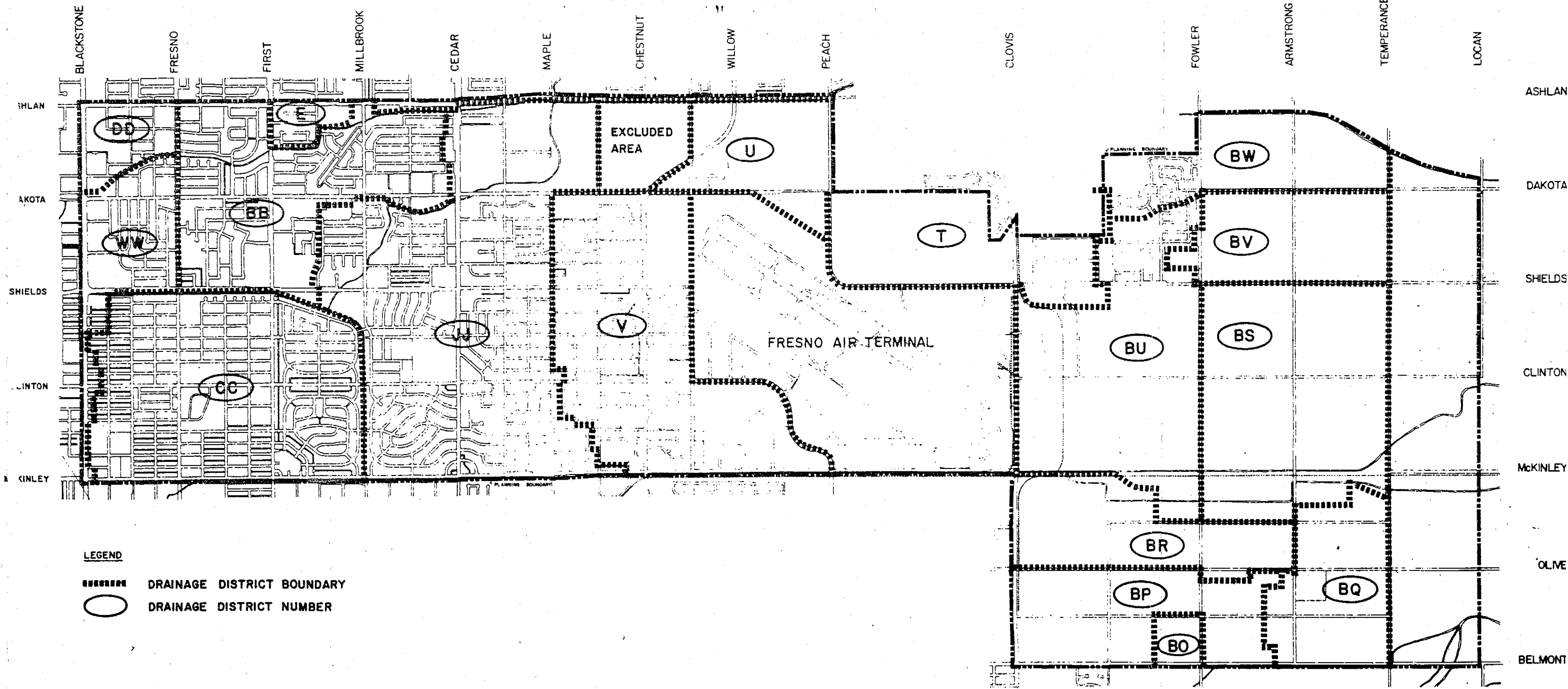
The central portion of the community still has drainage problems which will be alleviated by FMFCD's Zones JJ and V. However, these zones represent expensive capital investments because much of the area was developed before the FMFCD was formed and no drainage plan has been prepared. The low spots along McKinley Avenue represent a specific problem which can only be resolved through the construction of a pipeline draining the area or complete new street construction, which would be unrealistic. The problem in constructing drainage facilities in an older portion of the metropolitan area is that the expense involved exceeds the assessments and fees that can be collected. Drainage facilities are constructed through assessments and fees which are set at a flat rate. The flat rate covers the construction costs of the newer areas. In the older areas it is more expensive to provide drainage services because the existing facilities are older and in poorer condition. The costs in those areas are in excess of the assessments and fees received, and, therefore, adequate services are not easily provided by FMFCD.

#### Sewer

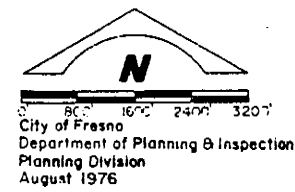
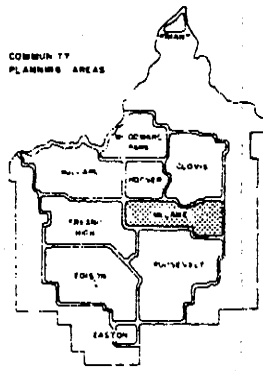
The City of Fresno serves the entire Fresno Metropolitan Area with sewage facilities. Sewer service to County areas is provided in accordance with a Joint Powers Agreement reached between the City of Fresno and Fresno County in which the City was designated as the sewerage agency for the metropolitan area.

The sewerage capacity available to the McLane Community is approximately 21 million gallons of sewage per day. Each community is different with regard to its waste discharge characteristics. These characteristics are the result of many factors, including types and amounts of industry, commercial, and professional office development, water use habits, extent of water metering, water cost, climate, sewer system condition, groundwater levels, storm drainage systems characteristics, and other factors. The 21 million gallons per day sewerage capacity could service a population of 62,500 (or approximately 22,700 housing units) if there were no major non-residential uses. The present sewerage capacity is, therefore, adequate to serve the 43,207 population projected for the planning area in 1995. However, because of the lack of capacity of sewer collection facilities in the eastern portion of the McLane Community, sewer service is not available to some properties in the eastern portion of the McLane Community. Such sewer service could only be provided through the construction of a sewer trunk line along the Fowler Avenue alignment, for which there is no assurance at this time. The area in which sewerage services would not be available is east of Temperance Avenue above Shields Avenue and east of Fowler Avenue, below Shields Avenue. There are some County areas in the McLane Community where on-site disposal occurs. This approach may be appropriate for residential uses, except where such properties are within 100 feet of a sewer line (Fresno

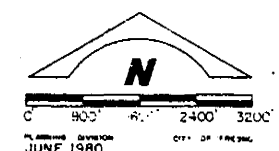
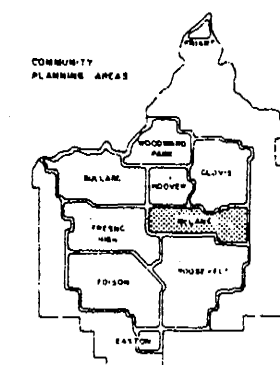
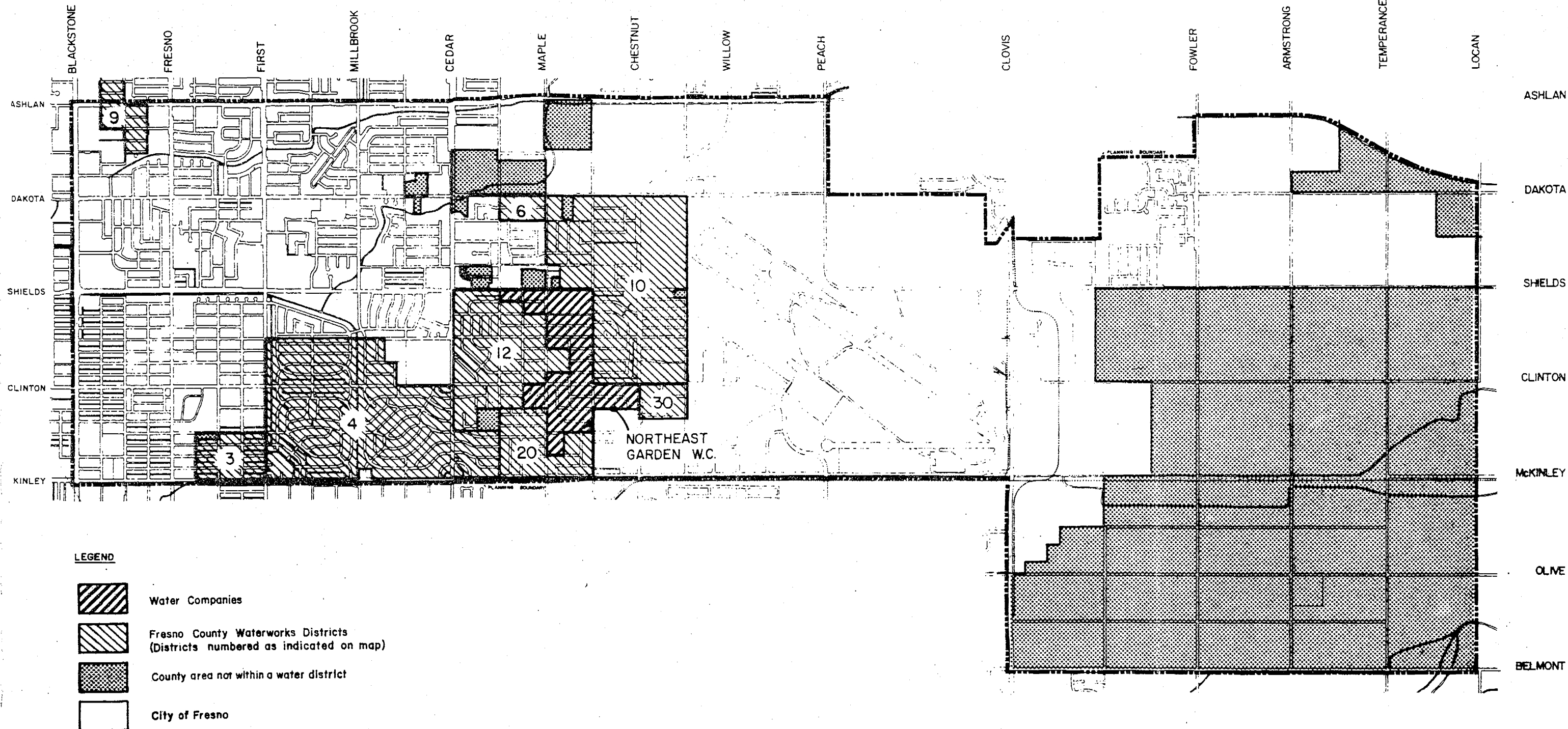
FIGURE 16



**Mc Lane**  
**Community Planning Area**  
**FRESNO METROPOLITAN FLOOD CONTROL DISTRICTS**





**FIGURE 17**

**Mc Lane**  
**Community Planning Area**  
**SPECIAL DISTRICTS**





County Sewer Ordinance). The Ordinance also provides that smaller rural parcels (36,000 to 100,000 square feet) outside the City limits should not be permitted to use on-site disposal without a community water supply, preferably provided by the City Water Division.

#### Water Service

The City of Fresno's Water Division has primary responsibility for providing water to the McLane Community. City water is provided from deep wells located in a grid pattern throughout the City. According to the U.S. Geologic Survey, Fresno is the largest city in California to exclusively use an underground water basin as the sole source of domestic water supply. The design of the system and the standards established by the City have contributed to the City of Fresno's "Class 2" fire rating by the Insurance Service Office.

Water in the unincorporated portions of the plan area is provided by nine different water districts or companies (Figure 17). Eight of these water providers are County Waterworks Districts (3, 4, 6, 8, 10, 12, 20 and 30), while the other providers are private companies (Northeast Garden Water Company, Bakman Water Company and Norman Water Company).

The daily per capita water usage in the Fresno area is approximately 350 gallons. This is the second highest per capita rate in the United States. Some of the reasons for the high water usage are: (1) the widespread use of lawns and landscaping of residential areas, (2) a lack of perceived need for water conservation, and (3) the fact that most City water used is not metered.

The high per capita water consumption and the urban expansion into nearby agricultural areas previously using groundwater only as a dry-year supplement to surface irrigation resulted in a drop of the groundwater table beneath the urban area. The City is completely dependent upon groundwater for its domestic and industrial water supply. As these land uses continued to draw their water from the underground supply, a sink, or water table depression developed directly beneath its well field. As the depression became more prominent, the well field's water supply became more dependent upon flow from peripheral areas. Groundwater recharge is the quickest way to stabilize the falling groundwater table. The Leaky Acres Recharge Project, located west of the Chestnut-Willow Avenue diagonal, between Dakota and Ashlan Avenues was designed for the purpose of using surface water for artificial groundwater recharge to maintain an urban groundwater supply. Although the effects of this underground recharge program are still under study, some definite trends have been observed. Southwest of the facility for a distance of 4 1/2 miles the water level appears to be stabilized. Additionally, water quality southwest of the facility has improved with a reduction of the nitrate count.

#### Gas and Electricity

Electricity is provided by the Pacific Gas and Electric Company via two substations within the plan area and two substations located at sites adjacent to the plan area. The two substations within the community are located at Dakota Avenue, east of Blackstone Avenue, and at McKinley and Chestnut Avenues.

Pacific Gas and Electric Company has evaluated the anticipated needs of the McLane Community, and indicated that the present facilities may not be adequate to meet the Community's needs in 1995. By 1995, PG&E anticipates that one additional substation will be needed to meet the needs of the McLane Community. The determination

of the best location for an additional substation site will require the calculation of the center of the load demand expected within the community. Such calculation can be made by examining the expected land use density configuration as they relate to electrical demand.

## Education

Two separate school districts have jurisdiction to provide public education services to residents of the McLane Community. Most of the westerly two-thirds of the plan area, both incorporated and unincorporated, is within the Fresno Unified School District. The Clovis Unified School District serves that portion of the plan area which is east of Clovis Avenue.

Within the Fresno Unified School District (see Figure 18) there are eleven elementary schools, one freshman school, four middle schools, and one senior high school (McLane). The Clovis Unified School District has two elementary schools, one junior high school and one senior high school serving the community.

The Clovis Unified School District has experienced a large growth in student population due to the increase in housing construction. The District has handled the problem through the use of portable classrooms and shifting students to other schools when necessary until new facilities can be constructed. Portable facilities were added to the Temperance-Kutner Elementary School to augment capabilities. These temporary facilities will continue to be used until the proposed facility expansion is completed. The Clovis Unified School District Master Plan was examined in light of the proposed land use designations planned for the area. The plan map indicates the appropriate locations for future facility expansion (see Figure 5).

The Fresno Unified School District reports that none of the schools in the community have capacity problems. However, some preliminary studies indicate that there may be a noise problem at the following schools serving the community: Scandinavian Middle School, Vinland Elementary, Viking Elementary, Temperance-Kutner Elementary and Sierra Freshman School. If additional noise monitoring tests indicate that the existence of a noise problem, some facility improvements will be required to alleviate the problem (i.e., the air conditioning of facilities).

The Fresno Unified School District also indicated that the year-round school concept would be feasible in the community if air conditioning were provided to the school facilities. Although the year-round concept is commonly utilized as a potential solution to address the capacity problems, the concept also provides increased learning opportunities for a community even when capacity problems are not an issue.

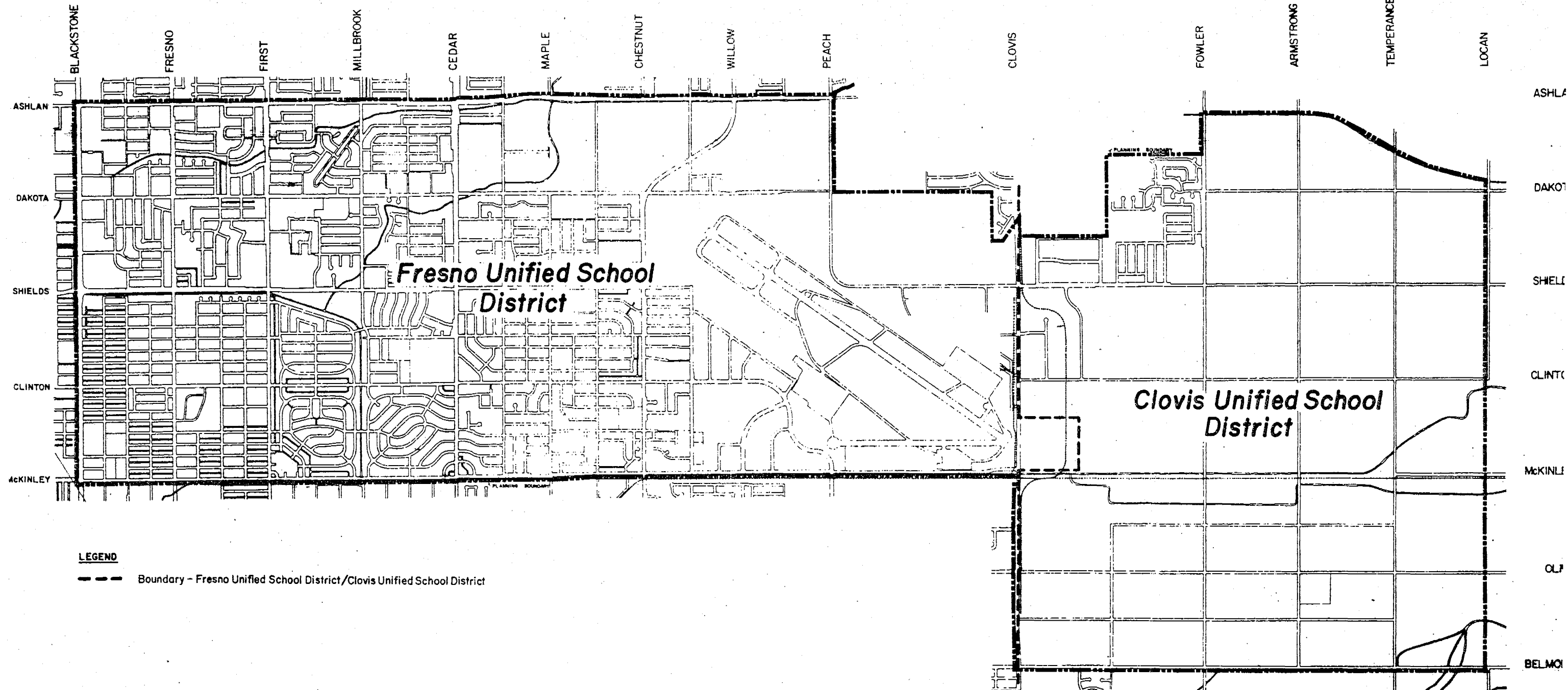
The entire area is in the State Center Community College District and served by Fresno City College.

## Summary of Public Facilities and Services Assets and Liabilities

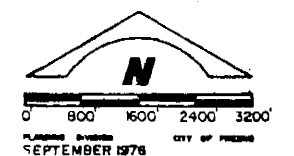
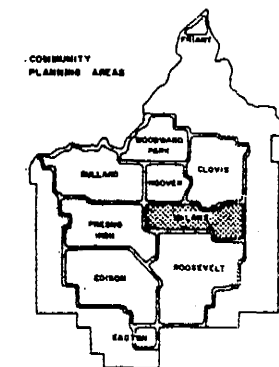
### Assets

- \* The "Class 2" fire insurance rating held by the City of Fresno is excelled by no other city in the State.

**FIGURE 18**



**Mc Lane**  
**Community Planning Area**  
**SCHOOL DISTRICTS**





- \* The fire station location model being developed by the City of Fresno will facilitate the optimum location and usage of fire stations within the City.
- \* The computerized manpower program instituted by the Fresno Police Department will allow more accuracy and efficiency in the deployment of patrol manpower.
- \* Three of the six acute care hospitals in the metropolitan area are located in the McLane Community.
- \* The large underground water basin and system of deep wells located in a grid pattern throughout the City have provided quality water to the metropolitan area. The "Leaky Acres" underground recharge program appears to have stabilized the previously falling water table.

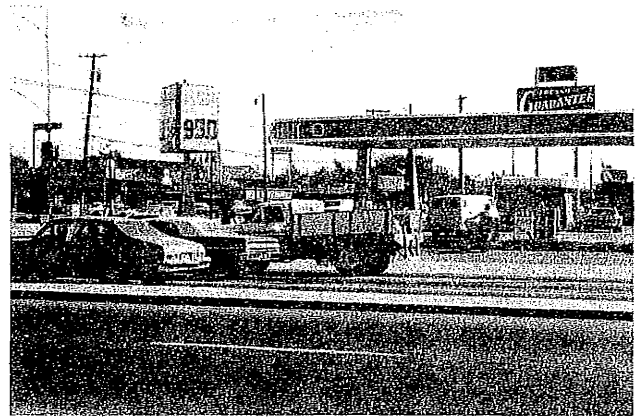
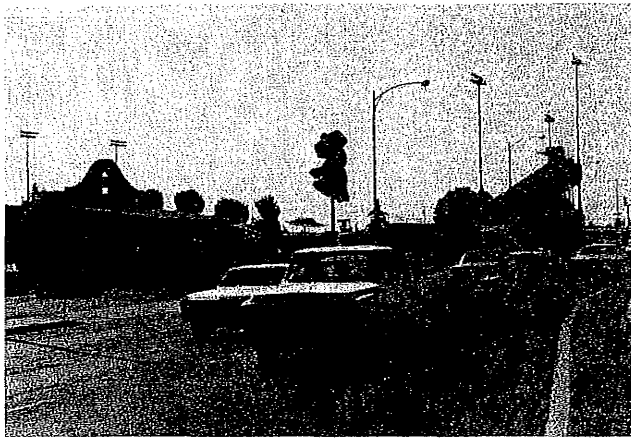
#### Liabilities

- \* The highly irregular boundaries of the fire protection jurisdictions are inefficient. The shrinking tax base of special districts places a financial burden upon the districts to cover the increasing costs of providing these services.
- \* Only ten to twenty percent of the community is now receiving permanent drainage services. There are flooding problems in the central portion of the community, particularly along McKinley Avenue.
- \* The multiplicity of water districts serving the McLane Community is inefficient.
- \* The present PG&E substations will probably not be adequate to meet the needs of the McLane Community in 1995.

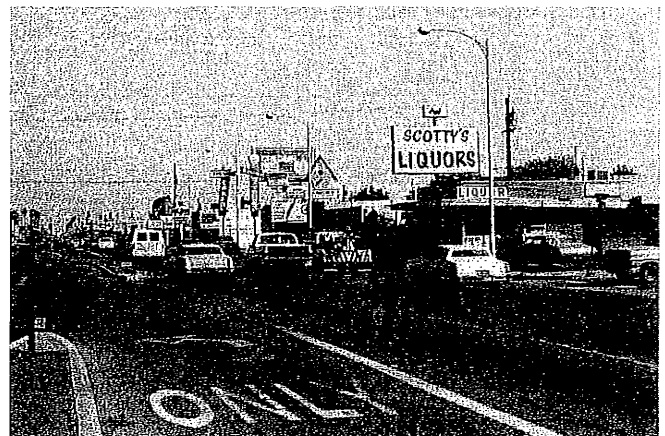
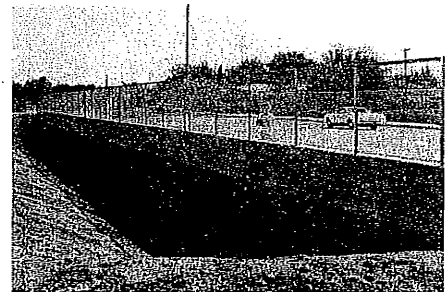
#### Recommendations

- \* ~~It is recommended that the special water districts be merged to insure the more efficient provision of quality services to all residents of the community. The eventual creation of a metropolitan fire district is recommended in order to derive more efficiencies in the provision of these services.~~
- \* It is recommended that the City of Fresno cooperate closely with the Fresno Metropolitan Flood Control District to alleviate flooding problems in the McLane Community.
- \* It is recommended that any additional power substations be located on the edge of a defined neighborhood, on or adjacent to an arterial street, with design-criteria applied to it to minimize the negative impact of their location.
- \* It is recommended that the school districts implement measures which alleviate noise problems in schools surrounding the Airport through air conditioning or other necessary methods. The existence or absence of a noise problem in these schools will be determined by noise monitoring tests conducted by the Environmental Health Department of the County of Fresno.
- \* It is recommended that the implementation of the Fresno County Mandatory Sewer Ordinance be pursued to eliminate septic tank use throughout the urban portions of the community as soon as possible.





## ***TRANSPORTATION ELEMENT***







## TRANSPORTATION

The movement of people and goods is crucial to the efficient functioning of a complex urban center such as the Fresno-Clovis Metropolitan Area. The McLane Community Plan Area covers much of the newer portion of the City that has been built since World War II. Therefore, much of the basic transportation system is in place, built to modern standards or recently modernized, and planning for the area deals with the completion or modifications to the system which will provide for current and future conditions.

### Streets and Highways

Streets are categorized according to the Circulation Element of the General Plan, into the following functional classifications. In a complementary relationship they serve the need of vehicular movement.

#### Categories

##### Freeways

There are divided highways having no direct access and no inter-sections at grade. All access is achieved by on-and-off ramps. They may carry average volumes of 1,800 vehicles per hour per lane.

##### Expressways

These are generally four-lane, divided roadways with access limited to signalized, at-grade intersections with major streets. They may carry average volumes of 800 to 1,000 vehicles per hour per lane.

##### Arterial Streets

These are generally four-lane divided roadways signalized at half-mile intersections with major streets. Access is highly regulated, but it is not as restricted as on expressways. Arterials normally carry a range of 400 to 600 vehicles per hour per lane.

##### Collectors

Provides service for internal traffic movement within an area and connects local roads to the arterial system. Access to abutting property is generally permitted.

##### Local Streets

These are minor streets which function primarily to provide access to residential land with generally two lanes carrying volumes of 1,000 to 2,000 vehicles per day. They should be designed to discourage through-traffic.

## Freeways

The right-of-way for Freeway 41 extends along the western edge of the planning area, generally paralleling present Highway 41/Blackstone Avenue. This freeway is now under construction north of Tulare Avenue and will serve a vastly expanded role in metropolitan traffic circulation following its estimated completion as far north as Bullard Avenue in 1982. The delay in the development of this freeway has caused extensive problems of peak-hour congestion in the McLane Community. Particularly affected are Blackstone, Fresno, First and Cedar Avenues. These arterials are functioning at a lower level of efficiency and safety during peak traffic hours than is desirable.

Proposed Freeway 168 extends through the planning area on a north-south alignment, between Cedar and Maple Avenues. This section of the freeway system is not included in the "core" system--the minimum workable freeway system for the metropolitan area, as defined by the California State Department of Transportation and local agencies. The need for this section of the freeway system is not as urgent to the McLane Community as Freeway 41, and the probability of its development is remote.

The construction along Cedar Avenue and the traffic buildup along Clovis, Ashlan, Shields, and McKinley Avenues point toward a strong need for developing measures to improve the north-south and east-west traffic movements.

Proposed Freeway 180 also extends through a portion of the planning area on an east-west alignment south of Olive Avenue, between Clovis and Locan Avenues. This section of Freeway 180 is not included in the "core" system. The probability of developing Freeway 180 through the McLane Community is very remote.

Funding constraints of the state level have put the completion of the proposed freeway system in jeopardy. The delay in the actual building of these freeways has caused substantial problems for the entire metropolitan area and especially for the McLane Community. The community's circulation system was designed on the commitment that construction of the total street system and land use facilities would progress in relative unison. The delay in the development of the circulation system has resulted in a seriously overloaded major street system in the western portion of the planning area. The quality of several neighborhoods has prematurely declined due to the uncertainty of future plans and the insufficient upkeep given to remaining structures by transient tenants.

The right-of-way has been purchased for Freeway 41 but less than half of the Freeway 168 right-of-way has been purchased within the McLane planning area. Significant portions of the properties within each right-of-way have either been cleared or have remained vacant.

These corridors of assembled land along with the vacant structures represent a significant factor in the land use pattern of the McLane Community, whether they are developed with transportation facilities, urban land uses, or remain vacant during the planning period.

A plan alternative without a freeway system is shown in the Appendix (see Figure 24). This alternative recommends an open space designation for the cleared portions of the Freeway 41 right-of-way in order to retain future options for developing the "core" freeway system. This designation would allow such temporary uses as

community gardens, tree farms, or bicycle and pedestrian paths. Pressures for development of the land in a manner which would forego future transportation options, or would change the character of surrounding neighborhoods would be diminished by such a designation, until comprehensive plans could be formulated.

#### Temperance Expressway

Temperance Avenue is designated as north-south expressway on the easterly portion of the planning area. It is proposed to become the replacement for Clovis Avenue as the means for regional traffic to bypass urban areas in reaching recreation lands located outside the metropolitan area. Temperance Avenue could serve a significant role as congestion increases on Clovis Avenue. Although actual needs may not be demonstrated during the planning period, development of adjacent areas should occur in a manner that allows the future development of Temperance Avenue to full expressway standards.

#### Major Streets

Encompassing approximately 16.5 square miles, the McLane Community is one of the largest of the communities in the metropolitan area. This land area contains some of the major trip generators within the metropolitan area.

Included here are such divergent uses as urban residential and commercial development, heavy and light industry, rural residential development, agriculture, and the Fresno Air Terminal. All of these land uses have differing demands on the major street system, and can generate traffic problems if the street development is not sufficient for the needs of the users. Major street development in the McLane Community has generally followed a traditional half-mile grid pattern. Within the urbanized area, major streets at half-mile distances are standard. The major street system west of the airport is fully developed to this standard. The major street system east of the airport is only partially developed due to the modest urbanization to date. Occurring at a distance greater than this standard is the Chestnut-Willow Arterial, where a realignment of the Chestnut Arterial at Dakota Avenue in a diagonal form to connect with the Willow Arterial was necessary due to the location of the California State University campus. Expansion of the airport in the early 1960's interrupted Shields Avenue between Chestnut and Peach Avenues, necessitating the Shields Avenue Bypass to connect the two sections by way of Dakota Avenue. Other exceptions to the standard grid pattern occur with sections of the collector system remaining unclassified. The airport's location also interrupted Clinton and Peach Avenues. In other instances these streets are not included on the classified street system of the Circulation Element due to the planned lower density urban development surrounding them and the corresponding reduction in trip generation (see Figure 19).

Four of the community's arterial streets carry traffic volumes close to their design capacities. The Blackstone Avenue arterial, currently designated as State Highway 41, is operating over its design capacity of 40,000 daily trips. The First, Cedar, and Clovis Avenue Arterials are carrying volumes exceeding 20,000 daily trips in some segments. Fresno Street is classified as a collector, but is also carrying volumes exceeding 20,000 daily trips. As noted before, the problems are particularly acute during peak traffic hours. This pattern of peak-hour congestion stems from the spillover traffic from Blackstone Avenue. City traffic engineers anticipate an expansion of the geographic area confronted with congestion problems

during the 1980's, if no substitute for Freeways 168 and 180 is developed, and the population growth and automobile usage continue at current rates.

Blackstone Avenue, as previously noted, currently serves as a State highway. It is anticipated that the construction of Freeway 41 will eventually relieve traffic volumes on Blackstone Avenue. The proposed Blackstone Avenue Environs Specific Plan and the specific plan regarding strip commercial will provide measures to guide development along Blackstone Avenue, ensuring a less interrupted traffic flow on that street.

Since the development of Freeways 168 and 180 within the McLane Community would occur late in the planning period, if it occurs at all, the McLane Community Plan recommends the following changes in the major street system. McKinley Avenue between Clovis and Temperance Avenues, and Belmont Avenue between Clovis and Locan Avenues are recommended to be upgraded to arterial status. Maple Avenue between Ashlan and Dakota Avenues is recommended to be upgraded to collector status as shown on the McLane Community Plan map.

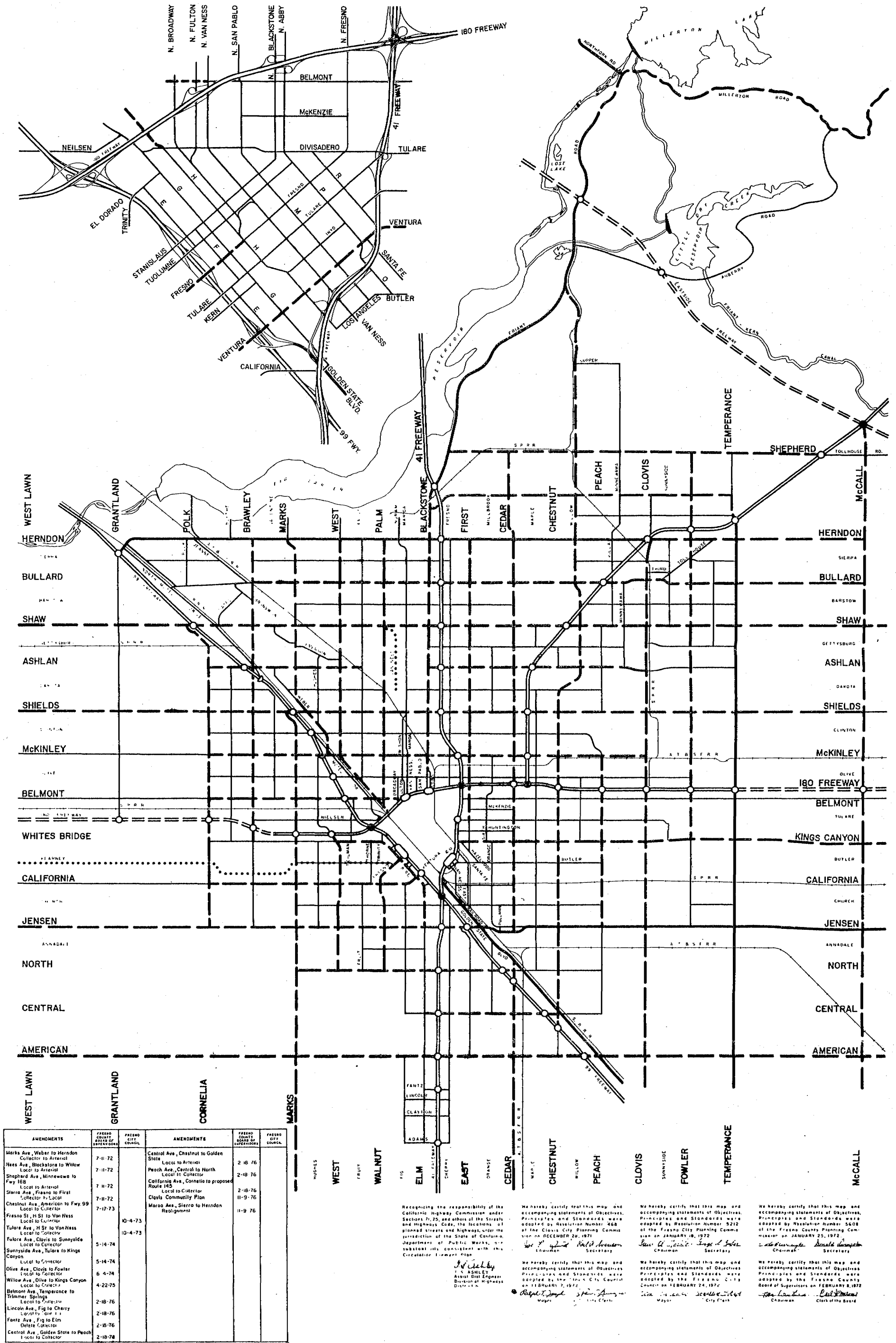
The Fresno Air Terminal Master Plan proposes certain changes in the land use pattern adjacent to the airport in order to provide a more efficient allocation of industrial, recreational, and airport-related land uses. The Master Plan recommends the realignment of the Peach-Shields Collector in a diagonal form to allow proper assembly of lands for a potential air-cargo facility. The McLane Community Plan recommends the "Potential Road Alignment" depicted in the Master Plan as the appropriate alignment for the Peach-Shields Collector (see Figure 20). Means of accommodating projected vehicular traffic volumes and protecting existing residential areas from traffic generated by planned industrial uses are developed in the Fresno Terminal Environs Specific Plan.

The McLane Community Plan also recommends the removal of the section of Shields Avenue east of Temperance Avenue from the Major Street and Highway Plan, due to the recommended changes in the Peach-Shields collector which would discourage through-traffic.

#### Local Streets

Development of commercial and multi-family properties along the community's major streets, as well as along the physical barriers imposed by existing canals, have restricted access to the residential areas adjacent to these corridors. Care must be exercised in the extension of the local street system to avoid introduction of through-traffic into established single family neighborhoods. Design measures similar to those detailed in the specific plans and policies for East Shaw Avenue should be employed where commercial or multi-family areas develop adjacent to existing single family neighborhoods in order to protect them from the intrusions of through-traffic.

Most of the McLane Community northwest of Shields and Cedar Avenues, as well as the area northeast of Shields and Clovis Avenues has been subdivided employing modern techniques such as cul-de-sacs and curvilinear street patterns to minimize traffic which is not directly related to the neighborhood. Also the Mayfair District south of Shields, between First and Cedar Avenues, was one of the first subdivisions in the City to employ such techniques. Nearly all of the residential development elsewhere in the western half of the planning area has occurred utilizing a grid pattern of local streets. The continuity of these grid streets frequently



FRESNO - CLOVIS METROPOLITAN AREA  
GENERAL PLAN — CIRCULATION ELEMENT

PREPARED BY THE  
FRESNO COUNTY  
PUBLIC WORKS AND  
PLANNING DEPARTMENTS

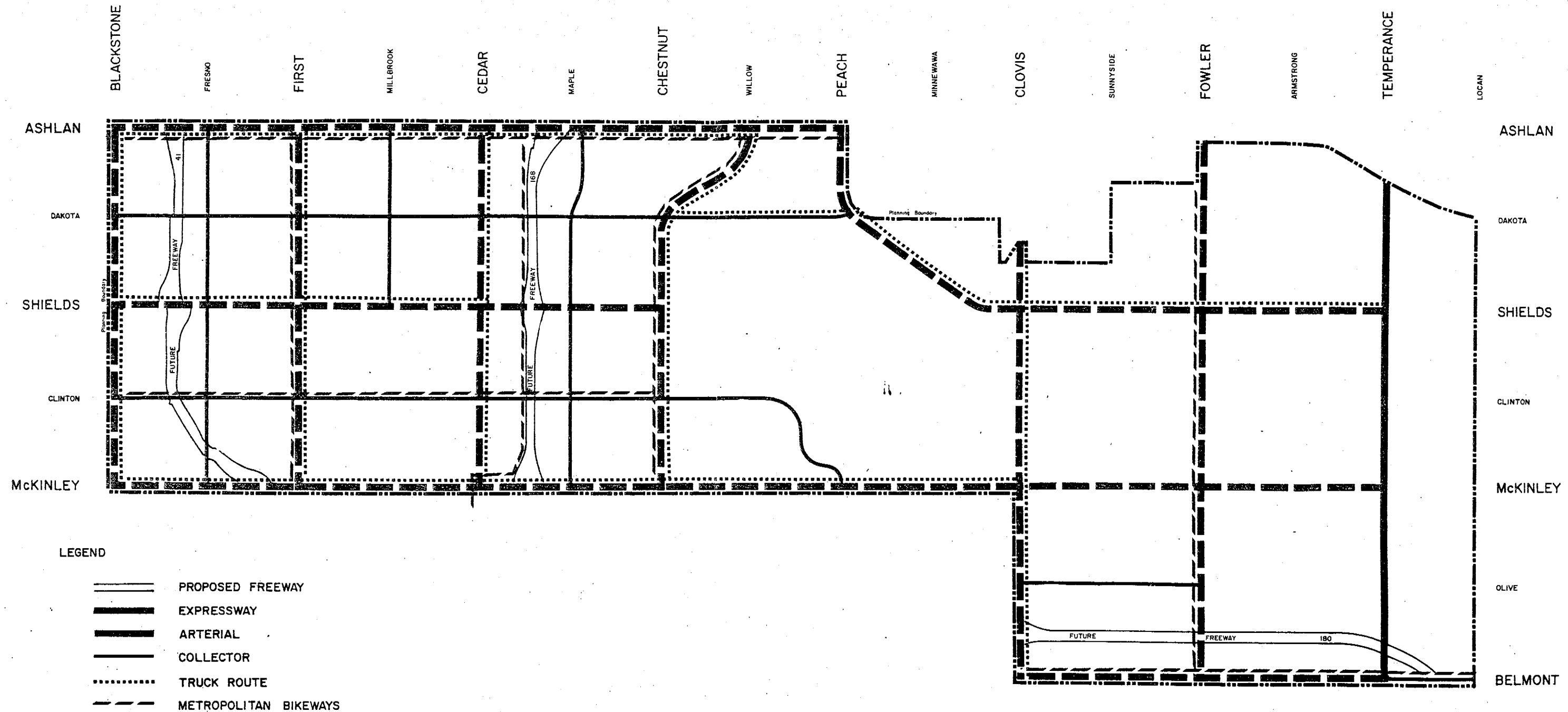
FREEWAY EXPRESSWAY SCENIC DRIVE ARTERIAL COLLECTOR

NORTH  
0 1/2 1 2  
SCALE IN MILES

FIGURE 19



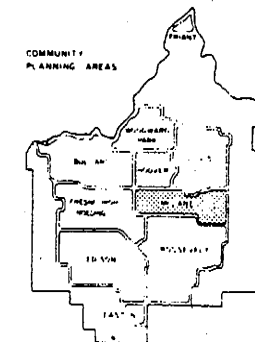
**FIGURE 20**



**LEGEND**

- PROPOSED FREEWAY
- EXPRESSWAY
- ARTERIAL
- COLLECTOR
- TRUCK ROUTE
- METROPOLITAN BIKEWAYS

**McLane**  
**Community Plan**  
**PROPOSED CIRCULATION**



CITY OF FRESNO  
 DEPT. OF PLANNING & INSPECTION  
 PLANNING DIVISION  
 JUNE 1960





results in the appropriate use of them for longer trips. Streets with a quarter-mile interval such as Barton and Sierra Vista, are particularly vulnerable to through-traffic. Street redesign measures are possible which would divert through-traffic or provide the desirable features of cul-de-sacs in newer neighborhoods. It would also be possible through those measures to add to neighborhood open space by landscaping any remnant parcels of land resulting from street closures or realignment. Any such change would have to be done at the initiative of neighborhood residents unless a recognized hazard to safety is involved. Redesign measures are normally financed through the use of improvement districts.

### Transit

Public transportation is provided by Fresno Transit, which is owned and operated by the City of Fresno. Historically, transit service has been oriented toward the Central Area, and thus, the urbanized portion of the McLane Community has a fairly adequate pattern of coverage for north-south oriented trips, as well as some east-west trips due to the emphasis on serving the airport.

Transit service in the McLane Community is currently focused on serving major shopping areas and public facilities such as the Fresno Air Terminal. Improvements to the existing service has been experienced with the addition of fifty 49-passenger buses and 20 small buses to the metropolitan transit system. Transit planning is done on a short to mid-term basis, and the system is now being designed for a fleet of 100-125 buses. This coverage will be improved by the expansion of the bus routes into a grid system at approximately half-mile intervals. Additional buses have been added to heavily traveled north/south corridors within the metropolitan area to provide service at fifteen minute intervals. Continuing service objectives are related to increasing geographical coverage, frequency of service, and hours of service. The emphasis on improving peak hour service may serve as an interim measure to limit further congestion on McLane's major streets until the freeways are built.

### Bikeways Plan

The Metropolitan Bikeways Plan, illustrated on Figure 21, was adopted by the City Council in September, 1974, and provides guidance for the development of a major route system for cyclists. This represents a policy stance favoring the development of a multi-modal transportation system which integrates the bicycle into the range of transportation alternatives available to Fresno area residents. The facilities which will be developed will help to define the behavior of cyclists and motorists as they share the roadway and help improve safety for both (see Figure 21).

### Pedestrian

The primary provision for pedestrian travel within the McLane Community is the traditional sidewalk. This occurs in the City as a requirement of all subdivisions. At the initiation of property owners and with the approval of the Public Works Director, these requirements may be waived on local streets in low density areas.

The presence or absence of sidewalks becomes particularly crucial for handicapped persons confined to wheelchairs. In compliance with federal requirements, curb cuts at intersections are being provided for the convenience of wheelchair users as streets are improved or repairs necessary.

### Truck Routes

A municipal ordinance governs the use of City streets by all trucks rated at 12,000 pounds gross weight or more. While the noise and vibration of trucks are a source of irritation for residential neighborhoods and other noise sensitive uses, trucks carry goods which are very necessary to the functioning of an urban area. The planning for specific truck routes, as noted in the City's Noise Element is an important element of a successful noise control program. The City of Fresno will continue to enforce the use of existing truck routes and alter them where necessary.

### Railroads

Both Southern Pacific and Santa Fe Railroad branch lines pass through the McLane Community Plan area, serving concentrations of industrial land uses along Clovis and McKinley Avenues as well as other portions of the metropolitan area and Fresno County. The Santa Fe branch line extends along McKinley Avenue and the Southern Pacific branch line generally parallels Clovis Avenue.

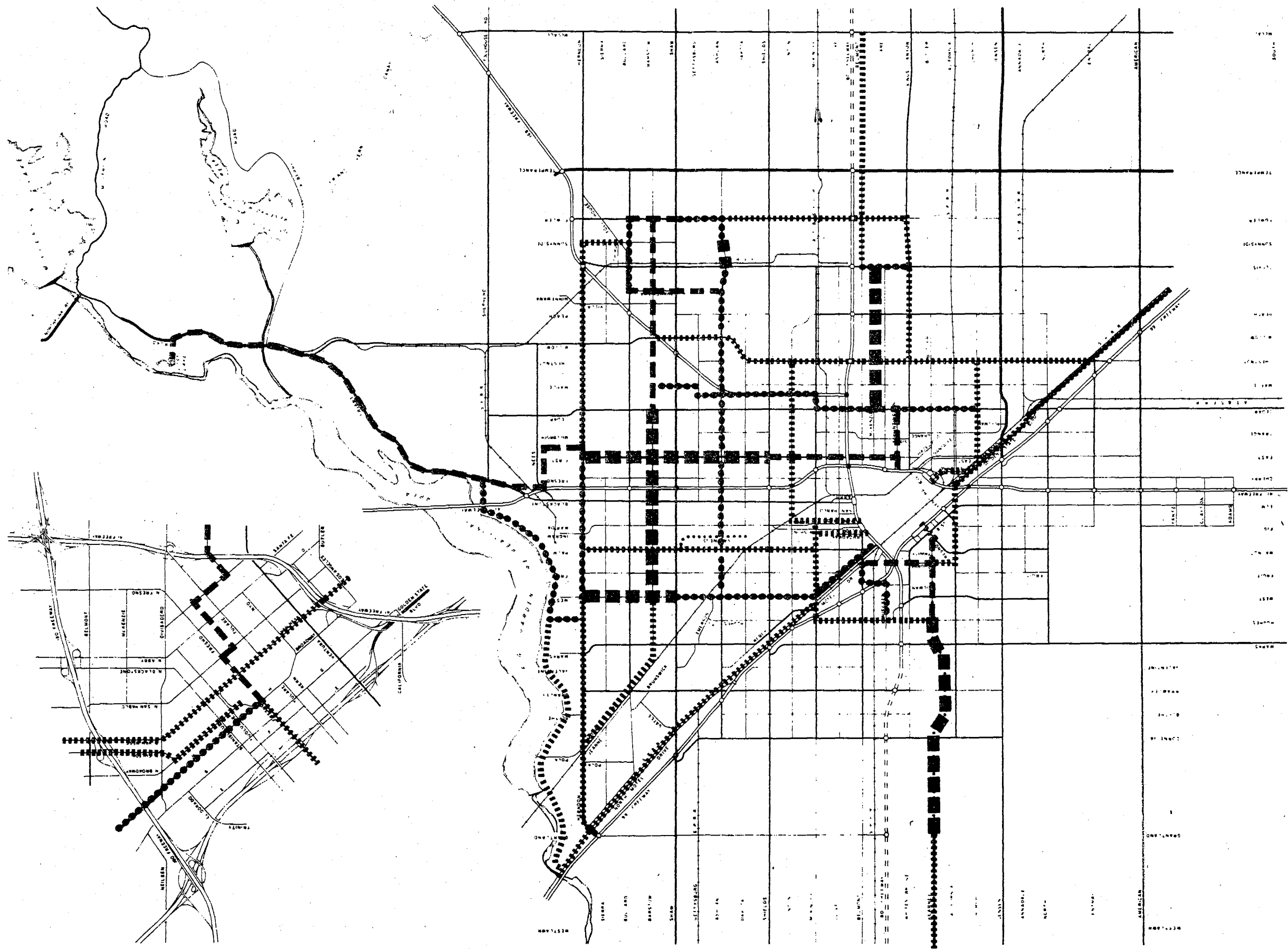
Railroads constitute a substantial noise problem for neighboring residents. Policies in the City's Noise Element restricts new residential development in proximity to railroads without suitable noise attenuation measures. No residential development now exists in proximity to the railroads within the planning area. The McLane Community Plan recommends that only industrial or other uses not sensitive to noise should be located along these railroad lines.

### Airport

The Fresno Air Terminal (FAT) is the major air carrier airport serving the metropolitan area and the six counties of the Central San Joaquin Valley Region. The Air Terminal is currently served by interstate, intrastate, and commuter passenger airlines, as well as all-freight airlines. Major users of the Air Terminal also include the California Air National Guard, Army National Guard, a unit of the Marine Corps Reserve, and commercial operators supporting the various general aviation activities (fueling, maintenance, storage, etc.). A variety of commercial and industrial uses are located adjacent to the Fresno Air Terminal due to the locational advantages of an airport related site. Several recreational uses are located here on sites where other more intensive uses are not allowed because of environmental considerations. The City of Fresno is included within the service area of the Fresno Port of Entry. This designation as an inland United States Port of Entry should further enhance the locational advantages of industrial and commercial sites adjacent to the Fresno Air Terminal.

The Fresno Air Terminal Master Plan, adopted in May, 1976, recommends a three phase program of land acquisition, terminal complex area improvements, government agency

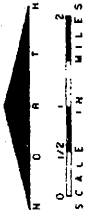
FIGURE 21



FRESNO - CLOVIS METROPOLITAN AREA  
BIKEWAYS PLAN

PREPARED BY THE FRESNO  
COUNTY PLANNING AND  
PUBLIC WORKS DEPARTMENTS

CONSTRUCTION COMPLETED PHASE I PHASE II PHASE III





building improvements, and airfield improvements. The Master Plan will provide for the integration of long-term (1993) airfield and terminal requirements with surface access systems.

Aircraft departure paths pass directly over much of the planning area. The principal impact of the airport on this area is aviation noise, which is a major concern to citizens of the McLane Community. Planning of the urban and rural areas in the vicinity of the airport has proceeded under a succession of land use controls that attempted to maintain adequate clear zones and patterns of lower densities in designated approach zones (see Figure 22).

In addition to providing for the orderly development of airport facilities, the Master Plan recommends adequate safety buffers to protect the continued functions of the airport and its surrounding environment. Basic conclusions of the Master Plan indicate that a land use pattern that is generally incompatible with aircraft operations has gradually taken form under the northwest air corridor.

Recent trends in developing residential uses in the southeast air corridor indicate that a similar incompatibility problem may develop in the near future. The incompatibility problem is due in part to aircraft safety considerations and in part to aircraft noise associated with the airport. The Master Plan emphasizes that every effort should be made "to maintain and even enhance the present low density patterns under the flight paths".

Recommendations of the Master Plan and the City's Noise Element are based upon the assumption of a reduction in the area exposed to relatively high aircraft noise levels. These noise area reductions would be a result of expected modifications in aircraft engines which will be brought about by proposed Federal Aviation Regulations. The progress in reducing noise would depend on the frequency with which newer, quieter aircraft utilize the airport and the rate with which existing, noisier aircraft are retrofitted with quieter engines. However, it is recognized that the priority for assignment of newer aircraft frequently goes to the major metropolitan areas in Northern and Southern California. Until the proposed legislation is in effect and the reduced noise situation is demonstrated, existing noise levels should be the basis for guiding further development under the northwest and southeast flight paths. The existing density controls provide maximum allowable densities for land uses located under the northwest flight path. These controls are sufficient to provide only minimum standards for development as they do not address the additional problems associated with aircraft noise nor provide remedial measures for an existing urban environment. These controls should be updated and expanded where appropriate.

Ways and means to more effectively deal with the existing and future problems of properties located in proximity to the airport require detailed study. The FAT Environs Specific Plan has been developed which precisely defines the boundaries of the environs area, develops land use and circulation patterns compatible with the airport, identifies areas of varying sensitivity and vulnerability to the operations of the airport, and develops suitable standards for urban development within the Airport Environs. This specific plan serves to further refine proposals in the Airport Master Plan and the City's Noise Element.

## Summary of Transportation Assets and Liabilities

### Assets

- \* A modern, basic network of transportation facilities is readily available in the McLane Community.
- \* Metropolitan transportation links (Blackstone Avenue and Clovis Avenue) are available to all residents and businesses within the community.
- \* Transit services have been recently upgraded and will continue to improve within the planning period. Emphasis on peak hour service will serve a limited role in reducing further congestion of the community's major streets.
- \* A Metropolitan Bikeway Plan has been adopted and will be the basis for developing facilities within the planning area which will enhance bicycle usage and improve safety for the cyclist and motorist.
- \* Inclusion of the City of Fresno in the service area of the Fresno Port of Entry offers locational advantages to the industrial and commercial sites adjacent to the Fresno Air Terminal.
- \* A Fresno Air Terminal Master Plan has been adopted, assuring orderly allocations of airport areas for specific uses and reserves for future uses adequate functional relationships of airport facilities during the planning period.
- \* Along with the Fresno Air Terminal Master Plan, a Noise Element has been adopted. The FAT Environs Specific Plan will be adopted in 1979-80. Proposals here would ensure compatibility of future development within the Airport Environs as well as provide remedial measures for existing development problems.

### Liabilities

- \* Serious reductions in financing for State freeway projects may cause the abandonment of plans to build Freeway 168 and Freeway 180.
- \* Blackstone Avenue is overcrowded and hazardous awaiting the opening of Freeway 41.
- \* Most the community's major streets will continue to experience traffic congestion during peak hours lacking the construction of the freeways.
- \* The standard grid pattern used in subdivisions prior to the 1950's makes neighborhood streets attractive "short-cuts" when major streets become congested.
- \* There are significant areas in portions of the community where rehabilitation measures may become prematurely necessary due to the adverse effects of airport noise and the uncertain status of the freeways.
- \* Future noise area reductions anticipated by the Fresno Air Terminal Master Plan may not occur until late in the planning period.

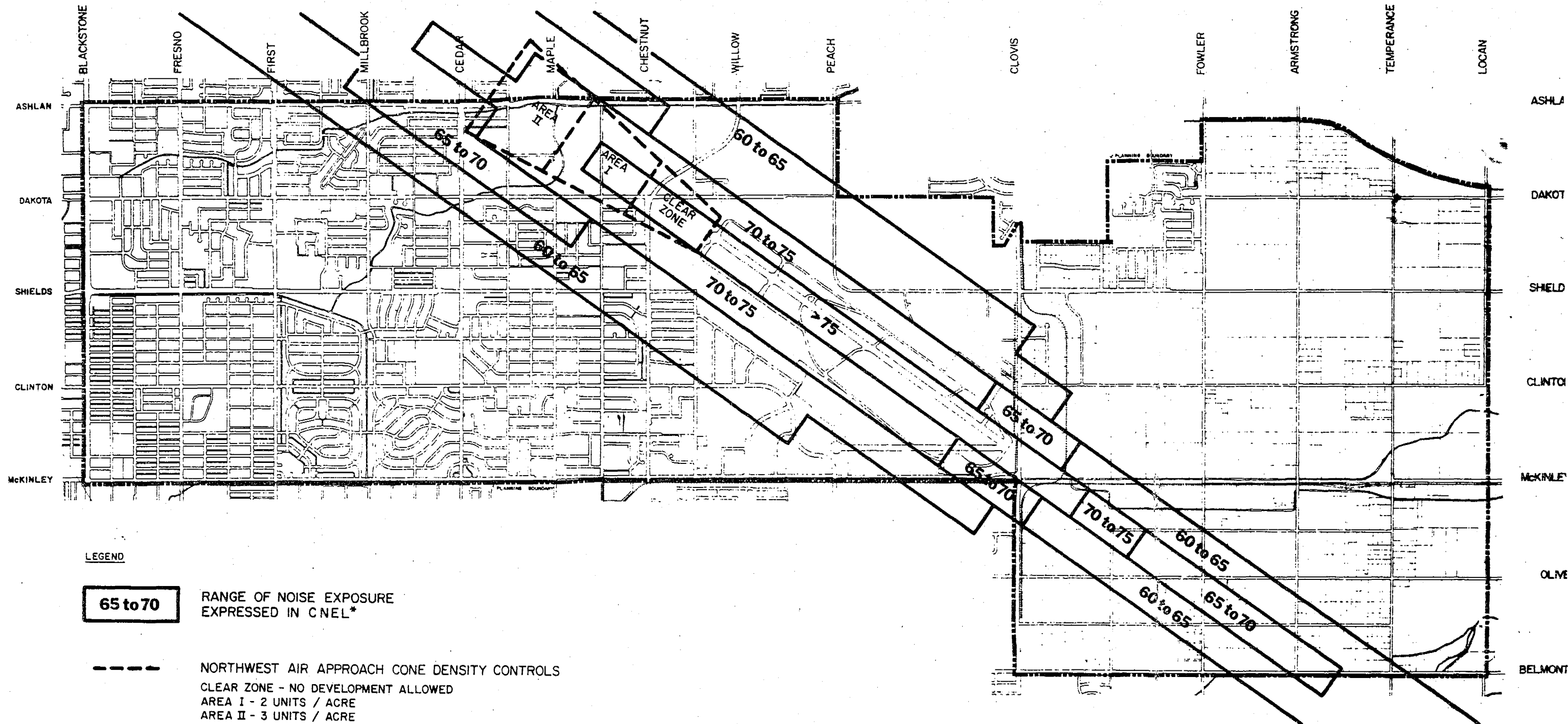
## Recommendations

- \* It is recommended that McKinley Avenue, between Clovis and Temperance Avenue, and Belmont Avenue between Clovis and Locan Avenues be upgraded to an Arterial classification.
- \* It is recommended that Maple Avenue between Ashlan and Dakota Avenues be upgraded to a Collector classification as shown on the McLane Community Plan map.
- \* ~~It is recommended that the "Potential Road Alignment" depicted in the Fresno Air Terminal Master Plan be the appropriate alignment for the Peach-Shields Collector.~~
- \* It is recommended that the Fresno Air Terminal Environs Specific Plan develop measures to accommodate projected vehicular traffic volumes and protect existing residential areas from external traffic, in the area north of the Fresno Air Terminal. ~~Measures to be considered should include, but not limited to the potential interruption of the Dakota Collector at an appropriate point between Maple and Peach Avenues, or alternative alignments of the Peach-Shields Collector.~~
- \* ~~It is recommended that the section of Shields Avenue east of Temperance Avenue be removed from the Major Street and Highway Plan.~~
- \* ~~It is recommended that such design tools as cul-de-sacs and diverters be utilized to limit through-traffic in those neighborhoods originally laid out in a grid pattern, in response to neighborhood requests.~~
- \* It is recommended that future transit system development be directed at improving peak-hour service (trip-to-work) as well as improving access of residents to community facilities and services, and metropolitan level service areas.
- \* It is recommended that bicycle facilities be developed within the McLane Community ~~as detailed in the Metropolitan Area Bikeways Plan.~~
- \* It is recommended that the City of Fresno continue to enforce the existing Airport Land Use Controls and implement the recommendations of the Noise Element and the Fresno Air Terminal Master Plan, utilizing existing noise contours as the basis for its decisions on compatible development in the Airport Environs.



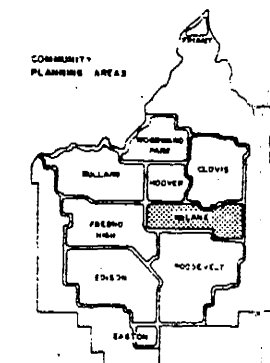


**FIGURE 22**



\* COMMUNITY NOISE EQUIVALENT LEVEL

# **Mc Lane** **Community Planning Area** **AIRPORT LAND USE CONTROLS-NOISE CONTOURS**





## APPENDIX



## APPENDIX

### URBAN GROWTH MANAGEMENT

The City of Fresno has developed an Urban Growth Management Program to manage the location and timing of growth in the City's fringe areas and it is the intent of this plan that the new process be utilized in the evaluation of development proposals on the fringes of the metropolitan area. The objective of the process is:

To encourage urban development to occur in such a way that the expansion of urban service delivery systems can be accomplished in a fiscally sound manner, while still providing required City services on an equitable basis to all community residents.

The Urban Growth Management Process builds upon existing City and County policies relating to the development of vacant land. Key elements of the process are:

(1) a procedure for determining how City services will be delivered to new development, and (2) an analytical method of assessing the costs and revenues associated with new development.

#### Urban Growth Management Area

The Urban Growth Management process is applied to land in and around the City's fringe which is either undeveloped or predominately agricultural in use and lacks most, if not all, municipal facilities, improvements, or services. This area, known as the Urban Growth Management Area, is delineated on the City Zone Map, (Figure 23).

The Urban Growth Management Area includes both City fringe areas and County land within the City's sphere of influence. Inclusion of County land areas is consistent with the expressed policy of both City and the County that new urban development should occur under City jurisdiction. Of crucial importance is the County referral policy. If property for which development is proposed can be feasibly annexed (i.e., within one-half mile of the city limits), annexation proceedings may be instituted, and development requests will be processed in the City. If property may not be feasibly annexed, action would be taken by Fresno County. In unincorporated, urban areas, the County will entertain requests for development that represent "infilling" of the existing area; areas which are undeveloped or underdeveloped will be placed in a "holding zone", representing an urban reserve for future city expansion.

#### Urban Growth Management Process

The Urban Growth Management Process augments existing development review procedures with a formal Service Delivery Review and Cost/Revenue Analysis, and provides for final action by the City Council.

Each proposed development is reviewed by the Service Delivery Review Committee, which is composed primarily of the heads of the City service delivery departments.

The Service Delivery Review Committee will determine the approach to the delivery of services and the conditions required for development. This determination is guided by a set of specific urban service delivery policies that establish rules by which City services will be delivered to new development.

Following Service Delivery Review, a Cost/Revenue Analysis is performed. This measures the fiscal impact (costs and revenues) of the proposed development upon the City General Fund.

The Urban Growth Management Process is applied to development requests in one of two ways, depending upon the nature of the proposed development. For residential subdivisions, the Service Delivery Review and Cost/Revenue Analysis are performed prior to the filing of a tentative tract map. A maximum of 45 days is provided for the staff analysis. The results of the Service Delivery Review and Cost/Revenue Analysis are forwarded with the subdivision application to the Planning Commission for their recommendation, and then to the City Council for final action.

For most other types of development, an Urban Growth Management (UGM) Permit is required prior to development. A set of specific exclusions is contained in the process, representing those developments of minor consequence to the method of service delivery extension. When a UGM Permit is required, an application must first be filed with the Director of Planning and Inspection. A 40-day period is provided for the Service Delivery Review and Cost/Revenue Analysis. The resulting staff report is then forwarded to the Planning Commission for their recommendation, and to the City Council for final action.

#### STREET TREE PRESERVATION

There is a high degree of citizen interest in tree preservation in the Fresno urban area. The expression of this interest has not only come from residents of older neighborhoods with large mature trees, but from residents of newer neighborhoods who recognize the importance of trees to their environment.

Large mature trees benefit the Fresno area in many ways. First, they insure a level of environmental quality that would otherwise be unavailable. Large trees help to purify the air, reduce noise, provide shade and a canopy effect for streets, and trap dust. Second, large trees cool the air, the ground, and even housing, resulting in high energy savings because of a reduction in the use of home air conditioning. Third, trees are an amenity. They add beauty and value to a neighborhood which helps to maintain the quality and enduring attractiveness of a residential area. Fourth, trees are an element of the natural environment, the sense of which is so often missing from modern urban development.

Fresno has experienced many problems with tree preservation under existing development standards, tree planting practices, and up to now, an inadequate level of technology. Many mature trees have been removed because of damage done to sidewalks, curbs, gutters and streets by the root systems of large trees planted in narrow parkways. Other mature trees have been removed because their root systems interfere with underground utilities.

Although these problems relate to the location and size of the tree and the placement of expensive improvements, they also relate to watering practices and soil characteristics. The major reason that root systems are near the ground surface

Adopted by the Fresno City Council, Ordinance No. 76-6,  
January 22, 1976; Effective Date: February 22, 1976



**FIGURE 23**





is the practice of shallow watering instead of deep watering. In some areas of town, an impenetrable hardpan layer close to the soil surface also causes root systems to be very shallow.

The historical solution to these problems has been to replace large street trees with a limited variety of small ornamental trees. This action has many times destroyed visual consistency of rows of large trees by breaking the pattern with the small ornamental trees. Although these problems exist, using small trees is not a solution because they do not provide the same benefits as large trees. Other solutions are needed in order to maintain large mature trees in older areas of town and insure the growth of large trees in newer areas.

The following proposals are taken from the Parks and Recreation Department's recommendations to revise the existing Street Tree and Parkway Ordinance, and the Planning and Inspection Department review of the subject:

1. That mature street trees only be removed when all possible options to save the trees have been explored by the Parks and Recreation Department.
2. That an extensive root-pruning program be established to reduce root damage to sidewalks, curbs, gutters, and streets.
3. That an amendment to the zoning ordinance be considered, to provide that no sewer, water or utility lines be placed within the center one-third (minimum thirty feet) of the total frontage of a residential lot.
4. That a formalized program be established with all utility companies and contractors in order to insure the protection of trees when work by these agencies is being done in City parkways.
5. That a formalized program be established to educate both residents and property maintenance personnel of private businesses, on proper watering practices for desirable tree growth.
6. That new property development standards for residential subdivisions be studied, which will allow for monolithic sidewalks and large tree planting in frontyard setback areas rather than parkways.
7. That residents of new subdivisions be given the option of choosing a formal street tree pattern (trees of the same size, variety, and planting pattern), or an informal pattern (trees of different sizes and varieties planted in a designed random pattern), and that the City's conservation and maintenance program relate to the chosen pattern.

The benefits derived from these proposals, if they are implemented, will include all those benefits associated with large mature trees and their preservation as valuable environmental resources. Additional benefits would be a change in development standards for new residential subdivisions allowing the planting of large street trees, and the opportunity for residents in new subdivisions to decide what

type of street tree pattern they desire. By changing the development standard to monolithic sidewalks, the variety of trees allowable would also be increased.

#### ~~SINGLE CORNER SHOPPING CENTER DEVELOPMENT POLICY~~

In 1974, the Fresno City Council adopted a policy of one-corner shopping center development as part of the FCMA General Plan. This paper is included within the community plan document to provide further definition of the Council's policy, and give direction to its implementation. Two alternatives are presented in the paper. Each alternative represents a specific policy on a process to determine the appropriate corner for shopping center development, while allowing for the insurance of due process and equal treatment, and increasing overall acceptability.

Implementing a policy of locating neighborhood or community shopping centers on one corner of an intersection is a difficult problem. In some cases the parcel sizes, access characteristics, and adjacent land uses are different. This type of situation makes a determination of the most appropriate corner much easier through the use of commercial land use standards and planning design criteria. Where the multiple corners appear to be equivalent in terms of size, access, and potential relationships with adjacent land uses, however, the decision becomes much more problematic. Further complicating this situation is the historic practice of leaving a corner parcel vacant in hope of future commercial development. Such land speculation, and the inflated land values attached to it, contribute to the difficulty of maintaining only one corner of commercial development, and despite the Council's adopted policy on this issue, there is a lack of clarity in the community as to how the Council will deal with this problem.

The Commercial Element of each community plan has confronted these issues by selecting the most appropriate site in terms of parcel size, market area, access and land use relationships, where these characteristics were unequal. The result has been a number of rezoning proposals which are designed to implement the City's adopted policy of one-corner commercial. However, in the case where competing sites are basically equal, there is a need to establish a policy guideline which will make it possible to deal fairly and consistently with this very significant economic issue.

Because of this situation, it seems an appropriate time to follow up the policy of one-corner shopping centers with a more specific approach to deal with the situations where it is not feasible to make an objective decision on the differing characteristics of the competing sites. Outlined below are two alternative ways of resolving site selection which would offer a logical manner of treating decisions with some consistency.

1. First Come - First Serve: This alternative involves a policy to rezone unused commercial parcels after one corner has developed with a shopping center.
2. Most Recent Commitment: With this alternative, the most recently zoned corner would be designated in the community plan as the single-corner for shopping center development.

The most important issue here is that a consistent policy be adopted. Whichever

alternative is chosen, there will be a need to indicate the City's intent to place an alternative classification on any vacant commercial zoning which remains after the ultimate site is selected. The alternative zone classification should be established on a case-by-case basis after considering the potential impact on the surrounding neighborhood.

#### ~~FCMA COMMERCIAL LAND USE STANDARDS~~

Commercial land use standards used in the analysis of the community's neighborhood commercial facilities were established by the Commercial Land Use Report/Background Study to the 1974 FCMA General Plan, prepared by the Planning and Inspection Department. The standards themselves appear simple and uncomplicated, yet their formulation was a product of research in published studies and books on commercial land use planning, and analysis of commercial land use in the metropolitan area.

Perhaps the most important standard is the minimum standard service ratio. During the analysis of Greater Fresno shopping centers, work was completed on the computation of current acres per 1,000 population ratios for the three levels of FCMA centers. This was followed by the development of standard service ratios which are recommended as a guidance for future shopping center development. For neighborhood shopping centers, the analysis found that .30 acre of neighborhood shopping centers serve 1,000 residents. This ratio was calculated by dividing the total 1971 FCMA population of 297,000 into the total neighborhood center acreage of 84.7. Similarly, ratios of .40 per 1,000 and .50 per 1,000 were revealed for community shopping centers and regional shopping facilities, respectively.

The first step in the establishment of the minimum ratio of commercial acreage to population was the determination of minimum population support required for each level of shopping center. Commonly accepted standards are a minimum support population of 5,000 for neighborhood centers, 25,000 for community centers and 100,000 for regional centers.

An analysis was conducted on the minimum site area for FCMA centers. Identified minimums were five acres for the neighborhood level center, 20 acres for the community center and 60 acres for the regional center. Based on those established criteria, it was feasible to develop the minimum acreage per 1,000 population service area ratios for Greater Fresno centers. These were formulated by dividing the minimum trade area population support into the minimum site area. This division process creates minimum ratios of 1.00 acre/1,000 population for community shopping centers, and .60 acre/1,000 population for regional shopping centers.

The variation between the existing ratios and the recommended minimum standard ratios is easily explained by the existence of extensive strip and freestanding commercial development. For example, in relation to local commercial land use (of which neighborhood and community centers form a part), analysis has indicated that a local commercial ratio of 2.13 acres/1,000 population is found to exist. If the current neighborhood center and community center ratios of .30 and .40 respectively, are combined to form a .70 acre/1,000 ratio, and this sum is subtracted from 2.13, a local freestanding commercial ratio of 1.43 is obtained. The point is that two-thirds of the total local commercial acreage is devoted to the less efficient free-standing form of commercial land use. This level is unacceptable because, as previously explained, not only is the clustered shopping center a more economically efficient physical pattern but the streets which are congested with freestanding

~~or strip commercial development facilities are unable to efficiently perform their primary function as traffic arterials. The recommended minimum acreage/1,000 population ratios are included in this analysis because they confirm the need for a firm City policy which will encourage the clustering of commercial uses into shopping centers.~~

~~The following table, on page 129, summarizes recommended shopping center criteria contained within the 1974 FCMA Commercial Land Use Report.~~

# SHOPPING CENTER TYPE

Criteria	Regional	Community	Neighborhood
Street Type Location	Intersection of freeways express- ways, arterials, or any combina- tion thereof	Intersection of arterials and/or expressways	Intersection of arterials and/or collectors
Acreage of Site (single corner preferred)	60-70	20-30	5-10
Distance from nearest Center (miles)	Between 3 and 5	Not less than 2	Not less than 1
Minimum People in Trade Area	100,000-117,000	25,000-37,500	5,000-10,000
Parking Ratio	3:1	3:1	2:1

Source: 1974 FCMA Commercial Land Use Report

The shopping center criteria cumulatively will have a significant impact on future commercial land uses. Their intent is to provide necessary flexibility as development standards and at the same time protect the integrity of all shopping center types, both existing, and to be developed.

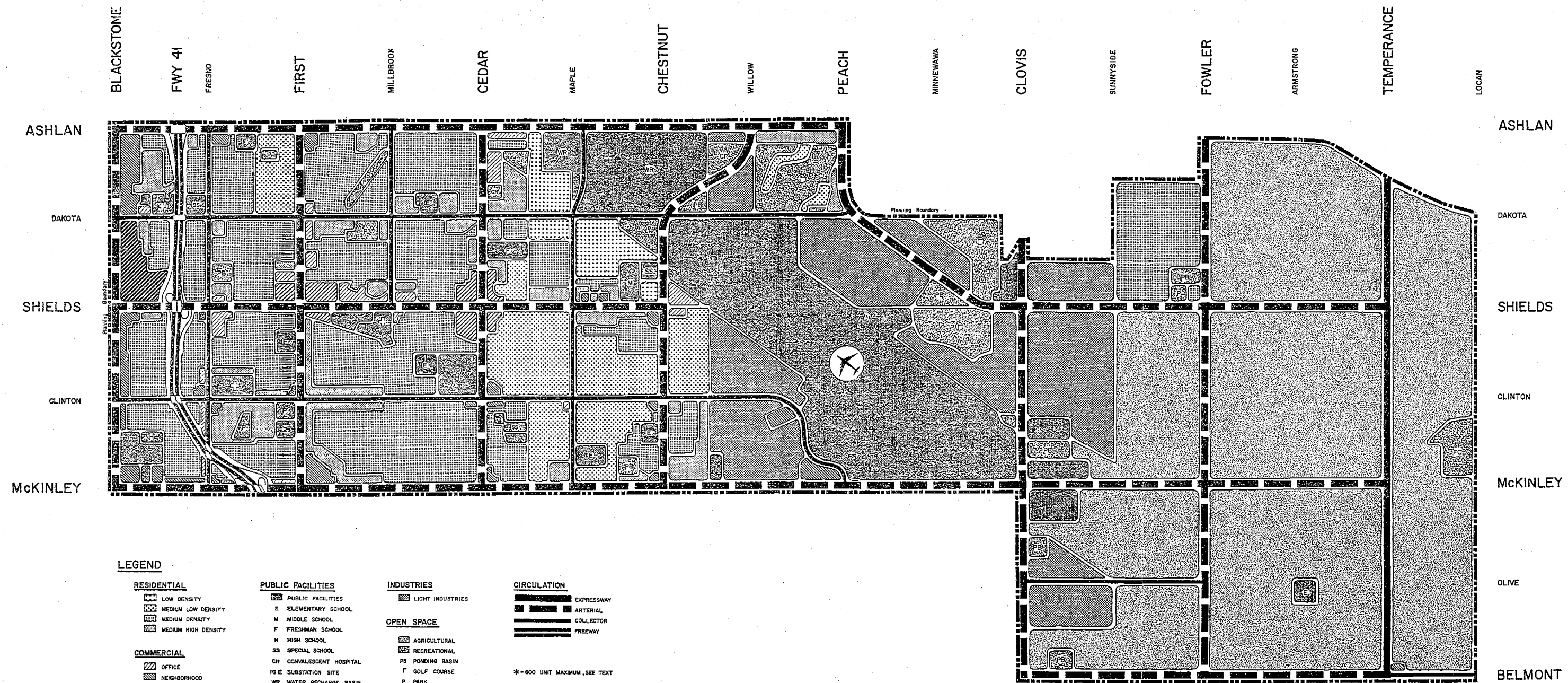
~~LAND USE CATEGORY/ZONING DISTRICT - CONSISTENCY MATRIX~~

	AE-5	A-2	R-A	R-1-A	R-1-AH	R-1-B	R-1-C	R-1	R-1/UPD	R-2-A	R-2	R-3-A	R-3	R-4	T-P
Rural Density	●	●	*												
Low Density			●	●	*	■	*	**	**						
Medium-Low Density						●	●	■	*	**					*
Medium Density							■	●	●	■	*	*			■
Medium-High Density									■	●	●	■	■		●
High Density									*	*	■	●	●	●	

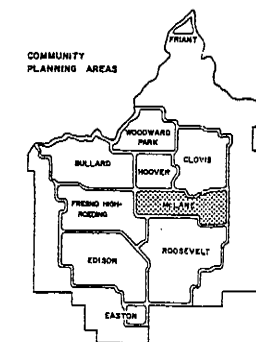
- LEGEND:**
- Zoning districts that are highly consistent with the planned density.
  - Zoning districts that are generally consistent with the planned density. In each circumstance, the zone suitability must be analyzed with respect to the impact of permitted uses upon the character of existing development commitments and/or conformance to more specific plans or established policy within the proximate area.
  - \* Zoning districts that may be found consistent with the planned density under unusual or abnormal circumstances, but are generally not appropriate unless exceptional efforts are directed toward ensuring a compatible relationship with the surrounding areas.
  - \*\* Zoning districts that are inconsistent with the planned densities of an area to a degree that their approval should be based on findings of overriding social and economic needs in the community in addition to exceptional design treatment to ensure a compatible relationship with the surrounding areas.
  - Zones that are not consistent with the intent of the land use category.

The R-P zoning category has a population density requirement which is relatively equal to R-2 zoning. However, the development standards in the C-P zoning category are subject only to the conditional use permit process. Due to the fact that the typical application of these zones is for commercial development they have not been included in the residential consistency matrix. Consideration of these zoning categories for use in a predominately residential area would be inappropriate since the allowable population densities are available in other residential zones and commercial development would usually be incompatible.

**FIGURE 24**



# **Mc Lane** **Community Plan** **No Freeway Alternative**



CITY OF FRESNO  
 DEPT. OF PLANNING & INSPECTION  
 PLANNING DIVISION  
 JULY 1979





# **McLane Community Plan**

## **PARTICIPATING STAFF**

### **CITY PLANNING DIVISION**

Jim Baughman, Planner I  
Keith Bergthold, Planner I  
Kenneth Berry, Principal Planner  
Maria Campos, Stenographer II  
Kathy Chung, Research Analyst  
Heather Collier, Planner II  
Mario Corpus, Planning Illustrator I  
Jeffrey Dwelle, Planner I  
Kathy Eggleston, Planner II  
Jerry Freeman, Supervising Planner  
Bevon Fung, Supervising Planner  
Ann Getz, Planner I  
Dave Herb, Supervising Planner

Tony Hurtado, Planning Illustrator I  
Rebecca Matthews, Planning Illustrator I  
Adrienne Moy, Typist Clerk  
Colette Olsen, Steno-Secretary  
John Palmer, Supervising Planner  
Jan Ruhl, Supervising Planner  
Robert Shepherd, Typist Clerk  
Joe Simone, Planning Illustrator II  
Al Solis, Deputy Director of Planning  
Brian Smith, Planner I  
Pauline Taylor, Typist Clerk III  
Ken Wilson, Planner III  
Wally Yamasaki, Planning Illustrator II

### **OTHERS**

Frank Del Real, Citizens Participation Director, City of Fresno  
Harris Hayes, Senior Staff Analyst, Fresno County Planning Department  
Douglas Holland, Deputy City Attorney, City of Fresno  
Morris Marten, District Conservationist, Soil Conservation Service  
Stephen Smith, Deputy City Attorney, City of Fresno  
Daniel Trafican, Assistant Director of Public Works, City of Fresno  
James Whitmer, Traffic Engineer, City of Fresno

