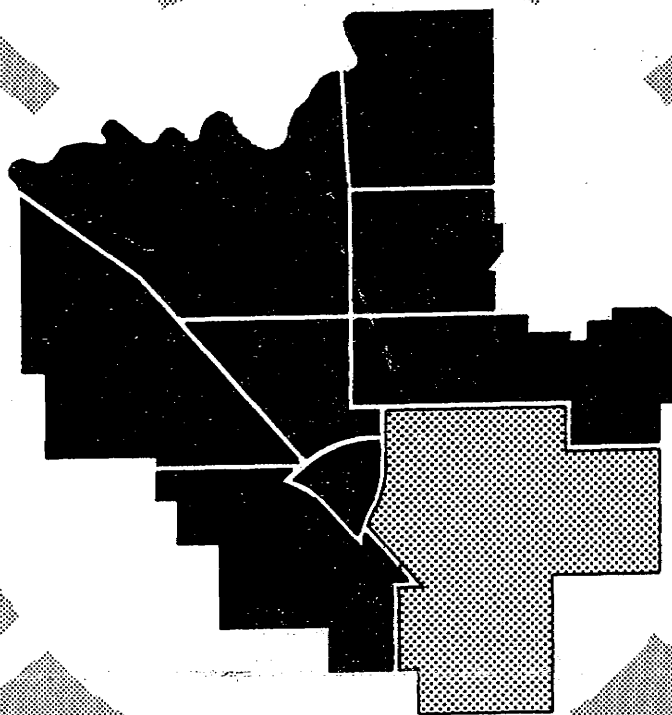


ROOSEVELT COMMUNITY PLAN



**CITY OF FRESNO
DEVELOPMENT DEPARTMENT
PLANNING DIVISION
APRIL 1992**

ROOSEVELT COMMUNITY PLAN

PREFACE

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

CITY COUNCIL MEMBERS (April 1992)

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Brian Setencich
Robert Smith

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(Former Councilmember District 3)
Chris Peterson
(Former Councilmember District 5)

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Daniel Parra
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Ken Lehman	Barbara Woodward
Joe Maslach	Bruce Woodward

PLAN IMPLEMENTATION COMMITTEE

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Earl Brown	Dan Martin
Cruz Bustamante	Joe Maslach
Sally Chavez	David Mendez
Ron Donaldson	Conrad Mendoza
Arturo M. Fernandez	Dylan Moua
Francisco Franco	Stephen Paul
Kay Koelsch	Teng Thao
Gilbert Lopez	Genie Waugh
Fernando Lugo	Jan Whitteberry
Cecelia MacDade	

FRESNO CITY DEVELOPMENT DEPARTMENT STAFF

Alvin P. Solis, Director
Nick Yovino, Development Manager
Rayburn R. Beach, Senior Planner
Darrell Unruh, Planner III
Sandra Brock, Planner III
Susan Cayco, Planner II
Joan DaCruz, Planner II
Kathy Chung, Planner III
Donn Beedle, Planner III
Joe Simone, Planning Illustrator
Cricket Clark Watkins, Student Assistant
Victoria M. Sanchez, Sr. Administrative Clerk
Florence Howard, Sr. Administrative Clerk
Terry Pullem, Sr. Administrative Clerk
Eva Paggett, Administrative Clerk
Carolyn Downs, Sr. Secretary

ROOSEVELT COMMUNITY PLAN

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A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO,
CALIFORNIA, APPROVING A-98-18, AMENDING THE TEXT
OF THE ROOSEVELT COMMUNITY PLAN TO AUTHORIZE EXCEPTIONS
ON A CASE-BY-CASE BASIS TO THE BOULEVARD SETBACK POLICY AND TO
ESTABLISH CRITERIA FOR APPLYING THE EXCEPTIONS

WHEREAS, Article 6 of Chapter 12 of the Fresno Municipal Code sets forth the City's Local Planning and Procedures Ordinance (hereinafter, "LPPO"), the purpose of which ordinance is to establish comprehensive and orderly procedures for the formulation, adoption, amendment, repeal and administration of plans which collectively provide for the management of the City's physical growth and redevelopment, and to promote the public health, safety and welfare by, among other things, periodic review, amendment, and repeal of plans to ensure continuity in the development and maintenance of plans and the effectiveness of cumulative information for the physical design and development of the City; and,

WHEREAS, the LPPO commits the City to following a unique set of procedures to assure maximum public review of plan amendments, including amendments proposed by individual property owners or developers and addressed to specific instances; and,

WHEREAS, pursuant to the LPPO, the City adopted the Roosevelt Community Plan, which plan governs development in a relatively large area in Southeast Fresno; and,

WHEREAS, among the components of the Roosevelt Community Plan is the general goal to "Promote the visual enhancement of existing neighborhoods and developing areas"; and,

WHEREAS, a major chosen tool of visual enhancement is the utilization of landscaped setbacks, including one tool sometimes popularly known and referred to as the "Boulevard setback", which specifies a minimum landscaped setback on certain major streets in the plan area; and,

Adopted 11/12/99
Approved 11/12/99
Efficient 11/12/99

99-16

WHEREAS, David Ochoa (hereinafter, "Applicant") owns and operates Ashley's Fish & Chicken on a site located in a shopping center at the Northeast corner of South Chestnut and East Butler Avenues, which shopping center has the following legal description:

Parcel B of Parcel Map No. 71-24, according to the Map thereof recorded in Book 2, Page 66 of Parcel Maps, Fresno County Records, being a portion of Lots 5 through 8 of Butler Park, in the City of Fresno, County of Fresno, State of California, according to the Map thereof recorded in Book 3, page 36 of records of survey, Fresno County Records; and,

WHEREAS, Applicant proposes to expand his restaurant by adding to the existing restaurant building a partially enclosed outdoor seating area; and,

WHEREAS, the enclosed patio would fall within the front "Boulevard setback" applicable to the restaurant property, which is a minimum of 15 feet for commercial properties along Butler Avenue; and,

WHEREAS, Applicant's proposal cannot be approved without running afoul of the language and intent of the Plan if the relevant Plan language is not correspondingly amended; and,

WHEREAS, Applicant has thus requested the City approve Plan Amendment Application No. A-98-18, in order to allow Applicant and other persons similarly situated to obtain exceptions to the "Boulevard Setback"; and,

WHEREAS, Applicant has concurrently submitted Rezoning Application R-98-30 and Variance Application No. V-98-24, both of which are also required in order to enable the patio to conform to the Zoning Ordinance and the City's Development Plan Policies; and,

/

/

WHEREAS, the Council recognizes that in connection with evaluating this Plan Amendment, as opposed to merely requests for modifications to the zoning code development restrictions on the property, Council is taking action which will have ramifications for the neighborhood; and,

WHEREAS, the City staff have followed all procedures required by the LPPO in reviewing and processing Mr. Ochoa's request, including submitting the proposed amendment to the Roosevelt Plan Review Committee and other interested homeowner associations and members of the public for review and comment, and in meaningfully evaluating the input received; and,

WHEREAS, both the Planning Commission and this Council have duly held public hearings on the matter, entertaining arguments in favor of and contrary to the proposed Plan policy amendment; and,

WHEREAS, the Council has reviewed the application for amending the text and, in consideration of all testimony and evidence, has determined that the Roosevelt Community Plan should be amended to allow divergences from the Boulevard setbacks on a case-by-case basis.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

A. Policy No. 1-5.8 of the Roosevelt Community Plan is amended to read as is set forth in Exhibit "A", which Exhibit is attached hereto and incorporated herein by this reference.

B. In connection with adopting the above plan policy amendment, the Council makes the following determinations:

1. Allowing exceptions on a case-by-case basis from the rigid application of the Boulevard setback should be permitted to maximize flexibility of City plans, especially where, as in the case of Ashley's Fish & Chicken, the structure

proposed will improve the appearance of the street but does not present a threat to the public health, safety and welfare;

2. In the future, most exceptions from the Boulevard Setback will have to be accompanied by a rezone application, which rezoning will be conditional, thus building into each project a measure of protection in addition to conditions that may be imposed in connection with site plan or conditional use permit review.
3. With the subject application in mind, the Council finds that an occasional rezoning, use permit, or other entitlement providing for a divergence from the setback will not be inconsistent with the goals and policies of the Plan, including provisions relating to traffic safety, attractiveness of intended design, creation of a pedestrian-serving environment, because all of those factors, such as here, will have been considered.
4. Building encroachments can promote pedestrian activity, can be designed so as to avoid unreasonable and significant alteration of the visual appearance of the landscaped strip as viewed from the street, especially where significant setbacks conforming to the full 30 feet envisioned in the BA Overlay still exist, and the enclosure can add a substantial architectural amenity to the street.
5. Allowing exceptions to the Boulevard Setback can reduce blight and promote economic activity.

6. Strict application of the Boulevard Setback in every case is not essential to maintain the integrity of the Roosevelt Community Plan.
 7. The conditions which the Council is attaching to the case-by-case exceptions are necessary and appropriate to mitigate the concerns of allowing such exceptions over the long-term.
- C. On the basis of its independent judgement and in consideration of testimony and other evidence presented at the Council's public hearing on the matter, the Council finds there is no substantial evidence in the record as a whole that the project may have a significant adverse effect on the environment, in that the conditions which Council is building into the plan amendment will adequately address environmental concerns on a case-by-case basis.
- D. The negative declaration for the project is adopted.
- E. In rendering this decision, Council is guided by all of the evidence presented in the public proceedings on the matter, including but not limited to the initial study, the staff report dated January 5, 1999, and the supplemental exhibits presented at the January 12 public hearing on the matter, including a list of General Conditions agreed to by and between Applicant and the Fresno Police Department and dated January 8, 1999. These various items are hereby incorporated into this document as if set forth herein in their entirety.
- /
- /

CLERK'S CERTIFICATE

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

I, REBECCA E. KLISCH, 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 12th day of January, 1999, by the following vote:

Ayes: Boyajian, Mathys, Perea, Quintero, Ronquillo, Steitz

Noes: Bredefeld

Absent: None

Abstain: None

REBECCA E. KLISCH
City Clerk

By Rebecca E. Klisch
~~Deputy~~

APPROVED AS TO FORM:

HILDA CANTÚ MONTÓY
City Attorney

By [Signature]
Deputy

Ex. "A"

AMENDMENT TO TEXT OF ROOSEVELT COMMUNITY PLAN
REGARDING BOULEVARD SETBACKS

By Resolution No. 99-16, the Council approved Plan Amendment Application No. A-98-18, amending Policy No. 1-5.8 of the Roosevelt Community Plan to read as follows, with underline to indicate text added:

1-5.8 Enhance the appearance of major transportation corridors by applying the following standards and policies:

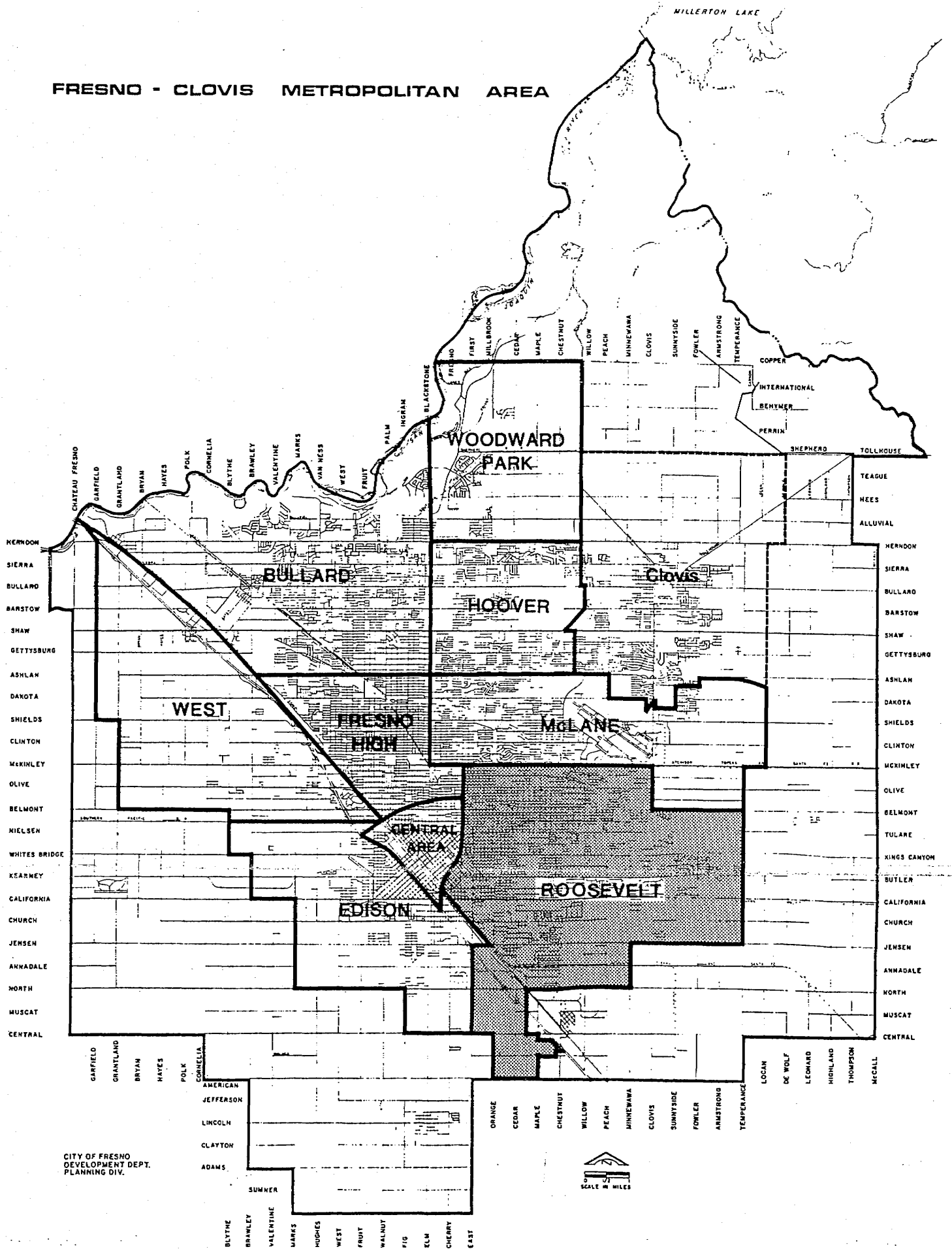
- i. A 15-foot (or, larger, as specified by this Plan) landscaped boulevard overlay standard along arterial and collector streets south of Belmont Avenue and east of Chestnut.
- ii. Exceptions to the minimum 15-foot setback standard may be granted on a case by case basis, under the following circumstances:
 - (1) The proposed building encroachment, if in a commercial district, shall help to promote pedestrian activity.
 - (2) The proposed building encroachment shall be permitted, if located on an odd or uniquely shaped parcel, on which the development of that parcel would be unreasonably restricted without said encroachment.
 - (3) The proposed building encroachment shall not significantly alter the visual appearance of the landscaped strip as viewed from the street.

**Amendment to Text of Roosevelt Community Plan
Regarding Boulevard Setbacks (cont.)**

- (4) The proposed building encroachment shall be limited to structures of no more than one story (12 feet).
- (5) There shall be adequate on-site replacement space for any proposed building encroachment.
- (6) Access to the building encroachment shall not be permitted directly to the adjacent street.
- iii. Support the landscaping of all freeway rights-of-way within or contiguous to the Community.
- iv. Encourage the development of a unified building design and landscape theme along all major streets with continuing input from the Roosevelt Community Plan Implementation Committee.
- v. Encourage the use of period street lighting, older style (1930's through 1950's) freeway structure motifs and street furniture where compatible with the predominant character of the surrounding area and traffic safety requirements.

END OF PLAN AMENDMENT TEXT

FRESNO - CLOVIS METROPOLITAN AREA



CITY OF FRESNO
DEVELOPMENT DEPT.
PLANNING DIV.

PLAN PURPOSE AND CONCEPT

This chapter provides an introduction to the Roosevelt Community Plan Update. It states the purposes of the Plan, provides a background statement, a summary of the issues to be addressed, and an overview of the Plan concept. Subsequent chapters will address land use, circulation, public facilities and environmental concerns. The final chapter of this Plan consists of the Environmental Impact Report (EIR) which will examine in detail the environmental consequences and remedial measures associated with the Plan. The EIR also provides the majority of the physical, demographic and socio-economic background information related to the Plan.

PLAN PURPOSE

The Roosevelt Community Plan area is in a transitional stage, on the verge of experiencing dramatic new growth that will reshape the community's character and enhance its livability. It is also one of the most urban communities in the metropolitan area characterized by a virtual "rainbow" of physical, cultural, economic, social, and racial diversity. This diversity may continue to serve as a valuable asset of the community. However, recent contradictory development trends in the area have threatened the community's stability.

The Roosevelt Community Plan area accommodates a diversified population, but has recently experienced only a limited variety of development. While residential densities in established portions of the community continue to increase dramatically, new single-family development has been much more limited. Residential, commercial, and office development in the community has been hampered by the City's emphasis on new growth in the northern portion of the metropolitan area, by incomplete public facilities, and by negative community perceptions.

It is, therefore, the purpose of this Plan to clearly identify and address those issues and concerns adversely affecting the community's growth and vitality, to anticipate the need for and impacts of new public facilities, and to stimulate the development of well-balanced quality neighborhoods.

This Plan has been prepared pursuant to the City's Local Planning and Procedures Ordinance as contained in Article 6, Chapter 12, of the Fresno Municipal Code. It establishes the official statement of goals, policies, and strategies which will be utilized to guide the community's continued physical development and change. The Plan also provides a focus for those public and private efforts intended to preserve and enhance the community's total living environment. In summary, the Plan is intended to do the following:

1. Identify community issues and solutions that should be addressed through a comprehensive planning program.
2. Provide a source of information for three entities; the general public, government, and private industries.
3. Establish a statement of community wide objectives.
4. Estimate future conditions.
5. Provide a decision-making guide for both public and private activities.
6. Provide a means of coordinating and enhancing public and private investment.
7. Create a plan for the enhancement of the physical environment essential for human interaction and a healthy and stable economic atmosphere.

This Plan establishes the policies and standards that will; (1) guide development of the area in a manner consistent with the 1984 Fresno General Plan and applicable specific plans; and (2) direct the physical growth and change of the Roosevelt Community for the next ten years. The policies in this Plan are intended to assure that development of individual properties will be done in a manner that enhances the community's physical growth. It sets the standards for determining the consistency of development entitlement proposals (i.e., rezonings and subdivisions) within the plan area, and strives to achieve an internally compatible land use pattern that can be adequately accommodated by the City's existing and planned public service delivery systems.

This Plan is intended to provide guidance for the orderly growth of the community. In order to address unanticipated changes in environmental, social, or economic conditions, the Plan must be continually monitored and amended when necessary to address metropolitan and community needs. However, no amendment shall be approved which is contrary to the goals and policies of this Plan.

To be effective, two additional steps must follow the adoption of the Plan. These steps are implementation and review. Implementation is the process of putting plan policies and recommendations into effect. Review refers to the process of monitoring the community and recommending changes to the Plan as conditions in the community change. Guidelines for implementation are provided in the Plan, but the actual work must be based on a cooperative effort of private citizens, City officials, and other agencies.

It is contemplated that neighborhood organizations and other citizen groups will provide the continuity needed for a sustained, effective implementation program.

BACKGROUND

This Community Plan is named after Roosevelt High School, which is located near the center of a large and complex community plan area that encompasses approximately 30 square miles located in the southeastern portion of the Fresno Metropolitan Area. The community is bound by East Avenue and Freeway 41 on the west, McKinley Avenue on the north, Temperance Avenue on the east and an irregular boundary on the south consisting of Jensen, Minnewawa, North, Barton, and Central Avenues.

The Roosevelt Community Plan Area is characterized by highly diversified residential neighborhoods and older strip commercial corridors. The eastern portion of the planning area is dominated by a low density residential development pattern. Whereas, in the northwestern areas of the community, residential densities are much higher, with existing single family homes located on smaller, more conventional lots. Pockets of intensive multiple-family residential development can be found scattered throughout the planning area.

Areas of strip commercial development, located along Kings Canyon Road, Tulare Street, and Belmont Avenue, provide a broad range of general and heavy commercial uses serving the metropolitan area. Additional commercial development, primarily in the form of neighborhood shopping centers, has occurred at eleven sites scattered throughout the community. Little in the way of regional retail commercial development exists. The community has only a relatively small inventory of office development, including a very limited amount of private medical facilities. The community, however, is home to the IRS Data Processing Center, Valley Medical Center, several Fresno County office facilities, the Fresno Pacific College, the Senior Citizens Village, and the Fresno County Fairgrounds.

Socially and economically, the community consists of a diverse population with a broad range of incomes, ethnic identities, languages, family sizes, and education. It is perhaps one of the most ethnically diverse and densely populated communities in the San Joaquin Valley. In 1989, prior to the 1990 decennial U.S. Census, it was estimated that 85,000 people (25 percent of the City's total population) resided within the plan area's 34,070 dwelling units. This estimate represented an increase of 14,000 people and 6,000 dwelling units during ten years. However, a phenomenal increase in the number of school students residing within older neighborhoods indicated that an even more substantial increase in population and household size has occurred since 1980.

Based upon new census information, it was determined that in April, 1990, the Plan area had a population of 105,000 people residing in 33,400 dwelling units. The total average household size increased significantly to 3.14 persons per dwelling unit. Much of this increase appears attributable to the immigration and secondary-migration of Latin Americans and Southeast Asian

refugees. Hispanic and Oriental ethnic groups account for 43 percent and 17 percent respectively of the planning area's population. White, black and other ethnic groups account for 32 percent, 7 percent, and 1 percent respectively of the area's population.

Many of the large families typical of the community reside within the multiple-family residences, which provide 36.2 percent of the community plan area's housing units as compared to 34 percent of the Metropolitan Area's housing stock. However, new construction over the past ten years has emphasized higher density infill development, with 70 percent of the new dwelling units within the Plan area being multiple-family as compared to 50 percent within the entire Metropolitan Area.

Historically, the Roosevelt Community has continued to experience a series of migrational waves with people entering and leaving the community over the last century. The initial impetus for growth came because of the community's proximity to both the Southern Pacific and Santa Fe Railroad Tracks and the City's central business district. The extension of the Huntington Avenue Trolley Line promoted eastward growth with much of it occurring in unincorporated areas. With each successive wave of ethnic group immigration, the Community has developed an incredible economic, social, and cultural diversity. Attracted by relatively cheap land and affordable housing, this diverse collage of ethnic groups (Caucasian, Hispanic, Black and Asian) has done more to establish Roosevelt's character and pronounced urban environment than any other single factor.

Unfortunately, intermittent migrational pressures have contributed to piecemeal growth, the exceedance of public service capabilities and the exacerbation of urban problems such as increased social conflicts and crime, overcrowded housing, traffic congestion, air pollution and inadequate school capacity. As noted, development often occurred outside of the jurisdiction of the City with less demanding development standards and limited coordination between the affected agencies.

Leapfrog development was fairly common in the area through the 1970's. Major streets like Peach, Willow, Butler, Minnewawa, Church, California, and Tulare Avenues were either inappropriately planned or were simply not constructed to urban standards as development occurred. Sewer lines were not extended to all new development. The area's water system remained a patchwork quilt of City facilities, County water districts, and private companies. The community's storm drainage system remained incomplete.

In 1974, the City of Fresno, in conjunction with the County of Fresno and the City of Clovis, jointly cooperated to develop and adopt a new general plan for the entire Metropolitan Area that called for the joint planning and coordination of public services and new development. Immediately thereafter, as part of that

plan, the City of Fresno established its community planning program to apply general goals and objectives to particular portions of the Metropolitan Area. Shortly thereafter, the City of Fresno, in cooperation with the County of Fresno, initiated work on a number of community plans including Bullard and Woodward Park. It was not until 1978 that the City Council actually adopted the first Roosevelt Community Plan.

The 1978 Roosevelt Community Plan was designed to accommodate less than 100,000 people in a predominantly suburban environment. Following the General Plan's concept of Multiple Centers, the 1978 Roosevelt Community Plan recognized the need for two community level focal points; one at Kings Canyon Road and Chestnut Avenues and the other at Kings Canyon and Clovis Avenue. The Plan provided for substantial industrial development along its southwestern fringe and low density residential development along its eastern reaches. Unfortunately, little was done to implement the comprehensive expansion of public services identified in the Plan. Without new streets and an adequate sewer system, and given the availability of such services in the northern portion of the City where expanding growth continued, the Roosevelt Community Plan was not extensively implemented. Instead, the pattern of piecemeal rezonings to accommodate strip commercial development and higher density residential uses continued. During the early 1980's, this pattern became particularly pronounced with a growing emphasis on new lower quality higher density residential uses. Exacerbating the situation was the inability on the part of area school districts and the City's Parks Department to keep pace with the area's growing population. Converging school district boundaries, as well as recent unanticipated southeast Asian immigration pressures, have made it even more difficult to provide adequate school and recreation facilities.

The County of Fresno provides a variety of services to the Roosevelt Community. These services are either provided throughout the County regardless of jurisdiction, such as the courts, jail, libraries, social services, and health services, or exclusively to the residents of the unincorporated areas of the community (Sunnyside, Easterby and Calwa), such as roads, sheriff's protection and planning and permit services.

In addition, the largest concentration of facilities operated by the County, outside of the downtown core area, is located in the Roosevelt Community. These facilities include the C.K. Wakefield School, Juvenile Hall, Juvenile Courts, District County's Purchasing Department, Computer Services, Health Services, Libraries, Probation Department, Social Services Department, Valley Medical Center (a regional medical facility) and the Agriculture Department (including the Weights and Measures Division). These facilities not only impact the community socially and economically but also impact the types of uses which would be compatible in the areas adjacent to these facilities.

The 1984 General Plan addresses many of these problems and also identifies new issues such as groundwater contamination and sewer capacity deficiencies. The General Plan identifies the need for new infrastructure in the form of upgraded water facilities, new sewer trunk mains, schools, and open space improvements. It also continues to support the concept of multiple centers and designates a substantial portion of the community's developed and undeveloped residential areas for medium density (5 to 10 units per acre) residential use. However, specific implementation strategies and funding mechanisms have not been systematically pursued.

These conditions led to a growing public reaction against new development. Area residents cited their concerns regarding the deficient quality of new development, the need to stabilize and revitalize existing neighborhoods, school overcrowding, the lack of adequate parks, and increasing circulation problems, and were influential in prioritizing the update of their community plan.

COMMUNITY ISSUES AND CONCERNS

This section identifies those important issues and concerns that must be addressed as part of the new Roosevelt Community Plan. They are as follows:

1. The community will soon be impacted by the construction of Freeway 180;
2. The City will soon construct the Fowler Trunk Sewer and make improvements to the Wastewater Treatment Facility. These actions will remove a substantial restriction on growth in southeast Fresno;
3. Area schools are experiencing significant overcrowding;
4. Groundwater reserves are uncertain, have begun to experience an increasing frequency of contamination, and cannot meet existing needs without major improvements to the community's water management and delivery system;
5. The circulation system, as built, is not capable of accommodating the vehicular demands of projected urban development, with major arterials such as Kings Canyon Road, Clovis Avenue, and Peach Avenue experiencing increased peak hour congestion.
6. Development within the community continues to remain unbalanced with little new single family construction occurring, too many apartments congregated in too small of an area, not enough service oriented office growth, and lack of substantial range of commercial services.

7. Police, fire, and emergency response times continue to increase and service levels decline as development and traffic congestion increase.
8. Existing regional public facilities create substantial impacts upon established neighborhoods while potential public facilities are being contemplated which may offer significant contributions to the community in the future.
9. The community has received a disproportionate amount of lower quality development which has generated negative perceptions about development in the Community.
10. There is a need to identify and establish viable redevelopment areas processed on a fast tract basis to eradicate physical, social and economic blight.
11. There is a need to provide affordable low-income quality housing mixed with higher market end projects to instill neighborhood harmony and economic stability.
12. There is a need to expand the Enterprise Zone to facilitate the area's economic revitalization through new environmentally safe developments that enhance job development opportunities.
13. There is a need to coordinate the implementation of economic development with the private and public sectors through an updated extensive inventory of industrial/commercial zoned properties (i.e., underutilized parcels with rezoning potential) and through high profile marketing efforts.
14. There is a need to network between the Hispanic, Southeast Asian, Black and Caucasian communities to address problems associated with crime, vehicle thefts, drugs, gang violence, gang graffiti, alcohol abuse, education and job opportunities for the at-risk youth.

While this list may not be complete, it does accurately summarize the major issues that are interacting to shape the community's land use patterns and will continue to provide a valuable point of reference against which the Plan's success or failure may be measured.

RELATIONSHIP TO OTHER ADOPTED PLANS

The Roosevelt Community Plan Area is about one-third of the City of Fresno's total area and is directly impacted by decisions and events occurring elsewhere within the City and the Metropolitan Area. In recognition of this relationship, the community is joined to the rest of the Metropolitan Area not only physically,

but by a comprehensive General Plan that prescribes the location of major land use classifications, major streets, and public facilities.

The City of Fresno's 1984 General Plan provides for broad based economic growth and stability by promoting balanced and complementary development throughout the Metropolitan Area. It designates new growth areas and identifies growth issues for the southeastern, western, and northeastern fringes of the City. For the southeastern growth area, the General Plan mandates the resolution of groundwater quality issues prior to approval of development.

To accomplish a balanced distribution of growth, the General Plan has identified the following strategies:

1. Promoting infill development in older portions of the City.
2. Facilitating the development of multiple centers at designated sites to serve as focal points for each of the City's major communities.
3. Providing for the expansion of the City's public infrastructure in an efficient and fiscally sound manner to better balance the City's urban form.
4. Limiting mid-rise development occurring outside of the City's Central Area to the Freeway 41 Corridor.

Several major amendments have been made to the General Plan since its adoption in 1984, including the substantial modification or addition of plan elements. Major modifications include defining the Mid-Rise/High-Rise Corridor policies, bolstering the Air Quality Element with an air quality improvement program and defining mineral resource conservation and recovery policies. New plan elements include the Master Parks Plan and a Trails Master Plan and Implementation Manual. The goals, policies, and implementation measures of these elements have been considered and accommodated within the Roosevelt Community Plan where appropriate. This includes the identification of appropriate locations for master plan park sites and incorporating the master planned trails into the Community Plan's open space and bikeways components.

It is essential that the Roosevelt Community Plan's land use, circulation, public facility and resource management policies be consistent with, and further advance the objectives of the General Plan. The function of a community plan, as described by the City of Fresno's Local Planning and Procedures Ordinance, is to translate broad general plan elements into more precise goals and policies applicable to a geographic component of the Fresno Metropolitan Area. Although these plans are adopted by resolution, similar to the General Plan, they may contain additional components and their policies prevail over those of the Fresno General Plan.

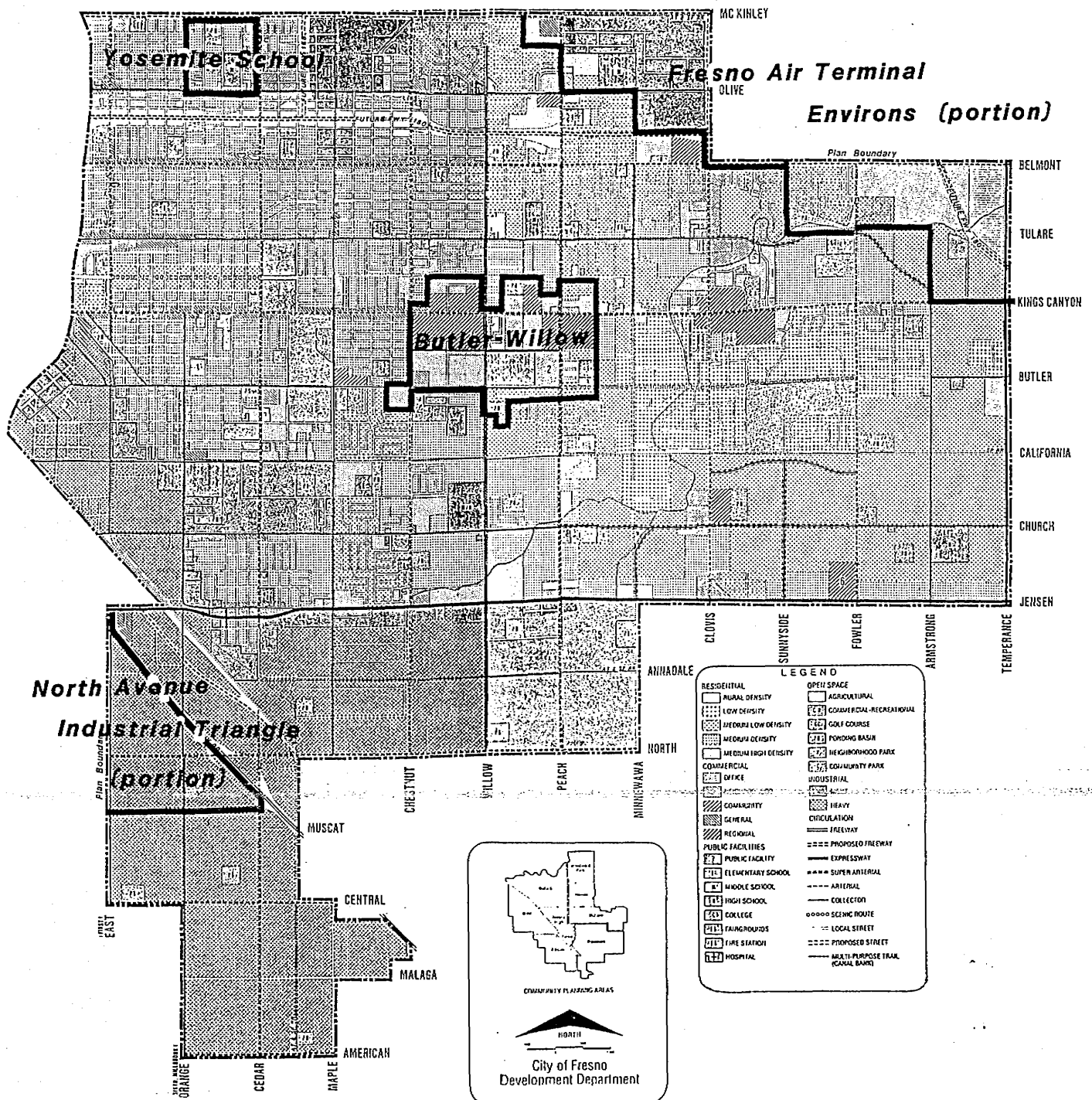
The Roosevelt Community Plan is a refinement of the Fresno General Plan. It has been designed to provide for a specific community identity within the framework outlined by the General Plan. It also serves as a bridge between the General Plan and specific development and improvement projects. Because of its narrower geographic boundaries, this Plan represents a way of "humanizing" the General Plan, bringing it down to a scale where residents can become familiar with the conditions of and plans for their specific neighborhood.

More specifically, the Roosevelt Community Plan area is contiguous to the City's historic Central Area and adjacent to the City's Mid-Rise/High-Rise Corridor. This Plan does not promote competition with the services offered or the land use intensities available in either of these two areas, but instead seeks to complement and utilize both areas to the full benefit of the entire Roosevelt Community. Moreover, the Roosevelt Community will continue to function as a primary residential support community and home to many of those employed either in the Central Area, the Freeway 41 Mid-Rise Corridor, or the City's southern industrial areas.

The most detailed level of planning is provided by a specific plan that focuses upon a narrow scope of issues for a more confined area. Therefore, their policies and standards must prevail over the goals and policies of general and community plans. The specific plans that apply to neighborhoods entirely or partially within the Roosevelt Community Plan Area are the Yosemite School Specific Plan, Butler-Willow Area Specific Plan, Fresno Air Terminal Environs Area Specific Plan, and North Avenue Industrial Triangle (see Figure 2-0, following).

These plans were prompted by the need to address the following particular issues: 1.) stabilization of a neighborhood jeopardized by excessive residential densities; 2.) protection of a neighborhood from the effects of major government office and other nonresidential development; 3.) promotion of land uses compatible with the noise and safety impacts of aircraft activity and; 4) stimulation of economic development and employment growth. These plans are adopted by Ordinance and will remain applicable to the properties within their plan boundaries. However, appropriate amendments to these specific plans, as well as the General Plan, have been processed concurrently with the adoption of the Roosevelt Community Plan to maintain internal consistency.

Figure 2-0: ROOSEVELT COMMUNITY PLAN SPECIFIC PLAN AREAS



PLAN CONCEPT

The Roosevelt Community Plan Area will soon be impacted by a number of factors. The completion of Freeway 180 eastward from the City's Central Area, the construction of the Fowler trunk sewer, the addition of new school facilities, and the advent of well-head treatment will combine to dramatically increase growth pressures throughout the community. This growth, if not planned

adequately, will overburden public facilities, increase environmental degradation and adversely impact residents of the area.

In order to limit the potential for traffic congestion, land use conflicts, significant declines in air quality, and a chaotic social situation, the Roosevelt Community Plan seeks to provide for the development of a "balanced community" by: 1) limiting major intensive development to Kings Canyon Avenue between Chestnut and Sunnyside Avenues, 2) promoting the development of new office and multiple family centers adjacent to planned Freeway 180 interchanges, 3) stabilizing and reviving existing neighborhoods, and 4) balancing the need for new development with the availability of public facilities. The Plan also continues to promote the development of planned industrial areas, but in a manner compatible with nearby residential and commercial activities.

The Plan Concept is broken down into several key elements summarized as follows:

1. Kings Canyon Corridor - ~~Major community wide commercial services are limited to a three mile length of East Kings Canyon Road to be anchored at either end by rejuvenated community oriented commercial centers. These "bookends," located along Kings Canyon Road at Chestnut and Clovis Avenues, establish the limits of this community oriented commercial development. Due to its central location and accessibility this corridor will give the Roosevelt Community much of its character. This corridor (which already contains considerable multi family development between Butler Avenue and Huntington Boulevard) will be bolstered by landscape and design standards, accommodate the development of new office uses where possible, and facilitate new commercial development where planned street capacity is adequate to accommodate it.~~
2. Freeway 180 Corridor - Along the Freeway 180 corridor, an area bounded on the north by Olive Avenue and on the south by Belmont Avenue, new plan guidelines will lower densities for new multi-family development except when sufficient land is aggregated. At each interchange, office development and/ or multi-family development of increasing intensity would be permitted subject to strict design review standards, density controls, and noise compatibility requirements. Future interchange

developments would form a "string of pearls" and would represent the most compatible use adjacent to interchanges. If designed properly, these developments will not be sensitive to the increased noise generated by freeway off ramps, and will not unnecessarily snarl traffic to and from the freeway system. Major new commercial development and/or low intensity residential uses and schools would be prohibited near the interchanges to both preserve limited north/south traffic capacity within the freeway corridor and to prevent the generation of potential noise conflicts with sensitive receptors.

3. Neighborhood Stabilization - Existing single-family neighborhoods will be preserved and strengthened where possible through the implementation of limited City sponsored proactive rezoning, the designations of developed single-family areas for medium low and medium density residential uses, and through the implementation of a proactive code enforcement program.
4. Enhanced Circulation Planning - In addition to advocating the development of State Route 180 as a freeway, to at least Clovis Avenue, and extension to Temperance Avenue at not less than expressway standards, the extension of several major streets are provided for. Several streets would be extended southward or eastward to better serve planned industrial and residential areas. These include portions of Church, Minnewawa, Armstrong and Butler Avenues which are added to the City's circulation element as planned collector streets. The Plan also supports the improvement of Peach Avenue to an arterial status in a manner consistent with the area's scenic qualities and residential character. Huntington Boulevard and Minnewawa, Peach and Butler Avenues are designated to be protected as scenic streets.
5. Public Facility Planning - In order to accommodate growth, stabilize existing neighborhoods, and minimize continued environmental degradation, the City will pursue the construction of sewer and water improvements including well-head treatment, oversized cross-town water mains, and a new Fowler trunk sewer. Implementation of new approaches to water utilization, distribution, and recharge are advocated to achieve a balanced, sustainable use of the groundwater supply.
6. Multiple-Family Residential - New multiple family development is distributed along major transportation corridors. This recognizes the capacity of particular roadways to accommodate the increased traffic associated with multiple family development and to focus intensive development along appropriate corridors to facilitate enhanced public transit. The Plan seeks to avoid

additional over-concentrations of larger apartment complexes within limited areas while improving the quality and livability through design and maintenance programs.

7. Medium, Medium-Low and Low Density Residential - New medium-low and low density development will occur primarily in areas where the City's normal grid street circulation system cannot be adequately extended or completed, such as between Fowler Avenue and Temperance Avenue, south of Kings Canyon Avenue, and in existing areas already developed at lower densities. Medium density residential development will occur in those portions of the growth area adequately served by major street extensions. Utilization of integrated master planned developments is encouraged to provide a range of housing types and design amenities.
8. New Growth Areas - The Community Plan continues to provide for new growth areas as identified by the 1984 General Plan. This Plan recommends that a substantial area outside the City's Sphere of Influence (south of Jensen Avenue to North Avenue between Temperance and Minnewawa Avenues) be reserved in agricultural use. The appropriateness of expanded urbanization will be considered by the City's next General Plan update which is scheduled for 1994.
9. New Parks - ~~Development of a 160 acre combined active and passive regional park in the southeastern portion of the plan area, expansion of the Mosqueda Community Park, and establishment of new several community and neighborhood parks is provided for subject to the implementation of a comprehensive funding mechanism.~~
10. Public/Quasi-Public Uses - It is also the intent of this Plan to support the long-term reduction of some existing uses at both the Valley Medical Center site and County Fairgrounds by supporting their relocation. It is desirable to facilitate the relocation of the Valley Medical Center to the City's Central Area. ~~In addition, those more intensive activities currently conducted at the Fairgrounds are suggested for relocation to a new site, possibly in the southern portion of the planning area. This new site would serve auto racing, tractor pulls, concerts with amplified music, and other high noise and high attendance activities that are detrimental to surrounding residential uses.~~

LAND USE AND URBAN FORM

This chapter explores the land use patterns present in the community and proposes a number of strategies designed to remedy identified concerns. It seeks to establish land use patterns and policies that can accommodate the community's projected population. This chapter also contains the basic definitions of land uses, the zoning consistency matrix, and the presentation of the community's planned urban form including residential, commercial, industrial, open space, and public and quasi-public land use patterns.

URBAN FORM AND EXTENT

The Roosevelt Community Plan Area accommodated a population of 105,000 people in 1991. At full development, it may be home to nearly 220,000 people. The land use element of this Plan, which includes both the goals and policies identified in this chapter together with the land use plan map, seeks to provide an improved quality of life supported by the area's planned public facilities. It also seeks to ensure that planned land uses represent the most environmentally sound planning possible, that jobs are located reasonably close to homes to help reduce commuting time and thus air pollution, and that each neighborhood is adequately designed to increase its future stability and reduce the potential for crime and need for extraordinary police services.

This section also establishes the technical requirements against which the professional planner and/or engineer can measure new projects to determine their compatibility with the plan's intent. The plan provides for this determination of compatibility at several levels. It includes a definitive statement of the plan's guiding concepts. It establishes a specific matrix of zoning for each land use designation. And, it establishes enhanced standards of design to be applied to all new development.

The specific land use designations utilized in the plan are defined and summarized as follows:

Rural and Low Density (0 to 2.18 dwelling units per acre):

The rural and low density residential designations are applied to existing neighborhoods characterized by large estate lots and rural fringe areas. Expansion of these residential densities is not anticipated with the plan update. However, development of adjacent areas may include similar lot sizes as a transition to medium low density residential densities.

Medium-Low Density Residential (2.19 to 4.98 dwelling units per acre): The medium low density residential designation, which is the plan area's predominant density, continues to accommodate a wide spectrum of housing opportunities ranging from large-lot single family estates to smaller-lot clustered planned developments. Density averaging within comprehensively designed developments can accommodate smaller lot sizes, associated with higher density designations, when determined to be compatible with surrounding uses and public facilities. This designation is applied to developed areas to protect the integrity of existing neighborhoods. In peripheral areas, this designation is used as a transition to low density residential or non-urban uses.

Medium Density Residential (4.99 to 10.37 dwelling units per acre): A variety of residential types, ranging from individual detached residences on 6,000 square foot lots to common-wall planned developments with 4,200 square foot lot sizes, are accommodated by this designation. It is applied to the many existing neighborhoods with smaller lot sizes where a majority of the community's moderately priced housing opportunities exist. It is also appropriate as a land use transition from the higher density residential and moderately intensive nonresidential areas to the less populated peripheral neighborhoods, as well as along major transportation routes such as Clovis Avenue, Jensen Avenue, and Kings Canyon Road.

Medium-High Density Residential (10.38 to 18.15 dwelling units per acre): The locations of multiple family residential areas are planned to take advantage of facilities, services and community resources necessary to provide a safe, convenient and desirable living environment. These areas are generally near other intensive urban activities with immediate access to major transportation routes.

High Density Residential (18.16 to 43.56 dwelling units per acre): This residential designation has traditionally been reserved for centers of regional or metropolitan significance such as college campuses or the central business district. Within the Roosevelt Community Plan Area, it is expected to be applied only to existing multiple-family residential developments that already exceed 18 dwelling units per acre.

Administrative, Professional and Commercial Office: A range of office development opportunities are provided to meet the local and community needs for private office space. The sites will range in size from small strips along major streets, medium-sized office centers near freeway access points and large regional sites near intensive commercial centers.

General Heavy Strip Commercial: Existing strip commercial areas along major streets will remain to meet the sales, service and repair needs of the Community. However, the expansion of strip commercial development is planned to occur only where vehicular traffic can be reasonably accommodated and design measures can be applied to reduce land use conflicts and provide a positive aesthetic contribution to the Community.

Neighborhood and Community Commercial: Retail shopping and household service needs of the various neighborhoods and the larger community will be met by planned commercial sites of five to 20 acres in size. These sites are generally located at the intersection of two arterial streets with several exceptions near the Freeway Corridor and in existing developed areas. Larger commercial centers are designated along Kings Canyon Road to accommodate retail and service activities with a community-wide market area. The amount and distribution of commercial development has been planned to adequately serve population demands while avoiding excessive traffic congestion, reducing land use conflicts and discouraging continued strip commercial development.

Regional Commercial: Regional centers provide retail commercial and service activities that attract customers from well beyond the community plan area, with many willing to travel as far 30 or 40 miles to patronize these businesses. Because the plan does not provide for a true regional center, semi-regional uses, such as theaters, will be accommodated with the Kings Canyon Corridor.

Light and Heavy Industrial: The Roosevelt Community contains approximately one third of the City of Fresno's total industrial lands inventory. Industrial land is that property designated to accommodate a full range of manufacturing, warehousing, office and wholesale activities. The community will continue to provide for a wide range of industrial activities but in a manner cognizant of the need for land use compatibility and more sensitive design.

~~Agricultural and Open Space: The agricultural designation permits the continued production of crops and related activities where the commitment to urban development is not yet appropriate. Open space uses are planned for those areas to be utilized for public recreation or resource management. Public parks are master planned to provide a range of recreational opportunities to serve the neighborhood community and region. Open space uses may also be applied to storm water drainage and groundwater recharge basins, canals, and flood channels.~~

Public and Quasi-Public: A wide range of facilities and uses are accommodated by this category ranging from a private facilities landfill (solid waste disposal) site to county hospital (Valley Medical Center). In addition to traditional public uses, such as schools, larger privately owned facilities, such as places of worship over three acres in size, will be subject to this designation when not located within an office or other nonresidential designation.

Circulation: Several existing or planned regionally significant vehicular transportation routes, including Freeways 41, 99, 168, 180, and expressway routes on the Jensen Avenue and Temperance Avenue alignments, will provide the community with an excellent circulation framework. However, traffic volumes on major streets connecting these routes to the community and major activity areas will reach the limit of the acceptable level of service and expose neighborhoods to increased traffic nuisances. Upon completion of the regional routes the community will be better served than any other community outside of the central area. These routes, particularly Freeway 180 together with little used railroad spur lines, may also serve as the framework for future mass transportation and multi-modal corridors.

The half-mile grid pattern spacing of arterial and collector streets is planned for completion where feasible. Local streets providing access to individual properties will continue to be implemented in accordance with applicable standards and policies. Existing local street grid patterns which accommodate objectionable neighborhood traffic will be considered for traffic control measures. Public transportation and nonmotorized travel alternatives will be enhanced by strategies to accommodate multi-modal transportation corridors, preserve railroad spur track rights-of-way, and implement a comprehensive bikeway system.

These land use designations are organized and presented in an overall pattern such that the development of a balanced community is facilitated. The pursuit of the balanced community idea begins with the predominant features of the community's existing or historically planned streets and highways system, land use patterns and major facilities. While these features are used as the framework for planning a balanced community, they have been reexamined and modified where appropriate to improve circulation, provide more functional land use relationships, and reduce conflicts. The foundation for the community's urban structure is provided by Freeway 99, Freeway 180, and the East Ventura Avenue/East Kings Canyon Road corridors that radiate out from the central business district. They serve the community's major concentrations of industry, commerce, and public use. The community's major street network, particularly the Jensen Avenue expressway and the Clovis Avenue arterial, also support the principal land uses and accommodate regional traffic movement.

The traditionally defined community center is more accurately described as a linear corridor of intensive commercial sites with associated office, medium-high density residential and public uses. This intensity corridor extends for over three miles along East Kings Canyon Road from Chestnut Avenue on the west to east of Clovis Avenue. Less intensive commercial and residential uses will extend out from this high intensity corridor. Freeway 180 will provide a parallel moderately intensive corridor to the north. This latter corridor will provide a wide range of residential living opportunities with supporting activity nodes at the freeway access points. Existing industrial areas will remain with more explicit efforts identified to improve land use compatibility and accommodate appropriate expansion.

Higher density residential areas will be distributed within the community to enhance the functions of urban activity areas, employment centers, and public facilities. Existing lower density residential neighborhoods will be maintained and buffered by compatible densities. Decreases from previously planned densities are appropriate where circulation limitations, public facility constraints, and land use conflicts prevent the development and maintenance of an acceptable neighborhood environment. Neighborhood strategies are identified to restore, stabilize, and maintain their residential integrity and desirability of existing neighborhood.

The following four goals, with supporting policies and implementation measures, establish the fundamental concepts upon which the other components of the Plan are based. These concepts include principal features of development capacity and function, implementation guidelines and desired characteristics of community life. This subsection is followed by the residential, commercial, open space, and public land use components.

Goal

- 1-1 Provide for the location, diversification, and functional relationship of land uses necessary to accommodate a projected population within the planning boundaries.

Policies and Implementation Measures

- 1-1.1 Planned uses shall be implemented in accordance with the plan designations shown in the Roosevelt Community Plan land use map and corresponding zone districts as set forth in Article 4, Chapter 12, "Procedures Applicable to Zoning" of the Fresno Municipal Code ~~(including the Zoning District Consistency Table which is depicted on Table 1 1.1 of the Roosevelt Community Plan), and as modified and presented in Chapter 2 of this plan.~~

TABLE 1-1.1: ZONE DISTRICT CONSISTENCY

<u>PLAN DESIGNATION</u>	<u>CONSISTENT ZONE DISTRICT</u>	<u>CONSISTENT DENSITY</u>
RESIDENTIAL		
Rural	AE-5, AE-20, R-A	0-1.21 Units per acre
Low	R-1-A, R-1-AH, R-1-E, R-1-EH	0-2.18 Units per acre
Medium-Low	R-1-B, R-1-C, R-1-B/PD	2.19-4.98 Units per acre
Medium	R-1, MH, R-1-C/PD, R-1/PD	4.99-10.37 Units per acre
Medium-High	R-2-A, R-2, T-P, R-P*	10.38-18.15 Units per acre, subject to Plan policy 1-6.11
High	R-3-A, R-3, R-4 ⁺ , C-P*	18.16-43.56 Units per acre, subject to Plan policy 1-6.11
COMMERCIAL		
Neighborhood	C-1, C-L	
Community	C-2	
Regional	C-3, C-4	
General and Heavy Strip	C-5, C-6, C-R	
Office	RP-L, R-P**, C-P**, R-P - Planned Office Development C-P - Planned Office Development	
Commercial Recreation	C-R	
INDUSTRIAL		
Light	C-M, M-1, M-1-P	
Heavy	M-2, M-3	
OTHER USES		
Open Space	O, AE-20	
Agricultural	O, AE-20	
Public or Quasi-Public	All zone districts (except for AE-5, AE-20, R-A)	Approval subject to the review of a specific development plan

* In the R-P or C-P zone district, pursuant to a conditional use permit for a planned development, a maximum of 35 percent of the property may be developed with the nonresidential uses permitted in those zone districts.

** In the R-P or C-P zone district, pursuant to a conditional use permit for a planned development, a maximum of 35 percent of the property may be developed with the residential uses permitted in those districts.

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

Note: The method and procedure for determining zoning consistency in relation to this plan shall conform to Section 12-403 of the Municipal Code and amendments thereto.

- 1-1.2 Amendments of the Community Plan to change goals, policies, or planned land uses shall be processed as set forth in Article 6, Chapter 12 "Local Planning and Procedures," of the Fresno Municipal Code.
- 1-1.3 Within thirty days after the adoption of the Roosevelt Community Plan, a committee shall be formed and called the Roosevelt Community Plan Implementation Committee. This committee shall be appointed pursuant to the Planning Guidelines of the Local Planning and Procedures Ordinance and shall include residents of both the unincorporated and incorporated portions of the Plan Area.

The Roosevelt Community Plan Implementation Committee shall review and monitor the implementation of the Roosevelt Community Plan. The Committee shall also make recommendations to City staff, the Planning Commission, and City Council regarding the implementation of the Roosevelt Community Plan. More specifically, the Committee shall do the following:

- a. On or before December 1 of each year, the Committee should present to the City Council a report which contains a performance evaluation of the Plan. If the Committee concludes that amendments to the Plan are needed to better address community issues and concerns stated in the Plan, the Committee should submit the proposed amendments to the City Council so that they can be considered for initiation by the City Council.
- b. On or before April 1 of each year, the Committee should make recommendations to the City Council on the priority of Plan ~~implementation measures~~ that should be pursued. These recommendations can be considered for funding as part of the City's annual budget review process.
- c. The Committee shall be permitted to review and make recommendations on plan amendment, development entitlement, and site plan review applications in the Roosevelt Community Plan Area (except where specific plan implementation or review committees have been established, such as for the Yosemite School Area Specific Plan) before final City action is taken on the applications.

1-1.4 Development entitlements and special permits must be found to be in compliance with applicable plans, policies, procedures and service standards in accordance with the Local Planning and Procedures Ordinance (Chapter 12, Article 6 of the Fresno Municipal Code). Development entitlements and special permits for the development of zoning inconsistent with the plan shall require approval by the Planning Commission, or City Council (when appealed) with public notice provided pursuant to Fresno Municipal Code Section 12-401.

~~1-1.5 Continue to oppose new urban and rural residential development east of the City's sphere of influence line, as depicted in the Roosevelt Community Plan land use plan map.~~

1-1.6 Examine the appropriateness of expanded urban development in the area south of Jensen Avenue between North Minnewawa and Temperance Avenues in conjunction with the City of Fresno and other affected agencies during the City's 1994 General Plan Update.

Goal

1-2 Provide for the efficient use of land and the public service delivery system while protecting established neighborhoods.

Policies and Implementation Measures

1-2.1 In undeveloped and unannexed areas, Fresno County will be urged to permit only that development which is consistent with the AE and AL zone classifications. ~~the AE and AL zone classifications.~~
farming activities.

1-2.2 Along Kings Canyon Road in the area generally bounded by Chestnut, Lane, Argyle and Balch Avenues, an intensive office and commercial corridor shall be established as a focal point of community activities (Figure 1-2.2).

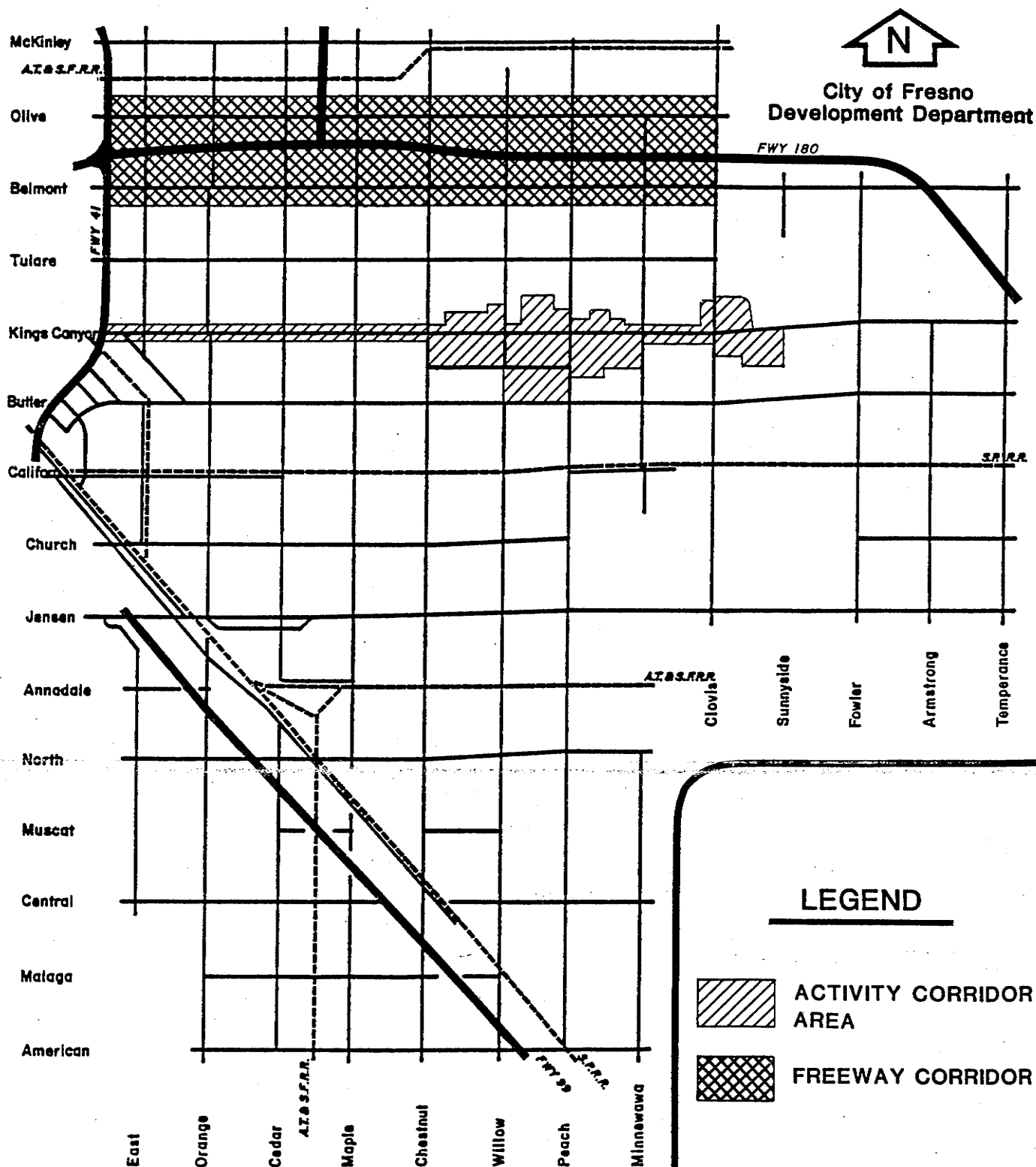
1-2.3 Along the Freeway 180 right-of-way at the location of planned interchanges, the more intensive development of office and multiple-family residential uses may be accommodated ~~as noted in the policies established in the commercial and residential sections of this plan.~~

1-2.4 Moderately intensive urban development including low, medium-low, and medium density residential, limited office, and neighborhood commercial uses shall be distributed primarily outside of the above identified high intensity areas.

Figure 1-2.2

ROOSEVELT COMMUNITY PLAN UPDATE

KINGS CANYON ROAD & FWY 180 CORRIDORS



- 1-2.5 Continue to pursue the annexation to the City of Fresno of all developed and undeveloped property within the City's Sphere of Influence, (in accordance with applicable joint City/County agreements) subject to the ability to provide adequate public facilities and services without reducing the resources and services available to already incorporated areas.
- 1-2.6 Establish a cooperative referral process where all development entitlements filed in or near the Roosevelt Community Plan Area are jointly reviewed by the City and County (in accordance with joint City/County resolutions and agreements).
- 1-2.7 Pursue the application of common development standards by the City and County (in accordance with joint City/County resolutions and agreements).

Goal

- 1-3 Encourage mixed use development that provides a diversity of land uses.

Policies and Implementation Measures

- 1-3.1 Permit limited commercial development within "planned developments" (as defined by Section 12-306-N-21 of the Fresno Municipal Code) sufficient to meet the neighborhood commercial needs of that development.
- 1-3.2 Permit density transfers through the Conditional Use Permit process for a unified project developed as a "planned development" (as defined by Section 12-306-N-21 of the Fresno Municipal Code) on one parcel or contiguous or adjacent parcels.
- 1-3.3 Encourage mixed use development in the office land use designation and the medium-high density residential designations, using the R-P or C-P zone districts and the conditional use permit process. (As provided in policy 1-1.1)

Goal

- 1-4 Improve the quality of life by providing for a revitalized, self-sustaining, and holistic community.

Policies and Implementation Measures

- 1-4.1 In the development review process and in designing service and capital facility programs, the City should strive to create an environment in which the highest value is placed on people.

- 1-4.2 Public and private development shall be designed to improve the character of existing neighborhoods. Factors that cause instability or create urban barriers should be discouraged or removed.
- 1-4.3 Neighborhoods shall include places for interaction among residents such as parks, community centers, schools, commercial areas, churches, and other gathering points.
- 1-4.4 The City shall foster the participation of residents in local government decision-making and in the social, cultural and recreational activities of the community.
- 1-4.5 Establish a community plan area based resource allocation program that includes area characteristics (such as geographical size, physical condition, population size and long range planning objectives) to determine appropriate expenditures for public services and facilities.
- 1-4.6 Establish an inter-agency effort, with the City and County of Fresno taking lead roles, that focuses upon prevention and intervention strategies addressing juvenile social issues and behavioral problems such as drug use, gang participation and vandalism (graffiti).
- 1-4.7 Support the formation of new and expanded Enterprise Zone (as shown in Environmental Impact Report, Figure EIR-3) within the Roosevelt community; and explore submission of a joint City/County Enterprise Zone application.

Goal

- 1-5 Promote the visual enhancement of existing neighborhoods and developing areas.

Policies and Implementation Measures

- 1-5.1 Utilize a Plan wide landscape and maintenance district to maintain median island landscaping, landscaping adjacent to major streets, trails, new parks, walls and fencing along major streets, and other publicly landscaped areas.
- 1-5.2 Establish, where feasible and compatible with traffic engineering objectives, well-landscaped median islands as distinctive entrances into developing residential areas including, but not limited to, the following locations: 1) Church Avenue extending at least 370 feet from its intersections with Clovis, Fowler, and Temperance Avenues, and 2) Armstrong, Sunnyside and Minnewawa Avenues extending at least 370 feet north of Jensen Avenue.

- 1-5.3 Require that new residential developments make provision for and coordinate the development of integrated open space and circulation networks linking residential areas with nearby parks, schools and other public facilities.
- 1-5.4 Support the formation of assessment and maintenance districts to facilitate the development of public improvements and open space/recreation features within the Plan Area.
- 1-5.5 Wherever feasible, the City shall encourage the installation of sidewalks with park strips (large enough to accommodate street trees) in order to promote energy conservation, promote increased pedestrian use of local streets, and improve the Community's aesthetic appearance.
- 1-5.6 Allow application of R-M (Residential - Modifying) overlay zone district provisions in accordance with the Municipal Code.
- 1-5.7 Wherever feasible, encourage the development of private and/or public open space areas in the form of trails, enhanced landscaped setbacks, parks, and water features (when developed as combined recharge and or storm runoff facilities).
- 1-5.8 Enhance the appearance of major transportation corridors by applying the following standards and policies:
 - a. A 15-foot (or larger, as specified by this Plan) landscaped boulevard overlay standard along arterial and collector streets south of Belmont Avenue and east of Chestnut Avenues.
 - b. Support the landscaping of all freeway rights-of-way within or contiguous to the Community.
 - c. Encourage the development of a unified building design and landscape theme along all major streets with continuing input from the Roosevelt Community Plan Implementation Committee.
 - d. Encourage the use of period street lighting, older style (1930's through 1950's) freeway structure motifs and street furniture where compatible with the predominant character of the surrounding area and traffic safety requirements.

RESIDENTIAL USES

The Roosevelt Community Plan Area extends from the Metropolitan Area's core to its urban fringe, and therefore contains a full spectrum of residential densities. Over the past decade, however, new development has occurred at predominantly higher densities on bypassed or redeveloped parcels in established neighborhoods. During this time, community residents have become increasingly aware of the need to provide adequate public facilities, manage use of resources and assure functional land use arrangements to stabilize neighborhoods. Although there are many existing exceptions, the plan promotes the location of higher densities in association with other intensive land uses, employment centers, transportation corridors and adequate public facilities. Lower residential densities are planned for established neighborhoods, along scenic boulevards and the urban fringe.

Goal

- 1-6 Plan for the diversity of residential types, densities and locations necessary to achieve the plan concept and accomplish the plan goals to provide for adequate housing opportunities, balanced urban growth, and efficient use of resources and public facilities.

Policies and Implementation Measures

- 1-6.1 Low density residential uses are appropriate in those areas, such as the eastern portion of the Roosevelt Community, where the integrity of established neighborhoods with semi-rural or estate characteristics is to be maintained.
- 1-6.2 Medium-low density residential uses shall be designated to preserve those single-family residential neighborhoods established with moderate to large sized lots, to provide a transition between low and medium density residential areas and to reduce conflicts between urban and non-urban uses as the predominant designation within the Community's growth area.
- 1-6.3 Medium density residential uses shall be designated for the established neighborhoods with smaller lot sizes and along appropriate transition areas. This designation shall also be applied to stabilize many neighborhoods which have experienced a piecemeal encroachment of multiple-family residential development but lack adequate streets and public facilities to support additional population increases.

- 1-6.4 Medium-high density residential uses shall be distributed to avoid excessive demands upon limited public facilities and services yet provide adequate housing opportunities with immediate access to employment, shopping, services, and transportation. Appropriate areas are designated along the East Kings Canyon Road and Freeway 180 corridors and near other areas of compatible intensive activities.
- 1-6.5 High density residential uses shall only be designated to accommodate the rezoning of existing developments that exceed the R-2 zone district density standard. Approval of R-3 zoning shall be subject to conditions of zoning requiring participation in crime prevention, code compliance, property management, and open space acquisition programs (neighborhood parks) as identified by this Roosevelt Community Plan.
- 1-6.6 Density transfers may be permitted in accordance with applicable Plan policies and the Municipal Code, such that the density transfer will not reduce the desirability of surrounding areas for the continued use or development of planned uses.
- 1-6.7 Mixed use development of a medium-high density residential designated site may be developed using the R-P or C-P zone districts in accordance with the zoning consistency and development standards of the City of Fresno Zoning Ordinance.
- 1-6.8 In order to provide a desirable range and distribution of housing opportunities, the designation of additional medium-high density residential uses (by plan amendment) may be considered appropriate for sites which comply with the following criteria:
- a. The site shall either have direct access to a major street or to a local street of sufficient vehicular capacity which does not pass through an existing or planned single-family residential neighborhood prior to intersecting a major street; and the site will not prevent the completion of a local street identified as necessary to serve a single family neighborhood.
 - b. The shape of the site is too narrow or shallow to accommodate development of local street access for single-family residential lots or its proximity to other uses is not conducive to single-family residential development (e.g., the site is bound on two or more sides by major streets, office, commercial or other nonresidential uses).

- c. Assurance that public facilities and services will be provided to accommodate demand increases or characteristics (peak factors, disruptive traffic movements, fire suppression water demands, et al.) in a manner that will maintain an acceptable level of service to the proposed use and surrounding community, in accordance with adopted plans, policies, and development standards.
- d. Compliance with other policies and development standards of the Plan which promote the compatible interface with other planned uses.

1-6.9 Residential planned developments may be appropriate for those sites that do not sufficiently meet the criteria for medium-high density residential use, but can utilize design flexibility to facilitate the desirable and compatible development of a difficult parcel without reducing the level of service provided by planned public facilities.

1-6.10 The following dwelling units per acre (gross area excluding major street right-of-way) ~~and persons per household averages~~ shall be used to project population holding capacity and demands upon public services:

TABLE 1-6.10: DWELLING UNITS PER ACRE AND PERSONS PER UNIT

<u>Designation</u>	<u>Units/Acre</u>	<u>Persons/Unit</u>
Rural	0.5	3.18
Low	1.5	3.18
Medium-Low	4.5 6.0	3.18
Medium	7.5	3.18
Medium-High	15.0	3.07
High	N/A	3.07

1-6.11 Apply the following density criteria (dwelling unit per square foot of net site area, exclusive of public rights-of-way) to special permits for multiple-family residential developments (more than one dwelling unit per lot), including those parcels already zoned R-2 or R-3 prior to adoption of the Plan.

- a. The minimum parcel size necessary to develop more than one dwelling unit on a site is 7,500 square feet.
- b. For sites not more than one acre in size, the minimum site area per dwelling unit shall not be less than 3,500 square feet.

- c. For sites greater than one acre but not more than two acres in size, the minimum site area per dwelling unit shall not be less than 3,200 square feet.
- d. For sites greater than two acres, but not more than four acres in size, the minimum site area per dwelling unit shall not be less than 3,000 square feet.
- e. For sites greater than four acres, the minimum site area per dwelling unit shall not be less than 2,700 square feet.

1-6.12 For properties zoned R-2 or R-3 but planned for medium, medium-low, or low density residential use, rezoning to a single-family residential zone district shall be pursued when the properties are vacant or are developed consistent with the planned use.

~~1-6.13 A building height of up to four stories may be considered for skilled nursing, residential care, and congregate care uses within the area bound by Freeway 180 and E. Belmont, N. Helm, and N. Peach Avenues.~~

Goal

- 1-7 Establish and maintain safe, attractive and stable residential neighborhoods with compatible relationships between housing types and densities.

Policies and Implementation Measures

1-7.1 Apply the following design standards and guidelines to all development proposed within areas designated for low, medium-low or medium density residential use.

- a. Arrange lot patterns and sizes to maintain compatibility with surrounding uses and improvements (either existing or planned), and to facilitate the development of adjacent parcels with similar lotting patterns.

~~b. Utilize guidelines (1) and (2), below, as advisory criteria in evaluating the compatibility of new residential development in areas designated for medium low and medium density residential uses. Apply guideline (3), below, as a fixed standard for development within medium density residential designated areas:~~

- ~~(1) That a minimum of 12,500 square foot lot sizes (R 1 B zoning) or larger be required in the medium low density residential planned areas adjacent to low density residential planned areas.~~
- ~~(2) That minimum lot sizes of 6,000 square foot (R 1 zoned conventional lots) or larger be developed elsewhere in medium low density residential planned areas, except when approved as a clustered planned development.~~
- ~~(3) Reduced size nonclustered lots within the medium density residential designation shall be subject to a master planned development, in which not more than 20% of the area is designed with reduced size non clustered lots.~~

c. Utilize landscape and design measures to make a positive contribution to the community's identity, provide variety, and avoid unsightly conditions (such as repetitive roof forms and roof mounted mechanical equipment). These measures should include enhanced landscaping along boundary and entry streets, architecturally designed perimeter walls, and variety of building placement and design.

1-7.2 The cluster planned development criteria and standards of Section 12-306-N-21 of the Fresno Municipal Code and the following design considerations shall be applied to new (and, where feasible, to expanded) multiple-family and cluster single-family residential developments through the special permits issuance and appeals process specified in Sections 12-405 and 12-406 of the Fresno Municipal Code.

- a. Apply the Fresno Municipal Code requirements for usable open space.
- b. The size of the proposed dwelling units, number of bedrooms, anticipated number of occupants and the site's proximity to public recreational facilities should be considered and active recreational facilities provided (such as garden areas, turfed play fields, hard surfaced game courts, recreation rooms, and swimming pools), as determined appropriate through the special permit process.

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

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

An architectural theme shall be established for each development including visually enhancing architectural features and building materials (which shall be applied throughout the development, particularly where visible to street frontages and adjacent properties). Fences and walls along street frontages shall be designed to be architecturally compatible, aesthetically pleasing, and durable.

- d. New development shall comply with the following design measures as well as any additional measures identified by the Police Department and Development Department (appealable in accordance with the Fresno Municipal Code) which promote controlled access and community surveillance of all common areas and facilities:

(1) Design pedestrian and vehicular entrances, walkways, parking areas, open spaces, common facilities, structures and fencing to inhibit uncontrolled access by nonresidents and facilitate surveillance by residents, property managers and law enforcement or security personnel.

(2) Provide fencing or walls of six (6) foot minimum height with gated pedestrian entrances (when walls or fences are not otherwise required by this Plan or the Fresno Municipal Code), in conjunction with the placement of structures to control pedestrian access.

- (3) Vehicular access gates may be required for sites larger than one acre in size unless fully enclosed garage parking spaces are provided. Fully enclosed garages shall be provided for the required covered parking spaces on sites of one acre or less in size unless alternative design measures are approved to restrict access to parking areas by unauthorized nonresidents.

1-7.3 The following design guidelines shall be considered for application to all multiple-family residential development entitlements adjacent to land that is planned for single-family residential use. These measures are to be applied as appropriate through the special permits issuance and appeals process (Section 12-405 and 12-406 of the Fresno Municipal Code) in order to best serve the health, safety, and welfare of the community. These measures may be waived where the adjacent planned single-family residential land is developed with or approved for a nonresidential use:

- a. Locate outdoor recreational areas, game courts, swimming pools, and solid waste collection areas on properties zoned for multiple-family residential uses away from single-family residential uses.
- b. Separate parking areas, carports, garages, accessory structures, and access drives from abutting properties zoned or planned for single-family residential use with a landscaped setback 15 feet wide, and with a solid masonry wall six and one-half feet high along the property line.
- c. Provide a 75-foot separation between multiple-family buildings greater than one story (20 feet) in height and property zoned or planned for single-family residential use.
- d. Direct the orientation of second-story multiple-family windows away from adjacent single-family uses.

1-7.4 Implement a City-wide proactive program ~~with funding source (such as a quarterly business tax charge per multi-family unit)~~ to maintain an acceptable quality of life within residential rental property neighborhoods.

This program shall be defined and implemented in consultation with business and community interest groups ~~(Chamber of Commerce, Rental Housing Association, Fresno Neighborhood Alliance and other neighborhood associations)~~, and shall address: 1) proactive code enforcement; 2) crime prevention design review and consultation for existing development; ~~and~~ 3) participation in management training programs ~~through industry or professional organizations such as the Rental Housing Association of Central California.~~ ~~Increases in such fees shall only be implemented after a public hearing has been held, with direct mail noticing to interested parties on file with the City of Fresno.~~

- 1-7.5 Pursue the implementation of City-wide fee for excessive calls for police service, ~~to be charged to the owners of residential properties. This effort shall include advocating changes in State Legislation, if necessary, through state-wide municipal and law enforcement associations.~~

~~When implemented, these fees should be generally applied in accordance with guidelines as follows: 1) when the number of confirmed contact police calls exceeds three times the total number of dwelling units within the property during a calendar year. (for example: a five plex times three chargeable calls equals fifteen calls per calendar year); 2) when the police calls are caused by persons creating a disturbance at their place of residence (except when an unlawful detainer action has been filed on those persons); and 3) the property owner shall be notified after the second police call to a residential dwelling unit during a calendar year. After it has been determined that the three events above have occurred, the owner shall be responsible for the full cost of all police calls as identified above. However, if an unlawful detainer action has been filed and diligently pursued against the tenant causing the disturbance, these calls will not be considered chargeable and will not be applied to the formula established above.~~

COMMERCIAL USES

This Community Plan is challenged by the need to define and give form to commercial development within its boundaries. Due to the community's complexity and its haphazard commercial development pattern this task will be difficult. The community contains a preponderance of service commercial and neighborhood retail uses located in either strip developments or older inefficiently designed shopping centers.

Commercial uses are not well distributed and do not represent the full spectrum of commercial activity. Important commercial uses are absent such as major department stores, a full service home improvement center, auto dealerships and service centers, theaters, service oriented office development and private medical facilities. The problems associated with a limited range of commercial activity are exacerbated by the lack of aesthetic appeal of much of the older commercial developments, thereby encouraging potential customers to shop outside of the community. Older commercial uses are generally over signed, developed without significant landscaping, fail to reflect prevalent design themes of nearby activities and do not provide for adequate buffers for abutting residential uses. Additionally, existing commercial activities are generally situated along the community's regionally important streets in a manner that significantly reduces the street's carrying capacity and renders public access inconvenient.

The Plan seeks to address these concerns by expanding the opportunities for the development of a full range of commercial uses including both retail activities and office development. It is also the Plan's intent to provide for a reasonable dispersal of neighborhood commercial uses throughout the planning area, to address the need for enhanced commercial design standards, and to establish policies to protect the main transportation arterials serving the community.

Retail commercial activities serving the community plan area will be concentrated within the East Kings Canyon Road corridor. These community commercial uses will be focused within a two and one-half mile length of East Kings Canyon road to be anchored at either end by rejuvenated commercial centers. This corridor, bolstered by landscaping and design standards, will help the community establish much of its character.

Large-scale regional office development will continue to be focused within the Central Area (Downtown). However, along the Freeway 180 corridor, (bounded on the north by Olive Avenue and on the south by Belmont Avenue), moderately intensive office development will be encouraged near major intersections and in proximity to planned freeway interchanges. New retail commercial activities would be permitted only where it can be demonstrated that planned street capacity is adequate to accommodate it.

Less intensive office uses, providing neighborhood and community services, may be accommodated along Clovis Avenue and along major streets within the community currently zoned for strip commercial development. These developments will also be subject to enhanced design to promote compatibility with surrounding uses. The effectiveness of the Plan's land use and development policies is also dependent upon continued application of the requirements and standards of the Fresno Municipal Code.

Finally, this Plan provides for the development of smaller neighborhood centers at appropriate major street intersections and within integrated planned developments to meet anticipated neighborhood demand. It also strives to preserve and enhance where possible, older thematic commercial areas such as Tulare Street, across from Roosevelt High School, Jensen Avenue in Calwa and the Butler/Orange commercial area.

Goal

- 1-8 Create an intensive community activity corridor by concentrating those commercial uses serving the entire Roosevelt Community Plan area along Kings Canyon Road between Chestnut and Sunnyside Avenues.

Policies and Implementation Measures

- ~~1-8.1 Concentrate community commercial uses within the Community's activity corridor area (Kings Canyon Road between Chestnut and Sunnyside Avenues).~~
- ~~1-8.2 Limit the designation of additional community commercial uses to sites that contribute to the function of the Kings Canyon Road activity corridor or to appropriate sites near Freeway 180, where determined to be consistent with public facility and service policies, and where appropriate to meet community level commercial demand.~~
- 1-8.3 Establish a Boulevard Area (BA) Overlay District with a minimum 20-foot landscaped setback along Kings Canyon Road east of Chestnut Avenue to be implemented at the time of property development or major modification as defined by the Fresno Municipal Code.
- 1-8.4 Signs shall be architecturally compatible with, and complimentary to, the character of the development and land uses for which the signs advertise.
- ~~1-8.5 Allow C-3 zoned commercial uses (except auto dealers and meat jobbers), to primarily serve the Roosevelt Community within the community commercial designation of the activity corridor, subject to C-3 conditional zoning. A review and approval of a detailed development plan shall be required, as well as a determination that each use is consistent with the Plan's goals and policies.~~
- 1-8.6 Encourage the undergrounding of all above-ground utility lines along Kings Canyon Road, wherever possible.

- 1-8.7 Identify a site, which is appropriate and consistent with overall plan goals and policies for a planned unified regional shopping center of 60 acres or more in size, through the 1994 General Plan Update process or through the redevelopment planning process.

Goal

- 1-9 Provide for a substantial increase in office uses to serve the Community's business and professional needs and reduce vehicular travel to areas outside of the Community.

Policies and Implementation Measures

- ~~1-9.1 Concentrate new office development along the proposed Freeway 180 corridor (an area bound by Freeway 41 on the west, Olive Avenue on the north, Clovis Avenue on the East and Belmont Avenue on the south) and South Clovis Avenue between McKinley and Jensen Avenues.~~
- ~~1-9.2 Limit the development of four story office structures to within the Freeway 180 corridor and at the major street intersections adjacent to planned freeway interchanges, and to major intersections along the Kings Canyon Road corridor subject to the resolution of any localized land use compatibility issues.~~
- ~~1-9.3 Limit office development, to a maximum of two stories in height along South Clovis Avenue between McKinley and Jensen Avenues.~~
- ~~1-9.4 Apply a minimum 20 foot landscaped street setback to office development of over one story in height.~~
- ~~1-9.5 Development of the office designated parcel, located on the south side of East Kings Canyon Road between Willow and Peach Avenues (Elks Lodge), shall occur in a manner that preserves the existing on site trees to the maximum extent possible.~~

Goal

- 1-10 Plan for the sizes, locations and characteristics of commercial developments that will meet community needs, that can be accommodated by the planned infrastructure, that promote land use compatibility, and that enhance the visual appearance of the plan area.

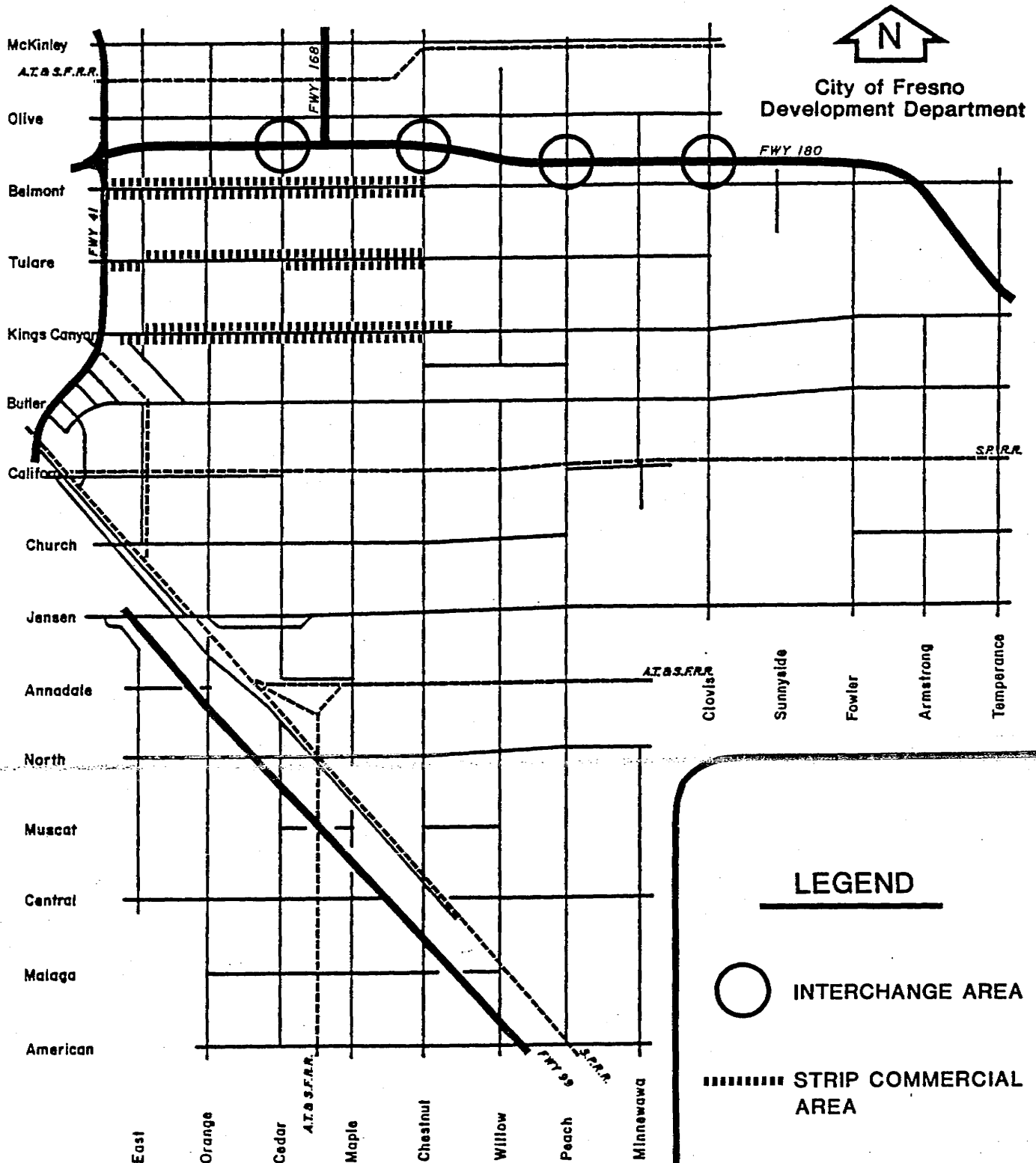
Policies and Implementation Measures

- ~~1-10.1~~ ~~Require new commercial uses to be developed within planned, unified centers of not less than 2.5 acres in area, except for highway oriented service uses located at freeway on or off ramps or along designated areas of strip commercial development (Figure 1-10.1).~~
- 1-10.2 Distribute ~~a limited amount of~~ office, retail and service commercial development outside of the Kings Canyon Road commercial corridor, ~~consistent with the demand factors and locational criteria identified as follows:~~
- ~~a. Limit neighborhood and community commercial unified shopping center uses to the intersection of two arterial streets or an arterial/expressway intersection. EXCEPTIONS: neighborhood commercial uses may be considered at arterial/collector street intersections; or when not more than five acres in size and included within a 50-acre or larger unified residential planned development.~~
 - b. Assure that public facilities and services will be provided to accommodate demand increases or characteristics (peak factors, disruptive traffic movements, fire suppression water demands, et al.) in a manner that will maintain an acceptable level of service to the proposed use and the surrounding community in accordance with adopted plans, policies, and development standards.
 - c. Allow the location of day care centers outside of office designated areas on sites that have direct access to a major street and are specifically limited to child day care center use.
 - ~~d. Locate new neighborhood commercial development away from planned schools.~~
- 1-10.3 Require the completion of a comprehensive traffic study for all proposed commercial plan amendments of five acres or more in size or in accordance with traffic study guidelines (including minimum project size) as may be established by the City of Fresno.



Figure 1-10.1

ROOSEVELT COMMUNITY PLAN UPDATE

FREEWAY INTERCHANGE & STRIP COMMERCIAL AREAS



LEGEND

-  INTERCHANGE AREA
-  STRIP COMMERCIAL AREA

- 1-10.4 Reconsider the amount and location of the commercial uses planned for the intersection of Church and Clovis Avenues, if commercial development of the northeast or northwest corners of this intersection does not occur by December 31, 1999.

Goal

- 1-11 Enhance the appearance and compatibility of existing and proposed commercial development.

Policies and Implementation Measures

- 1-11.1 Conduct an architectural and landscape review for all commercial/office developments to ensure design consistency and compatibility in scale, color, materials, design, and landscaping.
- 1-11.2 Apply the following property design standards to office, commercial and other nonresidential development entitlements adjacent to land that is zoned or planned for residential use. These standards are to be applied through the special permit issuance and appeals process (Sections 12-405 and 12-406 of the Fresno Municipal Code). They may be modified through the development entitlement process in order to best serve the Community's health, safety and welfare, if the Director of the Development Department, the Planning Commission or the City Council finds that appropriate architectural design, screening, noise attenuating and operational measures have been provided to adequately protect adjoining residential property. These standards may also be waived where the adjacent land is developed with a nonresidential use or the adjacent land has approved nonresidential development entitlements (zoning, special permit):
- a. Where possible, loading and storage areas should not be located at the front of structures. In all cases, these areas shall be screened from view of adjoining property zoned or planned for residential uses by a combination of landscape planting and a solid masonry wall. All loading spaces shall be located not less than 150 feet from the boundary of any residential property; however, the proximity of loading areas may be reduced when adequate design and operational mitigation measures are approved to protect adjacent residential uses. All storage shall be within an enclosed structure.

- b. Roof-mounted and detached mechanical equipment for commercial and office uses should be screened from view and acoustically baffled to prevent the noise level rating for the equipment from exceeding 55 Ldn measured at the nearest property line.
- c. Provide a landscaped setback, at least 10 feet wide or wider (as required by the Fresno Municipal Code) and containing deciduous and evergreen trees, to be planted and maintained along the property line between all commercial or office uses and abutting properties zoned or planned for residential uses and along abutting local streets.
- d. No commercial or office building shall be constructed within 50 feet of the property line of abutting properties zoned or planned for residential uses, unless alternative measures are approved in accordance with the above provisions.

1-11.3 Apply the following design standards to all office, commercial and other nonresidential development entitlements through the special permit issuance and appeal process (Sections 12-405 and 12-406 of the Fresno Municipal Code).

- a. Provide wall or berm separations as follows:
 - (1) A masonry wall six and one-half (6½) feet in height shall be erected on or along the property line separating commercial and office uses from properties zoned or planned for residential uses (unless developed or approved for nonresidential use such as a church or public facility).
 - (2) To protect the integrity of adjacent residential areas, a masonry wall (or combination of masonry wall and earth berm) shall provide a continuous barrier three and one-half (3½) feet to six and one-half (6½) feet in height, and shall be erected on or along the setback line 10 to 20 feet from, and parallel with, the right-of-way line abutting local streets, as determined appropriate through the special permit process.
 - (3) Earth berms shall be planted with grass or ground cover and maintained by the property owner.

- b. Within an area 100 feet wide abutting property zoned or planned for residential use, exterior area lighting for parking areas, carports, garages, access drives and loading areas for commercial and office uses shall be shielded to prevent line of sight visibility of the light source.
- c. The design of exterior trash pads and similar accessory site elements shall be compatible with the architectural style of the main building and shall use complementary materials and colors.
- d. Buildings shall have an attractive appearance on all sides, not just the front elevation. No monolithic walls shall be permitted. Implementation of design features such as the extension of the roof treatment around to the sides and back of the building, provision of pedestrian overhangs, and use of texture, relief and/or color will add interest to otherwise blank walls.
- e. Front facades, pedestrian walkways and protective overhangs shall be incorporated into site plans and building designs respectively.

1-11.4 Require the installation of Police Department call boxes in all new commercial developments five acres or larger.

1-11.5 Apply the following guidelines to proposals to convert residential properties along major streets to designated office or commercial uses:

- a. Substantial compatibility with, and no adverse impact upon, adjacent properties can be demonstrated.
- b. Satisfactory parking, vehicular access and site design measures can be demonstrated.

1-11.6 New commercial developments adjacent to an elevated freeway shall be required to have architecturally treated roofs and/or landscape screening.

1-11.7 Pursue the restoration and maintenance of the commercial small town main street characteristics of ~~the following~~ specific areas by establishing thematic design guidelines and improvement strategies to:

- 1) insure architectural and design compatibility;
- 2) preserve and enhance their unique character and commercial viability; and, 3) promote area-wide improvements with enhanced landscaping and new public facilities.

- ~~a. Roosevelt High School commercial area along East Tulare Street between South Eleventh Street and South Barton Avenue.~~
- ~~b. Calwa commercial area along East Jensen Avenue between South Ninth Street and South Roosevelt Avenue.~~
- ~~c. Butler/Orange commercial area along East Butler and South Orange Avenues bound by South Hazelwood Avenues, East Lyell Avenue, South Eighth Street and East Hamilton Avenue.~~

1-11.8 Implement the following standards and strategies to improve the appearance and compatibility of general/heavy commercial uses.

- ~~a. Establish private parking districts in areas of existing general commercial development to facilitate the provision of adequate off street parking.~~
- ~~b. Support the formation of redevelopment plans encompassing Belmont Avenue between Chestnut and First Street, and Cedar Avenue between Belmont and McKinley Avenues.~~
- ~~c. Require the designation by the City's Parks and Recreation Department of a unified landscape theme for all areas designated for general/heavy commercial development.~~
- d. Apply the conditional use permit findings and noticing procedures of the Fresno Municipal Code (Section 12-405-A) to all uses proposed within a C-6 "Heavy Commercial" Zone District and located within 300 feet of a property that is planned or zoned for residential use; and apply all appropriate design and development measures necessary to assure that the use will not be detrimental to the public welfare or injurious to surrounding uses and improvements.

- 1-11.9 Identify and implement appropriate (economically feasible) incentives such as fee reduction or deferrals, permit assistance and economic development loans to rehabilitate and improve existing commercial development.
- 1-11.10 Pursue ~~the establishment of an ordinance authorizing~~ an annual review program and abatement procedure addressing commercial establishments which sell alcoholic beverages, where repeated incidents of a serious nature (such as, but not limited, to drug sales and/or use, prostitution, violent crimes) occur and are a threat to the public health, safety and welfare and are injurious to surrounding properties and their occupants. This review shall also consider chronic problems of public disturbances, drunkenness or other behavior of patrons or employees which may be harmful to nearby residents.

INDUSTRIAL USES

The Roosevelt Community Plan contains approximately one-third of the City of Fresno's total industrial land inventory dispersed in three dissimilar areas: 1) the larger, older, heavy industrial area located in the south and west portions of the Plan area 2) the smaller industrial area located in the area of Maple and Olive Avenues, 3) and a newer light industrial/business park located in the northeast, near the Fresno Air Terminal. This Plan recognizes the important role of these industrial areas in providing employment and the economic benefits to be realized from its further development. With approximately 2,800 acres of industrially planned and zoned land, the Plan area contains one of the largest concentrations of vacant industrial properties in the Metropolitan Area and potentially the best available transportation network in the entire San Joaquin Valley to support it.

The City has designated a substantial portion of the Plan area's industrial inventory for inclusion within its Enterprise Zone Program, in which businesses are offered state income tax reductions and other incentives designed to stimulate private investments and encourage the development of employment opportunities. The City has also developed and implemented near the Fresno Air Terminal, new "business park" standards applicable to light industrial uses and has facilitated the implementation of a number of assessment districts designed to extend public facilities at low costs to developing industrial areas.

However, industrial development is restrained by a lack of readily available land with the necessary services to support new industries. Vacant land, prime for industrial development and adjacent to either Freeway 99 or existing railroads, is not readily marketable either because of a lack of public facilities,

the presence of obsolete improvements or the lack of an inclination to develop. It is estimated that less than one-third of the planned industrial land inventory is immediately available or attractive for development.

In addition, a substantial portion of the older industrial developments in the areas of South Van Ness Avenue and Maple-Olive avenues suffer from blight, due to age, deferred maintenance and a lack of planning. These areas were built without landscaping or concern for the proximity of nearby sensitive uses. The problem is exacerbated by poorly maintained local streets serving both industrial and residential areas and increased illegal dumping, especially of old tires.

In response to these problems, the City will continue to promote its Enterprise Zone Program encouraging private market forces, where possible, to correct the situation. The Roosevelt Community Plan also advocates the development of industrial or business parks, particularly along the south side of Jensen Avenue near planned residential areas. The Plan continues to provide for a substantial inventory of vacant industrial property to meet the foreseeable market demand, and identifies new standards to both approve the appearance of redeveloping and new industrial areas and to protect nearby sensitive uses. The City will renew its effort to establish assessment districts necessary to extend public services such as new sewer, water, and drainage systems, and complete major streets.

It is essentially the goal of the City to concentrate industrial development along Freeway 99 and existing railroads so that the southwestern portion of the Plan area will act as an extension of the Freeway 41 land use corridor. This will provide jobs to the growing metropolitan population in a manner that minimizes long vehicle trips and facilitates the extension of mass transit services south of the City's Central Business District thereby reducing air pollution.

Goal

- 1-12 Provide sufficient and viable locations for light and heavy industrial development within the Roosevelt Community.

Policies and Implementation Measures

- 1-12.1 Facilitate new industrial development near the Fresno Air Terminal and south of Jensen Avenue between Minnewawa and Peach Avenues consistent with the uses and standards of the City's M-1-P Zone District.

- 1-12.2 Support industrial development on vacant properties located adjacent to existing railroads south of Jensen Avenue and along Freeway 99.
- 1-12.3 Prohibit the development of new residential uses in areas designated for industrial development and pursue a long-term strategy to convert non-conforming residential properties to industrial use.

Goal

- 1-13 Ensure that new industrial development is compatible with adjacent land uses and is not aesthetically or environmentally detrimental.

Policies and Implementation Measures

- 1-13.1 Industrial areas shall be designed such that industrial truck and vehicular traffic will not route through local residential streets.
- 1-13.2 Apply City M-1-P Zone District requirements and the following development standards to industrial development entitlements adjacent to properties zoned or planned for residential uses (except as may be modified by the Development Department in accordance with Roosevelt Plan policy 1-11.2):
 - a. On properties zoned for industrial manufacturing use, a landscaped setback 20 feet wide, containing deciduous and evergreen trees, shall be planted and maintained along the property line, between these properties zoned or planned for industrial manufacturing uses and any abutting properties zoned or planned for residential uses, and along the property line abutting local streets.
 - b. The following wall and berm treatment shall be required for industrial manufacturing uses:
 - (1) A solid masonry wall six and one-half (6½) feet in height shall be erected on, or along, the property line between properties zoned or planned for industrial manufacturing uses and properties zoned or planned for residential uses;
 - (2) A solid masonry wall, or any combination of solid masonry wall and earth berm, that provides a continuous barrier three and one-half (3½) feet in height, shall be erected on or along the setback line, 15 feet from, and parallel with, the right-of-way line of abutting local streets;

- (3) Earth berms shall be planted with grass or ground cover and maintained by the property owner;
- d. The provisions of the City Zoning Ordinance (applicable to an approved industrial manufacturing district) shall apply to outdoor advertising for industrial manufacturing uses.
- e. Place loading docks and areas on the sides of industrial manufacturing buildings that face away from, or are not less than 150 feet from, adjacent residential property
- f. Roof-mounted and detached mechanical equipment shall be screened from view and acoustically baffled to prevent the noise level of the equipment from exceeding 55 Ldn, measured at the nearest property line;
- g. Within the area 75 feet wide and abutting property zoned or planned for residential use, exterior area lighting for industrial manufacturing buildings, parking areas, carports, garages, access drives, loading areas, and loading docks shall be shielded, to prevent line of sight visibility of the light source from abutting property zoned or planned for residential use.

Goal

- 1-14 Facilitate the timely provision of public facilities and services to all industrial areas in an equitable manner.

Policies and Implementation Measures

- ~~1-14.1 Support and encourage the establishment of a redevelopment district for the South Van Ness industrial area and Maple/Olive Avenue industrial area.~~
- 1-14.2 Establish a public improvements program (complete with specific timelines) for necessary improvements for the City's Enterprise Zone, ~~encompassing the phased extension of water, sewer, and street improvements.~~
- ~~1-14.3 Promote the establishment of private assessment districts to cover the costs necessary for service extensions and maintenance costs for all industrial areas.~~

- ~~1 14.4 Pursue the establishment of a business license fee for all industrial areas City wide to fund zoning enforcement costs, rubbish removal, and security training and enforcement programs.~~
- ~~1 14.5 Establish a landscape maintenance district for industrial areas in the Roosevelt Community.~~

OPEN SPACE, RECREATION, AND CONSERVATION

It is the purpose of this section to provide strategies to preserve and enhance the Plan area's open space resources, and to provide facilities to meet the Community's current and future recreation needs. This area is currently deficient in usable park space and recreation facilities. It falls below City averages for park area to population ratios and adopted City standards. This deficiency occurs throughout all categories; including City parks, support recreational facilities, multi-purpose trails, and private open space.

Open space planning is important not only because it can provide for the protection of sensitive environments such as flood zones and areas impacted by airport noise, but also because it provides for the residents psychological well-being by offering an opportunity for relaxation and a change of pace from daily tasks. Through good planning, both public and private open space resources can be organized to meet the Community's needs for hiking, jogging, organized sports, relaxation and recreational pursuits.

Specifically, this section establishes goals and policies designed to achieve a full range of park facilities, to promote the development of private and semi-public open spaces where appropriate, and to support the completion of a comprehensive network of hiking and equestrian trails. Plan policies advocate the creation of a 160-acre regional park along the plan area's southeastern fringe (west side of the Minnewawa alignment and south of Jensen Avenues), the establishment of several new community and neighborhood parks and the expansion of a number of existing recreational facilities. Expansion of the regional park to 320 acres, by adding 160 acres east of the Minnewawa alignment, may be considered as a part of the 1994 General Plan Update.

The Plan calls for the creation of both private and public open space areas, such as combined storm water run-off/recharge lakes, to be available for common use and linked together by a possible combination of trails and running water in the areas located south of the California Avenue alignment between Peach and Fowler Avenues. Multi-purpose trails and equestrian areas will also be established where feasible, along abandoned rail right-of-ways, canal banks and along major traffic corridors. Finally, the Plan recommends the development of a landscape master plan for public

area improvements. The master plan will enlarge upon the City's Central Area streetscape program by providing specific unifying design concepts for the Community's public parks, streets and open space areas.

Goal

- 1-15 Promote for the continuing development of a public park system to meet the Community's park and recreation needs at varying levels.

Policies and Implementation Measures

- 1-15.1 The public park system shall be classified as follows, to be developed in accordance with the standards specified in the City's Master Plan of Parks, Facilities, Recreation and Community Services:

Mini Parks (Pocket Parks) - Small (generally less than two acres) parks located near higher density development when adequate open space and recreational opportunities within the project area are not available.

School Grounds/Playfields - School sites comprise a large inventory of recreational open space areas providing recreational space for organized activities such as soccer, youth baseball, tennis, exercise, and gym areas.

Neighborhood Parks - Semi-active parks five to ten acres in an area designed to serve residents living within a one mile radius of the site or between 10,000 and 15,000 residents.

Community Parks - These parks service an area within a two to four mile radius of the site and serve a population of between 50,000 and 80,000 residents. They have lighted sport fields and specialized equipment not found in neighborhood parks. The community park is the nucleus of the park system, where members of the community congregate for area-wide functions or programs. At the heart of the park is the community center of 25,000 to 30,000 square feet, which provides at least the following facilities and services:

- Gymnasium (with showers and lockers)
- Multi-purpose room
- Meeting rooms
- Senior activity center
- Administrative offices
- Snack bar and kitchen facilities

Regional Parks - Regional parks are developed to serve residents living within each quadrant of the City. The park serves a population of approximately 100,000 residents with a size of generally 100 or more acres. The regional park offers nonprogrammed, nature-oriented recreational opportunities. Improvements include picnic shelters, hiking trails, lakes, streams, public gardens, and facilities not normally located in an urban setting.

Ponding Basins - The Fresno Metropolitan Flood Control District provides many open space opportunities through the public use of recharge facilities that the FMFCD maintains as open play fields. There are currently three neighborhood parks in the City located within basin areas, with several more large basins turfed by FMFCD. Because FMFCD has a continual funding source for obtaining new basins and has a good working relationship with the City, it is likely that basins will continue to provide important open space areas.

- 1-15.2 Pursue the implementation of the City's Master Plan for Public Parks and Recreation to achieve the following standards:

TABLE 1-15.2: RECOMMENDED CITY OF FRESNO PARK STANDARDS

Park Type	Acres/ 1,000	Size Range	Population Served	Service Area
Playfield/ Schoolground	-----	1-2.5 ac.	3-5,000	1/4-1/2 mi
Neighborhood	0.75	5-10 ac.	10-15,000	1/2-1 mi
Community	0.25	15-20 ac.	50-80,000	2-4 mi
Regional	2.00	100+ ac.	100,000	1/2 hr. dr
Total	3.00			

- 1-15.3 Prioritize the development of new park sites to provide for, and give priority to, parks in substantially developed areas.

- 1-15.4 Negotiate with Caltrans (and other public agencies or private property owners) to develop remnant parcels along the freeway corridors and evaluate other underutilized parcels (such as the abandoned railroad spur track northwest of the Tulare Street and Cedar Avenue intersection) for potential mini-park sites or landscaped public areas.

- 1-15.5 ~~Pursue the development of a 160 acre regional park (combining both passive and active recreation uses and centered around water features), to be located at the southwest corner of the Jensen Avenue and Minnewawa Avenue alignments. Consider designating an additional 160-acres of regional park use east of the Minnewawa Avenue alignment with the 1994 General Plan Update. No acquisition shall be pursued until a further evaluation of alternative sites is conducted by the 1994 General Plan Update and at least 75% of the site can be acquired from willing sellers.~~
- 1-15.6 Pursue the expansion of the Mosqueda Community Center westerly towards Maple Avenue.
- 1-15.7 Encourage the Fresno Metropolitan Flood Control District to landscape existing and future ponding basins and any designated recharge facilities for the aesthetic benefit of the community. At a minimum, the City shall advocate that the street frontage portion of all facilities be landscaped.
- 1-15.8 Establish joint use programs for park facilities and school playgrounds and playfields, in order to provide a wider range of recreation programs and maximize the efficient use, maintenance, and supervision of public facilities..
- 1-15.9 Promote safety, accessibility and compatibility between parks and adjacent residential areas through creative design, adequate maintenance, and enforcement of regulations regarding littering and drinking in public parks.
- 1-15.10 Require the installation of security lighting for parking, points of access, and building areas at all public recreation and park sites.
- ~~1-15.11 Pursue the development of a pocket park to the north of East Kings Canyon Road between Chestnut and Peach Avenues.~~

Goal

- 1-16 Establish a network of multi-use trails utilizing creeks, canal banks, utility power line easements, railroad rights-of-way, and highway and street corridors to maximize the community's recreational and open space resources.

Policies and Implementation Measures

- 1-16.1 Implement the goals, policies and standards of the ~~City's Master Trails Plan and Multi-Purpose Trails Manual.~~

1-16.2 Establish an integrated effort among affected agencies to implement multi-purpose trails as identified in the Master Multi-Purpose Trails Manual and Plan, and supplemented by the following (Figure 1-16.2):

- a. East McKenzie Avenue alignment between North Barton and North Clovis Avenues (bike trail).
- b. Mill Ditch, located along McKinley Avenue, between Freeway 41 and Temperance Avenue (multi-purpose trail/canal bank).
- c. Fancher Creek (Washington Colony and Central Canals) from Tulare and Temperance Avenues to Jensen and Chestnut Avenues (multi-purpose trail/canal bank).
- ~~d. East Ventura Avenue/East Kings Canyon Road from Cedar Avenue to Temperance Avenue (bike trail).~~
- e. East Huntington Boulevard from Freeway 41 to Barton Avenue (bike trail).
- f. Golden State Boulevard between California and North Avenues (bike trail).
- g. East North Avenue from Golden State Boulevard to South Chestnut Avenue, then north on Chestnut Avenue to Jensen Avenue connecting with Fancher Creek (bike trail).
- h. South Fowler Avenue from East Kings Canyon Road to East Belmont Avenue (bike trail).
- ~~i. East California Avenue from Railroad Avenue to South Willow Avenue (bike trail/railroad right of way), and from South Willow Avenue to South Temperance Avenue (multi-purpose/railroad right of way).~~
- j. South Minnewawa Avenue between East Butler Avenue and Fancher Creek (equestrian).
- k. Clovis Avenue from McKinley Avenue to Jensen Avenue (bike trail).
- ~~l. Adjacent to the south side of the Freeway 180 alignment between Freeway 41 and Temperance Avenues (bike trail/potential multi-use trail, excluding equestrian use).~~
- ~~m. Adjacent to the west side of the Freeway 168 alignment between Freeway 180 and McKinley Avenue (bike trail/potential multi-use trail, excluding equestrian use).~~

- 1-16.3 Pursue the implementation of the master planned trails system as a requirement of property development, and pursue establishment of a trails development fee and cost reimbursement program.
- 1-16.4 Limit driveway crossings of multi-purpose trails to not more than two (2) per block (660-foot length) except where it is determined that there is no other feasible alternative.
- ~~1-16.5 For multi purpose trails located adjacent to planned freeway routes, the City of Fresno's Parks and Recreation Department shall aggressively pursue state and federal funding for trail improvements.~~
- 1-16.6 Initiate efforts (in cooperation with the Fresno Irrigation District, railroads and other owners of utility easements and rights-of-way) to identify and implement measures to prevent inappropriate vehicular access to these rights-of-way.

Goal

- 1-17 Promote the private development of semi-public, multi-purpose, open space areas to serve neighborhood needs and to enhance the community's aesthetic character.

Policies and Implementation Measures

- 1-17.1 Within the area bounded by Jensen Avenue on the south, Peach Avenue on the west, California Avenue on the north, and Temperance Avenue on the east, all single-family residential developments shall designate and develop at least five (5) percent of their total project area (excluding major street right-of-way) for public or private common open space (such as, lakes combining storm water management and groundwater recharge functions, community recreation, and passive open space). Alternatively, an equivalent amount of area may be provided in conjunction with approved public or quasi-public open space within 1/4-mile of the development.
- 1-17.2 Development within the above area shall contribute to the construction of landscaped median islands at least 370-feet in length on collector streets at identified intersections with either Jensen or Clovis Avenues in accordance with Policy 1-5.2.

- 1-17.3 Single-family residential developments located outside of the above-noted boundaries, and exceeding eight (8) acres in total project area, shall designate and develop at least five (5) percent of the total project area for open space use, or contribute an equivalent amount in accordance with policy 1-7.1 of this Plan.
- 1-17.4 Require that all proposed water features within the Roosevelt Community either be connected with other planned water features or the nearest major street by a public trail (or landscaped pedestrian route along a local street).
- 1-17.5 Apply the 25 percent open space requirement of the Fresno Municipal Code to multiple-family residential development and single-family residential planned unit developments.

Goal

- 1-18 Provide for the development of a comprehensive equestrian trail system within the Roosevelt Community Planning Area that is free from conflict with vehicular traffic.

Policies and Implementation Measures

- 1-18.1 Designated equestrian trails shall be developed to minimum widths of 25 feet with a nine (9) foot clearance above ground, and shall be constructed of a suitable composite surface that can accommodate both equestrian and pedestrian traffic.
- 1-18.2 Provide for the development of staging (horse trailer parking) and watering areas periodically along each trail.
- ~~1-18.3 Provide for the development of equestrian trails along the California Avenue alignment between Willow and Temperance Avenues.~~
- 1-18.4 Provide for the development of an equestrian trail along South Minnewawa Avenue between Butler Avenue and the Central Canal.
- 1-18.5 Prior to the development of any equestrian trail, equestrian interests should secure and make available for public use no less than 20 percent of the total costs of the project.

Goal

- 1-19 Provide for the development of master landscape plans along all major streets within the Roosevelt Community Planning Area.

Policies and Implementation Measure

- 1-19.1 The City of Fresno Parks and Recreation Department shall establish landscape master plans that set forth the type of trees, shrubs and ground covers to be utilized along each major street.
- 1-19.2 Streetscapes within the Roosevelt Planning Area shall match those adopted for those major streets originating in the City's Central Area.
- 1-19.3 New development shall be responsible for the implementation and maintenance of that portion of the master landscaped area contiguous to the new project's boundaries.
- 1-19.4 Where new streets (either major or local) are developed adjacent to any canal, railroad right-of-way, or public easement, the development project shall be responsible for landscaping (with irrigation system) adjacent to the canal, railroad, or easement.
- 1-19.5 Master landscape plans shall be compatible with landscape programs established for parks and other public facilities located along each major street within the plan area.

Goal

- 1-20 Provide for the protection of sensitive or valuable open space areas

Policies and Implementation Measures

- 1-20.1 Implement the policies and programs established by the Fresno Air Terminal Environs Area Specific plan.
- ~~1-20.2 Prohibit the development of new structures within designated 100 year flood plains.~~
- 1-20.3 Support efforts to conserve prime agricultural land outside of the planned urban area and preserve those areas which contain valued natural resources and wildlife habitat or are necessary to protect the public's health, safety and welfare.
- ~~1-20.4 The area planned for agricultural use along the west side of South Temperance Avenue, south of East Butler Avenue, may be considered for a residential use through a plan amendment that establishes mitigation measures that will assure compatibility with adjacent agricultural processing uses.~~

PUBLIC AND QUASI-PUBLIC USES

Within the Roosevelt Community Plan area there are several large public and quasi-public uses located in close proximity to residential areas. Such uses include government owned and operated facilities such as the Valley Medical Center, the Internal Revenue Service Data Processing Center (IRS), the Fresno Fairgrounds, and Roosevelt High School. These facilities have the potential to generate significant levels of noise, traffic, air pollution and other neighborhood nuisances. Local and major street system has been modified, neighborhood circulation systems disrupted and residential areas disturbed as a direct result of the lack of long-term planning for these uses.

Substantial traffic congestion has occurred by the routing of non-residential traffic through established residential areas. Neighborhoods around Roosevelt High, the Valley Medical Facility, and the Fresno County Fairgrounds have been impacted by the failure to provide sufficient on-site parking to meet needs. In the case of the Fairgrounds, new activities have generated increased noise impacts on surrounding uses.

Therefore, the public and quasi-public designation has been applied, and policies identified to enhance the compatibility of these uses with nearby residential areas, to provide for more efficient use of these facilities and to promote the coordination of future changes or improvements with public service capacities.

It is also the intent of this Plan to provide for the long-term reduction of some existing uses at each site by supporting their eventual relocation. It is desirable to facilitate the relocation of the Valley Medical Center to the City's Central Area. In addition, the more intensive activities currently conducted at the racing, tractor pulls, and other high noise and high attendance Fairgrounds are suggested for relocation to a new site located south of the planning area. This new site could serve auto activities that are constrained by adjacent residential uses.

Goal

- 1-21 Guide the location and intensity of public and quasi-public uses to support the planned urban form, relationship of land uses, and community identity.

Policies and Implementation Measures

- 1-21.1 Consider the relocation of Valley Medical Center to the City's Central Area.
- 1-21.2 Recommend that all new County government activities relocated to the Fresno County complex at Cedar Avenue and Kings Canyon Road provide sufficient on-site parking facilities to meet both employee and clientele needs.

~~1-21.3 Support the formation of a joint City/County/Fair Board Committee to study the following issues:~~

~~a. Establish a 20 year relocation plan (including selection of a new facility south of Jensen Avenue) for those more intensive activities such as concerts, auto racing, tractor pulls, and other similar noise generating events.~~

b. Consider joint use of the existing Fairgrounds facility with City Parks and Recreation to meet the Community's active recreation needs.

1-21.4 Encourage public schools and require private schools to locate and develop with vehicular access directly onto a major street; orient pedestrian access to a controlled major street intersection or the quarter-mile point along a major street; provide on-site passenger loading areas and left-turn lanes at vehicular access points; participate in the signalization of intersections and crossings when determined to be necessary by the Public Works Department and the School District collectively through the Community School Safety Program.

1-21.5 Designate public and private school sites in excess of three acres in area for public use, to allow land use compatibility considerations and provision of adequate public services.

1-21.6 Provide for the potential expansion of the Fresno Pacific College Campus subject to implementation of an approved master plan that will provide adequate vehicular access and on-site parking compatible with the surrounding residential neighborhood. Interim conversion of residential structures to educational or school related use shall comply with applicable policies of this plan, including policy 1-11.5.

~~1-21.7 Locate places of worship in accordance with the criteria applicable to new multiple family residential uses (Roosevelt Plan policies 1-6.8 a, c, and d). Sites in excess of three acres are to be designated for quasi-public use or office-commercial. Landscaped buffers and building setbacks shall be designed adjacent to residential property and along street frontages to promote compatibility with surrounding residential uses.~~

1-21.8 The Internal Revenue Service Regional Processing Center is important to the Roosevelt Community Plan Area and Metropolitan Area; therefore, a high priority shall be given to promoting its retention and expansion while maintaining compatibility with the surrounding neighborhood.

CIRCULATION

This chapter describes the Plan area's circulation systems, identifies deficiencies, and provides strategies to expand and improve their overall function. It is divided into three sections. The street circulation section, addresses the area's major street system, and presents remedial actions. The transit section discusses alternative transportation modes such as bus service and the long-term potential for mass transit. The bikeways section, identifies a number of opportunities to enhance the Community's bike routes through the establishment of a series of bike lanes and paths looping throughout the Community.

STREET CIRCULATION

In the City of Fresno, major streets are normally planned to form a grid pattern with alternating collector and arterial streets spaced at half-mile intervals. This pattern is relieved on an irregular basis by expressways and/or Freeways 99, 41, 168, and 180. In the Roosevelt Planning area, this grid system is incomplete and often interrupted by natural or man made obstacles. The area's proposed Freeways 180 and 168, while potentially funded, have yet to be constructed. Portions of major collector streets such as California, Armstrong, Butler, and Church have yet to be fully planned or, as in the case of Willow, Minnewawa and Butler, are intentionally interrupted to avoid carrying excessive traffic volumes. Some arterials, such as Peach and Fowler, continue to exist along major portions of their alignments as rural thoroughfares providing inadequate service to through traffic. Further complicating matters is the fact that where the street system has been completed and developed as planned, its function has been severely impacted by the location of major public facilities. Cedar Avenue and Kings Canyon Road serve the Valley Medical Center and numerous Fresno County offices. Peach Avenue and Kings Canyon Road serve the Internal Revenue Services Data Processing Center. The County Fairgrounds are located along Kings Canyon Road. Roosevelt High School, as well as several elementary schools, front on to Tulare Avenue.

Increased traffic congestion on major streets such as Kings Canyon Road and Cedar Avenues, has contributed to the exposure of established neighborhoods to traffic nuisances as motorists seek alternative routes. The 1978 Roosevelt Community Plan recognized the existence of this situation and proposed the development of a comprehensive series of circulation improvements designed to correct the situation. Unfortunately, those improvements, including the construction of Freeways 180 and 168, and the completion of the planned grid major street system have not been completed.

This plan incorporates many of the same strategies. It urges the construction of Highway 180 as a six-lane freeway from Freeway 41 to Clovis Avenue by the year 1996, and extended, at not less than expressway standards, to Temperance Avenue by the year 2005. The street grid circulation system is to be expanded in the undeveloped portions of the Community with the addition of Church, Butler, Armstrong, Minnewawa, and Sunnyside Avenues. Peach Avenue will be widened to four-lanes with the condition that impacts on existing trees, homes, and schools along its route be minimized. Minnewawa Avenue south of Butler Avenue will not cross Fancher Creek, but will be designated as a collector street between Jensen and Church Avenues. The scenic designations of Butler Avenue, Minnewawa Avenue, and Huntington Boulevard would remain in force.

Goal

- 2-1 Establish a complete and continuous street system that provides for the safe and efficient movement of people and goods throughout the plan area.

Policies and Implementation Measures

- 2-1.1 Implement a public street circulation system (Figure 2-1.1), classified as follows, with development to occur in accordance with adopted Public Works standards:

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

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

Super Arterial Four- to six-lane divided roadways, with one full median break permitted between the half mile points, with limited access to abutting properties, and with a primary purpose of moving traffic in and out of the plan area.

Arterials Four- to six-lane divided roadways, with limited access to abutting properties, and with the primary purpose of moving traffic in and out of the metropolitan area.

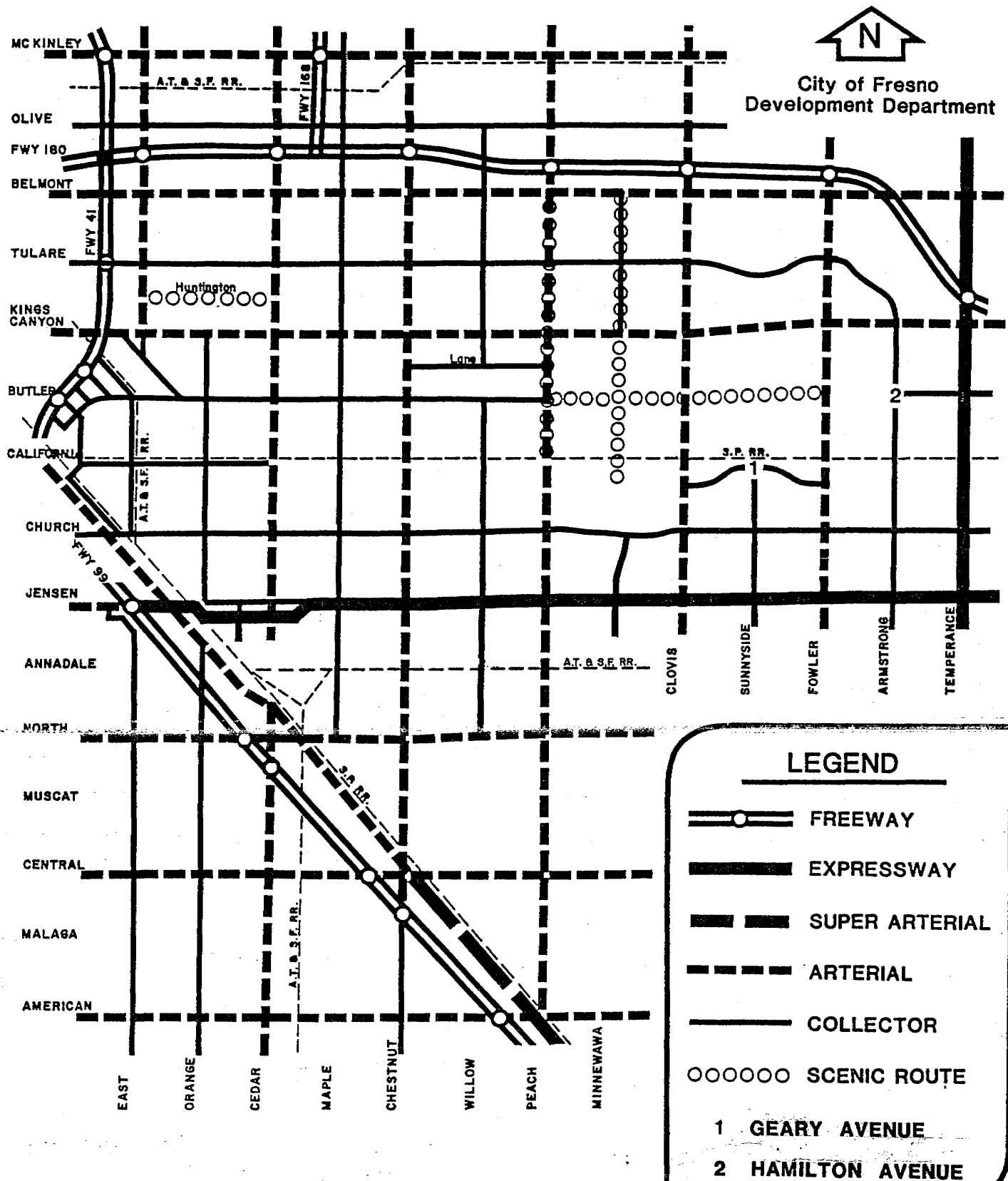
Collectors Two- to four-lane undivided roadways, with the primary function of connecting local streets with arterials and providing access to abutting properties.

Locals - Two- to three-lane roadways designed to provide direct access to properties while discouraging through traffic between major streets.

Figure 2-1.1

ROOSEVELT COMMUNITY PLAN UPDATE

CIRCULATION PLAN



- 2-1.2 Allow a level of service "D" (moderate congestion at peak traffic periods) as the acceptable level of traffic congestion on public streets within the Roosevelt Community Plan area.
- 2-1.3 Prevent streets and intersections from degrading below level of service "D" (as defined in a Level of Service Ordinance) due to new development or expansion of existing development through implementation of a three-part mitigation program: adjacent right-of-way dedication, access improvements, and an area-wide impact fee.
- 2-1.4 Consider the construction of grade separations for all expressway intersections unable to meet an "E" level of service.
- ~~2-1.5 Identify and pursue strategies (including reprioritization of the Measure "C" Local Transportation Fund Expenditure Plan) to develop Freeway 180, on the alignment identified by the Community Plan Circulation Map, from Freeway 41 to Clovis Avenue or Fowler Avenue in a single phase by 1996.~~
- 2-1.6 Enforce all regulations in the City's power, and pursue all other opportunities, to reduce conflicts between railroad operations and vehicular circulation.
- 2-1.7 Space and synchronize traffic signals to minimize vehicular delay, particularly on East Kings Canyon Road.
- 2-1.8 Full median breaks on arterials may be provided only at quarter-, half-, and mile intersections, to be developed with left turn lanes at each break.
- 2-1.9 Provide additional right-of-way and pavement width to accommodate turn lanes at intersections in accordance with Department of Public Works standards.

Goal

- 2-2 Preserve major street system capacity by minimizing the impacts of high traffic generating uses, and accommodate regional traffic movement through the community while minimizing impacts upon sensitive land uses.

Policies and Implementation Measures

- 2-2.1 Design access to collectors and arterials from commercial and office uses to minimize traffic disruption.

2-2.2 Retail commercial development at the intersection of an expressway and a major street shall gain left-turn access from the major street at about one-eighth (1/8) of a mile, and right-turn entrance and exit not less than one-sixteenth (1/16) of a mile, from the intersection. Signalized access shall be located no closer than a quarter of a mile from an expressway, except as modified by a specific traffic study or Environmental Impact Report.

~~2-2.3 Prohibit the approval of additional commercial development on expressways beyond that already planned, in order to protect that classification of streets (important for a metropolitan wide traffic carrying role).~~

2-2.4 The City shall continue to examine the need to install left-turn signal phases at major street intersections (such as First and Tulare Streets), and shall prioritize their installation when warranted and when funds are available for such installations.

2-2.5 Limit designated truck routes to arterials and expressways specifically signed for that purpose, or to collector and local industrial streets which directly service planned industrial areas.

2-2.6 Locate truck access to commercial property at the maximum practical distance from adjacent or nearby residential properties.

2-2.7 Apply mitigation measures to lessen the effect of major street traffic noise on adjacent residential property for all new residential uses (pursuant to the Noise Element of the City of Fresno General Plan; Title 24 of the California Administrative Code; and Section 12-224 of the Fresno Municipal Code, the Expressway Overlay District); and pursue the application of such measures for existing residential property to the extent feasible.

2-2.8 New single-family residential lots shall not be allowed to front on a major street unless it can be satisfactorily demonstrated that no feasible alternative means of access can be provided to the property. Evaluation of alternative means of access shall include the consideration of frontage roads, backup treatment, and substantial redesign of the subdivision proposal.

2-2.9 Require the completion of a comprehensive traffic study for each new shopping center in accordance with policy 1-10.3.

Goal

- 2-3 Establish and maintain a street system that is compatible with planned uses, creates a positive community image, and contributes to the Community's enhanced quality of life.

Policies and Implementation Measures

- 2-3.1 Design major street alignments and transportation improvements to adequately distribute traffic while minimizing excessive noise impacts upon adjacent uses.

- 2-3.2 Locate and design multiple-family residential, commercial, office and industrial development to avoid increasing traffic levels on local residential streets.

- 2-3.3 Where two classified streets (e.g., arterial and collector) form a "T" intersection, a local street shall not form the fourth leg of the intersection unless required to provide access to large developments.

- 2-3.4 Design local street systems to minimize through traffic movements and avoid excessive street lengths to discourage speeding.

- 2-3.5 Establish integrated local street systems within larger areas (40 acres or greater size) planned for medium or medium-low density residential uses consistent with the following design objectives:

- a. Strive to provide access to as many boundary major streets as possible in a manner that maintains land use and traffic compatibility, discourages through traffic, and avoids excessive traffic volumes (more than 600 vehicle trips per day) and speeds (greater than 25 miles per hour).

- b. Design local street alignments to facilitate pedestrian access to schools and parks; and promote safe, aesthetically-pleasing neighborhoods by utilizing sidewalks with park strips (of sufficient width to accommodate street trees) along both sides of local streets (except cul-de-sacs) serving densities of four dwelling units per acre or greater.

~~Alternative sidewalk patterns without park strips may be considered subject to the design and implementation of an acceptable street landscape plan.~~

- 2-3.6 Assure the provision and maintenance of landscaping on both sides of, and in the median of, arterial streets and on both sides of collector and local streets (including the mouths of local streets where they intersect with major streets).
- 2-3.7 Enhance the scenic boulevard nature of Butler Avenue and address the safety hazard to Ayer School by discouraging high-speed through traffic. To accomplish this: 1) ~~immediately~~ synchronize traffic lights to maximize flow on Kings Canyon Road; 2) construct Freeway 180 through to Clovis Avenue ~~by 1996;~~ and 3) ~~immediately install stop signs on Butler at Villa Avenue and Minnewawa Avenue intersections.~~
- 2-3.8 Apply the Expressway Area (EA) Overlay District to Jensen and Temperance Avenues.
- 2-3.9 Require the provision of a minimum 20-foot landscaped area from the curb line along all expressways at the time of development or major modification (as defined by the Fresno Municipal Code). An open, architecturally designed fence or solid wall shall be provided, as required through the special permit process, to restrict unsafe pedestrian access to the expressway. Apply a 15-foot (or larger) boulevard area setback to all other major streets as identified by Roosevelt Plan policy 1-5.8.
- 2-3.10 Pursue implementation of a landscape improvement program to install landscaping along those portions of the expressways where the street frontage has already been developed without landscaping.
- 2-3.11 ~~Designate Minnewawa Avenue (which shall not cross Fancher Creek) as a scenic street to be developed with a 50-foot (measured from the right-of-way line) landscaped setback between Fancher Creek and Kings Canyon Road; and with a 20-foot landscaped setback between Church and Jensen Avenues and also between Kings Canyon Road and Belmont Avenue.~~
- 2-3.12 Designate Huntington Boulevard (between First Street and Cedar Avenue), Butler Avenue (between Peach and Fowler Avenues), Peach Avenue (between the California Avenue alignment and Belmont Avenue) and Minnewawa Avenue (between Central Canal and Belmont Avenue) as scenic routes, and preserve existing trees along these rights-of-way where possible.

TRANSIT

Due to the metropolitan area's relatively modest density of residential development and the lack of sufficiently concentrated multiple employment centers, the automobile remains the primary vehicle of transportation. However, the City of Fresno's Transit Department strives to maximize bus service throughout the Metropolitan Area via the established grid system of major streets. To increase use of public transportation in the future, the City will strive to implement land use strategies and transit systems enhancements within the Plan Area such as the following: 1) planning for land use patterns compatible with public transportation; 2) increasing the frequency of bus services along major transportation routes as funding permits; 3) establishing a transfer station at an appropriate location to improve accessibility and, 4) establishing express bus service along Freeway 180 supported by park and ride programs.

Goal

- 2-4 Develop a street system and land use policies that support public transportation, thereby reducing traffic congestion and improving air quality.

Policies and Implementation Measures

- 2-4.1 Provide bus turnouts along expressways, arterials, and collectors where appropriate.
- 2-4.2 Require new development to install indented curbs for bus turnouts, bus shelters, and other transit-related public improvements, where appropriate.
- 2-4.3 Develop ~~park-and-ride~~ lots at appropriate locations to support public transit and car pooling.
- 2-4.4 Develop one or more transfer stations to focus transit services within the Plan area.
- 2-4.5 Encourage the Fresno County Transportation Authority and the Council of Fresno County of Governments to consider the feasibility of constructing a mass transit system in the Freeway 180 and 168 corridors.
- 2-4.6 Pursue the implementation of increased frequency of bus service along arterial streets with funding from Measure "C", state transportation funds, and local impact fees from new development.

- 2-4.7 Pursue implementation of express bus service along Freeway 180 (upon its construction) supported by a park and ride program.

BIKEWAYS

The Roosevelt Community Plan Area possesses a mixture of characteristics that enhance and detract from bikeways. A positive aspect is the older, often spacious, character of much of the area that offers pleasant bicycling. The established portion of the Plan Area was built with a grid street system, enabling bicyclists to use local streets rather than the more heavily-traveled classified streets.

Negative aspects that hinder bikeway development include high vehicular traffic volumes, inadequate or varied street right-of-way/widths and the absence of standard street improvements. Bikeways also suffer from inconsistent land use patterns on many of the major streets. For example, single-family residential land uses are interspersed with commercial land uses along Ventura Avenue. Single family residential land uses are not required to make provisions for extensive off-street parking similar to the requirements for commercial land uses. Implementation of a bike lane along Ventura Avenue, would almost certainly require the exclusion of on-street parking resulting in an inconvenience to the single family residences.

In order to provide a continuous and well integrated bikeway system linking open spaces and major public uses, the Roosevelt Community Plan directs the implementation of bikeways along all newly constructed major streets. These bikeways are to be implemented primarily as bike lanes along the outside edges of the street pavement. Where an additional ten-feet of street width is not provided, this will necessitate the prohibition of on-street parking. However, it must be recognized that future increases in traffic volumes and congestion due to increasing urbanization or over-intensified development of major street intersections could generate competing demands for use of available street width.

The different physical and operational characteristics of bicycles and automobiles make it important that some sort of consideration be made when they operate in close proximity to each other. This consideration is called a bikeway, which is the generic term for the following kinds of bicycle facilities:

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

- Bike lanes are an on-street bikeway in which separate automobile and bicycle travel lanes are designated visually by signs and street markings.
- Bike routes are a system of streets with signs denoting them as a Bike Route, warning motorists to anticipate bicycles on these streets and to indicate to bicyclists a desirable routing because of low traffic volumes or continuity to activity centers.

Goal

- 2-5 Provide a continuous and easily accessible bikeway system within the Roosevelt Community Plan area.

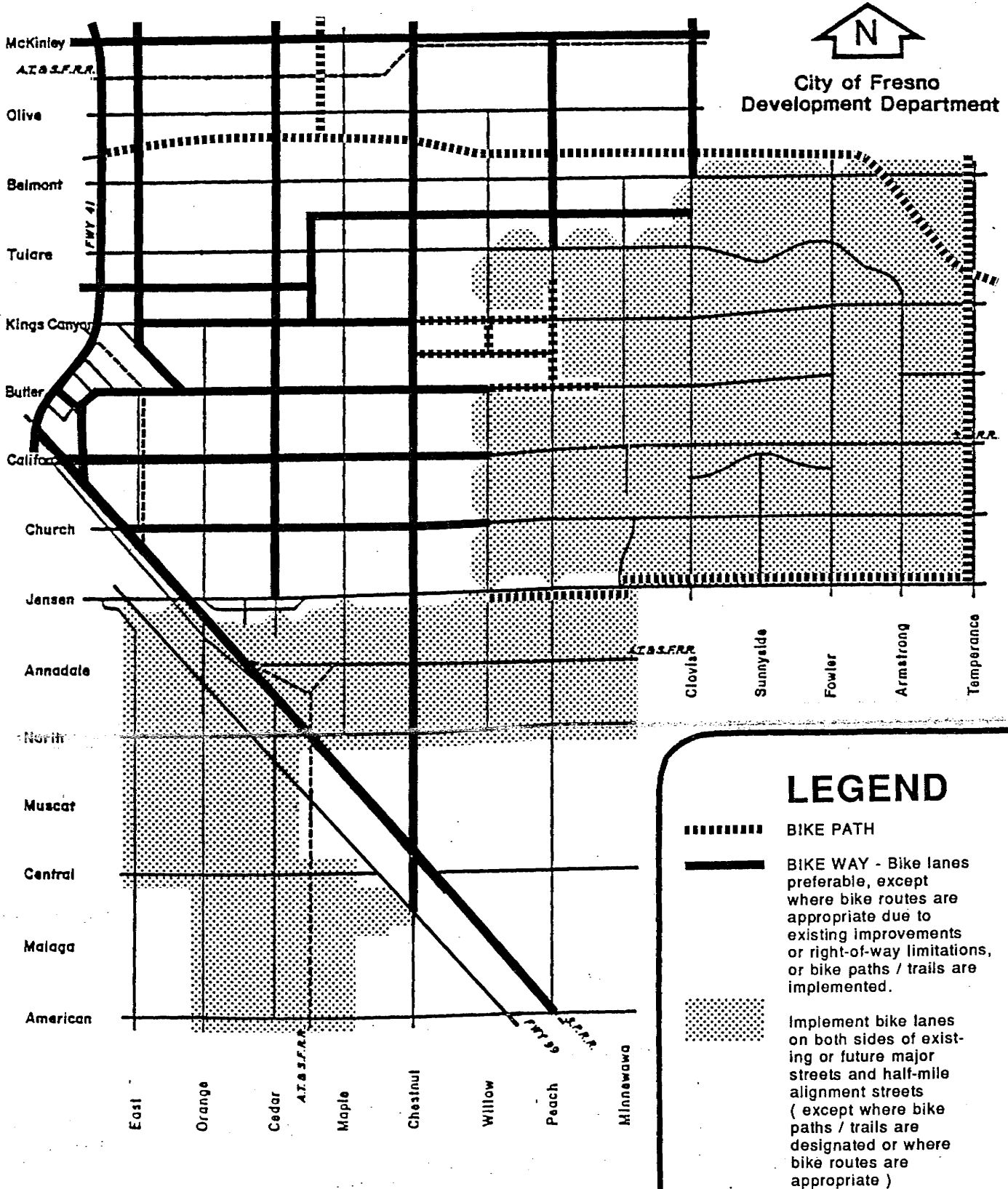
Policies and Implementation Measures

- 2-5.1 Develop a continuous bikeway system, ~~as identified by Figure 2-5.1,~~ that provides linkages between bikeway components and access to major traffic generators such as commercial centers, schools, recreational areas, and major public facilities.
- 2-5.2 Provide geographical coverage of the Roosevelt Community Plan area with a bikeway system developed generally at half-mile intervals.
- ~~2-5.3 Support the designation and implementation of bikeways along Freeways 41, 180, and 168.~~
- 2-5.4 Require that bikeway construction be secured as a condition of approval of new development adjacent to designated bikeways.
- ~~2-5.5 Provide not less than ten (10) feet of street width to implement bike lanes for designated bikeways, unless impractical due to previous street improvements; and provide adequate easement and improvements to implement separate bikepaths where designated by the bikeways plan.~~
- 2-5.6 Prohibit parking on all major streets where these streets are planned for bike lanes and adequate street width is not available to accommodate both a parking lane and a bicycle lane.

Figure 2-5.1

ROOSEVELT COMMUNITY PLAN UPDATE

BIKEWAYS PLAN



Goal

- 2-6 Maintain bicycle facilities so that they are safe and secure, and facilitate the linkages between cycling and other modes of transportation.

Policies and Implementation Measures

- 2-6.1 Incorporate bicycle locking racks at transportation facilities such as transit transfer stations or park and ride lots.
- 2-6.2 Provide sweeping and other necessary maintenance to clear bikeways of dirt, glass, gravel, and other debris.
- 2-6.3 Initiate a program to install safe drainage grates along designated routes.
- 2-6.4 Provide adequate lighting for routes and bicycle rack areas.
- 2-6.5 Adapt busses with bicycle carrying racks if feasible.
- 2-6.6 Require the installation of bicycle locking racks for all public and quasi-public uses which must provide at least 20 parking spaces.
- 2-6.7 Encourage the inclusion of bicycle locking facilities in large multiple-family developments.

NEIGHBORHOOD RESTORATION AND HOUSING

This chapter addresses the Plan Area's critical need for neighborhood stabilization and the protection of its valuable inventory of single-family residences. The neighborhood restoration subsection identifies five existing neighborhood areas that need particular attention and presents policies to address identified concerns. The housing subsection presents strategies and policies that support the development and preservation of a full range of residential opportunities within the Community.

The 1990/91 Housing Quality Survey identified the Plan Area's inventory of existing housing as being in generally good condition. However, the oldest neighborhoods, along the western one-third of the Plan Area have a higher proportion of substandard structures (10 to 19.5 %) compared to the remainder of the Plan Area (7.5 to .5%). Although structural conditions remain generally acceptable, some neighborhoods suffer from a negative image caused by poor property maintenance and unsightly conditions. An indication of this problem was also provided by the 90/91 survey, which identified 80 percent of the observed zoning and property maintenance violations as occurring in the western one-third of the Plan Area.

NEIGHBORHOOD RESTORATION

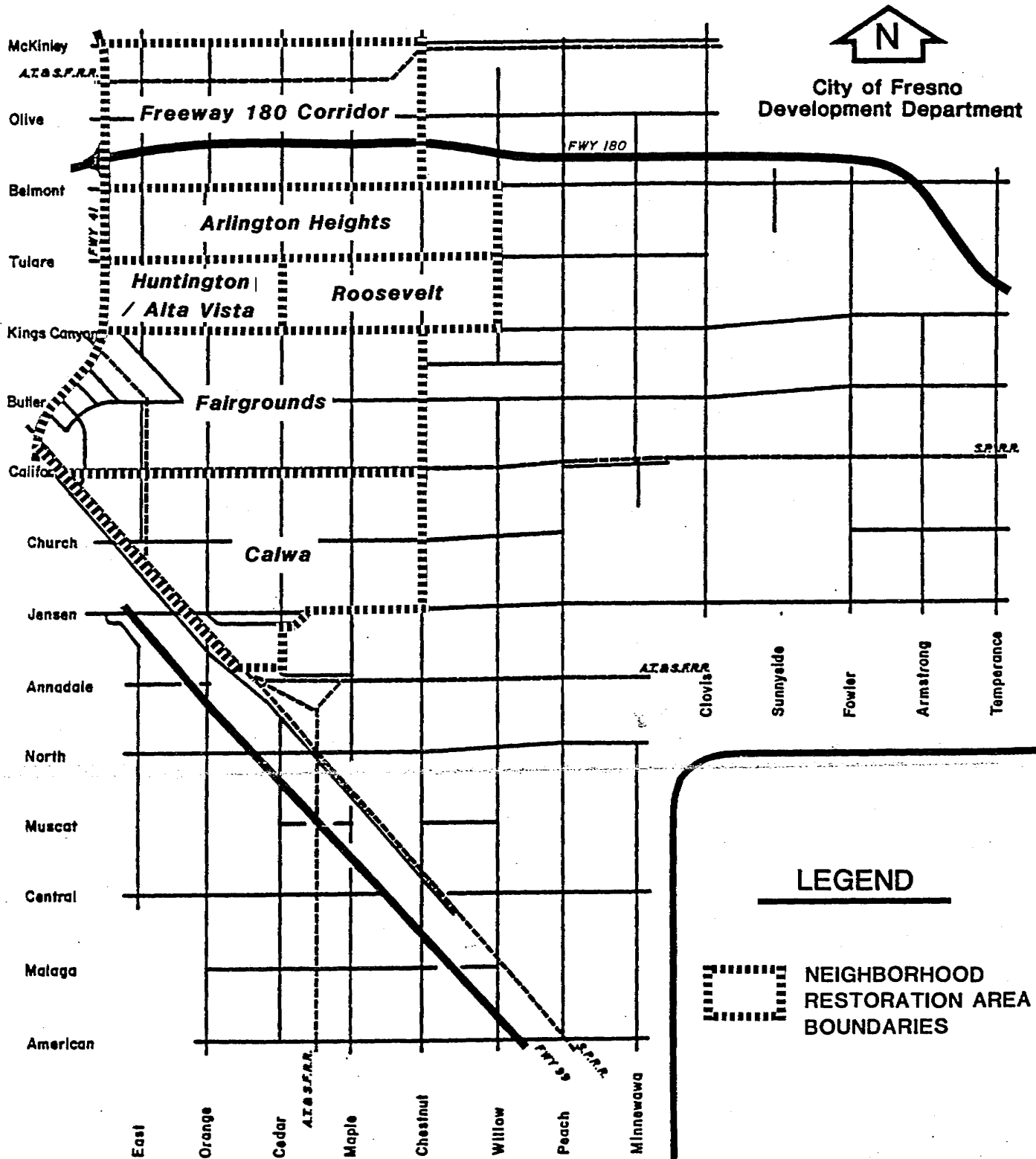
Several established neighborhoods within the Plan Area have undergone substantial change during the past 20 years. These neighborhoods contain a large proportion of the most valuable component of the Metropolitan Area's housing resources in the form of affordable single-family residences. Unfortunately, the continued viability of this housing is being jeopardized by conflicting commercial and industrial development, and multiple-family residential development that is too often distinguished by its poor design, inattentive management and deferred maintenance. These neighborhoods are experiencing congestion, increased crime rates, school overcrowding, and aging street, sewer, and water systems. In many cases, these areas lack open space comparable to more recently developed neighborhoods due to the addition of portable classrooms to school sites, the absence of City parks and the lack of stormwater drainage improvements (including landscaped ponding basis). In certain areas, such as the Yosemite School and Calwa neighborhoods, public sewer and water facilities do not extend to all parcels, lotting patterns are fragmented and conflicting development patterns have been allowed to occur.

Six particular neighborhood areas have been identified by (Figure 3-1.1). They are as follows:

Figure 3-1.1

ROOSEVELT COMMUNITY PLAN UPDATE

NEIGHBORHOOD RESTORATION AREAS



- (1) The Freeway 180 Corridor area (including all of the Yosemite School Specific Plan area), is bounded by Freeway 41 and McKinley, Chestnut and Belmont Avenues. It is an area of fragmented parcelization, older declining single-family residences and newer, lower quality, multiple family development. It is characterized by high crime rates, increasing problems associated with land use conflicts, the lack of modern public infrastructure and older poorly maintained strip commercial development.
- (2) The Huntington Boulevard/Alta Vista area, is bounded by First Street and Tulare, Cedar and Ventura Avenues, is a relatively well maintained, older, single-family area characterized by a number of historically significant features and homes. The Huntington Boulevard median island has been preserved as one of the Community's few remaining street car remnants. Its stately homes and mature landscaping give it a character seldom equaled within the Metropolitan Area.
- (3) The Fairgrounds area is bounded by Ventura and Chestnut Avenues, the California Avenue alignment and the Roosevelt Community Plan's western boundary. It is characterized by extensive land use conflicts associated with the proximity of planned and unplanned industrial development, the Fairgrounds, the Valley Medical Center and strip commercial development along Ventura Avenue. It is impacted by noise generated by the Fairgrounds as well as industrial uses, by circulation problems associated with the area's public and quasi-public uses, and by the growing incompatibility of new multiple-family residential development within established single-family neighborhoods.
- (4) The Calwa area is an older neighborhood bounded by the California alignment on the north, Chestnut Avenue on the east, the Southern Pacific Railroad on the west, and existing industrial development on the south. Developed primarily within the County, it is only partially incorporated into the City. It is characterized by fragmented groups of single-family residences, numerous illegal garage conversions, old farm labor housing and small poorly maintained apartment complexes. It is impacted by the presence of a number of smaller, dispersed industrial operations and the lack of modern public facilities. Its problems are similar to the Freeway Corridor, and include school overcrowding, land use conflicts between single-family and multiple-family developments, and a rising crime rate.

- (5) The Roosevelt High School area is bounded by Kings Canyon Road and Cedar, Belmont, and Willow Avenues. It is similar to the Fairground Area, in that its residential environment has been adversely impacted by its proximity to the Valley Medical Center, the Fairgrounds, and Roosevelt High School. Its grid street system allows non-residential traffic through residential areas, the overflow of parking from nearby government facilities onto adjacent residential streets and the encroachment of commercial activities into established single-family areas. Land use compatibility, the presence of large areas of poor quality high density residential uses, rising crime rates and encroaching strip commercial development have combined to seriously threaten the stability of this neighborhood.
- (6) The Arlington Heights area (named after the original subdivision east of First Street), is bounded by First Street, Tulare Street, Belmont Avenue, and extends east to Willow Avenue. It is characterized by well maintained single-family homes on quiet tree-lined streets, but is threatened by incompatible multiple-family residential zoning and heavy strip commercial development. Application of a zoning implementation program is critically important to establish R-1 single-family residential zoning consistent with the predominant uses in this neighborhood.

This sub-section provides policies to enhance the stability of these neighborhoods and to preserve their unique character through participation in programs to construct public improvements, reduce crime, and improve neighborhood appearances.

Goal

- 3-1 Enhance and stabilize established portions of the Roosevelt Community Plan Area by implementing restoration and maintenance programs that focus upon the attributes and problems of specific neighborhoods.

Policies and Implementation Measures

- 3-1.1 Identify the Freeway 180 Corridor, Huntington Boulevard/Alta Vista, Fairgrounds, Calwa, Roosevelt High and Arlington Heights areas (Figure 3-1.1) for conservation; ~~and establish specific plans for neighborhood areas, including (but not limited to) Calwa, Belmont Avenue, and the Freeway 180 Corridor, as prioritized in consultation with the Citizens Plan Implementation Committee, to implement detailed strategies addressing unique issues and problems.~~

- 3-1.2 Prohibit the development of new multiple family residential uses inconsistent with the Plan, except when approved by the Planning Commission/City Council as authorized by the Local Planning Ordinance (Article 6, Chapter 12 of the Fresno Municipal Code), and when findings are made that the use can adequately be accommodated by public facilities, that it will not be detrimental to the public welfare, and that it will not be injurious to surrounding uses and improvements; and execute a rezoning implementation program (as prioritized by the Citizens Plan Implementation Committee) to assure that all vacant or single-family residential developed parcels (that are planned for low, medium-low, or medium density residential use) are also rezoned consistent with the planned use.
- 3-1.3 Establish viable redevelopment areas through the City's Redevelopment Agency, consistent with Article 6 of the City-County Memorandum of Understanding, to eradicate physical, social, and economic blight; and utilize fast-track methods, to the extent feasible, to identify redevelopment study areas ~~including (but not limited to) the Calwa, Freeway 180 Corridor, Fairgrounds, and Roosevelt High Areas; as prioritized in consultation with the Plan Implementation Committee.~~
- 3-1.4 Pursue the establishment of a historic district encompassing the entire Huntington Boulevard/Alta Vista area.
- ~~3-1.5 Implement measures to restrict access to public alleys, including vacation of alleys as public rights-of-ways where possible, and to interrupt excessively long local streets, implementing traffic diversion measures where possible.~~
- 3-1.6 Support the termination of Millbrook Avenue at the new Freeway 180, ~~with the provision of a pedestrian overcrossing.~~
- 3-1.7 Establish, as noted in Policy 1-11.7, small town main street programs for the existing commercial areas ~~located along Tulare Avenue and Cedar Avenue, East Jensen Avenue at Cedar Avenue, and East Butler Avenue at Orange Avenue.~~
- 3-1.8 Support cooperative City/County efforts to relocate all, or portions of, the Valley Medical Center, County government operations, ~~and the County Fairgrounds to appropriate sites with the City's Central Area or within planned industrial areas south of Jensen Avenue.~~
- 3-1.9 Focus particular effort to establish and maintain neighborhood watch programs and implement a proactive zoning code enforcement program.

~~3-1.10 Require periodic inspections or certificates of compliance to assure conformance with applicable building and zoning codes and development requirements for all multi-family residences in accordance with Policy 1-7.4.~~

3-1.11 Advocate for coordinated use of City and County Community Development Block Grant (CDBG) and general fund public works money to be used in a comprehensive local infrastructure repair and rebuilding program. This program should include a comprehensive needs assessment and prioritization of projects. Support the formation of City and County amortized improvement districts for streets, curbs, and gutters; and support the formation of FMFCD drainage assessment district(s) in the City and County areas to provide for the development of modern drainage facilities and new neighborhood parks within the Roosevelt Community.

3-1.12 Pursue the application of the Exterior Building Maintenance Ordinance (including removal of graffiti) to both occupied and vacant multiple-family residential and non-residential buildings to reduce the blighting effect upon neighborhoods caused by poorly maintained buildings.

3-1.13 Actively solicit the participation of community groups and organizations (such as Tree Fresno, service clubs, and philanthropic institutions) to contribute resources and expertise in a concerted effort to improve and maintain established neighborhoods.

HOUSING

The Plan area contains the most complete range of housing choices and opportunities within the Fresno-Clovis Metropolitan Area. While new construction during the 1980's emphasized infill development of lower-cost, higher-density multiple-family residences, many tranquil single-family residential neighborhoods remain. These neighborhoods provide an invaluable resource of well-maintained, lower-cost housing. This Community Plan Update supports the conservation of this asset while endorsing metropolitan wide strategies to meet present and future housing needs.

Goal

3-2 Establish a community with a complete range of residential types, styles and values to meet the housing needs of a diverse population in a manner that will support the long-term stability and desirability of its neighborhoods.

Policies and Implementation Measures

- 3-2.1 Provide and monitor a proportionate amount of the metropolitan area need for both rental and owner-occupied housing at affordable prices for low, moderate and median income households through the distribution of residential density designations within the Plan Area, the utilization of planned development designs and density averaging, and diligent efforts to implement programs and policies of the General Plan Housing Element.
- 3-2.2 Provide for the development of a diversity of housing styles throughout the Plan Area to accommodate different socioeconomic levels, family types, and sizes while maintaining compatibility with established neighborhoods through the following measures:
 - a. Evaluate each residential development proposal with respect to the attainment of housing goals and policies.
 - b. Review residential lot sizes and dwelling unit densities to provide a diversity of housing types appropriately distributed within the plan area.
- 3-2.3 Utilize incentives (such as express permit processing/fast tracking, subsidized or deferred development fees and improvement districts) to stimulate rehabilitation of existing structures and construction of new dwellings in established areas, to be compatible with existing and planned neighborhood characteristics.
- 3-2.4 Implement development design standards and maintenance programs to provide increased resident security and safety.
- ~~3-2.5 Support efforts by the rental housing industry to allow property owners to enforce reasonable persons-per household limits within a rental dwelling units (particularly in existing multi-family developments which have inadequate on-site open space).~~
- 3-2.6 Provide public facility improvements (consistent with City standards and policies and the needs and desires of area residents), with priority given to supporting the restoration and maintenance of older neighborhoods.
- 3-2.7 Pursue the utilization of "linkage" fees to facilitate the development of low and moderate income housing in conjunction with the peripheral development of residential, commercial and industrial uses which are outside of the City's Enterprise Zones or are not immediately accessible (more than ½ mile) from the City's designated Enterprise Program Eligible Areas (economically distressed areas).

PUBLIC FACILITIES AND SERVICES

It is a fundamental goal of the City of Fresno to assure that adequate public facilities and services are provided to support a healthy and functional urban community. To achieve this goal the City may act as the direct provider, a participating agency, or indirect contributor through its urban planning guidelines and development policies. Those public facilities and services most immediately impacted by urban development and land use planning decisions include street circulation systems, public water supply, sewage collection and treatment, solid waste disposal, storm water drainage, public transportation, schools, law enforcement and fire protection.

Fresno County provides a wide range of country-wide services to residents of the Roosevelt Community Plan area; both to those who live in the City of Fresno and in the unincorporated areas. These services and facilities are an integral part of the Community fabric. Examples of direct services to the residents of the Community are those provided by two branch libraries, Mosqueda Center and Sunnyside, the Sheriff's Department and the Farm and Home Advisor.

Among the country-wide services available to the community, two include Justice and Health services. Justice System services include the District Attorney, Public Defender, Probation Department, Juvenile Hall and the Court systems, Municipal and Superior Courts. The major health services are provided by the Health Department and Valley Medical Center, a regional medical facility. Residents of the Roosevelt Community receive an estimated 22% to 25% of all medical services provided by Valley Medical Center.

The services most frequently provided by the County to the residents of the Roosevelt Community may be those provided by the Social Services Department. These services are provided to the residents of the Fresno Metropolitan and Roosevelt Community Plan Areas to a somewhat greater extent their 72% and 16% respective proportions of the County's total population. Based upon the information from the Social Services Department and published in the County's Greater Avenues for Independence (GAIN) Plan, approximately 84% of all persons receiving public assistance in the County lived in zip codes in the Fresno Metropolitan area and more than 30% of all persons receiving public assistance lived in zip codes in the Roosevelt Community Plan area. The single largest concentration of persons receiving public assistance in one zip code was located in the Roosevelt Community Plan area, and was almost 20% of all persons receiving public assistance within the County.

During the past decade, the Roosevelt Community Plan Area has experienced substantial population growth with increased demands upon incomplete, inadequate or antiquated public facilities. A considerable amount of additional urban development can now be expected with the construction of the long-anticipated Fowler Sewer Trunk and eastern extension of Freeway 180. However, the Area's arterial and collector street system does not now have sufficient capacity to accommodate substantial traffic increases. Its historically reliable groundwater resource has been jeopardized by contamination from infiltrating agricultural and industrial chemicals reducing the City's ability to provide an adequate supply of water for domestic and fire suppression purposes. The area's storm water drainage system is incomplete and will not adequately serve additional infill development. Public schools have become overcrowded requiring year-round attendance schedules, addition of portable classrooms and extensive busing.

It is the intent of this section of the Plan to establish policies and strategies designed to meet present and future service and facility needs in the face of increasing demands and potentially limited resources. These policies reflect the City's overall objective to maximize the efficient use of services and facilities by supporting planned development and managed growth.

The expansion of sewer collection systems, including the Fowler Sewer Trunk, will be designed to accommodate development within designated urban growth boundaries. Public water supplies will continue to be provided by expanding the City's production and distribution system consisting of groundwater wells and transmission grid mains. Increased demand and contamination constraints will be addressed by expanding groundwater recharge and constructing well-head treatment facilities. Water management strategies will continue to utilize surface water supplies for recharge purposes, implement water conservation measures and diligently test to detect for changes in water quality. Implementation strategies will promote efforts to complete curb, gutter, drainage pipelines and detention basins to provide adequate storm water disposal in existing neighborhoods. Plan designations and policies will support the provision of additional school sites where necessary to accommodate an increasing student population. Achievement of law enforcement and fire protection objectives will be pursued through measures to reduce exposure, enhance detection and facilitate quick responses to calls for service.

SEWAGE TREATMENT

Sewage treatment will continue to be provided by the City operated regional wastewater treatment facility. This plant presently operates at its rated average daily capacity and on occasion approaches or exceeds its design capacity. The plant must be

expanded to accommodate planned growth within the Community as well as throughout the Metropolitan Area. A major plant expansion program is scheduled for completion during the next three years. During this period, capacity enhancing modifications will be made to the existing facilities to accommodate sewage flow increases. Development of package or sub-regional treatment plants are not recommended due to the potential for degradation of the groundwater aquifer serving the Metropolitan Area and the high cost of treatment at the tertiary level, wastewater reuse, and trunk sewers.

Goal

- 4-1 Assure the provision of adequate sewage treatment and disposal by utilizing the City of Fresno's regional wastewater treatment plant for all existing and new development within the Roosevelt Community Plan area.

Policies and Implementation Measures

- 4-1.1 Provide increased wastewater treatment plant capacity in a timely manner to facilitate planned urban development within the Roosevelt Community Plan Area.
- 4-1.2 Implement cost effective and environmentally beneficial operational and management measures to maximize the efficiency of the regional wastewater treatment facility (such as monitored industrial pretreatment programs, computerized flow modeling, peak flow reducing measures, and water conservation measures to reduce wastewater generation).
- 4-1.3 Monitor wastewater treatment plant flows to the extent feasible, and consider the sewer treatment impacts of land use plan changes when evaluating plan amendment proposals.
- 4-1.4 Require "ability to serve" findings prior to the approval of rezoning special permits, subdivisions and parcel maps.
- 4-1.5 Oppose the use of septic systems, "package" treatment plants (except for industrial pretreatment) or other nonregional sewage treatment and disposal systems within the Roosevelt Community Plan Area and its groundwater influence area, if these wastewater treatment modalities would result in discharges which could result in groundwater degradation.

SANITARY SEWERS

Wastewater collection within the plan area is provided by a network of sewer mains which connect to sewer trunk lines. The precise capacity of existing trunk lines to accommodate additional urban development cannot be defined without accurate computerized flow monitoring information. However, it is generally acknowledged that they are approaching their capacity limits. It is expected that completion of the Fowler Sewer Trunk by October 1992, will accommodate full development of the southern and eastern growth portions of the plan area, if these wastewater treatment modalities would result in discharges which could result in groundwater degradation.

Goal

- 4-2 Assure the provision of an adequate sewer trunk line and collector main capacities to serve existing and planned urban development within the Roosevelt Community Plan area.

Policies and Implementation Measures

- 4-2.1 Pursue the immediate construction of the Fowler Sewer Trunk Line with capacity to serve planned urban development and existing land uses not presently connected to the public sewer system.
- 4-2.2 Pursue the enlargement or extension of the sewage collection system where necessary to serve planned urban development, particularly in the planned industrial areas where development has been inhibited by the lack of sewer availability.
- 4-2.3 Upon completion of the Fowler Sewer Trunk Line, pursue the mandatory abatement of existing septic systems and connection to the public sewage collection and disposal system.
- 4-2.4 Pursue implementation, if feasible, of a sewage flow monitoring system and a computerized flow modeling program to determine the availability of sewage collection system capacities to serve planned urban development. When available, this information shall be considered in the evaluation of plan amendment applications.
- 4-2.5 Require that a finding be made by the Public Works Department that adequate sewer services can be provided to serve each proposed development prior to the approval of rezonings, special permits, tract maps, and parcel maps.

PUBLIC WATER SUPPLY

The Fresno Metropolitan Area is expected to continue relying upon groundwater obtained through deep wells and high volume pump stations, to provide water for domestic consumption and fire protection. However, the decline of groundwater levels (due to increased consumption by a growing urban community, together with continued drought conditions), and the increased levels of contaminants, threaten the traditionally high quality of the City's public water system. Groundwater entering the Roosevelt Community Plan area has been particularly susceptible to contamination due to the upgradient proximity of industrial and agricultural activities. The aquifer underlying the Fresno Metropolitan Area is an irreplaceable natural facility which stores, conveys and purifies groundwater.

A comprehensive strategy, including conservation, expanded recharge, well-head treatment, and increased water distribution is being developed, expanded, and implemented to continue providing a reliable supply and acceptable quality of water from this aquifer. A considerable amount of additional public investment to expand and maintain the City's water production and distribution system will be necessary over the next several decades.

Initial studies have been prepared examining options such as the conveyance, storage, and treatment of surface water for direct consumption. The City is presently pursuing the initiation of a Fresno/Clovis Metropolitan Water Resource Management Plan. This study will provide a comprehensive analysis of existing water supply systems, groundwater characteristics, consumption projections, and alternative water supply and management strategies.

Goal

- 4-3. Ensure the continued provision of an adequate supply of potable water to serve all urban development within the planned urban area.

Policies and Implementation Measures

- 4-3.1 Require that a specific finding be made by the City Public Utilities Director and Fire Chief to document that an adequate supply of clean potable water can be provided to serve the domestic and fire suppression needs of each proposed development prior to approval of rezonings, special permits, tract maps, and parcel maps.
- 4-3.2 Pursue the implementation, if feasible, of a computerized production, distribution and demand flow program to predict and verify the service characteristics of the City's public water supply system.

- 4-3.3 Ensure that conditions of approval are implemented with each urban development proposal, to assure that the necessary potable water production and supply facilities are in place prior to issuance of a building permit.
- 4-3.4 Obtain adequately sized water well sites to accommodate well-head treatment facilities, regardless of the initial water quality test results and implement a well-head treatment facility charge for all new development.
- 4-3.5 Locate, design, construct, operate and maintain water well pump and well-head treatment installations which meet drinking water standards and are compatible with the surrounding uses. Landscaping, together with walls or screened fencing shall be used, as necessary, to promote aesthetic compatibility with residential, office, commercial, public or open space uses.
- 4-3.6 Implement water conservation programs that will result in decreased per capita water consumption.
- 4-3.7 Determine the optimum location of water recharge basins to maximize water recharge capacity and develop a system of recharge basins cooperatively with the Fresno Metropolitan Flood Control District, Fresno Irrigation District, and the City Water Division. Implement recharge facilities fees.
- 4-3.8 Require the proper construction and monitoring of facilities using or storing hazardous materials in accordance with state and federal regulations to prevent contamination.
- 4-3.9 Implement measures to reduce water consumption such as drought-tolerant landscape design and low water use plumbing fixture standards.

STORM DRAINAGE

Storm drainage facilities within the Roosevelt Community Plan Area will continue to be provided by the Fresno Metropolitan Flood Control District. The FMFCD has developed or proposes to develop a total of 27 ponding basins in the area. Storm water flows to each basin will be accommodated by a system of surface drainage and storm drains as planned by FMFCD. Fees and project requirements will be set by FMFCD in accordance with the Flood Control Master Plan, which is an adopted element of the Fresno General Plan.

Goal

- 4-4 Ensure the provision of adequate storm drainage facilities to protect residents and property within the plan area from flooding caused by storm water runoff.

Policies and Mitigation Measures

- 4-4.1 Coordinate with the Fresno Metropolitan Flood Control District to determine the optimum location for siting ponding basins.
- 4-4.2 Utilize, where possible, Fresno Metropolitan Flood Control ponding basins for groundwater recharge.
- 4-4.3 Develop each permanent ponding basin facility located within or near residential areas, to maximize the potential for recreational use compatible with storm water ponding and groundwater recharge functions.
- 4-4.4 Encourage implementation of urban runoff management practices by the Fresno Metropolitan Flood Control District, as identified in their National Urban Run-Off Program Project Report, to assure that groundwater quality will not be adversely affected by storm water ponding and recharge activities.

FIRE PROTECTION

The City has achieved a "Class 2" fire insurance rating because of its excellent fire protection operations and water service system. This rating results in lower fire insurance premiums for City residents.

In order to ensure the continuation of this rating, the City has established guidelines setting the permanent service area of fire stations at a two-mile "running" distance. Moreover, to reflect the effects of congestion on local streets, it is the City's intent to provide a five-minute average response time for structure fires.

Goal

- 4-5 Provide a sufficient level of fire protection to maintain the City's Class 2 fire insurance rating.

Policies and Implementation Measures

- 4-5.1 Provide additional fire stations (Nos. 15 and 19), in accordance with the Urban Growth Management program, to serve developing areas.

- 4-5.2 Provide for an average response time of not more than five minutes for all emergency requests for service within the Community Planning area.
- 4-5.3 Assure that adequate water supplies and hydrants are available for fire suppression within all existing urban areas as well as newly developing areas.
- 4-5.4 Work with the various fire protection districts bordering the City to establish coordination in communications and fire suppression.
- 4-5.5 Review all development proposals with the Fire Department in order to ensure the inclusion of adequate on-site fire protection provisions.
- 4-5.6 Implement multi-lingual fire prevention education programs.
- 4-5.7 Adopt and enforce construction and fire Codes that restrict the level of risk to life and property from fire, commensurate with the fire suppression capabilities available to the City.
- 4-5.8 Maintain a well-trained and equipped fire suppression force, commensurate with the level of service necessary to adequately protect life and property within the Roosevelt Community Plan area.

POLICE PROTECTION

The Fresno City Police Department has a dressing station at 1617 South Cedar Avenue which serves the southeast community based policing area. The department currently provides a full range of police services to the incorporated portions of the Roosevelt Community Plan Area. Among the field services provided are the uniformed patrol response to calls for service, crime prevention, tactical crime enforcement, and traffic enforcement/accident prevention. The provision of these services is supplemented by the Operations Support Division, which investigates criminal cases, provides juvenile crime enforcement and prevention, and is actively involved in vice/narcotics control and enforcement.

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

The Fresno City Police Department has identified law enforcement and public safety concerns that are addressed by the Plan through land use policies, design guidelines, property maintenance measures and neighborhood involvement strategies. These concerns are generally described as follows:

- (1) Need to retrofit existing development with crime prevention and access control, and apply guidelines to new development to assure adequate crime prevention design with open space parking, lighting, and observability.
- (2) Remove refuse, old tires, abandoned vehicles and painted graffiti to improve safety and health. Gang activity is associated with auto theft and burglary, drugs, vandalism and graffiti. Improved property maintenance, particularly graffiti removal by property owners, would establish a less accepting environment for gang activity.
- (3) Large events at the Fresno Fairgrounds and Sunnyside Swap Meet are associated with traffic congestion, safety conflicts, and vehicle theft and burglary, which generate an excessive demand upon police resources.

Goal

- 4-6 Provide the level of law enforcement and crime prevention services necessary to maintain a safe, secure and stable urban living environment.

Policies and Implementation Measures

- 4-6.1 Facilitate Police Department participation in the implementation of Roosevelt Plan policies and the application of crime prevention design measures, to reduce the exposure of neighborhoods to nonresidents and to promote community surveillance of common areas.
- 4-6.2 Maximize communication with residents and businesses in order to learn about crime problems and to educate people on crime prevention measures and programs.
- 4-6.3 Maximize coordination between the Police Department and the Sheriff's Department to address crime problems in neighborhoods divided by the City's incorporated boundary.
- 4-6.4 Identify and pursue measures to improve public safety services, such as establishment of a new police substation and/or increased staffing of the existing police substation, to accommodate public access. Explore the feasibility of providing a combined police, fire and sheriff's public safety facility.

SCHOOLS

The City of Fresno cooperates with school districts and supports their efforts to establish adequate school facility sites to serve projected student populations. School district site location criteria and service objectives are incorporated to the extent feasible into the City's comprehensive plans and policies. Public schools are an integral component of an efficient urban community. Therefore, school district site preferences are supported by planning for compatible land uses, adequate access, and appropriate public facilities and services while reducing exposure to excessive noise, traffic, or safety conflicts.

The Roosevelt Community Plan Area is served by five different school districts. The Fresno Unified, Sanger Unified, and Clovis Unified School Districts serve the major residential portions of the planning area. Fowler Unified School District, Washington Union High and Orange Center School Districts primarily serve the industrial portions of the plan area. The multitude of school districts serving the Plan Area is a significant obstacle to reinforcing and expanding a positive community-wide identity.

In recent years, dramatic changes have occurred in those factors that affect the planning and development of public schools facilities. The simultaneous occurrence of phenomenal population growth, changing demographic characteristics and reduced availability of funding has resulted in an excessive demand for student capacity in both newly developing and established urban areas.

This has necessitated the acquisition of already developed properties within existing neighborhoods and redeveloping these sites for school use. Student population projections completed by the Fresno Unified School District in 1991 indicate a need for an additional 14 elementary schools, 4.5 middle schools and 3.6 high schools within the District by the 2000-2001 school year. In addition to the four new elementary school sites acquired by the District within the Plan Area, the Plan designates two additional areas for major school facility developments. These sites have been designated in response to the District's request (based upon school site studies), and consist of 90 acres on the south side of East Kings Canyon Road (between Peach and Minnewawa Avenues) and 50 acres on the west side of South Willow Avenue (between Church Avenue and the California alignment).

The Fresno Unified School District has identified the 90-acre "Kings Canyon/Peach" site as its preferred high school campus site. This site is adequate to accommodate an athletic stadium and an adjoining middle school campus. An alternative high school location would be the "Church/Willow" site, which is the District's preferred elementary school location. An adjoining middle school campus could also be accommodated here. An alternative elementary school site has been identified by the District and is on the south side of East Church Avenue (between Willow Avenue and the Helm Avenue alignment).

The District has also indicated that additional student capacity may be required in the future. Potential sites for consideration are "Maple/Church," "Elk's Lodge" (south side of Kings Canyon Road, east of Willow Avenue) and the north side of Kings Canyon Road, east of Willow Avenue. In addition, the expansion of existing elementary school campuses, such as to the north of Calwa Elementary and east of Ayer Elementary, may be pursued.

This plan also identifies a substantial amount public facility use to accommodate development of additionally needed elementary, middle, and high school campuses.

Goal

- 4-7 Cooperate with school districts to plan for the location and development of school sites necessary to meet the educational needs of the entire community.

Policies and Implementation Measures

- 4-7.1 Consult with affected school districts in the early stages of the land use, circulation, and public facility planning processes.

- 4-7.2 Continue to designate appropriate school sites on the land use plan map based upon the following locational criteria:

- a. Use the criteria below to establish school attendance areas and school site sizes:

<u>Grade</u>	<u>Attendance Radius</u>	<u>Minimum Site Size</u>
K- 6	1 mile	10-20 acres
7- 8	2 miles	20-40 acres
9-12	2-3 miles	40-60 acres

- b. Locate elementary school sites to provide safe and convenient access to a major street (policy 1-21.4) and reduce neighborhood traffic conflicts, excessive noise, and incompatible land uses.
- c. Locate middle and high school sites immediately adjacent to major streets. High school sites with stadiums should have access to an arterial street if possible.
- d. Locate school sites centrally with respect to their planned attendance areas.

- e. Avoid locating school sites adjacent to conflicting uses and facilities (such as multiple-family residential, and commercial developments), when possible.
- f. Encourage school districts to request the designation of needed new school sites on the Community Plan map, at the earliest time possible, in order to facilitate planning for compatible land uses and better assure that future school sites can be accommodated.
- g. Pursue the cooperative development and utilization of school sites with adjacent neighborhood parks for both school activities and non-school-related recreational and child care activities.

4-7.3 Pursue strategies and support school district programs to efficiently and consistently provide a high quality of education throughout the Plan Area. These strategies and programs may include the realignment of school district boundaries to enhance the efficient development of school facilities, with the City Fresno initiating efforts to promote inter-agency cooperation and communication.

SOLID WASTE DISPOSAL

This section presents policies to address the land use compatibility, public sanitation and community aesthetic consequences associated with solid waste management technologies and practices. A primary concern of this Community Plan Area is the need to assure a consistent community-wide level of service for refuse collection, neighborhood clean-up, sanitation enforcement and recycling programs that will provide an acceptable standard of health, safety and appearance.

Goal

4-8 Provide adequate solid waste facilities and services for the collection, transfer, recycling, and disposal of refuse.

Policies and Implementation Measures

4-8.1 Establish community sanitation programs to provide neighborhood cleanup and nuisance abatement services throughout the plan, area including both incorporated and unincorporated areas.

- 4-8.2 Pursue expansion of the neighborhood cleanup program to serve single- and multiple-family residences three times per year; and develop and implement additional programs as necessary.
- 4-8.3 Support programs and new techniques of solid waste disposal (such as recycling, composting, and waste separation), to reduce the volume and toxicity of solid wastes that must be sent to landfill facilities.
- 4-8.4 Establish a ~~public~~ solid waste transfer station (which may be privately operated) utilizing locational, development and operational measures to protect the public health, safety, welfare and aesthetic interests.
- 4-8.5 Prohibit additional private or public waste disposal facilities and transfer stations which would generate an excessive amount of waste transportation and processing detrimental to the area's health, safety, welfare and aesthetic well-being.
- 4-8.6 Pursue the implementation of measures to eliminate illegal tire dumping (which is an obvious and significant problem within the Roosevelt Plan area), ~~such as: 1) requiring tire disposal plans for all tire sales and installation businesses; 2) requiring licensing of all tire disposal haulers; 3) requiring tires sold within the City or County (with cooperation of Fresno County) be permanently marked to identify point of sale and to implement a refundable deposit to be repaid upon return of the tire to a tire business or redemption center; and 4) pursuit of grants and other programs for neighborhood tire clean up and disposal.~~

ENVIRONMENTAL CONCERNS

Continued urbanization of the Fresno Metropolitan Area will result in environmental impacts such as loss of open space and agricultural land, increased groundwater consumption and potential exposure to water contamination, generation of sewage and solid waste, and production of additional air pollution and noise. However, the Roosevelt Community Plan Area is ideally located to accommodate a substantial portion of this urban growth in a manner that minimizes environmental impacts. Proximity to regional office and industrial employment centers, immediate access to major transportation routes may reduce the generation of travel related pollutants and consumption of energy. Access to a more productive groundwater aquifer and surface water channels will facilitate water management practices. Completion of planned stream channel flood control projects will minimize the threat of flood damage.

This chapter identifies goals, policies and strategies that implement local community level measures or support broader more comprehensive programs necessary to reduce impacts upon regionally important environmental resources.

WATER QUALITY AND QUANTITY

The Fresno Metropolitan Area, including the Roosevelt Community Plan Area, relies upon a subsurface aquifer, which provides groundwater for both domestic consumption and fire suppression. Traditionally, groundwater has been pumped directly from this aquifer into the distribution system without storage or treatment due to its high quality and readily accessible quantity. Recharge of this aquifer has historically occurred through the percolation of rainwater and snowmelt water that falls upon open land on the valley floor and on the western slopes of the Sierra Nevada Mountain Range; percolation of irrigation water applied to agricultural crop land; and percolation of water being transported by the San Joaquin and Kings Rivers, intermittent streams and irrigation canals. During the past 25 years, additional groundwater recharge has been induced by directing rain and snowmelt runoff to stormwater detention basins and specially designed recharge ponds (such as "Leaky Acres," north of the Plan Area).

Increased consumption due to population growth, and decreased natural recharge due to the conversion of open land to urban uses could jeopardize the sustained yield of this aquifer. The continued development and implementation of comprehensive water management programs will be necessary to protect the capacity of this aquifer. The City of Fresno has assumed a principal role in the effort to establish a multi-agency Fresno-Clovis Metropolitan Area Water Management Plan.

In addition to the increased demands for groundwater use and reduced natural recharge, groundwater quality has been threatened by the percolation of contaminants such as private sewage disposal discharges (nitrates), agricultural pesticides (such as dibromochloropropane, or DBCP), industrial waste liquids (such as trichloroethylene, or TCE) and stored petroleum fuels. Costly water treatment facilities are now being implemented to restore contaminated groundwater to safe drinking water standards. Implementation of comprehensive prevention, detection and remediation programs must be pursued in order to maintain the quality of our groundwater resources.

Goal

- 5-1 Manage all sources of water available to the planning area to ensure that safe and sustainable water resource will remain available to accommodate planned urban development.

Policies and Implementation Measures

- 5-1.1 Determine the optimum location of water recharge basins to maximize water recharge capability and develop a system of recharge basins cooperatively with the Fresno Metropolitan Flood Control District, Fresno Irrigation District, and the City Water Division.
- 5-1.2 Utilize all available surface water for groundwater recharge purposes (particularly in high precipitation years) to balance the groundwater aquifer's long-term sustainable yield with projected consumption demand.
- 5-1.3 Work towards resolving the problem of groundwater resource deficiencies in the eastern portions of the planning area.
- 5-1.4 Protect planning area groundwater resources from further quality degradation. Prohibit urban development in areas not served by the regional sanitary sewer system.
- 5-1.5 Provide substitute or supplemental water resources to areas already impacted by groundwater quality degradation.
- 5-1.6 Achieve a continuing balance between competing demands for water resource usage.
- 5-1.7 Consider each proposal for water resource usage within the context of total planning area needs and priorities (i.e., the need to transport water, the need for groundwater recharge, flood control requirements, recreational needs, and riparian habitat preservation).

- 5-1.8 Maintain effective cooperative planning programs to manage water resources within the planning area.
- 5-1.9 Pursue adoption of a regional water management program to utilize surface and groundwater resources in a manner that ensures a long-term sustainable supply of safe drinking water and coordinate efforts to conserve surface and groundwater supplies, both local and imported.
- 5-1.10 Continue to pursue a cooperative multi-agency (City of Clovis/County of Fresno/City of Fresno/FMFCF/FID) water study to identify aquifer characteristics and capacity; and strive to develop the best management tools feasible (including a computerized groundwater capacity and consumption model), to provide a regional water management program that would maximize water resources and minimize the potential for groundwater contamination.
- 5-1.11 Determine the feasibility of pursuing the conjunctive use of stormwater and recharge basins, canals, and water channels to provide community open space features such as small lakes, riparian flood channels, and wetland environments.

AIR QUALITY

The Roosevelt Community Plan is located along the east side of the San Joaquin Valley. This valley, together with the Sacramento Valley, forms the Great Valley which is boxed in by mountain ranges rising from 4,500 to 14,000 feet in height. This "basin" configuration combines with the Valley's climate, temperature inversions, and lack of air movement create serious air quality problems. Because of these characteristics and the use of the automobile as the prime mode of transportation, Fresno County was not expected to comply with the National Ambient Air Quality Standards for photochemical oxidants (ozone), carbon monoxide (CO) and particulate matter by the mandated 1985 deadline, and was designated a nonattainment area. The Fresno County Air Pollution Control District (APCD) was required to prepare an Air Quality Maintenance Plan (AQMP) and Nonattainment Area Plan (NAP) in 1979 which were updated in 1982.

Based upon the air quality monitoring performed by the APCD, it has been determined that Fresno County has not achieved compliance with the National Ambient Air Quality Standards for ozone, carbon monoxide and particulates as required. On June 29, 1987, the EPA announced a sanction on 14 regions, of which six were in California, including Fresno County. This action prohibits the construction of new stationary uses (industrial plants) that would have the potential of emitting 100 or more tons annually of

volatile organic compounds (key elements in the formation ozone) or carbon monoxide. This sanction was reversed with the passage of the Federal Clean Air Act Amendments in 1990, but further sanctions--such as discontinuance of federal funds for highway and sewer improvements--are possible.

The State of California adopted a Clean Air Law in 1988 which identified Fresno County as being a severe air quality noncompliance area. In order to achieve the 5 percent annual reductions in air pollution required by state law, significant constraints may be imposed upon the use of hydrocarbon based compounds such as fossil fuels, solvents, paints and paving materials. Continued reliance upon the private automobile for transportation within a relatively low density residential metropolitan area maximizes the amount and length of vehicle trips resulting in congestion and increased pollution. The Roosevelt Community Plan Update pursues a distribution and intensity of urban uses together with transportation improvements intended to reduce vehicle use, congestion and pollution.

Goal

- 5-2 Attain and maintain State and Federal air quality standards in cooperation with other agencies.

Policies and Implementation Measures

- 5-2.1 Support and encourage local, regional, state and federal programs and actions for the improvement of air quality.
- 5-2.2 Continue to support the unification of air pollution control districts in the San Joaquin Valley Air Basin to achieve maximum implementation of existing laws and to provide the best available technology for air quality improvement.
- 5-2.3 Develop and incorporate air quality maintenance considerations in the review of all land use and development proposals.
- 5-2.4 Provide land use strategies and related implementation processes to facilitate the integration of compatible land uses within mixed-use developments.
- 5-2.5 Integrate compatible land uses, and concentrate development along major streets and near major employment areas, to reduce vehicle miles traveled.
- 5-2.6 Develop the means to obtain or use land for on-site bus turnouts and parking areas, with attendant employee and passenger facilities.

- 5-2.7 Support and encourage the priority construction and improvement of Freeway 180 to Clovis Avenue as set forth in the Fresno County Transportation Improvement Act and policy 2-1.5 of this Plan.
- 5-2.8 Support and encourage employer implementation of staggered work hours and employee incentives to use carpools, public transit and other measures to reduce vehicular use and congestion.
- 5-2.9 Continue to implement measures approved by the City in its 1990 Air Quality Policy Program, ~~including requirements for transportation management plans for new development with more than 50 potential employees.~~
- 5-2.10 Support efforts to enforce vehicle registration requirements and compliance with vehicle emission standards, and the removal of older vehicles by industrial uses as an air pollution off-set or reduction strategy.

NOISE

Noise generated within urban communities can be a significant form of environmental pollution that disrupts biotic communities and impairs many human activities. Excessive noise exposure can even pose a human health risk.

Noise can be defined as unwanted sound and is a subjective reaction to a physical phenomenon. However, sound levels can be measured by scientific instruments and are defined in units of measurement called decibels (db). Two composite (average) noise descriptors commonly used today are the Ldn (Day-Night Noise Level) and CNEL (Community Noise Equivalent Level). The Ldn is average sound level based upon an average hourly sound level taken over a 24-hour day with a +10dB weighting added to nighttime (2200 hours-0700 hours) sound level. CNEL is also based on an average hourly sound level over a 24-hour day with an additional +5dB penalty applied to evening (1900 hours-2200 hours) hourly sound levels. For planning purposes the CNEL and Ldn descriptions are similar enough to be interchangeable.

Different land uses have varying degrees of sensitivity to noise, and the time and type of noise can alter the impact of noise on land uses. The most sensitive land uses include residential dwellings, schools, hospitals, and churches. Moderately sensitive land uses include motels, commercial, and office uses. Agriculture, parking facilities, warehouses, and industrial uses are considered to be land uses that are largely insensitive to noise.

The major noise sources within the Roosevelt Community Plan Area are transportation routes, (freeways, expressways, major streets,

railroads) commercial activities and industrial processes. As growth and development occurs, noise levels will continue to increase. The noise contours analysis in the General Plan Noise Element takes this into account and makes predictions for roadway and rail contours based upon a year 2000 prediction.

Goal

- 5-3 Minimize the impact of noise on people through the implementation of noise reduction and suppression techniques, and appropriate land use policies.

Policies and Implementation Measures

- 5-3.1 Identify areas of the Community exposed to existing or projected exterior noise levels exceeding Ldn/CNEL 60 dB as noise-impacted areas.
- 5-3.2 Prohibit new development of residential or other noise-sensitive uses in noise-impacted areas, unless effective mitigation measures are incorporated into the project design to reduce noise levels in outdoor activity areas to Ldn 60 dB or less and interior noise levels to Ldn 45 dB or less in noise-sensitive rooms.
- 5-3.4 Incorporate effective mitigation measures to minimize adverse noise impacts on surrounding noise-sensitive land uses through design techniques such as:
- a. Use of barriers Barriers such as walls, berms, or other buildings can reduce noise exposure when placed between the noise source and the receiver.
 - b. Site design Buildings can be placed on a project site to shield other structures or areas, to remove them from noise-impacted areas, and to prevent an increase in noise level caused by sound reflection.
 - c. Unit design An acceptable interior noise environment can be achieved by placing the noise-sensitive portions of a dwelling on the side of the unit farthest from the noise source.
 - d. Building design The shape of building facades, as well as the orientation of the building, can influence reflected noise levels affecting adjacent buildings.
 - e. Noise reduction by building facades When interior noise levels are of concern in a noisy environment, noise reduction may be obtained through acoustical design of building facades.

- f. Use of vegetation Although vegetation is not a practical method of noise control unless large tracts of dense foliage are part of the existing landscape, it can be used to acoustically "soften" the intervening ground between a noise source and receiver, increasing ground absorption of sound and thus increase the attenuation of sound with distance.
- g. Sound-absorbing materials Absorptive materials, such as fiberglass, foam, cloth, and acoustical tiles or panels are used to reduce reflection or reverberation in closed spaces. Because such materials are easily damaged by sunlight and moisture, their application as an outdoor noise control tool is limited to special cases where the control of reflected noise is critical.
- h. Inclusion of noise attenuation techniques in the design of all new arterial streets.
- i. Preventing the use of outdoor mechanical equipment (and other consumer products) that generate noise levels in excess of the City's exterior noise level standards.
- ~~j. Allowing commercial drive through uses only when consistency with the City's exterior noise level standards and compatibility with adjacent land uses can be demonstrated.~~

5-3.5 High priority shall be given to reducing noise and aesthetic impacts of freeways upon neighborhoods through efforts to work with Caltrans, to assure the implementation of freeway design measures (including the most appropriate grade design, noise barriers, and landscaping buffers) that will protect neighborhoods to the extent feasible, balancing physical and economic resource constraints while minimizing noise and aesthetic impacts upon neighborhoods.

FLOODING

Flooding from storm water runoff or snow melt runoff could potentially pose a threat to human life and property within the Fresno Metropolitan Area if appropriate precautions and considerations were not incorporated into urban development decisions. The potential for flooding within the Roosevelt Community Plan area originates from channel overflows of the Fresno Stream Group which drains the lower foothills of the Sierra Nevada Mountains between the San Joaquin and Kings Rivers. The

Roosevelt Community Plan area is primarily threatened by potential overflows of the Redbank and Fancher Creek channels.

Some portions of the planning area have been designated as flood-prone, requiring the application of building restrictions. However, the Fresno Metropolitan Flood Control District and the United States Army Corps of Engineers are now developing the Redbank-Fancher Creek Flood Control Project which will establish a series of reservoirs and basins. The completion of this project, and the continued maintenance of retention and conveyance facilities, will essentially remove the reasonable threat of flooding from these sources.

Goal

- 5-4 Protect existing and future residents and property improvements within the Roosevelt Community Plan area from flood related hazards.

Policies and Implementation Measures

- 5-4.1 Support the completion of the Redbank-Fancher Creek Flood Control Project and the continued maintenance of flood water retention and conveyance facilities.
- 5-4.2 Design new development to provide protection from potential impacts of flooding during a "100 year" flood event.

ENERGY

Residents of the Roosevelt Community Plan area are affected by energy usage but have little direct control over decisions affecting its cost and distribution. However, the City can influence the amount and type of energy sources its residents consume. The City's General Plan includes policies to reduce energy consumption through the mix of land uses and the design of transportation systems that provide a more efficient movement of people and goods.

Fresno can also affect energy supplies and consumption by reducing the energy consumed for City operations, by using renewable energy sources, where feasible, and by supporting the development of appropriate renewable energy sources.

Goal

- 5-5 Foster development that, by its location and design, reduces the need for nonrenewable energy resources.

Policies and Implementation Measures

- 5-5.1 Promote development in areas served by public transit and other existing services. Higher residential densities should be encouraged to locate in areas served by primary public transit routes and close to the major employment centers.
- 5-5.2 Public facilities should be encouraged to locate in areas easily served by public transportation.
- 5-5.3 The energy-efficiency of new development should be considered when land use and development review decisions are made. The City's design techniques include provisions for solar access, for siting structures to maximize natural heating and cooling, landscaping to aid passive cooling, protection from prevailing winds, and maximum year-round solar access.
- 5-5.4 Encourage owners and residents of existing developments to implement programs to use energy more efficiently and to explore alternative energy source.

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+1216

Revised 8-30-93 (typographic corrections)

ROOSEVELT COMMUNITY PLAN APPENDIX

SUMMARY OF LEGISLATIVE ACTIONS FOR PLAN ADOPTION

FRESNO COUNTY AIRPORT LAND USE COMMISSION, November 18, 1991

- Made a determination that the Roosevelt Community Plan update is consistent with the Fresno Air Terminal Land Use Policy Plan.

CITY PLANNING COMMISSION RESOLUTION NO. 10267, January 22, 1992

- Recommended Certification of Final Environmental Impact Report (EIR), City EIR No. 10113 / State Clearinghouse No. 900212385.
- Listed impacts identified as significant, with mitigation measures to reduce impacts to the extent feasible.
- Listed impacts found not to be significant, with mitigation measures to address area concerns.
- Made a Statement of Overriding Considerations.
- Listed procedures for water, sewer, and traffic circulation capacity findings, and mitigation monitoring checklist.

CITY PLANNING COMMISSION RESOLUTION NO. 10268, January 22, 1992

- Recommended approval of the Roosevelt Community Plan Update, as recommended by the Citizens Advisory Committee and the Plan Implementation Committee, with several modifications requested by property owners.
- Recommended that the 1984 Fresno General Plan, Fresno-High Roeding Community Plan, Butler-Willow Specific Plan, and Fresno Air Terminal Environs Area Specific Plan be amended.

CITY COUNCIL RESOLUTION NO. 92-140,* April 7, 1992

- Certified Final EIR, City of Fresno EIR No. 10113 / State Clearinghouse No. 900212385.
- Listed impacts identified as significant, with mitigation measures to reduce impacts to the extent feasible.
- Listed impacts found not to be significant, with mitigation measures to address area concerns.
- Made a Statement of Overriding Considerations.
- Listed procedures for water, sewer, and traffic circulation capacity findings, and mitigation monitoring checklist.

CITY COUNCIL RESOLUTION NO. 92-141,* April 7, 1992

- Adopted the Roosevelt Community Plan Update as a refinement of the 1984 Fresno General Plan.
- Amended the 1984 Fresno General Plan.
- Amended the Fresno High-Roeding Community Plan, repealing that portion of the plan east of Freeway 41.

CITY COUNCIL ORDINANCE NO. 92-23,* April 7, 1992

- Amended the Butler-Willow Specific Plan.

CITY COUNCIL ORDINANCE NO. 92-24,* April 7, 1992

- Amended the Fresno Air Terminal Environs Area Specific Plan.

* Copies of these City Council legislative actions are included in this Appendix.

FRESNO CITY COUNCIL

RESOLUTION NO. 92-140

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE CITY OF FRESNO ROOSEVELT COMMUNITY PLAN UPDATE (CITY OF FRESNO EIR NO. 10113; STATE CLEARINGHOUSE NO. 90021238).

WHEREAS, the Fresno City Council on July 16, 1991, held a duly noticed public hearing to introduce the draft Roosevelt Community Plan Update, and heard written and oral evidence and testimony related thereto; and

WHEREAS, City of Fresno EIR No. 10113 relating to the draft Roosevelt Community Plan Update has been prepared in compliance with the California Environmental Quality Act (CEQA); and

WHEREAS, the City Planning Commission commenced duly noticed public hearings on November 6, 1991, and continued these hearings through November and into December of 1991 and January of 1992, and during these hearings considered Final EIR No. 10113 and the City of Fresno staff and Citizen Committee recommendations, written comments, and testimony received regarding Final EIR No. 10113; and

WHEREAS, on January 22, 1992 the Planning Commission completed its series of hearings on the Roosevelt Update and its EIR, and adopted Resolution No. 10267, recommending that City of Fresno EIR No. 10113 be certified by City Council; and

PASSED

EFFECTIVE

4/7/92

335 5-5-92

92-140

WHEREAS, the City Council commenced duly noticed public hearings on February 4, 1992, and continued these hearings through February, March, and into April of 1992, and during these hearings considered Final EIR No. 10113 and the City of Fresno staff, Fresno County Board of Supervisors, and Citizen Committee recommendations, written comments, and testimony received regarding Final EIR No. 10113;

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Fresno finds that Final EIR No. 10113 has been completed in compliance with the California Environmental Quality Act, the State CEQA Guidelines, and the City of Fresno's Environmental Quality Ordinance; and that the City Council has reviewed and considered the information contained in Final EIR No. 10113 prior to considering approval of the Roosevelt Community Plan; and

BE IT FURTHER RESOLVED, that the City Council finds that certain mitigation measures which will substantially lessen or avoid potential significant adverse environmental effects identified in Final EIR No. 10113 will be incorporated into the project by adoption of the Roosevelt Community Plan Update and Certification of Final EIR No. 10113, as identified in attached Exhibit "A" and incorporated herein by reference; and

BE IT FURTHER RESOLVED, based upon substantial evidence in the record of these proceedings, that specific economic, social and other considerations make infeasible the "No Project Alternative" for the reasons stated in the separate Statement of Overriding Considerations incorporated herein by reference and attached as Exhibit "C"; and

BE IT FURTHER RESOLVED, that reporting and monitoring procedures, in the form of verification findings and a mitigation monitoring checklist, necessary to implement the environmental impact mitigation measures established by Certification of Final EIR No. 10113 and adoption of the Roosevelt Community Plan and to ensure compliance during project implementation, shall be established in accordance with attached Exhibit "D" incorporated herein by reference; and

BE IT FURTHER RESOLVED, that the Council of the City of Fresno hereby Certifies Final EIR No. 10113 prepared for the City of Fresno Roosevelt Community Plan Update.

BE IT RESOLVED, that the Clerk of the City hereby is authorized and directed to make and attest to the appropriate certification upon originals of these documents and file the same as a permanent record in the office of the City Clerk.

KEY TO EXHIBIT MATERIAL FOR CITY COUNCIL RESOLUTION No. 92-140

Because the Exhibits for City Council Resolution No. 92-140 reproduced material from the Roosevelt Community Plan Final Environmental Impact Report (EIR), the text of these Exhibits is not reproduced here (in the interest of saving space in this plan document). The reader is referred to the appropriate pages in the EIR document, which is bound with this plan:

EXHIBIT A: See Roosevelt Community Plan EIR, pages -FEIR-5- through -FEIR-33-.

EXHIBIT B: See Roosevelt Community Plan EIR, pages -FEIR-34- and -FEIR-35-.

EXHIBIT C: See Roosevelt Community Plan EIR, pages -FEIR-36- and -FEIR-37-.

EXHIBIT D: See Roosevelt Community Plan EIR, Appendix F, pages - F-1 - through - F-39 -.

RESOLUTION NO. 92-141

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO ADOPTING THE ROOSEVELT COMMUNITY PLAN AS A REFINEMENT OF THE 1984 FRESNO GENERAL PLAN AND AMENDING THE 1984 FRESNO GENERAL PLAN, AND THE FRESNO HIGH-ROEDING COMMUNITY PLAN

WHEREAS, the Fresno City Council on November 20, 1984, and December 1, 1977, adopted the General Plan and the Fresno-High Roeding Community Plan respectively; and

WHEREAS, community plans are essential to the refinement of the General Plan; and

WHEREAS, the Council directed that the Roosevelt Community Plan be updated; and

WHEREAS, the Roosevelt Community Plan Update has been prepared pursuant to the Local Planning and Procedures Ordinance (LPPO) and was formulated by staff with the help of a 16-member Citizens Advisory Committee and with substantial public input and was initiated by the Fresno City Council on July 16, 1991, all in conformance with applicable provisions of State Planning Law, the LPPO and guidelines promulgated under it; and

WHEREAS, the Fresno City Planning Commission, at its meeting of January 22, 1992, adopted Resolution No. 10268 recommending adoption of the Roosevelt Community Plan as recommended by the Citizens Advisory Committee and including several modifications and plan change requests and

PASSED _____

EFFECTIVE _____

MICROFILMED

Reel 335 Jan 5-5-8

92-141

Resolution No.
Roosevelt Community Plan

WHEREAS, the Council of the City of Fresno, on December 4 and 17 of 1991, February 4, 11, 18 and 25 of 1992 and March 3, 17, 24 and 31 of 1992, held a duly noticed public hearing to consider the draft Roosevelt Community Plan and Final Environmental Report (EIR) No. 10113, and at the public hearings considered all information contained in the draft Roosevelt Community Plan and EIR No. 10113, and all written and oral evidence and testimony related thereto; and

WHEREAS, prior to taking action on this project, Council adopted a resolution certifying City of Fresno Final EIR No. 10113 (State Clearinghouse No. 90021238) as required by the California Environmental Quality Act; and

NOW THEREFORE BE IT RESOLVED, that the Council of the City of Fresno:

1. Finds that the Roosevelt Community Plan Update has been the subject of analysis and review by the Roosevelt Community Plan Update Citizens Advisory Committee, Development Director, Planning Commission and City Council, all of whom have reviewed and considered the plan's recommendations; and the Council finds that the discussion found in the Plan Update and EIR No. 10113, justify a change to the previous community plan's recommendations; and
2. Approves Exhibit A, Roosevelt Community Plan map, with related modifications and changes as contained in Exhibit B, attached hereto and incorporated herein by reference; and
3. Approves amendments to the 1984 Fresno General Plan and the repeal of that portion of the Fresno High-Roeding Community Plan

MICROFILMED
Reel 335 Date 5-5-82

Resolution No.
Roosevelt Community Plan

- within the Roosevelt Community Plan as depicted on Exhibits C and D, attached hereto and incorporated herein by reference; and
4. Approves policy additions and amendments, as contained in Exhibit E, attached hereto and incorporated herein by reference; and
5. Approves the Roosevelt Community Plan document, consisting of maps and written statements of goals, policies and implementation measures, as contained in Exhibit F attached hereto and incorporated herein by reference.

CLERK'S CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF FRESNO)
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 7th day of April, 1992.

JACQUELINE L. RYLE
City Clerk

APPROVED AS TO FORM
CITY ATTORNEY'S OFFICE

BY: 

DEPUTY

By 

Deputy

SC:flh:PLN435/+1108

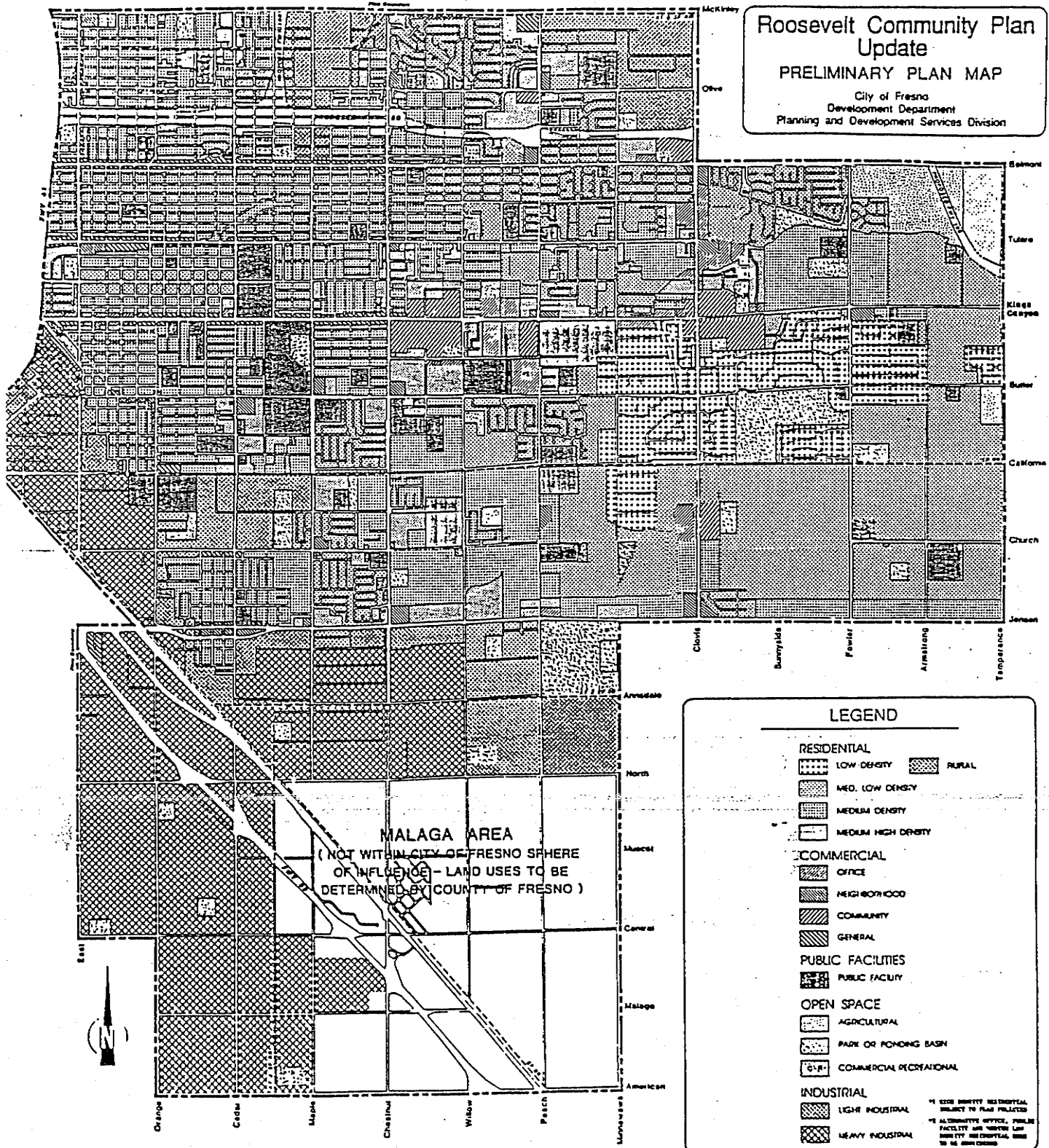
Attachments

- Exhibit A - Roosevelt Community Plan Map
 - Exhibit B - Plan Modifications and Requested Changes
 - Exhibit C - 1984 Fresno General Plan Amendment Map
 - Exhibit D - Fresno High-Roeding Community Plan Map
 - Exhibit E - Policy Additions and Amendments
 - Exhibit F - Roosevelt Community Plan Text and Final EIR
- No. 10113

MICROFILMED

Reel 335 Date 5-5-92

EXHIBIT A



MICROFILMED

Reel 335 Date 5-5-80

PLAN MODIFICATIONS

	<u>MODIFICATION</u>	<u>PLAN UPDATE</u>	<u>REQUESTED CHANGE</u>	<u>STAFF RECOMMENDATION</u>	<u>CITIZENS ADV. COMMITTEE</u>	<u>PLANNING COMMISSION</u>	<u>CITY COUNCIL ACTION</u>
No. 1	Valley Conservative Partners-(3.07+ ac) NE cor. S. Maple and E. Church Aves	NC	MLDR	NC (deny mod.)	MLDR (approve revised mod.)	MLDR	Approve revised modification for MLDR use & include one acre remnant at the corner
No. 2	Stephen Investments (29 ± ac.) NE cor. E. Kings Canyon & S. Adler Aves	O.C.-(19.3+ ac) MDR-(9.7+ ac)	C.C.-(15.5+ ac) O.C.-(9.7+ ac) O.S. (3.8+ ac)	C.C.-(15.5+ ac) O.C.-(9.7+ ac) O.S (3.8 ± ac) (approve revised Mod.)	same as staff	same as staff	Approve revised modification for C.C., O.C. & O.S uses recommended by staff
No. 3	Collins-Ginder Dev. (4.6+ acres) W/s Clovis Avenue bet. E. Tulare and E. Belmont Aves.	O.C.	MHDR	O.C. (deny mod.)	same as staff	same as staff	Approve MHDR use (implementation to be consistent with development concept presented 3/3/92)

No. 4
MICROFILMED
Reel 335 Date 5-5-88
Richard Waring (0.56+ acres)

SW cor. S. Clovis Ave. E. Montecito Ave.

LDR

MDR

MDR
(approve mod.)

same as staff

same as staff

Approve MDR use

LEGEND

LDR - Low Density Residential
MLDR - Medium Low Density Residential
MDR - Medium Density Residential
MHDR - Medium High Density Residential

OC - Office Commercial
NC - Neighborhood Commercial
CC - Community Commercial
RC - Regional Commercial
GC - General Commercial

PF - Public Facility
NP/OS - Neighborhood Park/Open Space
RP/OS - Regional Park/Open Space
Ag/OS - Agricultural/Open Space

LI - Light Industrial
HI - Heavy Industrial

	<u>MODIFICATION</u>	<u>PLAN UPDATE</u>	<u>REQUESTED CHANGE</u>	<u>STAFF RECOMMENDATION</u>	<u>CITIZENS ADV. COMMITTEE</u>	<u>PLANNING COMMISSION</u>	<u>CITY COUNCIL ACTION</u>
No. 5	Sunnyside Ranch (26.5± ac.) NW and SW cor. S. Clovis and E. Church Aves.	O.C.-(9.9+ ac) MLDR-(13.2± ac) MDR-(3.4± ac)	O.C.-(5.5± ac) N.C.-(9.9± ac) MHDR (3.0± ac) MDR (8.1± ac)	O.C.-(5.5± ac) N.C.-(9.9± ac) MLDR (11.1 ± ac) original plan line for Minnewawa (approve revised mod.)	same as staff	same as staff	Approve revised modification for O.C., N.C. & MLDR uses the & Plan Update alignment for Minnewawa Ave.
No. 6	George F. Belyea (157± acres) Area bounded by E. Jensen, S. Fowler, E. Church and S. Sunnyside Aves.	MLDR-(118± ac) MDR-(39± ac)	MLDR- (77+ ac) MDR-(35± ac) MHDR-(15+ ac) CC+ (30+ ac.)	plan update (deny mod.)	same as staff	MLDR-(92+ ac) MDR-(35+ ac) C.C- (30± ac) (approve revised mod.)	Approve revised modification for C.C., MDR & MLDR uses as presented 3/24/92 meeting
No. 7	Fresno 70, a partnership (20± ac) SW cor. E. Butler and S. Temperence Aves.	Ag/O.S.	MLDR	Ag/O.S. (deny mod.)	same as staff	MLDR (approve mod.)	Deny this modification and retain the Ag/OS use of the Plan Update
No. 8	Leo H. Avedikian (9.2± ac.) S/s Jensen Ave. bet/ S. Willow and S. Chestnut Aves.	LI	HI	HI	same as staff	same as staff	Approve HI use (implementation to consider plan policies & consultation with Plan Implementation Committee)

MICROFILMED
 Reel 335 Date 5-5-92

	<u>MODIFICATION</u>	<u>PLAN UPDATE</u>	<u>REQUESTED CHANGE</u>	<u>STAFF RECOMMENDATION</u>	<u>CITIZENS ADV. COMMITTEE</u>	<u>PLANNING COMMISSION</u>	<u>CITY COUNCIL ACTION</u>
No. 9	Park Circle/ Sunnyside/Alta Neighborhood Group (16± ac.) Vicinity of the SE cor. E. Kings Canyon Rd. and S. Clovis Ave	C.C.	MLDR	C.C. (deny mod.)	same as staff	RC (deny mod)	Deny this modification and retain regional commercial designation of the Plan Update
No. 10	Mosesian Land Co./ Baccarat Corp (50± ac) SE cor. E. Kings Canyon Rd. and S. Peach Aves.	P.F. (middle School and High School)	R.C.-(40± ac) MLDR - (8± ac) C.C.- (2± ac)	P.F. (high school) (deny mod.)	same as staff Staff with automatic change to commercial if school is not developed.	same as staff	Approve "dual designation" depict- ing RC, OC & MLDR uses with PF (high school) as an alternative use
No. 11	Kiyo Uchida, Shigeki and Masako Mochizuki and Mary & Thomas Mouradick (43± ac) SW cor E. Kings Canyon Rd and S. Minnewawa Ave.	P.F. (middle school and high school)	MLDR (18± ac) MDR (25± ac)	MLDR (18± ac) for the Uchida Mochizuki properties (approve mod.) P.F. (middle school & H.S. (25± ac) for the Mouradick property (deny mod.)	same as staff with automatic change to MDR if school is not implemented	same as staff	Approve "dual designation" depict- ing MDR use with PF (high school) as an alternative use for the Mouradick property (westerly 25 acres) & approve MLDR uses for the Uchida/Mochizuki prop- erties (easterly) 18 acres)

335

5-5-92

	<u>MODIFICATION</u>	<u>PLAN UPDATE</u>	<u>REQUESTED CHANGE</u>	<u>STAFF RECOMMENDATION</u>	<u>CITIZENS ADV. COMMITTEE</u>	<u>PLANNING COMMISSION</u>	<u>CITY COUNCIL ACTION</u>
No. 12	Larry Shapazian (160+ acres) Area bounded by E. Jensen, S. Minnewawa; E. Annadale and S. Peach Avenues	R.P./O.S.	HI	R.P./O.S. (deny mod./add conditions)	HI (approve mod./ designated fair- grounds as alternative)	HI (approve mod.)	Approve "dual designation" depict- ing LI use with alternative RP/OS use
No. 13	Stephen Investments (7+ ac.) NW cor. S. Willow and E. Lane Aveues	N.P/O.S.	C.C.	N.P./O.S. deny mod.	same as staff	same as staff	Approve "dual designation" depict- ing CC use with NP/OS as an alternative use
No. 14	Mosesian Land Co./ Bacarrat Corp. (49+ ac.) SE cor. E. Kings Canyon Rd. and S. Clovis Avenue	C.C.	R.C.	C.C. (deny mod.)	same as staff	RC (approve mod)	Approve RC use
No. 15	Jeff Roberts (261+ ac) E/s of S. Clovis Av bet. Jensen and The California Alignment	MLDR - (220+ ac) MDR- (25+ ac) O.S./p.b.- (16+ ac)	MDR -(241+ ac) p.b./N.P. (20+ ac)	Approve	Approve density implementation guidelines	same as Committee	Modification withdraw approve Plan Update uses and approve residential density transition guidelines as advisory policies

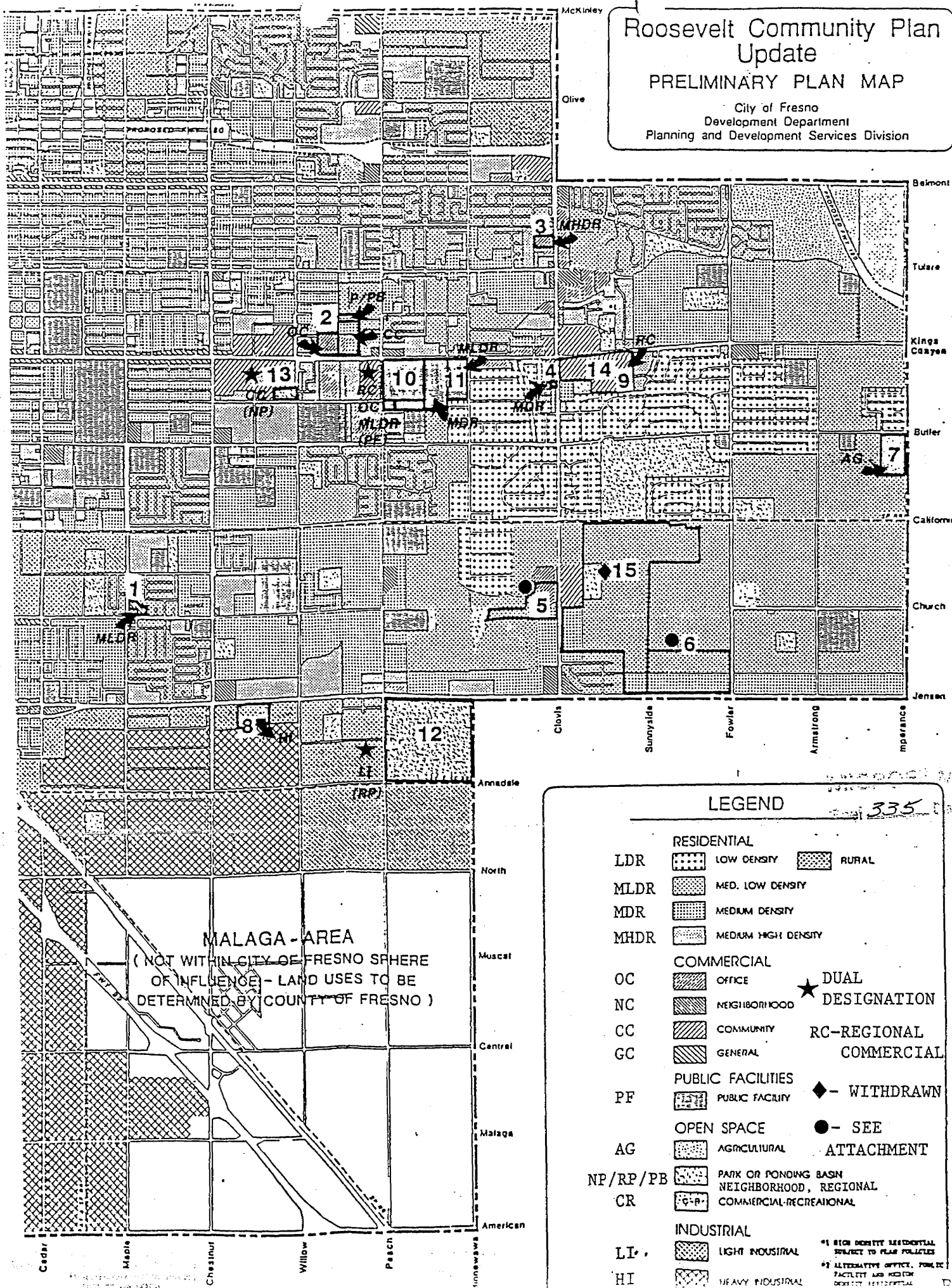
Note: This modification
request has been
withdrawn

MICROFILMED
 335
 55-9

Roosevelt Community Plan Update

PRELIMINARY PLAN MAP

City of Fresno
Development Department
Planning and Development Services Division



LEGEND

RESIDENTIAL	
LDR	LOW DENSITY
MLDR	MED. LOW DENSITY
MDR	MEDIUM DENSITY
MHDR	MEDIUM HIGH DENSITY
COMMERCIAL	
OC	OFFICE
NC	NEIGHBORHOOD
CC	COMMUNITY
GC	GENERAL
PUBLIC FACILITIES	
PF	PUBLIC FACILITY
OPEN SPACE	
AG	AGRICULTURAL
NP/RP/PB	PARK OR PONDING BASIN
CR	COMMERCIAL-RECREATIONAL
INDUSTRIAL	
LI	LIGHT INDUSTRIAL
HI	HEAVY INDUSTRIAL
	RURAL
★	DUAL DESIGNATION
RC	REGIONAL COMMERCIAL
◆	WITHDRAWN
●	SEE ATTACHMENT

*1 HIGH DENSITY RESIDENTIAL
SUBJECT TO PLAN POLICIES
*2 ALTERNATIVE OFFICE, PUBLIC
FACILITY AND RESIDENTIAL
DESIGNITY 1411200014

PLAN MODIFICATION NO. 5

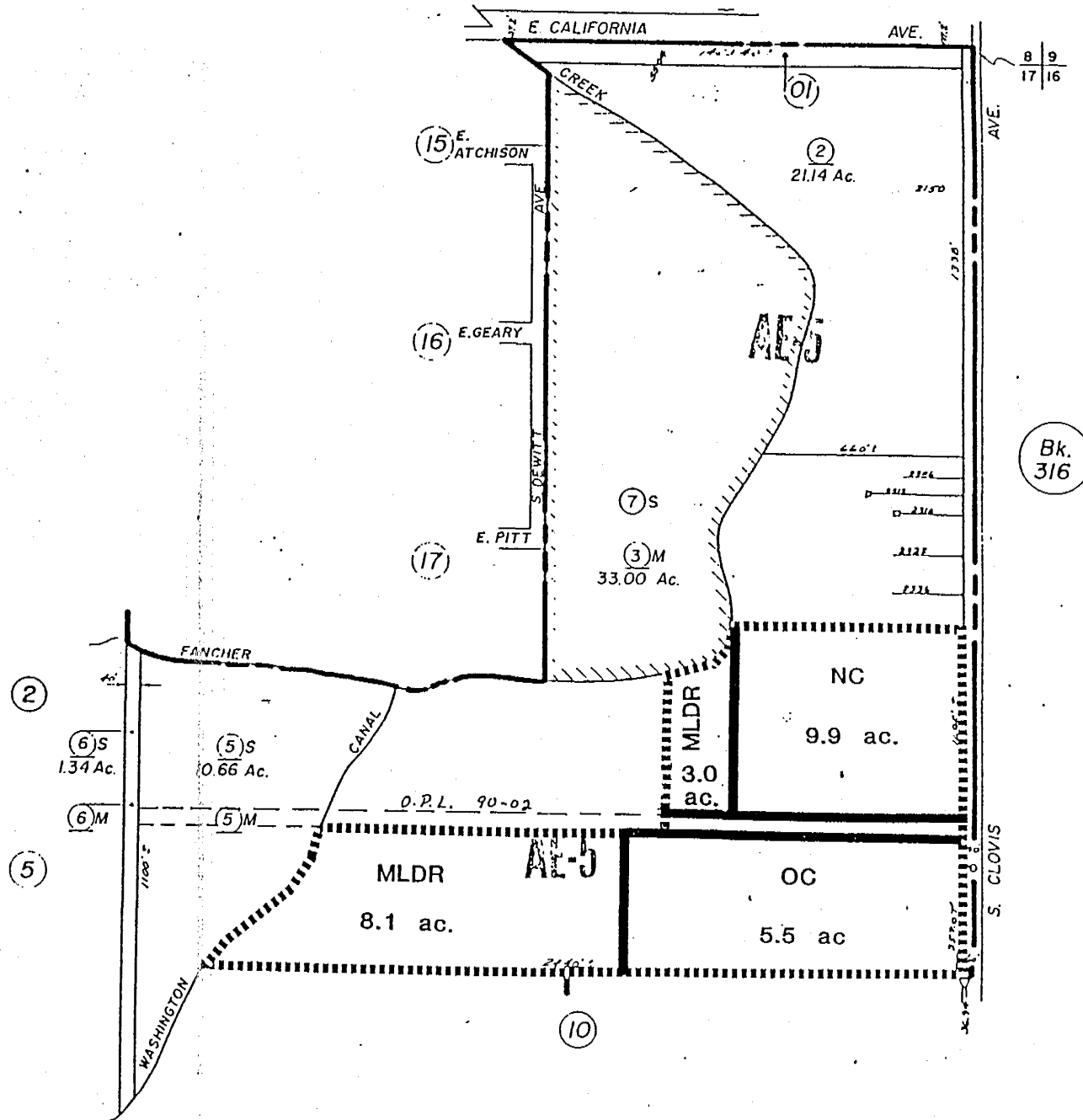


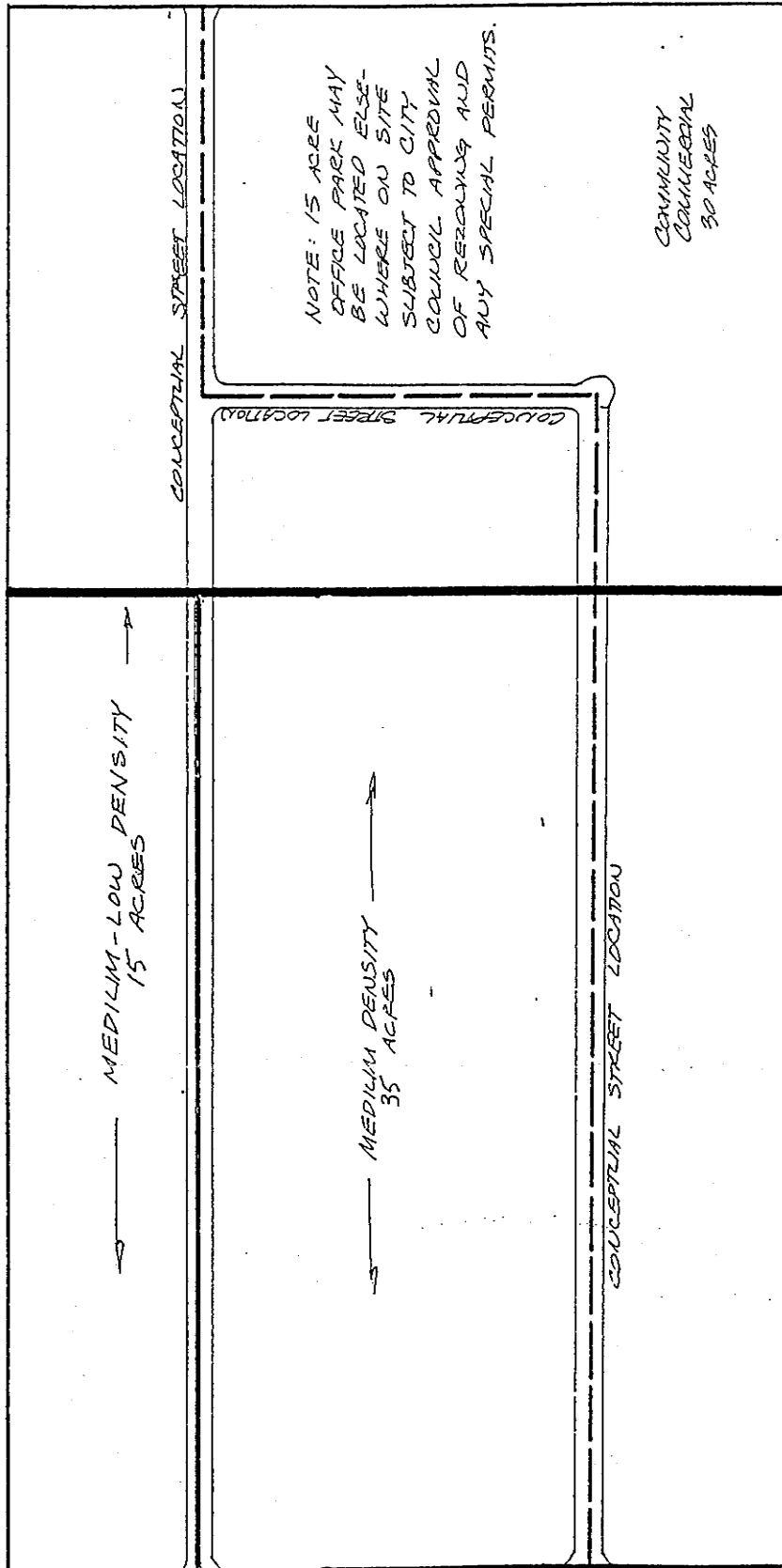
EXHIBIT B

335 5-5-92

PLAN MODIFICATION NO. 6

EXHIBIT B

MEDIUM-LOW DENSITY



J. SUNNYSIDE AVENUE

J. FOWLER AVENUE

E. JENSEN AVENUE

PROPOSED NOTE ON PLAN: ON 80 ACRES BETWEEN J. FOWLER AVE. AND J. SUNNYSIDE AVE., COMMUNITY COMMERCIAL (30 ACRES) DESIGNATION SHALL BE LOCATED AT THE CORNER OF JENSEN AND FOWLER AND SHALL ACCOMMODATE THE DEVELOPMENT OF A 15 ACRE COMMERCIAL CENTER AND 15 ACRES OF OFFICES. ACCESS TO SUNNYSIDE AVE. SHALL BE PROVIDED.

NORTH
1"=200'

REQUESTS FOR PLAN CHANGES NOT FILED AS MODIFICATIONS

	<u>PLAN MODIFICATION</u>	<u>PLAN UPDATE</u>	<u>REQUESTED CHANGE</u>	<u>STAFF RECOMMENDATION</u>	<u>PLAN IMP. COMMITTEE</u>	<u>PLANNING COMMISSION</u>	<u>CITY COUNCIL ACTION</u>
A.	Tatkin Investment Co./Richard Waring (.94+ acs) S/s Hamilton bet. S. Maple & S. Chance Aves.	MDR	MHDR (allow 29 U/A per R-3 zoning & day care)	Plan Update (deny request)	MHDR (16 U/A & day care)	same as Committee	Approve MHDR use (16 units/ acre & potential day care accessory use)
B.	Roy & Ruth Katsura- (8.43+ acs.) S/s of Kings Canyon bet. S. Minnewawa & S. DeWitt	O.C.	LDR	Plan Update (deny request)	OC (limited to R-P zoning)	same as committee	Approve OC use (limited to R-P zoning implementation) for the two parcels immediately east of S. Minnewawa Ave. & retain LDR for the remaining four extending east to S. DeWitt Ave.
C.	Jack, Robert & Richard Papazian (16.69+ acs.) N/s of E. Belmont & S/s of E. Olive bet. N. Minnewawa & N. Clovis Aves.	NP/OS, OC & LI	NP/OS, CC	NP/OS, CC (approve request)	same as staff & Committee	same as staff & Committee	Approve CC & NP/OS uses as requested
D.1	Chilingerian/Logan & Assoc.-(18.48+ acs) NE Cor S. Maple & E. Butler	NC, MHDR & MDR	GC, CC, NC MHDR	Plan Update (deny request)	same as staff	same as staff & committee (tie vote)	Approve request that planned uses allow existing zoning to be implemented subject to referral of development plans to Plan Implementation Committee

MICROFILMED
Reel 335 Date 5-5-82

EXHIBIT B

	<u>PLAN MODIFICATION</u>	<u>PLAN UPDATE</u>	<u>REQUESTED CHANGE</u>	<u>STAFF RECOMMENDATION</u>	<u>PLAN IMP. COMMITTEE</u>	<u>PLANNING COMMISSION</u>	<u>CITY COUNCIL ACTION</u>
D.2	Chilingerian/Logan & Assoc.-(.99± acs) SW Cor E. Tulare & S. Peach Aves.	MDR	NC	Plan Update (deny request)	MDR (allow exist. C-1 zoning to remain)	same as committee	Approve NC use for existing C-1 zoning at the corner parcel
E.1	Westcal Inc.- (3± acs) SW cor E. Belmont & N. Fowler Aves	OC & MLDR	OC & MHDR	Plan Update (deny request)	Same as staff	Same as staff & Committee	Approve Plan Update with acknowledgement that development of existing zoning may be considered as permitted by the local Planning & Procedures Ordinance
E.2	Westcal Inc.- (13± acs) NE cor E. Jensen & S. Maple Aves	MHDR	MHDR (allow 29 U/A per R-3 & R-3-A zoning)	Plan Update (deny request)	Same as staff	Same as staff & Committee	"
E.3	Westcal Inc.- (4.7± acs) S/s E. Church Ave bet. S. Chestnut & S. Willow Aves.	MDR	MHDR (allow 29 U/A per R-3 zoning)	Plan Update (deny request)	Same as staff	Same as staff & Committee	"
F.	Gilbert & Gladys Mendez -area S. of E.Heaton Ave. & E. Fowler Ave.	MLDR	LDR or 14,200 s.f. min. lot size	Plan Update (deny request)	MLDR (Plan Update w/ condition)	same as committee	
G.	Ellis Daniels (.6± acs) W/s Ninth Jensen Ave & Jensen Ave. bypass	NC	LI (limited to warehouse)	LI (approve request)	same as staff & Committee	same as staff	Approve LI use (limited to warehouse)

MICROFILMED
 Reel 335 Date 5-5-82

REQUESTS FOR PLAN CHANGES NOT FILED AS MODIFICATIONS

PLAN MODIFICATION	PLAN UPDATE	REQUESTED CHANGE	STAFF RECOMMENDATION	PLAN IMP. COMMITTEE	PLANNING COMMISSION	CITY COUNCIL ACTION
11. Vy Horn/Monterey Properties, Joe B. Anaya - (.13± acs.) NW cor. E. Olive & N. Eighth Aves.	MDR	NC	Plan Update (deny request)	Refer to Yosemite Specific Plan Neighborhood Committee	Same as Committee	Deny request (refer to the Yosemite Specific Plan Neighborhood Comm. for review)

MICROFILMED
Reel 335 Date 5-5-88

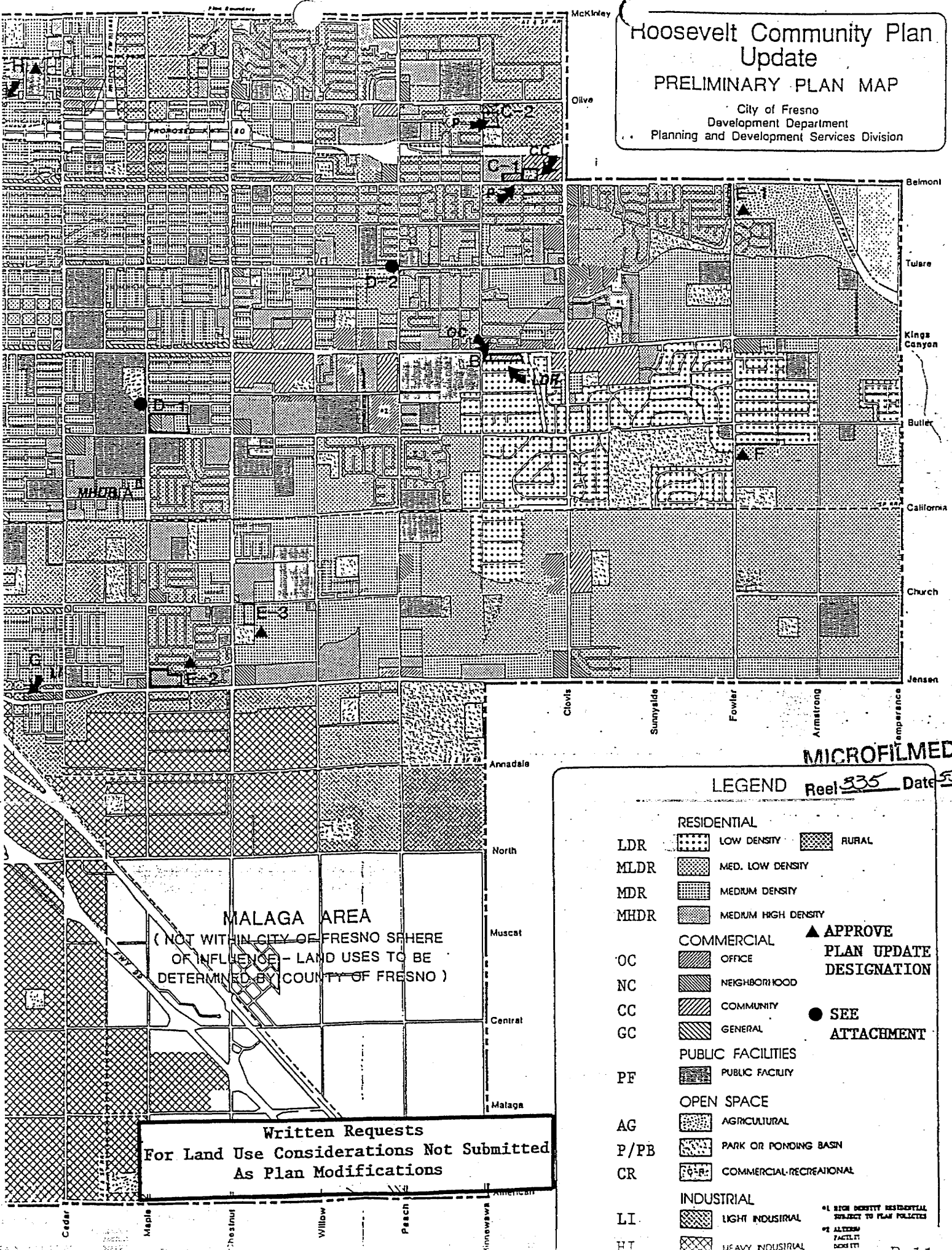
LEGEND

LDR - Low Density Residential	OC - Office Commercial	PF - Public Facility	LI - Light Industrial
MLDR - Medium Low Density Residential	NC - Neighborhood Commercial	NP/OS - Neighborhood Park/Open Space	HI - Heavy Industrial
MDR - Medium Density Residential	CC - Community Commercial	RP/OS - Regional Park/Open Space	
MHDR - Medium High Density Residential	RC - Regional Commercial	Ag/OS - Agricultural/Open Space	
	GC - General Commercial		

Roosevelt Community Plan Update
















PRELIMINARY PLAN MAP

City of Fresno
Development Department
Planning and Development Services Division



MICROFILMED
Reel 335 Date 5-58

LEGEND

RESIDENTIAL				
LDR		LOW DENSITY		RURAL
MLDR		MED. LOW DENSITY		
MDR		MEDIUM DENSITY		
MHDR		MEDIUM HIGH DENSITY		
COMMERCIAL			▲ APPROVE	
OC		OFFICE		PLAN UPDATE
NC		NEIGHBORHOOD		DESIGNATION
CC		COMMUNITY	● SEE	
GC		GENERAL		ATTACHMENT
PUBLIC FACILITIES				
PF		PUBLIC FACILITY		
OPEN SPACE				
AG		AGRICULTURAL		
P/PB		PARK OR PONDING BASIN		
CR		COMMERCIAL-RECREATIONAL		
INDUSTRIAL				
LI		LIGHT INDUSTRIAL		
HI		HEAVY INDUSTRIAL		

*1 HIGH DENSITY RESIDENTIAL
SUBJECT TO PLAN POLICIES

*2 ALTERNATE
FACILITY
DEVELOPMENT

*1 HIGH DENSITY RESIDENTIAL
SUBJECT TO PLAN POLICIES
*2 ALTERNATE
FACILITY
DESIGN

EXHIBIT B

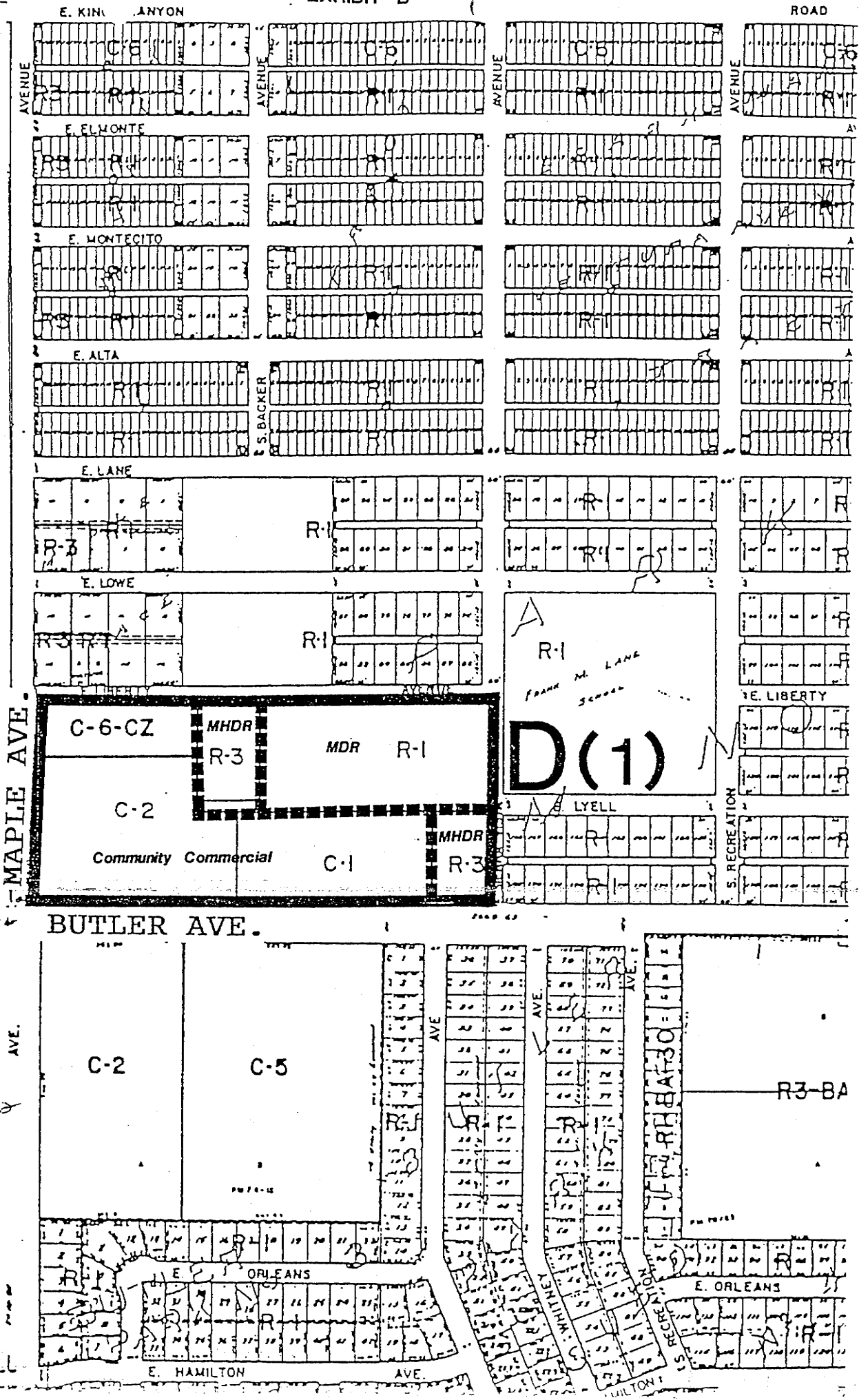
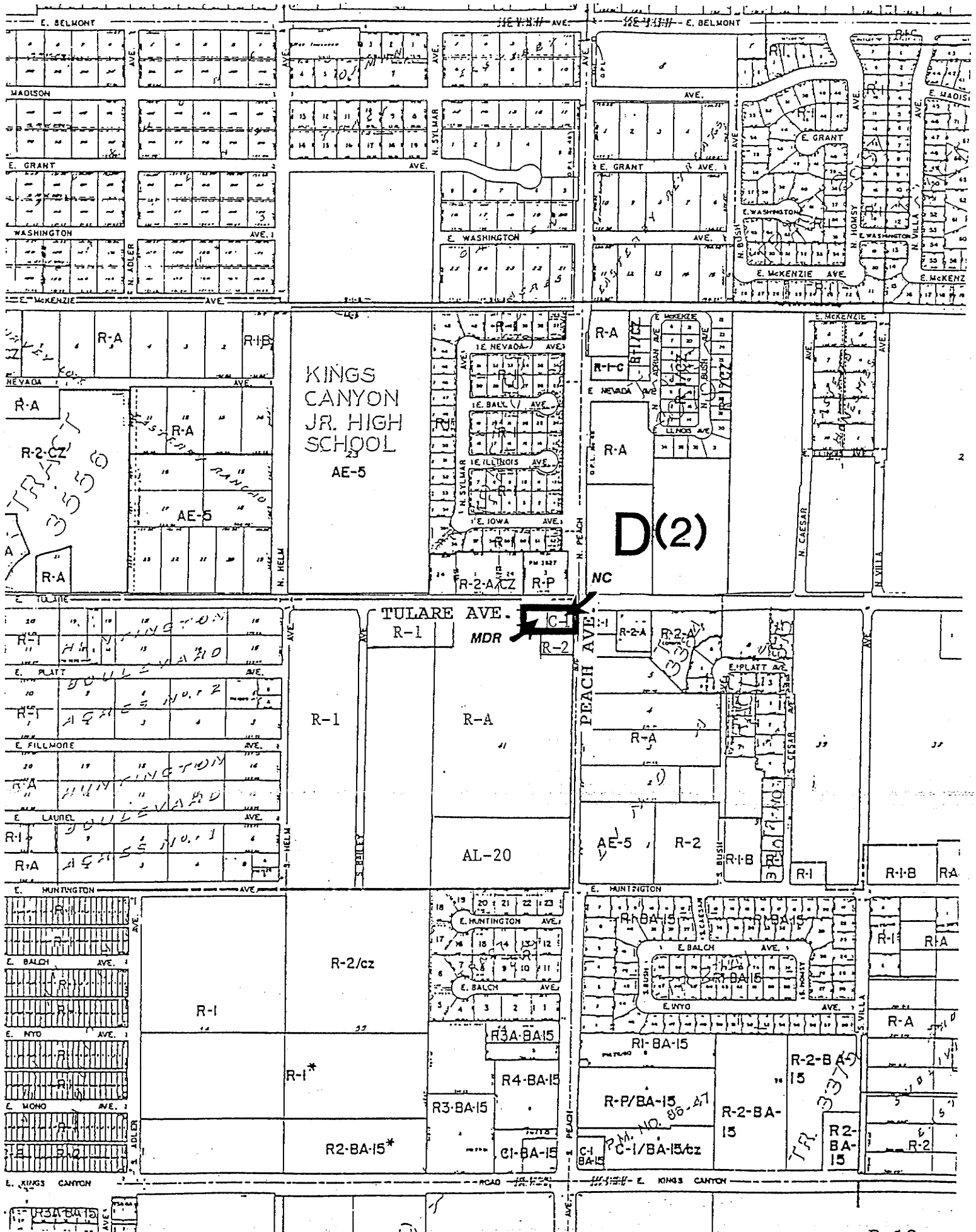
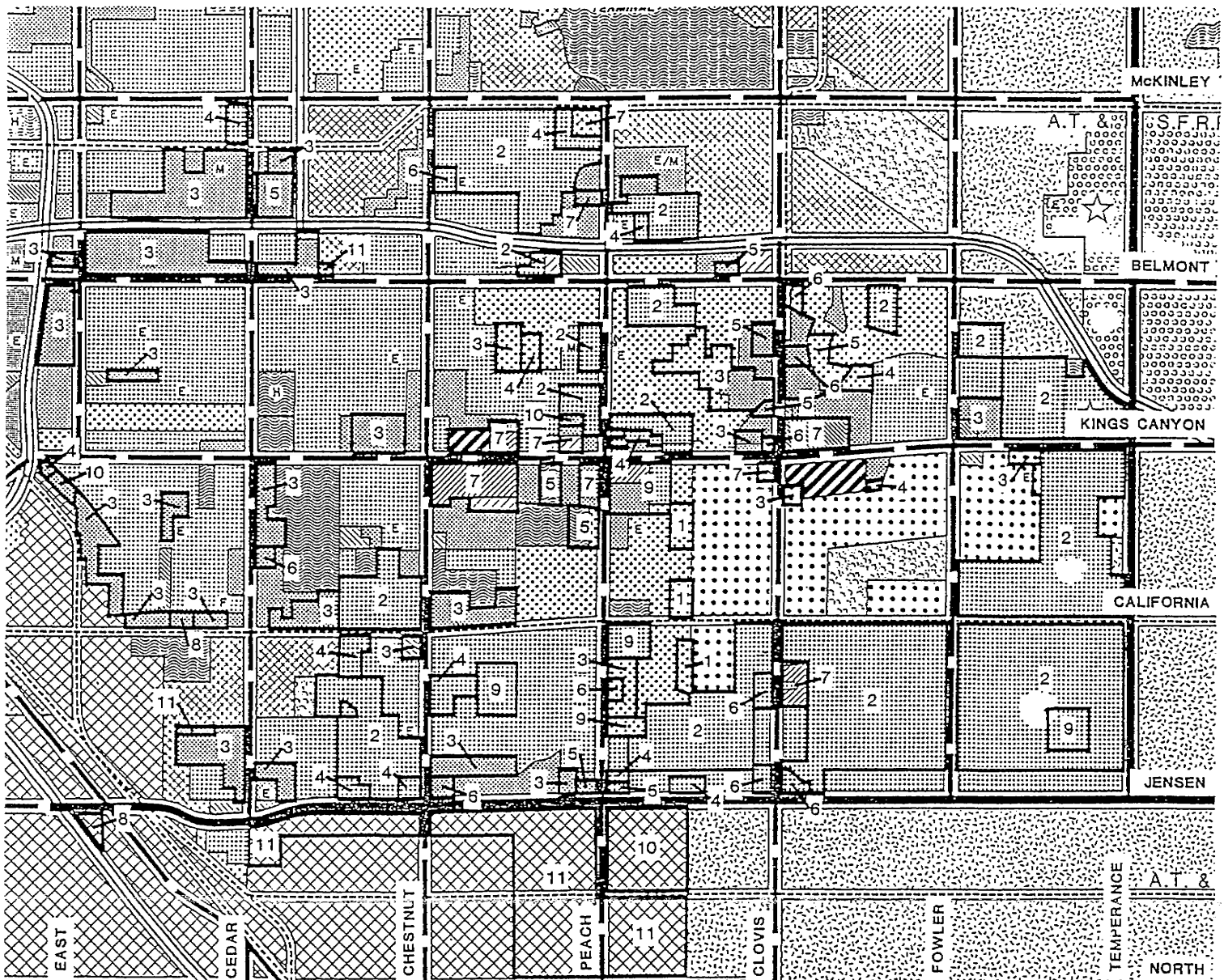


EXHIBIT B



CHANGES TO 1984 FRESNO GENERAL PLAN



LEGEND

EXISTING
DESIGNATIONPROPOSED
DESIGNATION

RURAL RESIDENTIAL



1 LOW DENSITY RESIDENTIAL



2 MED. LOW DENSITY RESIDENTIAL



3 MEDIUM DENSITY RESIDENTIAL



4 MEDIUM HIGH DENSITY RESIDENTIAL



HIGH DENSITY RESIDENTIAL



5 OFFICE COMMERCIAL

EXISTING
DESIGNATIONPROPOSED
DESIGNATION

6 NEIGHBORHOOD COMMERCIAL



7 COMMUNITY COMMERCIAL



8 GENERAL COMMERCIAL



REGIONAL COMMERCIAL



9 PUBLIC FACILITY



10 PARK OR PONDING BASIN



11 LIGHT INDUSTRIAL



HEAVY INDUSTRIAL

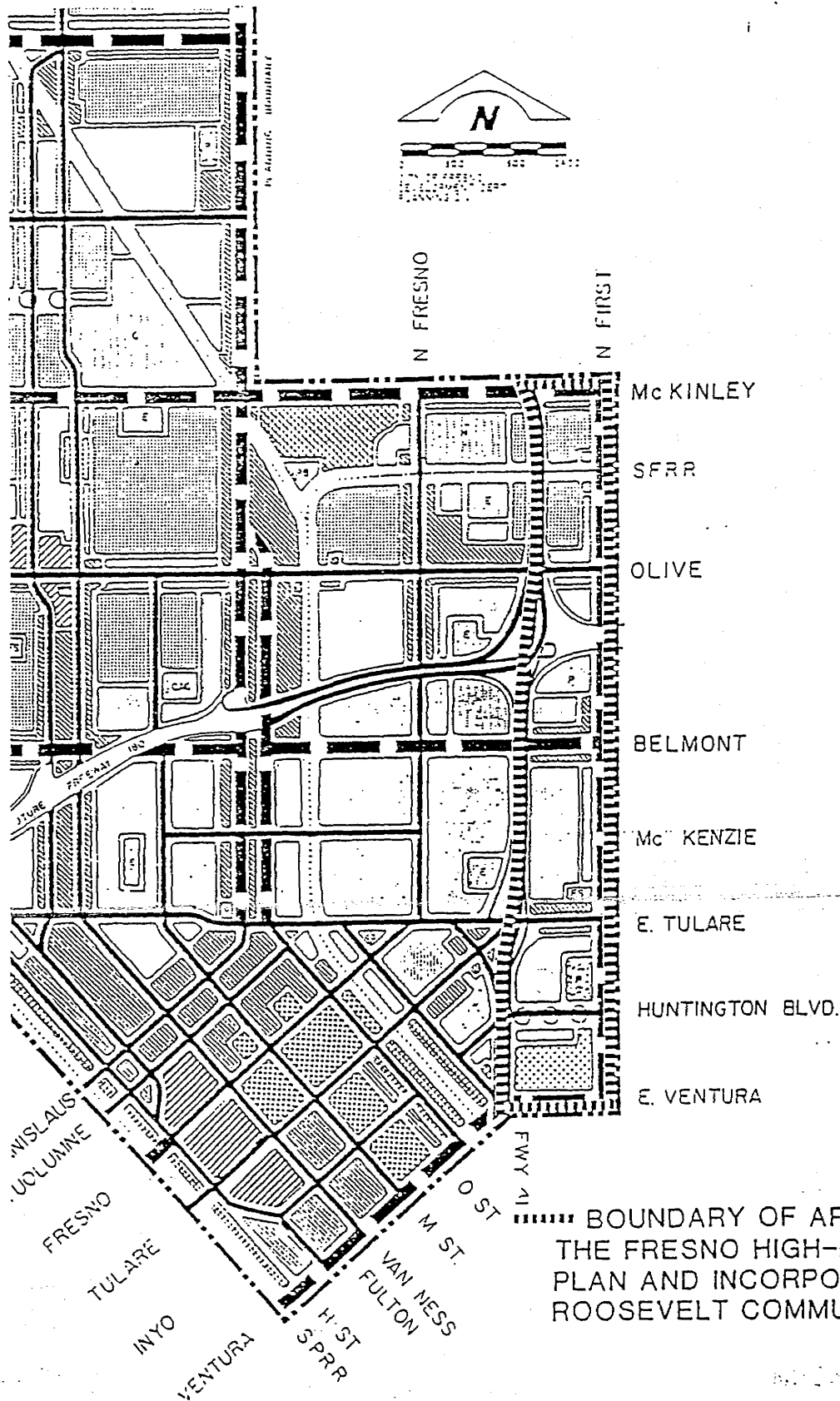
*The number indicates the amended land use plan designation.

MICROFILMED

335

5-592

BOUNDARY AMENDMENT TO THE FRESNO HIGH-ROEDING COMMUNITY PLAN



..... BOUNDARY OF AREA DELETED FROM
THE FRESNO HIGH-ROEDING COMMUNITY
PLAN AND INCORPORATED INTO THE
ROOSEVELT COMMUNITY PLAN UPDATE.

335 5-5-92

EXHIBIT E

ROOSEVELT COMMUNITY PLAN UPDATE CITIZENS IMPLEMENTATION COMMITTEE POLICY AMENDMENTS

1. Within thirty days after the adoption of the Roosevelt
(Revised) Community Plan, a committee shall be formed and called
1-1.3 the Roosevelt Community Plan Implementation Committee.
p. 18 This committee shall be appointed pursuant to the
Planning Guidelines of the Local Planning and Procedures
Ordinance and shall include residents of both the
unincorporated and incorporated portions of the Plan Area.

The Roosevelt Community Plan Implementation Committee shall review and monitor the implementation of the Roosevelt Community plan. The Committee shall also make recommendations to City staff, the Planning Commission, and City Council regarding the implementation of the Roosevelt Community Plan. More specifically, the Committee shall do the following:

- A. On or before December 1 of each year, the Committee should present to the City Council a report which contains a performance evaluation of the Plan. If the Committee concludes that amendments to the Plan are needed to better address community issues and concerns stated in the Plan, the Committee should submit the proposed amendments to the City Council so that they can be considered for initiation by the City Council.
- B. On or before April 1 of each year, the Committee should make recommendations to the City Council on the priority of Plan implementation measures that should be pursued. These recommendations can be considered for funding as part of the City's annual budget review process.
- C. The Committee shall be permitted to review and make recommendations on plan amendment, development entitlement, and site plan review applications in the Roosevelt Community Plan Area (except where specific plan implementation or review committees have been established, such as for the Yosemite School Area Specific Plan) before final City action is taken on the applications.

2. Establish a community plan area based resource
(New) allocation program that includes area characteristics
1-4.5 (such as geographical size, physical condition,
p. 23 population size and long range planning objectives) to
determine appropriate expenditures for public services
and facilities.

3. (New) Establish an inter-agency effort, with the City and County of Fresno taking lead roles, that focuses upon prevention and intervention strategies addressing juvenile social issues and behavioral problems such as drug use, gang participation and vandalism (graffiti).
1-4.6
p. 23
4. (New) Support formation of new and expanded Enterprise Zone within the Roosevelt community (as shown in EIR Figure EIR-3); and explore submission of a joint City/County Enterprise Zone application.
1-4.7
p. 23
5. (Revised) Signs shall be architecturally compatible with and complimentary to the character of the development and land uses for which the signs advertise. Unified/shopping/center/development/along/Kings/Canyon Road/between/Chestnut/and/Sunnyvale/Avenues/10/one monument/style/free/standing/sign/per/street/frontage not/10/exceed/height/feet/in/height/or/be/located/closer than/ten/feet/from/the/street/property/line/
1-8.4
p. 33
6. (New) Identify a site, which is appropriate and consistent with overall plan goals and policies for a planned unified regional shopping center, of sixty (60) acres or more in size, through the 1994 General Plan Update process or through the redevelopment planning process.
1-8.7
p. 34
7. (Revised) Apply the conditional use permit findings and noticing procedures of the Fresno Municipal Code (Section 12-405.A) to all uses proposed within a C-6 "Heavy commercial" Zone District (located within 300 feet of a property that that is planned or zoned for residential use) and apply all appropriate design and development measures necessary to assure that the use will not be detrimental to the public welfare or injurious to surrounding uses and improvements.
1-11.8d
p.
8. (New) Initiate efforts, in cooperation with the Fresno Irrigation District, railroads and other owners of utility easements and right-of-way, to identify and implement measures to prevent inappropriate vehicular access to these rights-of way.
1-15.
12
p. 48
9. (Revised) Consider/the/allowance/of Identify and implement appropriate (economically feasible) incentives such as fee reductions or deferrals, permit assistance and economic development loans to rehabilitate and improve existing commercial development.
1-11.9
p. 40

- 10
(New)
1-11.10
p. 4
- Pursue the establishment of an ordinance authorizing an annual review program and abatement procedure addressing commercial establishments which sell alcoholic beverages, where repeated incidences of a serious nature (such as but not limited to drug sales and/or use, prostitution, violent crimes) occur and are a threat to the public health, safety and welfare and injurious to surrounding properties and their occupants. This review shall also consider chronic problems of public disturbances, drunkenness or other behavior of patrons or employees which may be harmful to nearby residents.
11.
(Revised)
1-13.
2-d
p. 43
- The provisions of the City Zoning Ordinance applicable to an approved industrial manufacturing district shall apply to outdoor advertising for industrial manufacturing uses.
12.
(New)
1-21.8
p. 59
- The Internal Revenue Service's Regional Processing Center is important to the Roosevelt Community Plan Area and Metropolitan Area; therefore, a high priority shall be given to promoting its retention and expansion while maintaining compatibility with the surrounding neighborhood.
13.
(Revised)
2-1.5
p. 58
- Support/All/efforts Identify and pursue strategies (including reprioritization of the Measure "C" Local Transportation Fund Expenditure Plan) to develop Freeway 180, on the alignment identified by the Community Plan Circulation Map as a Measure/VC/primary project, from Freeway 41 to Clovis Avenue or Fowler Avenue in a single-phase by 1996.
14.
(Revised)
2-2.7
p. 59
- b. Require Apply mitigation measures to lessen the effect of major street traffic noise along expressways on adjacent residential property for all new residential uses (Pursuant to the Noise Element of the General Plan, Title 24 of the California Administrative Code and the Expressway Overlay District, Section 12-224 of the Fresno Municipal Code) and encourage pursue the application of such measure for existing residential property to the extent feasible.
15.
(Revised)
3-1.1
p. 69
- ; and establish specific plans for neighborhood areas, including but not limited to Calwa, Belmont Avenue and the Freeway 180 Corridor (as prioritized in consultation with the Citizens Plan Implementation Committee), to implement detailed strategies addressing unique issues and problems.

16. Advocate for coordinated use of City and County
(Revised) Community Development Block Grant (CDBG) and general
3-1.11 fund public works money to be used in a comprehensive
p. 71 local infrastructure repair and rebuilding program.
This program should include a comprehensive needs
assessment and prioritization of projects. Support the
formation of City and County amortized improvement
districts for streets, curbs, and gutters; and support
the formation of ~~comprehensive~~ (a) FMFCD drainage
assessment district(s) in the City and County areas to
provide for the development of modern drainage
facilities and new neighborhood parks within the
Roosevelt Community.
17. Prohibit the development of new multiple family
(Revised) residential uses inconsistent with the Plan, except when
3-1.2 approved by the Planning Commission/City Council as
p. 69 authorized by the Local Planning Ordinance (Article 6,
Chapter 12 of the Fresno Municipal Code) and findings
are made that the use can be adequately accommodated by
public facilities, that it will not be detrimental to
the public welfare, and that it will not be injurious to
surrounding uses and improvements; and execute a
rezoning implementation program (as prioritized by the
Citizens Plan Implementation Committee) to assure that
all vacant or single-family residential developed
parcels (that are planned for low, medium low, or medium
density residential use) are also rezoned consistent
with the planned use.
18. Establish viable redevelopment areas through the City's
(Revised) Redevelopment Agency, consistent with Article 6 or the
3-1.3 City-County Memorandum of Understanding, to eradicate
p. 71 physical, social, and economic blight; and utilize
fast-track methods, to the extent feasible, to identify
redevelopment study areas including but not limited to
(Calwa, Freeway 180 Corridor, Fairgrounds area, and
Roosevelt High Area) as prioritized in consultation with
the Citizens Plan Implementation Committee.
19. Actively solicit the participation of community groups
(New) and organizations (such as Tree Fresno, service clubs,
3-1.13 and philanthropic institutions) to contribute resources
p. 72 and expertise in a concerted effort to improve and
maintain established neighborhoods.

335 Jan 5-5-93

20. ~~PLAN/For~~ Provide and monitor a proportionate amount of
(Revised) the Metropolitan Area need for both rental and
3-2.1 owner-occupied housing at affordable prices for low,
p. 72 moderate and median income households through the
distribution of residential density designations within
the Plan Area, utilization of planned development
designs and density averaging and diligent efforts to
implement programs and policies of the General Plan
Housing Element.
21. ~~PLAN~~ Provide for the development of a diversity of
(Revised) housing styles throughout the Plan Area to accommodate
3-2.2 different socioeconomic levels, family types, and sizes
p. 72 while maintaining compatibility with established
neighborhoods through the following measures:
- a. Evaluate each residential development proposal with
respect to the attainment of housing goals and
policies.
 - b. and review residential lot sizes or dwelling unit
densities to provide a diversity of housing types
appropriately distributed within the plan area.
22. Pursue the utilization of "linkage" fees to facilitate
(New) the development of low and moderate income housing in
3-2/6 conjunction with the peripheral development of
p. 72 residential, commercial and industrial uses which are
outside of the City's Enterprise Zones or are not
immediately accessible (more than 1/2 mile) from the
City's designated Enterprise Program Eligible Areas
(economically distressed).
23. ~~PLAN/Use~~ Utilize incentives such as express permit
(Revised) processing (fast tracking), subsidized or deferred
3-2.3 development fees and improvement districts to stimulate
p. 72 rehabilitation of existing structures and construction
of new dwellings in established areas compatible with
existing and planned neighborhoods
characteristics.
24. Pursue strategies and support school district programs
(New) to efficiently and consistently provide a high quality of
4-7.3 education throughout the Plan Area, including the
p. .84 realignment of school district boundaries to enhance the
efficient development of school facilities (with the
City of Fresno initiating efforts to promote
inter-agency cooperation and communication).

335-558

25. Identify and pursue measures to improve public safety services such as establishment of a police substation and/or increased staffing of the police changing station to accommodate public access. Explore the feasibility of providing a combined police, fire and sheriff's public safety facility.
(New)
4-6.4
p. 58

26. ~~Provide a neighborhood cleanup program comparable to the City's throughout the Plan Area, including the unincorporated portions.~~
(Revised)
4-8.1
p. 84

Establish community sanitation programs to provide neighborhood clean-up and nuisance abatement services throughout the plan area including both incorporated and unincorporated areas.

27. Pursue the implementation of measures to eliminate illegal tire dumping (which is an obvious and significant problem within the plan area) such as: 1) requiring tire disposal plans for all tire sales and installation businesses; 2) require licensing of all tire disposal haulers; 3) require tires sold within the City or County (with cooperation of Fresno County) be permanently marked identifying point-of-sales and implementing a refundable deposit to be repaid upon return of the tire to a tire business or redemption center; 4) pursue grants and other programs for neighborhood tire clean-up and disposal.
(Revised)
4-8.6
p. 85

28. High priority shall be given to reducing noise and aesthetic impacts of freeways upon neighborhoods through the following efforts:
(New)
5-3.5
p. 92

- a. Work with Caltrans to assure the implementation of freeway design measures (including the most appropriate grade design), noise barriers and landscaping buffers that will protect neighborhoods to the extent feasible (balancing physical and economic resource constraints while minimizing noise and aesthetic impacts upon neighborhoods).

ROOSEVELT COMMUNITY PLAN ADDITIONS

1. The following community issues and concerns shall be added to those listed on pages 6 and 7 of the Draft Plan:

- There is a need to identify and establish viable redevelopment areas processed on a fast track basis to eradicate physical, social and economic blight.
- There is a need to provide affordable low-income quality housing mixed with higher market end projects to instill neighborhood harmony and economic stability.
- There is a need to expand the Enterprise Zone to facilitate the area's economic revitalization through new environmental safe developments and enhance job development opportunities.
- There is a need to coordinate the implementation of economic development with the private and public sectors through an updated extensive inventory of industrial/commercial zoned properties (i.e., underutilized parcels with rezoning potential) and through high profile marketing efforts.
- There is a need to network between the Hispanic, Southeast Asian, Black and Caucasian communities to address problems associated with crime, vehicle thefts, drugs, gang violence, gang graffiti, alcohol abuse, education and job opportunities for the at-risk youth.

2. The following Policy shall be incorporated into the Draft Plan.

Within thirty days after the adoption of the Roosevelt Community Plan, a committee shall be formed and called the Roosevelt Community Plan Implementation Committee. This committee shall be appointed pursuant to the Planning Guidelines of the Local Planning and Procedures Ordinance.

The Roosevelt Community Plan Implementation Committee shall review and monitor the implementation of the Roosevelt Community Plan. The Committee shall also make recommendations to City staff, the Planning Commission, and City Council regarding the implementation of the Roosevelt Community Plan. More specifically, the Committee shall do the following:

- A. On or before December 1 of each year, the Committee should present to the City Council a report which contains a performance evaluation of the Plan. If the Committee concludes that amendments to the Plan are

RECEIVED
335 5522

needed to better address community issues and concerns stated in the Plan, the Committee should submit the proposed amendments to the City Council so that they can be considered for initiation by the City Council.

- B. On or before April 1 of each year, the Committee should make recommendations to the City Council on the priority of Plan implementation measures that should be pursued. These recommendations can be considered for funding as part of the City's annual budget review process.
- C. The Committee shall be permitted to review and make recommendations on plan amendment, development entitlement, and site plan review applications in the Roosevelt Community Plan Area before final City action is taken on the applications.

NY:flh
PLN415/+942

RECORDED
335 5-5-72

ROOSEVELT COMMUNITY PLAN UPDATE
DENSITY TRANSITION GUIDELINES

Policy 1-7.1a...Utilize guidelines one and two, as advisory criteria, in evaluating the compatibility of new residential development in areas designated for medium low and medium density residential uses; and, apply guideline three as a fixed standard for development within medium density residential designated areas.

1. That a minimum of 12,500 square foot lot sizes (R-1-B zoning) or larger be required in the medium low density residential planned areas adjacent to low density residential planned areas.
2. That minimum lot sizes of 6,000 square feet (R-1 zoned conventional lots) or larger be developed elsewhere in medium low density residential planned areas, except when approved as a clustered planned development.
3. Reduced size nonclustered lots within the medium density residential designation shall be subject to a master planned development, in which not more than 20% of the area is designed with reduced size nonclustered lots.

DU/tsp
plan.600

RECORDED
335-55-29

BILL NO. B-25

INTRODUCED BY COUNCILMEMBER Padilla

ORDINANCE NO. 92-23

AN ORDINANCE OF THE CITY OF FRESNO,
CALIFORNIA, AMENDING THE BUTLER-WILLOW AREA
SPECIFIC PLAN

WHEREAS, on December 19, 1971, by Ordinance No. 71-116, the Council adopted the Butler-Willow Area Specific Plan; and

WHEREAS, specific plans are essential to the refinement of the Community Plan; and

WHEREAS, the Council directed that the Roosevelt Community Plan be updated; and

WHEREAS, the Roosevelt Community Plan Update has been prepared pursuant to the Local Planning and Procedures Ordinance (LPPPO) and was formulated by staff with the help of a 16-member Citizens Advisory Committee and with substantial public input and was initiated by the Fresno City Council on July 16, 1991, all in conformance with applicable provisions of State Planning Law, the LPPPO and guidelines promulgated under it; and

WHEREAS, the Fresno City Planning Commission, at its meeting of January 22, 1992, adopted Resolution No. 10268 recommending adoption of the Roosevelt Community Plan as recommended by the Citizens Advisory Committee and including several modifications and plan change requests and

WHEREAS, the Council of the City of Fresno, on December 4 and 17 of 1991, February 4, 11, 18 and 25 of 1992 and March 3, 17, 24 and 31 of 1992, held a duly noticed public hearing to consider the draft Roosevelt Community Plan and Final Environmental Report (EIR)

PASSED

4/7/92

EFFECTIVE

5/8/92

335

5/5/92

92-23

Ordinance No.
Roosevelt Community Plan

No. 10113, and at the public hearings considered all information contained in the draft Roosevelt Community Plan and EIR No. 10113, and all written and oral evidence and testimony related thereto; and

WHEREAS, prior to taking action on this project, Council adopted a resolution certifying City of Fresno Final EIR No. 10113 (State Clearinghouse No. 90021238) as required by the California Environmental Quality Act;

NOW, THEREFORE THE COUNCIL OF THE CITY OF FRESNO DOES ORDAIN AS FOLLOWS:

SECTION 1. The Council hereby amends the Butler-Willow Specific Plan as depicted on Exhibit A incorporated herein by reference, in order to maintain consistency between the Roosevelt Community Plan and the said Specific Plan.

SECTION 2. This Ordinance shall become effective and in full force at 12:01 a.m. on the thirty-first day after its passage.

CLERK'S CERTIFICATE

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

I, Jacqueline L. Ryle, City Clerk of the City of Fresno, certify that the foregoing Ordinance was adopted by the Council of the City of Fresno, California, at a regular meeting held on the 7th day of April, 1992.

APPROVED AS TO FORM
CITY ATTORNEY'S OFFICE

JACQUELINE L. RYLE
City Clerk

BY: [Signature]
DEPUTY

By [Signature]
Deputy

SC:flh:PLN435/+1108

Exhibit A

335 5/5/92

ROOSEVELT COMMUNITY PLAN UPDATE

PROPOSED AMENDMENTS TO BUTLER / WILLOW SPECIFIC PLAN

REVISED LAND USE ELEMENT

SPECIFIC PLAN for the BUTLER/WILLOW AREA

LEGEND

- 1 SINGLE FAMILY RESIDENTIAL DWELLINGS AS PERMITTED IN THE R1C, R1B, AND R1 DISTRICTS.
- 2 LOW DENSITY MULTI-FAMILY RESIDENTIAL USES AS PERMITTED IN THE R2A AND R2 DISTRICTS.
- 3 MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL USES AS PERMITTED IN THE R3A AND R3 DISTRICTS.
- 4 OFFICES AND LOW DENSITY MULTI-FAMILY RESIDENTIAL USES AS PERMITTED IN THE R3A AND R3 DISTRICTS.
- 5 ADMINISTRATIVE AND PROFESSIONAL OFFICES AS PERMITTED IN THE CP DISTRICT.
- 6 NEIGHBORHOOD COMMERCIAL USES AS PERMITTED IN THE C1 DISTRICT.
- 7 COMMUNITY COMMERCIAL USES AS PERMITTED IN THE C2 DISTRICT.
- 8 REGIONAL COMMERCIAL USES AS PERMITTED IN THE C3 DISTRICT.
- 9 SCHOOL.
- 10 PONDING BASIN PARK PUBLIC FACILITY.

CITY OF FRESNO
DEVELOPMENT DEPT.
PLANNING DIV.

6-15-71

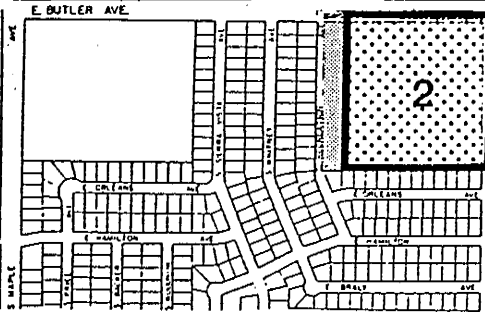
0' 100' 200'

BA 30'-30' LANDSCAPED SETBACK

BA 15'-15' LANDSCAPED SETBACK

6' HIGH MASONRY WALL - NO PUBLIC VEHICULAR ACCESS (RESTRICTED EMERGENCY VEHICLE ACCESS PROVIDED WHERE APPROPRIATE)

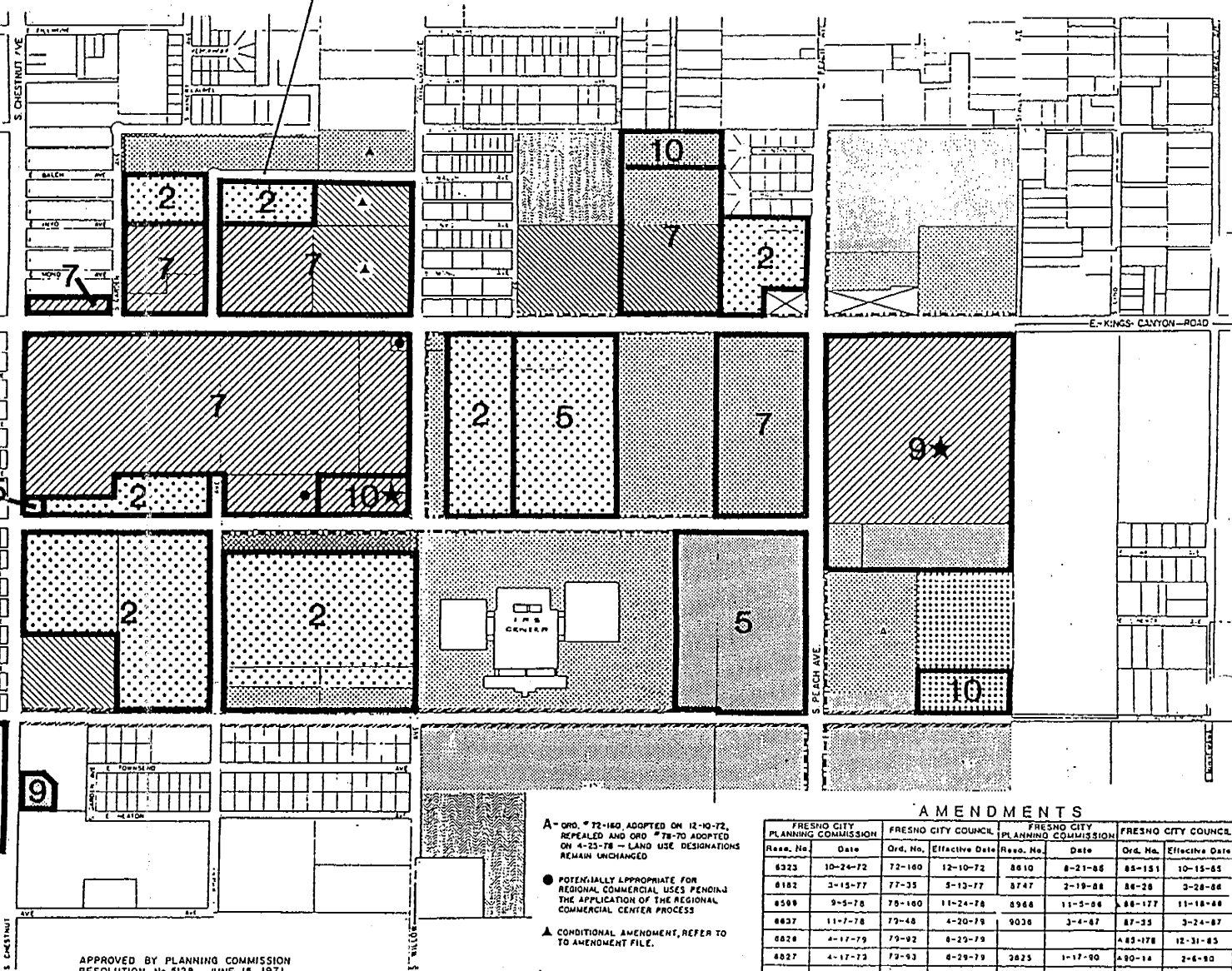
*The number indicates the amended land use designation.



REVISIONS
CITY LIMITS AS OF 10-95

APPROVED BY PLANNING COMMISSION
RESOLUTION No. 3123, JUNE 15, 1971
REVISIONS APPROVED BY PLANNING
COMMISSION RESOLUTION No. 3174, OCTOBER 13, 1971.
ADOPTED BY ORDINANCE No. 71-116,
EFFECTIVE DECEMBER 19, 1971.

THE ALIGNMENT OF THE LOOP STREET MAY BE
MODIFIED SUBJECT TO APPROVAL BY THE DIRECTOR
OF THE DEVELOPMENT DEPARTMENT.



A - ORD. # 72-160, ADOPTED ON 12-10-72,
REPEALED AND ORD. # 78-70 ADOPTED
ON 4-25-78 - LAND USE DESIGNATIONS
REMAIN UNCHANGED

● POTENTIALLY APPROPRIATE FOR
REGIONAL COMMERCIAL USES PENDING
THE APPLICATION OF THE REGIONAL
COMMERCIAL CENTER PROCESS

▲ CONDITIONAL AMENDMENT, REFER TO
TO AMENDMENT FILE.

* 1-DENSITY OF UP TO
18.15 MAY BE PERMITTED
R-3 / CZ ZONING

★ DUAL DESIGNATION

AMENDMENTS

FRESNO CITY PLANNING COMMISSION		FRESNO CITY COUNCIL		FRESNO CITY PLANNING COMMISSION		FRESNO CITY COUNCIL	
Res. No.	Date	Ord. No.	Effective Date	Res. No.	Date	Ord. No.	Effective Date
6323	10-24-72	72-160	12-10-72	8610	8-21-86	86-151	10-15-85
6182	3-15-77	77-35	5-13-77	8747	2-19-88	88-28	3-28-88
8588	9-5-78	78-160	11-24-78	8968	11-5-88	88-177	11-18-88
8837	11-7-78	79-48	4-20-79	9036	3-4-87	87-35	3-24-87
8828	4-17-79	79-92	6-23-79			88-178	12-31-85
8827	4-17-79	79-93	6-29-79	3825	1-17-80	89-18	2-6-80
9170	3-7-79	79-148	10-5-79	9815	6-20-80	90-77	7-24-80
7353	1-14-81	81-27	4-9-81				
8020	4-15-83	83-105	7-15-83				
8352	6-15-84	84-145	11-9-84				

BILL NO. B-26

INTRODUCED BY COUNCILMEMBER Padilla

ORDINANCE NO. 92-24

AN ORDINANCE OF THE CITY OF FRESNO,
CALIFORNIA, AMENDING THE FRESNO AIR TERMINAL
ENVIRONS AREA SPECIFIC PLAN

WHEREAS, on January 20, 1987, by Ordinance No. 87-14, the Council adopted the Fresno Air Terminal Environs Area Specific Plan; and

WHEREAS, specific plans are essential to the refinement of the Community Plan; and

WHEREAS, the Council directed that the Roosevelt Community Plan be updated; and

WHEREAS, the Roosevelt Community Plan Update has been prepared pursuant to the Local Planning and Procedures Ordinance (LPPO) and was formulated by staff with the help of a 16-member Citizens Advisory Committee and with substantial public input and was initiated by the Fresno City Council on July 16, 1991, all in conformance with applicable provisions of State Planning Law, the LPPO and guidelines promulgated under it; and

WHEREAS, the Fresno City Planning Commission, at its meeting of January 22, 1992, adopted Resolution No. 10268 recommending adoption of the Roosevelt Community Plan as recommended by the Citizens Advisory Committee and including several modifications and plan change requests; and

WHEREAS, the Council of the City of Fresno, on December 4 and 17 of 1991, February 4, 11, 18 and 25 of 1992 and March 3, 17, 24 and 31 of 1992, held a duly noticed public hearing to consider the draft Roosevelt Community Plan and Final Environmental Report (EIR)

PASSED 4/7/92
EFFECTIVE 5/8/92

335 5/5/92 92-24

Ordinance No.
Roosevelt Community Plan

No. 10113, and at the public hearings considered all information contained in the draft Roosevelt Community Plan and EIR No. 10113, and all written and oral evidence and testimony related thereto; and

WHEREAS, prior to taking action on this project, Council adopted a resolution certifying City of Fresno Final EIR No. 10113 (State Clearinghouse No. 90021238) as required by the California Environmental Quality Act;

NOW, THEREFORE THE COUNCIL OF THE CITY OF FRESNO DOES ORDAIN AS FOLLOWS:

SECTION 1. The Council hereby amends the Fresno Air Terminal Environs Area Specific Plan as depicted on Exhibit A incorporated herein by reference, in order to maintain consistency between the Roosevelt Community Plan and the said Specific Plan.

SECTION 2. This Ordinance shall become effective and in full force at 12:01 a.m. on the thirty-first day after its passage.

CLERK'S CERTIFICATE

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

I, Jacqueline L. Ryle, City Clerk of the City of Fresno, certify that the foregoing Ordinance was adopted by the Council of the City of Fresno, California, at a regular meeting held on the 7th day of April, 1992.

APPROVED AS TO FORM
CITY ATTORNEY'S OFFICE

BY: 

DEPUTY

JACQUELINE L. RYLE
City Clerk

By 

Deputy

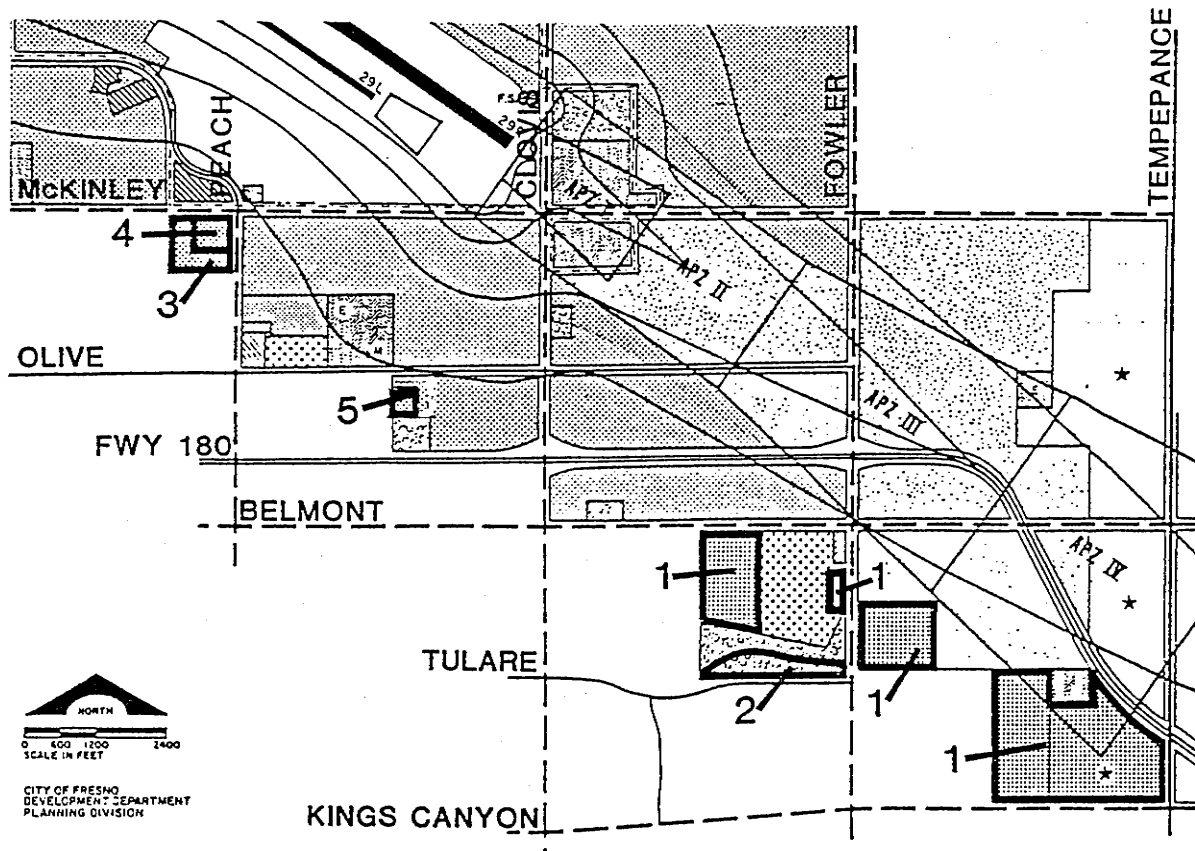
SC:flh:PLN435/+1157

Exhibit A

335

5/5/92

AMENDMENTS TO FRESNO AIR TERMINAL ENVIRONS AREA SPECIFIC PLAN PROPOSED BY ROOSEVELT COMMUNITY PLAN UPDATE



LEGEND

RESIDENTIAL (UNITS/GROSS ACRE)



RURAL DENSITY (0-1.21)



LOW DENSITY (0-2.18)

1



MEDIUM-LOW DENSITY (2.19-4.98)

2



MEDIUM DENSITY (4.99-10.37)

3



MEDIUM-HIGH DENSITY (10.38-18.15)

COMMERCIAL

4



GENERAL

PUBLIC FACILITIES



PUBLIC FACILITIES

INDUSTRIAL



LIGHT

OPEN SPACE



AGRICULTURAL

5



PARK / PONDING BASIN

*The number indicates the amended land use plan designation.

335 5/5/92