



FRESNO General Plan

2022 Annual Progress Report

March 2023

Planning & Development
Department



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Introduction

The City of Fresno adopted a comprehensive update to the General Plan on December 18, 2014, after extensive community participation. The General Plan establishes a long-range vision and is the primary policy framework for the physical development of the city that reflects the aspirations of the community. It contains 17 Goals, 102 Objectives, and 575 Implementing Policies that have guided decision-making to achieve equitable economic prosperity, sustainable urban form, efficient public services, diverse housing options, and overall improved quality of life for all Frenshans. The General Plan contains seven elements required by State law (Land Use, Circulation, Open Space, Conservation, Safety, Noise, and Housing) and five optional elements (Economic Development and Fiscal Sustainability, Public Utilities and Services, Historic and Cultural Resources, Healthy Communities, and Implementation). Each Element contains narrative, Objectives, and Implementing Policies to achieve the Goals of the General Plan.

The 2014-adopted General Plan is particularly notable from prior comprehensive planning efforts in that it did not expand the City's Sphere of Influence (SOI) and focuses on obtaining half of new residential development within City Limits (measured by the location of the City Limits on December 31, 2012). In promoting the attainment of Complete Neighborhoods, it introduced new Mixed-Use land use categories, allowing for higher density housing and commercial uses to be co-located near high-frequency transit service, including the City's BRT route along Blackstone and Kings Canyon Avenues.

About the Annual Progress Report

Government Code Section 65400 and 65700 mandates that all cities and counties submit an Annual Progress Report (APR) on the General Plan to the local legislative body, the Governor's Office of Planning and Research (OPR), and the Housing and Community Development Department (HCD). APRs must be presented to the local legislative body for review and acceptance, usually as a consent or discussion item on a regular meeting agenda.

This APR fulfills State requirements and provides community members and the City Council with an update of progress in implementing *your* General Plan.

Presentation to the City Council

This report will be presented to the City Council on March 30, 2023, under ID-23-493.

City Council

Meeting Agenda - Final

March 30, 2023

10:25 A.M.

[ID 23-493](#)

HEARING to receive public comment on the 2022 Housing Element and General Plan Annual Progress Reports

Sponsors:

Planning and Development Department

Housing Element APR Status

The City of Fresno Housing Element APR was submitted to HCD via email on March 17, 2023 and was accepted on March 27, 2023.

General Plan Amendments

Table 1 below contains information on each General Plan amendment adopted in 2022, including the Application ID, the resolution number, the date adopted, the applicant, and a brief description of the Amendment and how it advanced the implementation of the General Plan.

Table 1: General Plan Amendments (2022)

Application	Date	Applicant	Description
P22-02413	10-13	City of Fresno	Modified Land Use Element to remove density limits on zone districts that allow mixed-use. Helps achieve Goals 7, 8, and 10.
P20-04209	10-13	Associated Design & Engineering/ Busseto Foods	Amended the General Plan and the Southwest Fresno Specific Plan to change the planned land use designations for the property (±18.9 acres) from Residential - Medium Density to Employment - Light Industrial.
P20-01665	10-13	SDG Fresno 570 LLC	Amended the General Plan and Southwest Fresno Specific Plan to change the planned land use designation for the project area from Annadale to Vine from Neighborhood Mixed Use to Light Industrial.
P21-06440	11-17	Sol Development Associates/ Stallion Development and Construction	Amended the General Plan and the Woodward Park Community Plan to change the planned land use designation for ±3.00-acres of property from Low Density Residential to Medium Density Residential.

Each adopted General Plan amendment is analyzed and findings are made to ensure consistency with the General Plan and that the amendment would not cause detriment to the public health, safety and general welfare of the residents of the city.

The General Plan will be updated in 2024, pursuant to the normal 10-year cycle. Table 2 below contains information on anticipated General Plan amendments to be adopted in 2023 through 2024. This information is tentative and subject to change.

Table 2: General Plan Amendments (2023-24)

Chapter	Description	Comments
Housing	Housing Element. Adopt the 6 th Cycle of the Housing Element.	State mandate. Required by December 2023.
(New)	Environmental Justice Element. Add new Chapter to General Plan or policies to each Element.	State mandate. Required for next General Plan or upon simultaneous update of two Elements.

All Chapters	General Plan Update. Update of the General Plan following the 10-year adoption cycle.	All changes composing the next routine update of the General Plan. This update will review and comply with OPR's Guidelines and incorporate changes reflective of community input.
Urban Form	Housing Omnibus Text Amendment. Updates to the General Plan required to remain consistent with proposed updates to the Development Code.	The HOT Amendment is proposed to be adopted by the end of 2023 and contains updates to the Development Code (and General Plan as needed for consistency) to remove barriers to housing production.
Urban Form	Private Applicant Plan Amendments. Update Figure LU-1: Fresno General Plan Land Use Diagram.	The City accepts private applications for Plan Amendments. Any application that would reduce housing capacity will be considered for adoption concurrently with a Specific Plan that increases housing capacity to ensure no net reduction of housing capacity.
Urban Form	West Area Neighborhoods Specific Plan. Update Figure LU-1: Fresno General Plan Land Use Diagram and Figure LU-2: Dual Designation Diagram.	Comprehensive plan to address the area west of State Route 99 and north of Clinton Avenue that has a mix of infill and greenfield development opportunities. Anticipated adoption in 2023.
Urban Form	Central Southeast Area Specific Plan. Update Figure LU-1: Fresno General Plan Land Use Diagram.	Comprehensive plan to address the area east of downtown that has infill development opportunities. Anticipated adoption in 2023.
Urban Form	Southeast Development Area Specific Plan. Update Figure LU-1: Fresno General Plan Land Use Diagram and Figure LU-2: Dual Designation Diagram	Comprehensive plan to address the area east of the existing city limits that has greenfield development opportunities Anticipated adoption in 2023.
Urban Form	South Central Specific Plan. Update Figure LU-1: Fresno General Plan Land Use Diagram.	Comprehensive plan to address the area planned for industrial use, primarily between State Route 99 and State Route 41. Anticipated adoption in 2023.

Implementation Summary

2022 Implementation Highlights

Economic Development and Fiscal Sustainability. Continuing partnerships to support small businesses and local workforce development; continuing marketing to outside businesses to locate in Fresno; expansion of data tools to evaluate economic trends, site selection, and grant applications; hosted job fairs, skills workshops, City Hall youth job program; continuing Fiscal Impact Study.

Urban Form, Land Use, and Design. Many Studies and Specific Plans in-progress; new housing development along the Blackstone BRT corridor; removed density limitations in zones that allow mixed-use; continued direction from the Active Transportation Plan; support of California Avenue Neighborhood Plan; maintenance of SOI despite pressure to expand; grant-funded activities to accelerate housing development and brownfields remediation; ADU Standard Plans made available; ADU hotline established.

Mobility and Transportation. Extension of FAX routes to key destinations; ongoing planning for additional route extensions; bus shelter improvements; coordination with CAHSR on station area planning; participation in local and regional transportation projects; hundreds of roadway improvements utilizing Complete Streets policy; progress on Veterans Boulevard; residential speed hump program; facilitation with schools for students to ride FAX free; grant applications with multiple awards; bicycle, pedestrian, and streetscape improvements; ATP coordinator hired; standardization of infrastructure designs; trail plans in-progress; truck re-route study started.

Parks, Open Space, and Schools. Implementation of Measure P; funding allocated per the Measure; highest-needs neighborhoods defined; Parks Master Plan update in-progress; public workshops and PRAC meetings held for Measure P implementation; multiple park improvements, including new shade, benches, lighting, play field improvements, irrigation improvements; park facilities rehabs, and accessibility improvements; park attendant program established; continuation of joint-use agreements.

Public Utilities and Services. Authorized additional staff for PD; in-progress implementing Police Reform Commission recommendations; collaboration with other public safety agencies; community meetings and continued partnership with advisory groups (including with youth); partnership with mental health services providers; continued review of planning and alcohol applications; assistance with special events; developed business watch program; recruitment activities to increase pool of qualified candidates.

Resource Conservation and Resilience. Participation in regional transit planning; grant applications and awards for improved transit facilities and low emissions buses; progress on citywide energy efficiency and renewable energy and storage projects; over 32 MW of renewable solar energy and battery storage in-progress for City facilities; continued review of proposed projects by City staff and partner agencies for conservation-related requirements; LED lighting and HVAC upgrades at parks and public safety facilities.

Healthy Communities. Continued partnerships with local neighborhoods organizations and community development corporations (CDCs) to promote community engagement for the KCCTOD study; collaboration with Fresno Community Economic Development Partnership (CEDP) on various planning activities; participation in Fresno Food Security Network meetings; ongoing studies and Specific Plans that promote the creation of Complete Neighborhoods; bus shelter improvements along Shaw and Cedar corridors; improvements to bicycle and pedestrian networks; reduced bus fare for regular riders and free fares for children 12 and under and veterans/active military; more than 68 community safety meetings held; housing funding sources to promote Universal Design and climate-friendly buildings; continued Emergency Rental Assistance program; homeownership workshops held.

Planning Activities

Table 3 contains information on planning activities that occurred in 2022, including the name of the activity, its status for the prior year, comments on key decisions or milestones.

Table 3: 2022 Planning Activities

Planning Activity	2022 Status	Comments
Brownfields Activities	Ongoing	
Central Southeast Area Specific Plan	In-Progress	
Fiscal Impact Analysis	In-Progress	
Industrial Compatibility Study	Completed	To be incorporated into South Central Specific Plan
South Central Specific Plan	In-Progress	
Kings Canyon Corridor Transit-Oriented Development Connectivity Study	In-Progress	
Mixed-Use Text Amendment	Approved	
Local Early Action Planning Grant Programs	In-Progress	
Accessory Dwelling Unit (ADU) Program	In-Progress	Standard Plans completed
Multi-Jurisdictional Housing Element	Started	
Southeast Development Area Specific Plan	Started	Update of 2008 Draft Plan
Tower District Specific Plan Update	Started	
Housing Omnibus Text Amendment	Started	
VMT Mitigation Program	In-Progress	
West Area Neighborhoods Specific Plan	In-Progress	

Implementation Summary Table

See Attachment A. The Implementation Summary Table contains updates from City Departments on progress made over the last year for each policy of the General Plan.

General Plan Annual Progress Report

Attachment A: Implementation Summary Table

Chapter	Policy	Policy Title	Policy Description	Status	2022 report
02 Economic Development	Objective ED-1		Support economic development by maintaining a strong working relationship with the business community and improving the business climate for current and future businesses.	Completed	The City's Economic Development Team continues to maintain a strong and steady relationship with our business community through outreach via the City's Communications Department, our mailing list, attending and participating in community events, workshops and 1:1 meetings.
02 Economic Development	ED-1-a	Economic Development Strategy	Ensure the City of Fresno has appropriate resources in place to implement its economic development strategy and work in close coordination with other public agencies, private entities, the nonprofit-		
02 Economic Development	ED-1-b	Monitor Trends	Conduct bi-annual monitoring of economic trends in the economic base to identify emerging industries, new market opportunities, and the performance and mix of businesses in the city to allow the City to be proactive and adjust to market changes.	In Progress	Staff is currently monitoring economic trends on a weekly, monthly, quarterly, and annual basis to more rapidly identify market trends and new opportunities on behalf of the COF
02 Economic Development	ED-1-c	Buy Local	Promote, educate, and market the benefits of a "Buy Local" campaign. Explore a "Buy Local" requirement for Public Works and other City purchasing decisions.	In Progress	The Economic Development Team continues to explore ways to promote buying local including being a partner in the annual "MADE" Food Expo which promotes local food producers and their products and creates connections with local and statewide buyers. We are also a sponsor and participant in the San Joaquin Manuf Alliance's annual "Valley Made Summit" which promotes innovation in local manufacturing and helps to build a well-trained local workforce.
02 Economic Development	ED-1-d	Strategic Land Regulation	Explore increasing the amount of land properly zoned, consistent with the General Plan, and ready to be expeditiously developed, redeveloped, and/or revitalized for economic development and job creation purposes. Establish a priority infill development program for sites and districts.	Completed	Administration established downtown, Blackstone/ Kings Canyon corridors, and West Fresno as priority infill development areas. Real time coordination with site selectors for infill opportunities across Fresno has been enabled, with an emphasis on high impact infill opportunities.
02 Economic Development	ED-1-e	Ready-to-Go Sites	Establish a list of "ready-to-go" or "shovel-ready" sites in consultation with property owners, and provide the list to interested developers and businesses seeking sites in the city.	Completed	Utilizing Costar and real-time data from local, regional, and national site selectors, the Economic Development Department has the ability to respond on a very custom level to site selection requests received for the City.
02 Economic Development	ED-1-f	Economic Base Profile	Maintain a detailed description of the economic base of the city and metropolitan statistical area which identifies businesses by type of firm, number of employees, total payroll, and location, and make this database available to all interested parties for an appropriate fee that covers cost of preparation and maintenance.	Completed	The City of Fresno Economic Development team has developed the resources and tools to provide general data on the economic base of the city and demographics within 24 hours of a request being received. This data is made available to partner organizations and the business community on a case by case basis, and has been most recently deployed to assist with access to grants for several local businesses.
02 Economic Development	ED-1-g	Economic Development Communication Plan	Ensure the City of Fresno develops and executes a strategic communications plan for economic development that targets the city's existing businesses for expansion, as well as businesses with the potential to open new facilities in Fresno. The plan should include the development of all tools needed to most effectively support economic development and positively brand the Fresno Region.	In Progress	Holistic marketing and branding is being conducted on a partnership basis with the Communications Team and other City departments, and partners in the local area. New branding and marketing will be developed as part of the Comprehensive Economic Development Strategy.
02 Economic Development	ED-1-h	Regional Coordination	Work with regional economic development organizations and surrounding cities on job creation programs of mutual interest.	In Progress	The Economic Development Team works with our Fresno County EDC, Workforce Development Board and various Chambers of Commerce to both promote the City of Fresno to businesses looking to move/expand, and assist with employment training providers on providing training for the jobs that are in demand in Fresno. Partnership outreach has been conducted with all county level economic development agencies in the Central Valley, and through regional partners, coordination with local municipalities is conducted.
02 Economic Development	ED-1-i	Economic Progress Report	Submit an economic development progress report to the City Council, as part of the annual General Plan Report.	In Progress	A quarterly report has been implemented, and the first report will cover the period starting in the 1st quarter of 2023.
02 Economic Development	ED-1-j	Permit Streamlining and Incentives	Continue implementation of the BFF initiative endorsed by the City Council, including needed technology upgrades. Monitor the BFF initiative and make modifications as needed. Monitor effectiveness of the impact fee waiver for industrial development, Enhanced Economic Development Rate, and other incentives and advocate for their extension if proven to be successful. Continue to identify any additional incentives for projects that are consistent with City plans and policies; that encourage increased business development, business expansion, utilization of existing vacant industrial and commercial buildings; and that increase job creation.	In Progress	The Economic Development Department continues to promote and manage the IDIFER Impact Fee Waiver program and monitors the program in partnership with the Public Works Dept DPW has worked to implement Accela processes for all intake of plans, permits and payments. Intake and processing of street work permits and traffic control plans submittals has been implemented and the conversion with users has been started. DPW is working to incorporate activities of the Land Section (submittal of maps, street plans, lot line adjustments, PM) into the Accela process. Implementation of the Accela process for the Land Section is estimated to be in later 2023/early 2024.. Staff continues to observe the BFF timelines.

Chapter	Policy	Policy Title	Policy Description	Status	2022 report
02 Economic Development	Objective ED-2		Support local business start-ups and encourage innovation by improving access to resources and capital and help overcome obstacles hampering economic development	In Progress	Our staff partners with local maker spaces, such as the PI Shop, to offer resources for local innovators to develop new products and ideas. We also partner with FAHF, Access Plus Capital, Cen Cal Business Finance Group and Fresno Metro Black Chamber of Commerce to provide financial resources and technical assistance to our entrepreneurs. Economic Development is responsible for maintaining the City of Fresno's revolving loan fund, which provides additional capital for new and existing businesses.
02 Economic Development	ED-2-a	Technical and Financial Support	Support efforts that provide technical and financial assistance for start-up businesses.	In Progress	The City of Fresno Economic Development team is responsible for maintaining the City's revolving loan fund, and coordinates with other partners (like SBDC) on capitalization for startup businesses.
02 Economic Development	ED-2-b	Revolving Loan Program and Other Partnerships for Initial Capital	Seek private sector or grant support for existing revolving loan programs and other types of micro-lending and start-up capital for Fresno-based businesses needing temporary financial assistance.	Completed	The City of Fresno works with Cen Cal Business Finance Group to administer two Revolving Loan Funds (which offers loans of up to \$100,000 to businesses who are unable to get traditional financing) as well as loans available through local lenders such as Access Plus Capital, the Fresno Area Hispanic Foundation, Valley Small Business Development Corporation, and the Valley Community Small Business Development Corporation. Additional resources are examined for support on an ongoing basis.
02 Economic Development	Objective ED-3		Attract and recruit businesses and offer incentives for economic development	In Progress	We work with outside agencies, as well as other City Depts to offer a myriad of incentives to help attract and recruit businesses to Fresno. These include: IDIFER, PGE Economic Development Rate, New Employment Opportunities Program, Economic Expansion Act incentives as well as State and Federal programs such as the California Competes Program, Empowerment Zone, HUBZone and Foreign Trade Zone along with others depending on the needs and type of company. Strategic partnerships with site selector agencies and organizations are emphasized to keep the City of Fresno first and foremost in the event an opportunity relevant to the local area is developed.
02 Economic Development	ED-3-a	Business Expansion and Attraction Program	Create, adopt, and implement programs to expand existing businesses and attract new businesses.	In Progress	The Economic Development Team works with current businesses looking to expand and new businesses interested in moving to Fresno (as outlined in Objective ED-3 above). As further support to expand existing businesses and attract new businesses, strategic partnerships with local, regional, national, and international partners are emphasized.
02 Economic Development	ED-3-b	Marketing to Desired Businesses and Industries	Expand the City's marketing efforts, focusing on desired industries and businesses.	In Progress	The Economic Development Team worked on a Technology Attractions Campaign in the Bay Area designed to showcase what Fresno has to offer in an effort to attract high priority sectors to Fresno including: Pharmaceutical, entertainment media, social media, precision manufacturing and venture capital. A Comprehensive Economic Development Strategy is expected to be implemented by the end of 2023, and should provide greater direction for high impact marketing efforts. A new marketing booklet is currently in progress and should be completed in 2023.
02 Economic Development	ED-3-c	Targeted Incentives Program	Create a list of incentives as part of a package to approach targeted industries and businesses about relocating to Fresno.	Completed	The Economic Development Team currently maintains packets of information on resources for local, regional, state, and national incentives as they become available. These resources are sent out through targeted lists to entities which they are applicable.

Chapter	Policy	Policy Title	Policy Description	Status	2022 report
02 Economic Development			Undertake strategic initiatives to attract new retail and commercial development in key locations: Promote catalyst projects at key locations to stimulate private investment and revitalize existing neighborhoods in need of such projects; Encourage quality retail and restaurant uses to locate near existing successes and in neighborhoods deficient in such uses; and Build on synergies that could occur between complementary businesses.		The Economic Development Team regularly attends events hosted by the International Council of Shopping Centers (ICSC) to promote Fresno to retail and commercial developers. Our community partner Fresno County EDC also assists with attending events to market our city. The City of Fresno gains additional marketing exposure for infill opportunities through partnership with Team California, and the California Central Valley Economic Development Corporation (CCVEDC).
	ED-3-d	Strategic Catalysts		In Progress	The Long-Range Planning Team works with community members via a vis Specific Plans and other planning efforts to identify catalyst sites for investment in neighborhoods.
	ED-3-e	Competitive Utility Costs	Strive to achieve and maintain price structures in Fresno for electricity, fuels, water, wastewater treatment and drainage that are competitive with other regions. Promote the Enhanced Economic Development Rate.		The Economic Development Team continues to work with PG&E to promote and facilitate local business use of the Economic Development Rate (EDR) program as well as other energy programs and resources available to small businesses.
02 Economic Development			Strive to provide necessary major street infrastructure and utility capacities for property zoned land, consistent with the General Plan, so this land can be efficiently and effectively developed in a timely manner. Ensure the City's public works, public utilities, and transit capital improvement plans are aligned to support the economic development objectives in the General Plan.		Econ Development Team works closely with inter-departments to ensure capital improvements plans align and support economic development objectives. DPW: Policies are incorporated into standard procedures for staff in 2022, LRP and DPU worked together on a REAP HIT grant for infrastructure investment in Downtown Fresno, to enable housing development.
	ED-3-f	Strategic Infrastructure			
02 Economic Development	Objective ED-4		Cultivate a skilled, educated, and well-trained workforce by increasing educational attainment and the relevant job skill levels in order to appeal to local and non-local businesses.		The Economic Development Team continues to work with partners such as Workforce Development Board/Workforce Connection and the Economic Development Corporation to offer workshop and training to meet the demand for skilled workers in Fresno. Programs such as the Gladiator Welding Program and John Lawson Truck Driving School as well as other programs help to meet the needs of our local and prospective businesses.
	ED-4-a	Industry-Education Partnerships	Facilitate partnerships between area businesses and training and education partners. Support the continuation of the Fresno Regional Workforce Investment Board's bi-annual employment study to provide accurate information to the training community about job trends. Support expansion of Career Technical Education in area schools. Promote adult education for residents who require basic education and training.	Completed	Completed a Workforce Strategy funded by the Transformative Climate Communities Grant. This serves as an independent study of the challenges and opportunities related to workforce development to help guide policymakers in making strategic decisions towards better aligning the talent pipeline post COVID-19 and into the future.
02 Economic Development			Pilot a "Jobs in Your Neighborhood" initiative to ensure residents are aware of job opportunities in their immediate neighborhood.		Facilitated a Manufacturing Job Fair and pre-job fair skills workshop at the Ted C. Wills Community Center. Events were focused on assisting our manufacturing businesses find employees within the local community. Approximately 250 job seekers attended the events, including over 100 from the 93728 (where the workshop was held) and adjacent zip codes.
	ED-4-b	Connect Residents to Jobs		In Progress	Economic Development Team continues to market programs provided by partners such as FUSD, SCCOD, FCEDC, Fresno State, WDB and EOC. City of Fresno has also internally created the "One Fresno Youth Jobs Corp Program" made possible by a \$7.4 M grant from California Volunteers and the State of California. Through this program, the City is able to hire youth ages 16-30 years old, pay them a livable wage, provide training and wrap-around services and put them on a career pathway for future City or outside organization employment in that field.
02 Economic Development	ED-4-c	Job Training Program Incentives	Strive to create a program to provide incentives for local businesses to offer internship, mentoring, and apprenticeship programs to high school and college students in partnership with California State University, Fresno and other educational institutions and major employers.	In Progress	
			Employment Development Conference. Participate in an employment development conference every two years to discuss employment training needs, collaboration opportunities, internship and apprenticeship opportunities, job and labor trends, and the educational performance of local schools, to come up with a list actions and strategies.		As stated above in ED-4A, the Economic Development Team, in partnership with the TCC, participated in the development of a Workforce Strategy to serve as a study of the challenges and opportunities related to workforce development in Fresno. The Economic Development Team will continue to look into a future collaboration with the Workforce Development Board to determine the feasibility of holding an event.
02 Economic Development	ED-4-d	Employment Development Conference		In Progress	

Chapter	Policy	Policy Title	Policy Description	Status	2022 report
02 Economic Development	ED-4-f	Private-Public Partnerships	Support the use of private-public partnerships that bring together academic programs and employers through internships, mentoring, and outreach initiatives.	In Progress	The Economic Development Team continues to promote public-private partnerships amongst local employers looking to hire. Employers are encouraged to hire and provide internships to local high school and vocational training students and also provide externships to local instructors so that they can better understand company processes and equipment in order to better train their students in the classroom.
02 Economic Development	Objective ED-5		Achieve fiscal sustainability.	0	0
02 Economic Development	ED-5-a	Standards and Service Districts	Establish levels of service and development standards for necessary public infrastructure to be built and maintained with funding through capital improvement and maintenance districts.	0	DPW: Policies are incorporated into standard procedures for staff
02 Economic Development	ED-5-b	Fair and Proportional Payments	Require new residential and commercial development that requires annexation to the City to pay its fair and proportional share of needed community improvements through impact fees, assessment districts, and other mechanisms. Approve new residential and commercial development projects that require annexation to the City only after making findings that all of the following conditions are met:	0	DPW: Policies are incorporated into standard procedures for staff
02 Economic Development	ED-5-c	Properly Set Fees for Fee-Based Services	Ensure City services are being delivered as efficiently as possible. Eliminate duplicative efforts and streamline the development review process. Then, adopt fee structures that cover full City costs for fee-based services (e.g. staffing, legal services, noticing, and others). Identify services for which fees will be adopted and the percentage of such service costs that should be covered by the fee.	0	DPW: Policies are incorporated into standard procedures for staff
02 Economic Development	ED-5-d	Periodic Fee Studies	Periodically conduct comprehensive fee studies to determine whether development impact fees fully account for the recovery of costs, consistent with applicable law.	0	DPW: Policies are incorporated into standard procedures for staff
02 Economic Development	ED-5-e	Fiscal Impact Analyses	Require fiscal impact analyses for development proposals requiring a General Plan amendment or annexation to assess citywide impacts and to identify any burden such projects might create for the City, any school districts, special districts, and other public agencies within the City's Sphere of Influence.	0	In 2021, the City hired a consultant to do a citywide Fiscal Impact Study. A project kick-off and stakeholder interviews were held and the study was drafted in 2022. The final version is anticipated to be complete in the first half of 2023.
02 Economic Development	ED-5-f	Fiscal Management	Continue to implement responsible financial management practices.	0	DPW: Policies are incorporated into standard procedures for staff
02 Economic Development	ED-5-g	Budget for Maintenance	Balance ongoing operating costs, paying off internal debt, and building reserves with the need to plan and pay for regular, basic maintenance and replacement of equipment and property.	0	DPW: Policies are incorporated into standard procedures for staff
02 Economic Development	ED-5-h	Fund Shortage Notification	Pursuant to the Fiscal Sustainability Policy, continue to provide decision-makers timely notification of cash insufficiency and actions needed to ensure fiscal sustainability.	0	DPW: Policies are incorporated into standard procedures for staff
02 Economic Development	ED-5-i	Explore the use of CFDs to Offset Costs	Explore opportunities for establishing Community Facility Districts as an ongoing revenue source for maintenance and operations of various City facilities and services.	0	DPW: Policies are incorporated into standard procedures for staff
03 Urban Form, Land Use, and Design	Objective UF-1		Emphasize the opportunity for a diversity of districts, neighborhoods, and housing types.	0	0

Chapter	Policy	Policy Title	Policy Description	Status	2022 report
03 Urban Form, Land Use, and Design	UF-1-a	Diverse Neighborhoods	Support development projects that provide Fresno with a diversity of urban and suburban neighborhood opportunities.	In Progress	New and ongoing developments are bringing more diversity of uses with projects along Blackstone Avenue (at McKinley, at Clinton, and at Shields) providing a balance of urban infill to the ongoing suburban-type development.
			Support adoption of community plans or Specific Plans, Downtown Development Code, programs, and streamlined regulations to support a revitalized Downtown Planning Area as the Primary Activity Center for Fresno and the surrounding region.		The Southeast Development Area Specific Plan is moving forward and is a massive planning area for greenfield development on the fringe of Fresno's current city limits and includes a mix of residential types, commercial, business park, office, parks, trails, schools and activity centers.
					The West Area Neighborhoods Specific Plan is near completion and promotes neighborhood serving uses in the area West of 99 under a transect model to encourage higher density uses near transit corridors while lowering density outwards to the fringe.
03 Urban Form, Land Use, and Design	UF-1-b	Revitalized Downtown Planning Area		Completed	The Tower District Specific Plan Update will revise the existing Specific Plan to continue promotion of the unique character and welcoming environment of the Tower District, while reflecting a renewed vision for the future of the Tower.
					The Downtown Neighborhoods Community Plan, the Fulton Corridor Specific Plan, and the Downtown Development Code were adopted in 2016. Regulations are reduced in the Downtown Area and there is dedicated staff support for Downtown projects.
					City plans in progress include the Kings Canyon Corridor Transit Oriented Development Connectivity Study, West Area Neighborhoods Specific Plan, Central Southeast Specific Plan, Tower District Specific Plan Update. These Plans reiterate, with policy details, the need for identifiable city structure, including the need for neighborhood cores.
03 Urban Form, Land Use, and Design	UF-1-c	Identifiable City Structure	Focus integrated and ongoing planning efforts to achieve an identifiable city structure, comprised of a concentration of buildings, people, and pedestrian-oriented activity in Downtown; along a small number of transit-oriented, mixed-use corridors and strategically located Activity Centers; and in existing and new neighborhoods augmented with parks and connected by multi-purpose trails and tree lined bike lanes and streets.	In Progress	
			Provide for diversity and variation of building types, densities, and scales of development in order to reinforce the identity of individual neighborhoods, foster a variety of market-based options for living and working to suit a large range of income levels, and further affordable housing opportunities throughout the city.		New and ongoing developments are bringing more diversity of uses with projects along Blackstone Avenue (at McKinley, at Clinton, and at Shields) providing a balance of urban infill to the ongoing suburban-type development.
03 Urban Form, Land Use, and Design	UF-1-d	Range of Housing Types	Promote and protect unique neighborhoods and mixed use areas throughout Fresno that respect and support various ethnic, cultural and historic enclaves; provide a range of housing options, including furthering affordable housing opportunities; and convey a unique character and lifestyle attractive to Frenans. Support unique areas through more specific planning processes that directly engage community members in creative and innovative design efforts.	In Progress	City plans in progress include the Kings Canyon Corridor Transit Oriented Development Connectivity Study, West Area Neighborhoods Specific Plan, Central Southeast Specific Plan, Tower District Specific Plan Update. These Plans reiterate, with policy details, the need for identifiable city structure, including the need for neighborhood cores, access to amenities, and cultural preservation.
03 Urban Form, Land Use, and Design	UF-1-e	Unique Neighborhoods		In Progress	
03 Urban Form, Land Use, and Design	UF-1-f	Complete Neighborhoods, Densities, and Development Standards	Use Complete Neighborhood design concepts and development standards to achieve the development of Complete Neighborhoods and the residential density targets of the General Plan.	In Progress	City plans in progress include the Kings Canyon Corridor Transit Oriented Development Connectivity Study, West Area Neighborhoods Specific Plan, Central Southeast Specific Plan, Tower District Specific Plan Update. These Plans reiterate, with policy details, the need for identifiable city structure, including the need for neighborhood cores, access to amenities, and cultural preservation.
			Enhance the unique sense of character and identity of the different subareas of the Downtown neighborhoods.		0
			Revitalize the Downtown to be the economic and cultural heart of Fresno and the region.		0
03 Urban Form, Land Use, and Design	Objective UF-2	Objective UF-3	Support and encourage arts and culture in the Downtown neighborhoods.	0	0
			Promote a greater concentration of buildings and people in the Downtown.		0
			Support new development in the Downtown through investment in public infrastructure.		0
03 Urban Form, Land Use, and Design	Objective UF-4	Objective UF-5		0	0
					0
					0
03 Urban Form, Land Use, and Design	Objective UF-6	Objective UF-7	Promote a diverse mix of uses in the Downtown in order to create a community with a 24 hour entertainment district.	0	0
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03 Urban Form, Land Use, and Design	Objective UF-8		Develop each of Downtown's neighborhoods and districts, according to its unique character.	0	0
03 Urban Form, Land Use, and Design	Objective UF-9		Capitalize on the High Speed Train system to help revitalize the Downtown neighborhoods.	0	0
03 Urban Form, Land Use, and Design	Objective UF-10		Calibrate parking according to the Downtown's parking needs and make it efficient and easy to find.	0	0
03 Urban Form, Land Use, and Design	Objective UF-11		Revitalize the Fulton Corridor consistent with the reconstruction project.	0	0
03 Urban Form, Land Use, and Design	Objective UF-12		Locate roughly one-half of future residential development in infill areas—defined as being within the City on December 31, 2012—including the Downtown core area and surrounding neighborhoods, mixed-use centers and transit-oriented development along major BRT corridors, and other non-corridor infill areas, and vacant land.	0	0
03 Urban Form, Land Use, and Design	UF-12-a	BRT Corridors	Design land uses and integrate development site plans along BRT corridors, with transit-oriented development that supports transit ridership and convenient pedestrian access to bus stops and BRT station stops.	0	DPW reviews and/or approves all routed site plans and street plans
03 Urban Form, Land Use, and Design	UF-12-b	Activity Centers	Mixed-use designated areas along BRT and/or transit corridors are appropriate for more intensive concentrations of urban uses. Typical uses could include commercial areas; employment centers; schools; compact residential development; religious institutions; parks; and other gathering points where residents may interact, work, and obtain goods and services in the same place.	0	Supported the proposed Mixed-use Text Amendment (MUTA) to increase zoning density for the five stated zone districts in the City of Fresno that would allow higher intensity mixed-use development with high quality transit
03 Urban Form, Land Use, and Design	UF-12-c	Local-Serving Neighborhood Centers	Design Neighborhood Centers for local services and amenities that build upon the character and identity of surrounding neighborhoods and communities.	0	The Kings Canyon Corridor Transit Oriented Development Connectivity Study continued to progress, engaging the community in the station area planning process.
03 Urban Form, Land Use, and Design	UF-12-d	Appropriate Mixed-Use	Facilitate the development of vertical and horizontal mixed-uses to blend residential, commercial, and public land uses on one or adjacent sites. Ensure land use compatibility between mixed-use districts in Activity Centers and the surrounding residential neighborhoods.	0	Supported the proposed Mixed-use Text Amendment (MUTA) to increase zoning density for the five stated zone districts in the City of Fresno that would allow higher intensity mixed-use development with high quality transit. The Kings Canyon Corridor Transit Oriented Development Connectivity Study continued to progress, engaging the community and providing a market analysis and potential station area plans to encourage TOD.
03 Urban Form, Land Use, and Design	UF-12-e	Access to Activity Centers	Promote adoption and implementation of standards supporting pedestrian activities and bicycle linkages from surrounding land uses and neighborhoods into Activity Centers and to transit stops. Provide for priority transit routes and facilities to serve the Activity Centers.	0	Finalized FAX specific standard drawings for bus stop facilities with shelter layout plan. DPW staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities.
03 Urban Form, Land Use, and Design	UF-12-f	Mixed-Use in Activity Centers	Adopt a new Development Code which includes use regulations and standards to allow for mixed-uses and shared parking facilities.	Completed	Article 24 of the city wide development code contains parking regulations for shared facilities. Article 11 contains use regulations for mix used districts.
03 Urban Form, Land Use, and Design	UF-12-g	Impacts on Surrounding Uses	Establish design standards and buffering requirements for high-intensity Activity Centers to protect surrounding residential uses from increased impacts from traffic noise and vehicle emissions, visual intrusion, interruption of view and air movement, and encroachment upon solar access.	Completed	Article 25 of the city wide development code contains performance standards for buffering externalities from adjacent uses
03 Urban Form, Land Use, and Design	UF-12-h	Parking Standards for Shared Parking	Explore opportunities to provide shared parking within mixed-use designations to reduce the need to construct large parking lots or structures needed for peak use times only.	0	Planning division explores opportunities for shared parking where available.
03 Urban Form, Land Use, and Design	Objective UF-13		Locate roughly one-half of future residential development in the Growth Areas—defined as unincorporated land as of December 31, 2012 SOI—which are to be developed with Complete Neighborhoods that include housing, services, and recreation; mixed-use centers; or along future BRT corridors.	0	0

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03 Urban Form, Land Use, and Design	UF-13-a	Future Planning to Require Design Principles	Require future planning, such as Specific Plans, neighborhood plans or Concept Plans, for Development Areas and BRT Corridors designated by the General Plan to include urban design principles and standards consistent with the Urban Form, Land Use, and Design Element.	0	Planning efforts underway in 2022, such as the West Area Neighborhoods Specific Plan, Central Southeast Specific Plan, Southeast Development Area Specific Plan, Tower District Specific Plan Update, and Kings Canyon Corridor TOD Station Area Planning Study all include design principles and standards consistent with the Urban Form, Land Use, and Design Element.
03 Urban Form, Land Use, and Design	Objective UF-14		Create an urban form that facilitates multi-modal connectivity.	0	Built on progress from 2021.
03 Urban Form, Land Use, and Design	UF-14-a	Design Guidelines for Walkability	Develop and use design guidelines and standards for a walkable and pedestrian-scaled environment with a network of streets and connections for pedestrians and bicyclists, as well as transit and autos.	0	DPW regularly reviews & updates standards. DPW became a NACTO member in 2021.
03 Urban Form, Land Use, and Design	UF-14-b	Local Street Connectivity	Design local roadways to connect throughout neighborhoods and large private developments with adjacent major roadways and pathways of existing adjacent development. Create access for pedestrians and bicycles where a local street must dead end or be designed as a cul-de-sac to adjoining uses that provide services, shopping, and connecting pathways for access to the greater community area.	0	DPW reviews and/or approves all routed site plans and street plans. Planning division reviews subdivisions for compliance with codified subdivision standards
03 Urban Form, Land Use, and Design	UF-14-c	Block Length	Create development standards that provide desired and maximum block lengths in residential, retail, and mixed-use districts in order to enhance walkability.	Completed	DPW reviews and/or approves all routed site plans and street plans
03 Urban Form, Land Use, and Design	Objective LU-1		Establish a comprehensive citywide land use planning strategy to meet economic development objectives, achieve efficient and equitable use of resources and infrastructure, and create an attractive living environment.	0	
03 Urban Form, Land Use, and Design	LU-1-a	Promote Development within the Existing City Limits as of December 31, 2012	Promote new development, infill, and rehabilitation of existing building stock in the Downtown Planning Area, along BRT corridors, in established neighborhoods generally south of Hemdon Avenue, and on other infill sites and vacant land within the City.	0	Mixed Use Text Amendment: Kings Canyon TOD Study: CAN Neighborhood Plan FAX participated in Specific Planning updates to understand upcoming service needs. Planning division reviews subdivisions for compliance with Growth Area 1 and 2.
03 Urban Form, Land Use, and Design	LU-1-c	Provision of Public Facilities and Services	Promote orderly land use development in pace with public facilities and services needed to serve development.	0	Neighborhood Industrial Overlay District text amendment was drafted in 2021. This purpose of this amendment is to allow the preservation and limited expansion of certain industrial uses for parcels that are currently zoned for mixed use development. This overlay is intended to provide orderly transition of parcels with legally nonconforming uses to mixed-use development. In 2022 the text amendment was still in-process.
03 Urban Form, Land Use, and Design	LU-1-d	Orderly Transition of Existing Uses	Implement updates to the Fresno Municipal Code to provide for the orderly transition of existing, legal non-conforming uses on the BRT Corridors	0	DPW: Policies are incorporated into standard procedures for staff.
03 Urban Form, Land Use, and Design	LU-1-e	Annexation Requirements	Adopt implementing policies and requirements that achieve annexations to the City that conform to the General Plan Land Use Designations and open space and park system, and are revenue neutral and cover all costs for public infrastructure, public facilities, and public services on an ongoing basis consistent with the requirements of ED-5-b	0	Planning division continues to require concept plans for property being annexed, said plans must show planned land use designations.
03 Urban Form, Land Use, and Design	LU-1-f	Coordination with Fresno County Land Use Planning	Seek a Memorandum of Understanding (MOU) with the County of Fresno to prohibit development inconsistent with this General Plan on unincorporated land within the City's SOI.	0	Efforts for a new MOU are ongoing.

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03 Urban Form, Land Use, and Design	LU-1-g	SOI Expansion	Maintain the City's current SOI boundaries without additional expansion, except to allow for the siting of a maintenance yard for the California High Speed Train project and related industrial and employment priority areas proximate to and south of the SOI boundary between State Route 41 and State Route 99. Prohibit residential uses in the expansion area.	In Progress	The city continues to maintain it's SOI despite developer requests to expand under the West Are Neighborhoods Specific Plan.
03 Urban Form, Land Use, and Design	Objective LU-2		Plan for infill development that includes a range of housing types, building forms, and land uses to meet the needs of both current and future residents.	In Progress	0
03 Urban Form, Land Use, and Design	LU-2-a	Infill Development and Redevelopment	Promote development of vacant, underdeveloped, and re-developable land within the City Limits where urban services are available by considering the establishment and implementation of supportive regulations and programs.		City planning efforts in 2022 that considered the development of land within the City Limits includes the Central Southeast Specific Plan, West Area Neighborhoods Specific Plan, South Central Specific Plan, Tower District Specific Plan Update, and the Kings Canyon Corridor Transit Oriented Development Plan. Other efforts include the EPA funded Brownfields Citywide Assessment & Revolving Loan Fund, and LEAP Grant funded Accessory Dwelling Unit Program (includes 5 free preapproved plans) and catalyst housing site and infrastructure plans program.
03 Urban Form, Land Use, and Design	LU-2-b	Infill Development for Affordable Housing	Establish a priority infill incentive program for residential infill development of existing vacant lots and underutilized sites within the City as a strategy to help to meet the affordable housing needs of the		0 The City has two Impact Fee Waiver Programs that prioritize infill development. The Residential Infill Fee Waiver and the Disadvantaged Neighborhoods Fee Waiver Program.
03 Urban Form, Land Use, and Design	LU-2-c	Infill Design Toolkit	Develop and distribute an infill design toolkit, consistent with the City's Infill Development Act to support and encourage infill development.		0 Kings Canyon TOD Study will result in templates for mixed use infill around transit stations
03 Urban Form, Land Use, and Design	LU-2-d	Infrastructure Upgrades	Facilitate urban infill by building and upgrading community and neighborhood public infrastructure and services to enhance public health and convenience, and improve the overall experience and quality of city living.		0 FAX extended routes within urbanized areas, including Routes 3 and 20 connecting to northwest Fresno.
03 Urban Form, Land Use, and Design	Objective LU-3		Support the successful fulfillment of plans when adopted for the Downtown Planning Area.		0
03 Urban Form, Land Use, and Design	LU-3-a	Downtown Planning Area Plans	Prepare and adopt community plans and Specific Plans for the revitalization and continued development of the Downtown Planning Area neighborhoods, including the Fulton Street corridor, accompanied by implementing regulations that will govern future development in the area.		0 The Kings Canyon Corridor Transit Oriented Development Study Continues to progress, The West Area Neighborhoods Specific Plan includes mixed use development along Shaw Ave, and the city assisted community groups with the California Avenue Neighborhood Transformation Plan which includes neighborhood serving retail in a mixed-use development.
03 Urban Form, Land Use, and Design	LU-3-b	Mixed-Use Urban Corridors that Connect the Downtown Planning Area	Support the development of mixed-use urban corridors that connect the Downtown Planning Area with the greater Fresno-Clovis Metropolitan Area with functional, enduring, and desirable urban qualities along the Blackstone Avenue, Shaw Avenue, California Avenue, and Ventura Avenue/Kings Canyon Road corridors, as shown on Figure LU-1: General Plan Land Use Diagram.		0 The Kings Canyon Corridor Transit Oriented Development Study Continues to progress, The West Area Neighborhoods Specific Plan includes mixed use development along Shaw Ave, and the city assisted community groups with the California Avenue Neighborhood Transformation Plan which includes neighborhood serving retail in a mixed-use development.
03 Urban Form, Land Use, and Design	LU-3-c	Zoning for High Density on Major BRT Corridors	Encourage adoption of supportive zoning regulations for compact development along BRT corridors leading to the Downtown Core that will not diminish the long-term growth and development potential for Downtown.		0 Approved Mixed-Use Text amendment which removed density caps in Mixed-Use zones, including BRT Corridors.
03 Urban Form, Land Use, and Design	Objective LU-4		Enhance existing residential neighborhoods through regulations, code enforcement, and compatible infill development.		0
03 Urban Form, Land Use, and Design	LU-4-c	Housing Task Force	Establish an interagency housing task force to coordinate the housing programs of the City with similar programs of other local jurisdictions and the Fresno Housing Authority to develop a coordinated affordable housing implementation plan.		0 In 2022, the City continued to work with other agencies on affordable and market rate housing development.

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03 Urban Form, Land Use, and Design	Objective LU-5		Plan for a diverse housing stock that will support balanced urban growth, and make efficient use of resources and public facilities.	0	0
03 Urban Form, Land Use, and Design	LU-5-a	Low Density Residential Uses	Promote low density residential uses only where there are established neighborhoods with semi-rural or estate characteristics.	0	Planning division reviews subdivisions for compliance with density requirements of the General Plan.
03 Urban Form, Land Use, and Design	LU-5-f	High Density Residential Uses	Promote high-density residential uses to support Activity Centers and BRT Corridors, and walkable access to transit stops.	0	Kings Canyon TOD Study will result in templates for mixed use infill around transit stations
03 Urban Form, Land Use, and Design	LU-5-h	Housing Offering Amenities	Support housing that offers residents a range of amenities, including public and private open space, landscaping, and recreation facilities with direct access to commercial services, public transit, and community gathering spaces.	0	Implemented new bus routes, extended existing bus routes
03 Urban Form, Land Use, and Design	LU-5-i	Housing for Seniors	Facilitate the development of senior housing projects that are accessible to public transportation and services.	0	Implemented new bus routes, extended existing bus routes
03 Urban Form, Land Use, and Design	Objective LU-6		Retain and enhance existing commercial areas to strengthen Fresno's economic base and site new office, retail, and lodging use districts to serve neighborhoods and regional visitors.	0	0
03 Urban Form, Land Use, and Design	Objective LU-7	Incentives for a Diversity of Industries, Increased Food Processing and Manufacturing, and Related Employment Opportunities in Fresno	Plan and support industrial development to promote job growth. Use the City's Capital Improvement Program to set priorities for locations and timing of water, sewer, and transportation infrastructure investments by the City and initiate implementation programs to encourage development of targeted industries as identified under Policy ED-3-c, in employment land use areas designated on Figure LU-1: Land Use Diagram.	0	As part of the FY 2022-2023 Adopted Budget the City included the FY 2023-2027 Capital Improvement Program which was developed in 2022.
03 Urban Form, Land Use, and Design	LU-7-a	Efficiency of Industrial Uses	Promote industrial land use clusters to maximize the operational efficiency of similar activities.	0	The South Central Specific Plan continued to progress in 2022 and will seek to balance industrial efficiency while minimizing impacts to nearby residences and community resources.
03 Urban Form, Land Use, and Design	LU-7-c				
03 Urban Form, Land Use, and Design	LU-7-e	Shared Parking for Industrial Uses	Promote use of shared surface parking and other arrangements necessary to meet industrial needs with updated parking regulations.	0	Planning division continues to allow for mutual easements covenants allowing for shared parking facilities.
03 Urban Form, Land Use, and Design	Objective LU-8		Provide for the development of civic and institutional land uses to meet the educational, medical, social, economic, cultural, and religious needs of the community.	0	0
03 Urban Form, Land Use, and Design	LU-8-b	Access to Public Facilities	Ensure that major public facilities and institutions have adequate multi-modal access and can be easily reached by public transit.	0	Extended Route 3 to Clovis Community College
03 Urban Form, Land Use, and Design	Objective LU-9		Plan land uses, design, and development intensities to supplement and support, and not compete with, the Downtown.	0	0
03 Urban Form, Land Use, and Design	Objective LU-10		Promote regional cooperation and coordination on land use and planning issues among local jurisdictions.	0	0
03 Urban Form, Land Use, and Design	LU-10-b	Integrity of the General Plan	Urge neighboring jurisdictions to support the integrity and implementation of the General Plan.	0	Planning division continues to review and comment on County applications that are routed to the City.
03 Urban Form, Land Use, and Design	Objective LU-11		Encourage coordination with adjacent jurisdictions in providing public services, infrastructure and cooperative economic development.	0	0
03 Urban Form, Land Use, and Design	Objective D-1		Provide and maintain an urban image that creates a "sense of place" throughout Fresno.	0	0
03 Urban Form, Land Use, and Design	D-1-a	Direct Access to Units	Require all new multi-family residential development along BRT and other transit or pedestrian-oriented streets (Collector and Local), including high-rise, townhomes or other units, to provide direct pedestrian street access and to promote walkable connectivity, individualization, family-friendly development, identity, and street safety to the maximum extent reasonably feasible.	0	Planning division continue to review development proposals for connectivity to adjacent streets.

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03 Urban Form, Land Use, and Design	D-1-c	Privately Owned Public Spaces	Consider creating and adopting design standards and incentives for providing privately owned public open spaces and plazas for gathering to enhance the pedestrian realm and provide opportunities for social interaction.	0	Planning division continues to review proposals for compliance with open space/plaza requirements.
03 Urban Form, Land Use, and Design	D-1-f	Update Street Signs	Consider updating street sign regulations to create a way-finding system and graphic identity without dominating city and district appearance.	0	Trail Network Wayfinding Plan was adopted in April 2022
03 Urban Form, Land Use, and Design	Objective D-2		Enhance the visual image of all "gateway" routes entering the Fresno Planning Area.	0	0
03 Urban Form, Land Use, and Design	Objective D-3		Create unified plans for Green Streets, using distinctive features reflecting Fresno's landscape heritage.	0	0
03 Urban Form, Land Use, and Design	D-3-b	Funding for Green Street Tree Planting Program	Pursue funding for the Green Street Tree Planting Program, including landscaping of median islands.	0	Tree Policy was approved in April 2022 committing the city to planting at least 1,000 net new trees on public property
03 Urban Form, Land Use, and Design	Objective D-4		Preserve and strengthen Fresno's overall image through design review and create a safe, walkable and attractive urban environment for the current and future generations of residents.	0	0
03 Urban Form, Land Use, and Design	D-4-d	Design for Safety	Continue to involve the City's Police Department in the development review process to ensure new buildings are designed with security and safety in mind.	0	The Fresno Police Department continues to be routed proposed development projects for their review and comment.
03 Urban Form, Land Use, and Design	D-4-e	Flexibility through Overlay Districts	Allow innovative lot designs and patterns to enhance community livability in residential neighborhoods through new zoning provisions, with flexible development standards.	0	The Planning division continues to allow for creative subdivision proposals through a Planned Development permit
03 Urban Form, Land Use, and Design	Objective D-5		Maintain and improve community appearance through programs that prevent and abate blighting influences.	0	0
03 Urban Form, Land Use, and Design	Objective D-6		Encourage design that celebrates and supports the cultural and ethnic diversity of Fresno.	0	0
03 Urban Form, Land Use, and Design	D-6-a		Consult with neighboring populations, including non-English speaking groups, to inform the architecture, landscape, programming, and interior design of City-owned facilities such as parks, offices, street lighting, and other visible features.	0	In 2022, the PARCS Department worked on a Cultural Arts Plan.
03 Urban Form, Land Use, and Design	Objective D-7		Continue applying local urban form, land use, and design policies to specific neighborhoods and locations.	0	0
03 Urban Form, Land Use, and Design	D-7-b		Consider preparing new community, neighborhood, and/or Specific Plans for neighborhoods and locations that were covered by repealed plans.	0	The West Area Neighborhood Specific Plan underway in 2022 will replace the West Area Community Plan repealed with the adoption of the Fresno General Plan in December 2014. The South Central Specific Plan underway in 2022 will replace the Roosevelt Community Plan repealed with the adoption of the Fresno General Plan in December 2014.
04 Mobility and Transportation	Objective MT-1		Create and maintain a transportation system that is safe, efficient, provides access in an equitable manner, and optimizes travel by all modes.	0	0
04 Mobility and Transportation	MT-1-a	Transportation Planning Consistent with the General Plan	Continue to review local, regional and inter-regional transportation plans and capital improvement plans, and advocate for the approval and funding of State highway and rail projects, consistent with the General Plan and discourage projects inconsistent with the General Plan.	0	Coordinated with the High Speed Rail Authority on station area planning to maximize transit connections at the future HSR station. Staff participated in the following local and regional plans and projects: CALTrans South Fresno Corridor Project on SR99 began in 2021 and includes local, State, and Federal dollars (estimated \$137M total), SR99 Rehabilitation from El Dorado Street to Clinton Avenue Project final environmental document underway in 2022, and Fresno COG SB 743 Regional VMT Mitigation study. FAX staff coordinated with the High Speed Rail Authority on station area planning with Department of Planning and Public Works staff as well as with Fresno County Rural Transit Agency and Fresno Council of Governments..

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04 Mobility and Transportation	MT-1-b	Circulation Plan Diagram Implementation	Design and construct planned streets and highways that complement and enhance the existing network, as well as future improvements to the network consistent with the goals, objectives and policies of the General Plan, as shown on the Circulation Diagram (Figure MT-1), to ensure that each new and existing roadway continues to function as intended.	0	All roadway and highway improvements designed and/or constructed in 2022 were consistent with the Fresno General Plan
04 Mobility and Transportation	MT-1-c	Plan Line Adoption	Prepare and adopt Official Plan Lines, or other appropriate documentation such as Director Determinations, for transportation corridors, roadways, and bicycle/pedestrian paths/trails, as necessary to preserve and/or obtain right-of-way needed for planned circulation improvements.	0	Policies are incorporated into standard procedures for staff Developer and CIP projects are evaluated to implement the proper transportation infrastructures to serve all modes and users of all abilities. Veterans Boulevard which will connect West Fresno to much needed services and amenities on the east side of SR99. In 2022, Phase 4a (southerextension) was complete and Phases 2 (grade separations) was underway. The City has established Mixed-Use districts along high-frequency transit routes and will be proposing zoning incentives near high-frequency transit, complementary to recent State laws. In addition, height and density bonuses can be granted when a project is located near a BRT station.
04 Mobility and Transportation	MT-1-d	Integrate Land Use and Transportation Planning	Plan for and maintain a coordinated and well integrated land use pattern, local circulation network and transportation system that accommodates planned growth, reduces impacts on adjacent land uses, and preserves the integrity of established neighborhoods.	0	FAX initiated planning and public outreach efforts for transit route extensions to Justin Garza High School and the North Pointe Business Park in Southeast Fresno serving the IRS, Amazon, Ulta, and other businesses, schools, and residential areas. DPW continues to implement the ATP (2017) and utilize the Complete Streets Policy (2019) for on all projects
04 Mobility and Transportation	MT-1-e	Ensure Interconnectivity Across Land Uses	Update development standards and design guidelines applicable to public and private property to achieve Activity Centers, neighborhoods and communities which are well connected by pedestrian, bicycle, appropriate public transportation and automobile travel facilities.	0	Plans underway in 2022 which endeavour to implement this policy include the West Area Neighborhoods Specific Plan, Central Southeast Specific Plan, and the Kings Canyon Corridor Transportation Oriented Development Study. The City continues to examine the Development Code for potential refinements to enhance pedestrian connectivity.
04 Mobility and Transportation	MT-1-f	Match Travel Demand with Transportation Facilities	Designate the types and intensities of land uses at locations such that related travel demands can be accommodated by a variety of viable transportation modes and support Complete Neighborhoods while avoiding the routing of excessive or incompatible traffic through local residential streets.	0	FAX continued to plan new service or service extensions connecting existing and planned land uses.
04 Mobility and Transportation	MT-1-g	Complete Streets Concept Implementation	Provide transportation facilities based upon a Complete Streets concept that facilitates the balanced use of all viable travel modes (pedestrians, bicyclists, motor vehicle and transit users), meeting the transportation needs of all ages, income groups, and abilities and providing mobility for a variety of trip purposes, while also supporting other City goals.	0	DPW continues to review, analyze and implement the roadway classifications identified in the Circulation Element as well as the number of lanes needed to maintain the appropriate LOS standard as identified per TIZ Hundreds of improvements active in 2022. Tulare Avenue Complete Streets Project is estimated to begin construction in 2023. Utilized the Complete Streets Policy (adopted October 2019) for all projects. Annual reports prepared to report metrics. Complete Streets Annual Report FY 2022 presented to the Mayor and City Council via tray memo in February 2023. FAX initiated construction of bus stop improvements to 63 transit stops along Shaw and Cedar Avenues, bringing them into compliance with ADA standards and adding shelters, benches, and trash cans.
04 Mobility and Transportation	MT-1-h	Update Standards for Complete Streets	Update the City's Engineering and Street Design Standards to ensure that roadway and streetscape design specifications reflect the Complete Streets concept, while also addressing the needs of through traffic, transit stops, bus turnouts, passenger loading needs, bike lanes, pedestrian accommodation, and short- and long-term parking.	0	FAX specific standards drawings for bus stop facilities with shelter layout plan, facilitating greater access from transit stops to Activity Centers and supporting Complete Streets Department of Public Works (DPW) standards are reviewed and updated on a regular basis.

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04 Mobility and Transportation	MT-1-i	Local Street Standards	Establish and implement local roadway standards addressing characteristics such as alignment, width, continuity and traffic calming, to provide efficient neighborhood circulation; to allow convenient access by residents, visitors, and public service and safety providers; and to promote neighborhood integrity and desired quality of life by limiting intrusive pass-through traffic.	0	The Residential Speed Hump program began in FY2022 with applications accepted March 1 – October 31, 2022.
04 Mobility and Transportation	MT-1-j	Transportation Improvements Consistent with Community Character	Prioritize transportation improvements that are consistent with the character of surrounding neighborhoods and supportive of safe, functional and Complete Neighborhoods; minimize negative impacts upon sensitive land uses such as residences, hospitals, schools, natural habitats, open space areas, and historic and cultural resources.	0	Department of Public Works utilizes the Complete Streets Policy (adopted October 2019) for all projects. Annual reports prepared to report metrics.
04 Mobility and Transportation	MT-1-k	Multi-Modal Level of Service Standards	Develop and use a tiered system of flexible, multi-modal Level of Service standards for streets designated by the Circulation Diagram (Figure MT-1). Strive to accommodate a peak hour vehicle LOS of D or better on street segments and at intersections, except where Policies MT-1-m through MT-1-p provide greater specificity. Establish minimum acceptable service levels for other modes and use them in the development and environmental review process.	0	All projects are now qualitatively evaluated considering vehicular, pedestrian and bicycle use with the adjacent land uses. The Fresno Clovis Metropolitan Area (FCMA) Short Range Transit Plan (SRTP) includes transit-related service standards for FAX.
04 Mobility and Transportation	MT-1-l	Level of Service in the Downtown Area	Within the Downtown Planning Area accept vehicle LOS F conditions during peak hours for street segments and intersections specified in community and Specific Plans as may be adopted by the City. Where there is an overlap in policies regarding LOS in the Downtown Planning Area, this policy shall supersede.	0	This policy is incorporated into standard procedures for Department of Public Works staff.
04 Mobility and Transportation	MT-1-m	Standards for Planned Bus Rapid Transit Corridors and Activity Centers	Independent of the Traffic Impact Zones identified in MT-2-i and Figure MT-4, strive to maintain the following vehicle LOS standards on major roadway segments and intersections along Bus Rapid Transit Corridors and in Activity Centers:	0	Policies are incorporated into standard procedures for staff. The Fresno Clovis Metropolitan Area (FCMA) Short Range Transit Plan (SRTP) includes transit-related service standards for FAX.
04 Mobility and Transportation	MT-1-n	Peak Hour Vehicle LOS	Maintain a peak-hour vehicle LOS standard of D or better for all roadway areas outside of identified Activity Center and Bus Rapid Transit Corridor districts, unless the City Traffic Engineer determines that mitigation to maintain this LOS would be infeasible and/or conflict with the achievement of other General Plan policies.	0	This policy is incorporated into standard procedures for Department of Public Works staff.
04 Mobility and Transportation	MT-1-o	LOS Deviations Outside of Activity Centers and Areas Designated for Mixed-Use Participate in Sustainable Communities Strategy/Regional Transportation Plan	Accept vehicle LOS E or F conditions outside of identified multi-modal districts only if provisions commensurate with the level of impact and approved by the City Traffic Engineer are made to sufficiently improve the overall transportation system and/or promote non-vehicular transportation as part of a development project or City-initiated project. Continue to work with the Fresno Council of Governments in developing and updating the Sustainable Communities Strategy and Regional Transportation Plan, consistent with the goals, objectives and policies of the General Plan.	0	This policy is incorporated into standard procedures for Department of Public Works staff. FAX and DPW continue to participate in all COG efforts as applicable. The City participated in the FOG 2022 RTP/SCS planning process including providing Fresno specific data, refine projects, and answer questions as needed. The Plan was adopted on July 28, 2022.
04 Mobility and Transportation	Objective MT-2		Make efficient use of the City's existing and proposed transportation system and strive to ensure the planning and provision of adequate resources to operate and maintain it.	0	FAX added transit service to Clovis Community College and expanded the Handy Ride paratransit service boundary in northeast Fresno to include 3/4 mile from fixed route, consistent with the service extension to Clovis Community College.
04 Mobility and Transportation	MT-2-a	Intensification of Bus Rapid Transit Corridors	Where traffic has previously been diverted to freeways, encourage incentives for more intense development along transportation corridors, such as the Blackstone Corridor, where there is now additional capacity.	0	Although some projects have been approved that amplify auto-oriented, single-story uses within the BRT corridors, (such as drive-throughs and gas stations), there has been progress in seeing more transit-supportive development, such as new housing projects near Blackstone and McKinley and Blackstone and Shields. Staff continued to work with the Southeast Fresno community to explore intensification at existing BRT stations along Ventura/Kings Canyon. Staff also continued to seek grant funds to implement portions of the Southern Blackstone Smart Mobility Strategy, integrated with the existing BRT stations.

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04 Mobility and Transportation	MT-2-b	Reduce Vehicle Miles Traveled and Trips	Partner with major employers and other responsible agencies, such as the San Joaquin Valley Air Pollution Control District and the Fresno Council of Governments, to implement trip reduction strategies, such as eTRIP, to reduce total vehicle miles traveled and the total number of daily and peak hour vehicle trips, thereby making better use of the existing transportation system.		DPW, Planning and FAX continue to work with other departments to implement a VMT Mitigation Impact Program. In 2022, worked with Fresno State University, State Center Community College District, and Fresno Unified School District to subsidize transit fares for students, faculty, and staff. This means that in 2023, students from Fresno State University, Fresno City College, Clovis Community College, and all high schools in the Fresno Unified School District will be able to ride FAX buses for free.
04 Mobility and Transportation	MT-2-c	Reduce VMT through Infill Development	Provide incentives for infill development that would provide jobs and services closer to housing and multi-modal transportation corridors in order to reduce citywide vehicle miles travelled (VMT).		Mixed-Use Text Amendment approved to remove density caps on five zone districts, allowing form-based regulations (such as height regulations) to dictate the scale of the buildings. This will allow development to occur to the full potential of properties along many high-frequency transit routes.
04 Mobility and Transportation	MT-2-d	Street Redesign where Excess Capacity Exists	Evaluate opportunities to reduce right of way and/or redesign streets to support non-automobile travel modes along streets with excess roadway capacity where adjacent land use is not expected to change over the planning period.		DPW evaluates all roadway maintenance projects to redesign streets with excess capacity. Recent examples include Maple between University and Shields and Sierra between Blackstone and Palm.
04 Mobility and Transportation	MT-2-e	Driveway and Access Consolidation	Take advantage of opportunities to consolidate driveways, access points, and curb cuts along designated major roadways when a change in development or a change in intensity occurs or when traffic operation or safety warrants.		Staff reviews plans and recommends/requires driveway consolidation
04 Mobility and Transportation	MT-2-f	Optimization of Roadway Operations	Optimize roadway operations by continuing to expand the use of techniques such as the City's intelligent transportation system (ITS) to manage traffic signal timing coordination in order to improve traffic operations and increase traffic-carrying capacity, while reducing unnecessary congestion and decreasing air pollution emissions. In order to facilitate roadway optimization and as a potential revenue source for the optimization, the following strategies need to be implemented:		The following ITS Projects are in design or construction along these corridors: Friant Avenue, Ashlan Avenue, Blackstone Avenue, Abby Street, Ventura Avenue, Downtown, and Jensen Avenue.
04 Mobility and Transportation	MT-2-g	Transportation Demand Management and Transportation System Management	Pursue implementation of Transportation Demand Management and Transportation System Management strategies to reduce peak hour vehicle traffic and supplement the capacity of the transportation system.		In 2022, worked with Fresno State University, State Center Community College District, and Fresno Unified School District to subsidize transit fares for students, faculty, and staff. This means that in 2023, students from Fresno State University, Fresno City College, Clovis Community College, and all high schools in the Fresno Unified School District will be able to ride FAX buses for free.
04 Mobility and Transportation	MT-2-h	Update TIS	Update the City's Traffic Impact Study guidelines to address all modes of transportation and Complete Streets concepts consistent with the General Plan. The name should be expanded to encompass its assessment of various modes of transportation and connectivity in addition to traffic impacts. Once a regional fee plan or program is in place, the TIS may be used to carry out that plan or program.		DPW and FAX continue to participate in SB 743 implementation work at a local and regional level. DPW staff evaluates each TIS in a holistic approach, considering a project's impact on vehicular, pedestrian and bicyclist modes of travel. Update to the TIS Guidelines is forthcoming depending on staff resources.
04 Mobility and Transportation	MT-2-i	Transportation Impact Studies	Require a Transportation Impact Study (currently named Traffic Impact Study) to assess the impacts of new development projects on existing and planned streets for projects meeting one or more of the following criteria, unless it is determined by the City Traffic Engineer that the project site and surrounding area already has appropriate multi-modal infrastructure improvements.		This policy is incorporated into standard procedures for Department of Public Works staff.
04 Mobility and Transportation	MT-2-j	Funding for Multi-Modal Transportation System	Continue to seek and secure adequate financing to construct and maintain a complete multi-modal system through such measures as development impact fees, local sales tax measures, special tax measures, assessment/improvement districts, and regional, state and federal transportation funds and grants.		DPW staff continues to apply for funding. In 2022, staff applied for approximately \$14,400,000 and was awarded approximately \$3,800,000 in ATP, HSIP, SSR4A and Reconnecting Community funds relative to the maintenance and implementation of roadway projects incorporating active transportation projects and components. FAX staff continues to apply for grant funding. In FY2022 FAX was awarded \$39.9 million in federal, state, and local grants. These funds, along with previously awarded funds, will be used to improve bus stops and bus stop infrastructure, upgrade security in the transportation yard, upgrade transit stops throughout the system, improve communication systems, purchase low emissions fixed route buses and paratransit vehicles, purchase support vehicles, maintain existing transit services, and remodel/rehabilitate FAX facilities.

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04 Mobility and Transportation	MT-2-k	Funding for Complete Streets Retrofits	Continue to participate in a comprehensive analysis of transportation needs and the funding of transportation improvements, including State and federal grant funding to support Complete Street retrofit improvements, within the Fresno-Clovis Metropolitan Area		DPW staff continues to apply for funding. In 2022, staff applied for approximately \$14,400,000 and was awarded approximately \$3,800,000 in ATP, HSIP, SSR4A and Reconnecting Community funds relative to the maintenance and implementation of roadway projects incorporating active transportation projects and components.
04 Mobility and Transportation	MT-2-l	Region-Wide Transportation Impact Fees	Continue to support the implementation of metropolitan-wide and region-wide transportation impact fees sufficient to cover the proportional share of a development's impacts and need for a comprehensive multi-modal transportation system that is not funded by other sources. Work with the Council of Fresno County Governments, transportation agencies (e.g. Caltrans, Federal Transportation Agency) and other jurisdictions in the region to develop a method for determining:		Fresno Major Street Impact fee and Traffic Signal Mitigation Impact fee programs were adopted in July 2022. DPW staff continues to work with Planning and FAX to develop a local VMT Mitigation fee. DPW continues to be involved with Fresno COG in development of a regional program.
04 Mobility and Transportation	Objective MT-3		Identify, promote and preserve scenic or aesthetically unique corridors by application of appropriate policies and regulations.	0	0
04 Mobility and Transportation	MT-3-a	Scenic Corridors	Implement measures to preserve and enhance scenic qualities along scenic corridors or boulevards, including:	0	0
04 Mobility and Transportation	MT-3-b	Preserve street trees lining designated scenic corridors or boulevards	Replace trees of the predominant type and in a comparable pattern to existing plantings if there is no detriment to public safety.	0	0
04 Mobility and Transportation	Objective MT-4		Establish and maintain a continuous, safe, and easily accessible bikeways system throughout the metropolitan area to reduce vehicle use, improve air quality and the quality of life, and provide public health benefits.	0	0
04 Mobility and Transportation	MT-4-a	Active Transportation Plan	To the extent consistent with this General Plan, continue to implement and periodically update the Active Transportation Plan to meet State standards and requirements for recommended improvements and funding proposals as determined appropriate and feasible.	0	Staff continues to utilize the 2017 Active Transportation Plan (ATP) to further advance a safe, multi-modal transportation system for all users and all abilities. The Bicycle and Pedestrian Advisory Committee (BPAC) meets monthly and provides recommendations on programs, policies, and projects to staff and City Council members. In FY2022, 4.61 miles of Class II bike lanes, 1.68 miles of Class III buffered bike lanes, and 2.45 miles of Class I trail facilities were constructed. Over 29 miles of Class III bicycle route facilities were designated through signage. Eight (8) miles of Class IV bicycle facilities were in design during FY2022. In addition, over 3 miles of new sidewalks, 18 new crosswalks, 288 ADA ramps, 1,060 trees, and 400 streetlights were constructed/installed to improve the pedestrian network. Approximately 68 community safety events were held in FY2022.
04 Mobility and Transportation	MT-4-b	Bikeway Improvements	Establish and implement property development standards to assure that projects adjacent to designated bikeways provide adequate right-of-way and that necessary improvements are constructed to implement the planned bikeway system shown on Figure MT-2 to provide for bikeways, to the extent feasible, when existing roadways are reconstructed; and alternative bikeway alignments or routes where inadequate right-of-way is available.	0	Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities. The Bicycle and Pedestrian Advisory Committee (BPAC) meets monthly and provides recommendations on programs, policies, and projects to staff and City Council members.
04 Mobility and Transportation	MT-4-c	Bikeway Linkages	Provide linkages between bikeways, trails and paths, and other regional networks such as the San Joaquin River Trail and adjacent jurisdiction bicycle systems wherever possible.	0	In FY2022, 4.61 miles of Class II bike lanes, 1.68 miles of Class II buffered bike lanes, and 2.45 miles of Class I trail facilities were constructed. Over 29 miles of Class III bicycle route facilities were designated through signage. Eight (8) miles of Class IV bicycle facilities were in design during FY2022. In addition, over 3 miles of new sidewalks, 18 new crosswalks, 288 ADA ramps, 1,060 trees, and 400 streetlights were constructed/installed to improve the pedestrian network. Approximately 68 community safety events were held in FY2022.

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04 Mobility and Transportation	MT-4-d	Prioritization of Bikeway Improvements	Prioritize bikeway components that link existing separated sections of the system, or that are likely to serve the highest concentration of existing or potential cyclists, particularly in those neighborhoods with low vehicle ownership rates, or that are likely to serve destination areas with the highest demand such as schools, shopping areas, recreational and park areas, and employment centers. Provide not less than 10 feet of street width (five feet for each travel direction) to implement bike lanes for designated Class II bikeways along roadways. Strive for 14 feet of street width (seven feet for each travel direction) for curbside bike lanes where right-of-way is available.		In FY2022, 4.61 miles of Class II bike lanes, 1.68 miles of Class II buffered bike lanes, and 2.45 miles of Class I trail facilities were constructed. Over 29 miles of Class III bicycle route facilities were designated through signage. Eight (8) miles of Class IV bicycle facilities were in design during FY2022. In addition, over 3 miles of new sidewalks, 18 new crosswalks, 288 ADA ramps, 1,060 trees, and 400 streetlights were constructed/installed to improve the pedestrian network. 0 Approximately 68 community safety events were held in FY2022.
04 Mobility and Transportation	MT-4-e	Minimum Bike Lane Widths			0 Implementation of this policy is ongoing
04 Mobility and Transportation	MT-4-f	Bike Detection Devices	Include bicycle detection devices when new intersection traffic control signals are installed and strive to retrofit existing traffic control signals to provide bicycle detection and retiming of signal phases to make them more bicycle friendly.		0 This policy is incorporated into standard procedures for Department of Public Works staff.
04 Mobility and Transportation	MT-4-g	Advocacy for Bike Accommodation	Advocate for the accommodation of bike facilities in new or upgraded State Route interchanges and railroad construction projects, and construction of bicycle crossings of freeways and railroads.		0 The Bicycle and Pedestrian Advisory Committee (BPAC) meets monthly to advocate for bicycle accommodation. An Active Transportation Coordinator was approved in the FY21 budget with recruitment beginning in the Fall 2021. The ATP Coordinator was hired in January 2022.
04 Mobility and Transportation	MT-4-h	Bicycle Parking Facilities	Promote the installation of bicycle locking racks and bicycle parking facilities at public buildings, transit facilities, public and private parking lots, and recreational facilities. Establish standards for bicycle parking in the Development Code.		0 Ongoing - The BPAC's role is to inventory the current provision of bicycle parking facilities within the city & recommend appropriate bicycle parking technology & locations which would increase use of bicycles.
04 Mobility and Transportation	MT-4-i	Bicycling and Public Transportation	Promote the integration of bicycling with other forms of transportation, including public transit. Continue to provide bike racks or space for bicycles on FAX buses.		0 Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities. All FAX buses contain bike racks accommodating up to three bikes at any one time.
04 Mobility and Transportation	MT-4-j	Street Maintenance for Bicycle Safety.	Provide regular sweeping and other necessary maintenance to clear bikeways of dirt, glass, gravel, and other debris and maintain the integrity of the bicycling network. Promote bicycle ridership by providing secure bicycle facilities, promoting traffic safety awareness for both bicyclists and motorists, promoting the air quality benefits, promoting non-renewable energy savings, and promoting the public health benefits of physical activity.		0 Ongoing - The Streets Division operates mechanical street sweepers, which are designed to pick up trash and debris and spray small amounts of water for dust control purposes. Residential areas are swept once every month, arterial streets are swept once per week and at night, major streets are swept once per week during the evenings and weekends and the Downtown is swept three times per week at nights and weekends.
04 Mobility and Transportation	MT-4-k	Bicycle Safety, Awareness, and Education			0 The BPAC produced a PSA safety video on educating users on the operation of pedestrian scramble.
04 Mobility and Transportation	Objective MT-5		Establish a well-integrated network of pedestrian facilities to accommodate safe, convenient, practical, and inviting travel by walking, including for those with physical mobility and vision impairments.		0 FAX continues to implement ADA improvements at local bus stops per the adopted ADA Transition Plan. In 2022, FAX initiated construction on the Shaw-Cedar Bus Stop Improvement project, which includes improvements to 63 bus stops along the FAX fixed route system from Valentine to Cedar and on Cedar from Shaw to Jensen. It will provide accessible locations to wait for the bus and accessible pathways for passengers to reach the bus stops. Improvements include adding new bus stop amenities such as shelter, benches, and trash receptacles; enlarging concrete bus stop landings; and improving curbs, gutters, sidewalks, and security lighting.
04 Mobility and Transportation	MT-5-a	Sidewalk Development	Pursue funding and implement standards for development of sidewalks on public streets, with priority given to meeting the needs of persons with physical and vision limitations; providing safe routes to school; completing pedestrian improvements in established neighborhoods with lower vehicle ownership rates; or providing pedestrian access to public transportation routes.		0 DPW pursues funding annually for sidewalks and curb ramps within existing neighborhoods and they are required to be accessible. This policy is incorporated into standard procedures for Department of Public Works staff for new projects. The City held 68 community safety events including traffic safety education, bike helmet and light distribution, and bike rodeos. In addition, over 3 miles of new sidewalks, 18 new crosswalks, 288 ADA ramps, 1,060 trees, and 400 streetlights were constructed/installed to improve the pedestrian network.
21 Mobility and Transportation	MT-5-b	Sidewalk Requirements	Assure adequate access for pedestrians and people with disabilities in new residential developments per adopted City policies, consistent with the California Building Code and the Americans with Disabilities Act.		0 FAX and DPW finalized FAX specific standards drawings for bus stop facilities with shelter layout plan, facilitating greater access to transit stops for people with disabilities. The new FAX standard drawings were incorporated into City of Fresno Department of Public Works Standard Drawing. This policy is incorporated into standard procedures for staff.

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04 Mobility and Transportation	MT-5-c	New Subdivision Design	Do not approve new single-family residential subdivisions with lots that front and access onto a major roadway, unless the City Traffic Engineer determines that no other feasible alternative means of vehicle access can be provided and that sufficient design measures can be implemented, such as an on-site driveway turnaround, landscaped buffering, or an on-street parking lane to assure a desirable and enduring residential environment.	0	This policy is incorporated into standard procedures for staff.
04 Mobility and Transportation	MT-5-d	Pedestrian Safety	Minimize vehicular and pedestrian conflicts on both major and non-roadways through implementation of traffic access design and control standards addressing street intersections, median island openings and access driveways to facilitate accessibility while reducing congestion and increasing safety. Increase safety and accessibility for pedestrians with vision disabilities through the installation of Accessible Pedestrian Signals at signalized intersections.	0	The City applied for and was awarded (2023) federal funding to prepare a Vision Zero Action Plan. The City applied for and was awarded (2023) federal funding to prepare a plan to design a pedestrian crossing over SR 99 from the west side into Roeding Park. Highway Safety Improvement Funds (HSIF) and Active Transportation Program (ATP) funds were applied for and awarded (2023) to install pedestrian countdown heads and other safety improvements such as leading pedestrian intervals, high visibility crosswalks and a HAWK along Cedar Avenue, Shields Avenue, Ashlan Avenue, Blackstone Avenue and Abby Avenue. This policy is incorporated into standard procedures for staff.
04 Mobility and Transportation	MT-5-e	Traffic Management in Established Neighborhoods	Establish acceptable design and improvement standards and provide traffic planning assistance to established neighborhoods to identify practical traffic management and calming methods to enhance the pedestrian environment with costs equitably assigned to properties	0	Staff regularly works with residents to hear concerns and propose improvements. The residential speed hump program began in FY2022 with applications accepted March 1 - October 31, 2022. This policy is incorporated into standard procedures for staff.
04 Mobility and Transportation	MT-5-f	Modifications to Street Standards	Continue to evaluate and adopt modifications to City street standards to achieve overall objectives of providing good access and travel opportunities while calming traffic, promoting pedestrian and other transportation options, and reducing the amount of land devoted to streets.	0	Staff meets and evaluates the standards on a bi-monthly basis. FAX and DPW finalized FAX specific standards drawings for bus stop facilities with shelter layout plan, facilitating greater access to transit stops for people with disabilities. The new FAX standard drawings were incorporated into City of Fresno Department of Public Works Standard Drawing.
04 Mobility and Transportation	Objective MT-6		Establish a network of multi-purpose pedestrian and bicycle paths, as well as limited access trails, to link residential areas to local and regional open spaces and recreation areas and urban Activity Centers in order to enhance Fresno's recreational amenities and alternative transportation options.	0	Staff continues to utilize the 2017 ATP, Complete Streets Policy (2019) and the Safer Routes to School Resolution (2019) to further advance a safe, multi-modal transportation system for all users and all abilities and includes a path network that links residential areas with Activity Centers. FAX extended transit service to Clovis Community College and expanded its Handy Ride paratransit boundary accordingly.
04 Mobility and Transportation	MT-6-a	Link Residences to Destinations	Design a pedestrian and bicycle path network that links residential areas with Activity Centers, such as parks and recreational facilities, educational institutions, employment centers, cultural sites, and other focal points of the city environment.	0	Staff continues to utilize the 2017 ATP, Complete Streets Policy (2019) and the Safer Routes to School Resolution (2019) to further advance a safe, multi-modal transportation system for all users and all abilities and includes a path network that links residential areas with Activity Centers.
04 Mobility and Transportation	MT-6-b	Multi-Agency Planning for Paths and Trail System	Continue to participate in multi-agency planning and implementation partnerships for the coordinated development of the Fresno-Clovis Metropolitan Area planned path and trail system and with Madera County for the San Joaquin River Parkway trail system.	0	Staff continues to utilize the 2017 ATP, Complete Streets Policy (2019) and the Safer Routes to School Resolution (2019) to further advance a safe, multi-modal transportation system for all users and all abilities and includes a path network that links residential areas with Activity Centers.
04 Mobility and Transportation	MT-6-c	Link Paths and Trails and Recreational Facilities	Strive to provide path or trail connections to recreational facilities, including parks and community centers where appropriate, and give priority to pathway improvements within neighborhoods characterized by lower vehicle ownership rates and lower per capita rates of parks and	0	Engineering planning and design work on the SW Trail Project is continuing. The Fancher Creek Trail Feasibility Study began in 2022 and was accepted by Council in 2023.
04 Mobility and Transportation	MT-6-d	Link Paths and Trails and Cultural Resources	Strive to designate and implement paths and trails to pass by environmental amenities, historic sites, and other cultural resources, where appropriate, and provide informational signage or other interpretation of those resources to the public.	0	The Trail Network Wayfinding Plan was adopted in 2022. Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities.

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04 Mobility and Transportation	MT-6-e	Utilize Public Rights of Way	Pursue the attainment of path and trail corridors within abandoned railroad rights-of-way, canal alignments, PG&E transmission tower easements, limited access streets (Expressways, freeways), riverbottom/bluff areas, or other such rights-of-ways. Offer existing easements and rights-of-way to local agencies before selling them to private parties.	0	The Midtown Trail progress in 2022: Segment 1A is currently in construction; Segment 2 (Shields, Fresno to First Street) and Segment 5 (Olovis Ave., McKinley to Dakota) are complete; completed design on portion of Segment 1 (Shields Ave., between Blackstone and the Manchester main entrance); designs for Segment 3 (Herndon Canal, Shields & First to McKinley & Maple), Segment 4 (McKinley, Maple to Clovis Ave.) and Segment 1b are in design. Conceptual work on the Emerson Trail from Marks to West was prepared with PG&E transmission line planting requirements considered. PG&E transmission towers/lines continue to be incorporated into subdivisions as open space such as the one located at Armstrong Avenue and Fancher Creek Drive. The River West Fresno Eaton Trail Extension is currently in design with a bidding/construction start estimate of 2024. The Fancher Creek Trail Feasibility Study was approved by Council in March 2023. The SW Fresno Trail is currently in design with construction estimated in 2023.
04 Mobility and Transportation	MT-6-f	Path and Trail Designation Process	Develop a network of multi-purpose path and trail corridors by using the Official Plan Line process or other processes as provided by the Development Code to obtain appropriate linear rights-of-way along riparian corridors, drainage and irrigation easements, utility easements, Require all projects to incorporate planned multi-purpose path and trail development standards and corridor linkages consistent with the General Plan, applicable law and case-by-case determinations as a condition of project approval.	0	FAX initiated construction of its Shaw-Cedar Bus Stop Improvement Project which will improve 63 bus stops along Shaw and Cedar. All bus stops are in the public right of way or have acquired minor easements.
04 Mobility and Transportation	MT-6-g	Path and Trail Development	Avoid path and trail alignments that involve private ownership of sections of public path or trail right-of-way. Use the Director Determination process, if necessary, to adjust planned path or trail rights-of-way to avoid these situations by realigning along more visible, publicly owned	0	Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities.
04 Mobility and Transportation	MT-6-h	Preference for Public Ownership	Designate and design paths and trails in accordance with design standards established by the City that give consideration to all path and trail users (consistent with design, terrain and habitat limitations) and provide for appropriate widths, surfacing, drainage, design speed, barriers, fences, signage, visibility, intersections, bridges, and street cleaning.	0	Staff incorporated trails represented in General Plan Figure MT-2 Paths and Trails and in the 2017 ATP into all development projects.
04 Mobility and Transportation	MT-6-i	Path and Trail Design Standards	Provide for different levels and types of usable pedestrian and bicycle corridors, including broad, shaded sidewalks; jogging paths; paved and all terrain bicycle paths; through-block passageways; and hiking trails. Where a designated multi-purpose path route is adjacent to a public right-of-way which accommodates bike lane, allow for flexibility in path design, so that bike lanes may be substituted for the bicycle component of the multi-purpose path where it is safe and appropriate to do so.	0	DPW participated in community outreach with residents in the SEDA project area. Community outreach meetings were held to gain input on the Fancher Creek Feasibility Study.
04 Mobility and Transportation	MT-6-j	Variety in Path and Trail Design	Use landscaping with appropriate and adequate physical and visual barriers (e.g., masonry walls, wrought-iron, or square-tube fencing) to screen path and trail rights-of ways and separate paths and trails from mining operations, drainage facilities, and similar locations as warranted.	0	Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities.
04 Mobility and Transportation	MT-6-k	Path and Trail Buffers	Develop paths and trails with minimum environmental impact by taking the following actions:	0	Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities.
04 Mobility and Transportation	MT-6-l	Environmentally Sensitive Path and Trail Design	Limit vehicle access, to the extent feasible, where paths or trails are designated parallel and adjacent to roadways, with consideration given to other transportation, land use, and site design priorities and constraints.	0	Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities.
04 Mobility and Transportation	MT-6-m	Path and Trail Crossings	Provide points of emergency vehicle access within the path and trail corridors, via parking areas, service roads, emergency access gates in fencing, and firebreaks.	0	Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities.
04 Mobility and Transportation	MT-6-n	Emergency Vehicle Access along Paths and Trails	Pursue a variety of funding sources to maximize implementation and development of the City's path and trail system.	0	Staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities.
04 Mobility and Transportation	Objective MT-7		Continue to seek grants and other funding sources for trail construction and maintenance, and support the enactment of State and federal legislation that will expand urban path and trail development funds.	0	The City submitted but did not receive a state ATP grant application to construct a tunnel connecting the Midtown Trail to the Clovis Old Town Trail. DPW staff seeks out and applies for funding to expand the network and maintenance of the trail system.
04 Mobility and Transportation	MT-7-a	Urban Path and Trail Development Funds		0	

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04 Mobility and Transportation	MT-7-b	Supporting Nonprofit Organizations	Support and assist nonprofit organizations whose purpose or charter is to promote and support public path and trail construction and maintenance. Establish an "Adopt a Path/Trail" program that allows private entities to maintain segments.	0	Work is ongoing in different parts of the city relating to the trail network, including the Southwest Fresno Trail and the Fancher Creek Trail. New/extensions of trails are also completed alongside new development in both infill and outlying areas.
04 Mobility and Transportation	MT-7-c	Citywide Funding Program for Path and Trail Network	Strive to establish an equitable citywide funding program for construction and maintenance of the path and trail network, in order to:	0	Measure P implementation is anticipated to bring more planning and funding to the trail network citywide.
04 Mobility and Transportation	Objective MT-8		Provide public transit options that serve existing and future concentrations of residences, employment, recreation and civic uses and are feasible, efficient, safe, and minimize environmental impacts.	0	
04 Mobility and Transportation	MT-8-a	Street Design Coordinated with Transit	Coordinate the planning, design, and construction of the major roadway network with transit operators to facilitate efficient direct transit routing throughout the Planning Area.	0	FAX and DPW participated in various Specific Plans efforts underway and SB 743 implementation work. DPW coordinates with FAX staff on all projects and regularly meets to discuss issues.
04 Mobility and Transportation	MT-8-b	Transit Serving Residential and Employment Nodes	Identify the location of current and future residential and employment concentrations and Activity Centers throughout the transit service area in order to facilitate planning and implementation of optimal transit services for these uses. Work with California State University, Fresno to determine locations within the campus core for bus stops.	0	FAX and DPW participated in various Specific Plans efforts underway and SB 743 implementation work. Policies are incorporated into standard procedures for staff.
04 Mobility and Transportation	MT-8-c	New Development Facilitating Transit	Continue to review development proposals in transportation corridors to ensure they are designed to facilitate transit. Coordinate all projects that have residential or employment densities suitable for transit services, so they are located along existing or planned transit corridors or that otherwise have the potential for transit orientation to FAX, and consider FAX's comments in decision-making.	0	FAX provides comments on development proposals, requiring improvements for transit, as needed. Policies are incorporated into standard procedures for staff.
04 Mobility and Transportation	MT-8-d	Coordination of Transportation Modes	Plan, design, and implement transportation system improvements promoting coordination and continuity of transportation modes and facilities, such as shared parking or park and ride facilities at Activity Centers.	0	Participated in various Specific Plans efforts; FAX planned for additional new bus routes and the extension of existing bus routes. DPW designs all projects as Complete Streets (2019) Projects to serve all modes and users of all abilities.
04 Mobility and Transportation	MT-8-e	Regional Coordination	Continue to work with local and regional governmental institutions to promote efficient transportation policies and coordinated programs.	0	Participated in Annual Unmet Transit Needs Assessment, Annual Productivity Report, and Social Service Transportation Advisory Committee meetings. As a member agency of the Fresno COG, participated in all standing FCOG meetings, including Technical Advisory Committee and the Policy Advisory Committee. Staff meets quarterly with Caltrans staff to discuss projects and coordination efforts. Staff serves on all regional committees, and participates in project planning.
04 Mobility and Transportation	MT-8-f	Multi-modal Downtown Transportation Facility	Support the development of a multi-modal transportation facility in Downtown.	0	Participated in High Speed Rail station area planning.
04 Mobility and Transportation	MT-8-g	High Speed Train	If the State moves forward with HST, ensure it is constructed through Fresno in a manner that minimizes impacts to surrounding property owners and creates the most opportunity for redevelopment around the HST station.	0	Participated in High Speed Rail station area planning.
04 Mobility and Transportation	MT-8-h	Move Forward with High Speed Train Station Area Planning	Work with local residents, property and business owners, and other stakeholders to develop a station area plan to provide the most opportunity for growth and prosperity in concert with development of the Fresno HST station.	0	Participated in High Speed Rail station area planning.
04 Mobility and Transportation	MT-8-i	Legislative Support	Monitor State and federal legislation that creates incentives to reduce auto dependency and support the use of alternatives to the single occupant vehicle and support legislation that is consistent with the General Plan.	0	DPW staff continues to be part of the CACTI coalition and is a NACTO member. Planned for new route extension servicing southwest Fresno and the North Pointe Business Park (Amazon, Ulta) with improved frequencies to every 15 minutes. Extending route 45 to provide service to Justin Garza High School, with increased frequencies from 45 minute to 30 minute.
04 Mobility and Transportation	MT-8-j	Transit Services	Emphasize expansion of transit service in low income neighborhoods that lack appropriate service levels.	0	Participated in various Specific Plan efforts and SB 743 implementation work.

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04 Mobility and Transportation	Objective MT-9		Provide public transit opportunities to the maximum number and diversity of people practicable in balance with providing service that is high in quality, convenient, frequent, reliable, cost- effective, and financially feasible.	0	0
04 Mobility and Transportation	MT-9-a	Equitable Transit Provision	Provide transit that can serve all residents, including older residents and persons with disabilities. Continue to evaluate transit service productivity and cost efficiency indicators in the City's Short-Range Transit Plan, and make necessary and appropriate service adjustments when operationally and financially feasible.	0	Planned for new route extension servicing southwest Fresno and the North Pointe Business Park (Amazon, Ulta) with improved frequencies to every 15 minutes. Extending route 45 to provide service to Justin Garza High School, with increased frequencies from 45 minute to 30 minute. All FAX vehicles are ADA accessible.
04 Mobility and Transportation	MT-9-b	Transit Service Productivity Evaluation		0	Participated in various Specific Plan efforts and SB 743 implementation work.
04 Mobility and Transportation	MT-9-c	Addressing Unmet Transit Needs	Continue to participate in the Council of Fresno County Governments' annual unmet transit needs evaluation process, particularly with respect to identifying need for access to medical and educational services; perform market analysis to identify potential transit choice riders; and pursue public education and information programs to identify changes in demand and characteristics and opportunities to increase ridership.	0	Prepared the Annual Transit Productivity Evaluation Report; tracked changes in ridership due to COVID-19. FAX maintained regular service levels on all routes during pandemic.
04 Mobility and Transportation	MT-9-d	Long-Range Transit Options	Advocate and participate in regional transportation analyses and identify appropriate long-range measures to support incorporation of light rail transit and other advanced transit service within major transportation corridors, freeway and railroad alignments.	0	Participated in FCOG Annual Unmet Transit Needs Assessment; launched additional marketing via social media platforms. Completed a FAX Passenger Satisfaction Survey. FAX participated in various community fairs promoting public transit and interacting with FAX users.
04 Mobility and Transportation	MT-9-e	Area Specific Transit Improvements	Continue to evaluate and pursue the planning and implementation of area specific transit improvements, such as street car facilities. Support measures that will facilitate expanded use of telecommunications technologies to reduce congestion, expansion of regional transportation facilities consistent with this General Plan, energy use, and air emissions (i.e., work at home, dispersed telecommute work	0	Participated in FCOG RTP/SCS process; identified projects for near, mid and long term.
04 Mobility and Transportation	MT-9-f	Encourage Telecommuting	Establish parking standards that are strategically tuned to support neighborhoods, shopping districts and employment centers that have a complete range of transportation choices.	0	Participated in various Specific Plans efforts; planned for new service to areas of Fresno without existing public transit.
04 Mobility and Transportation	Objective MT-10		Achieve necessary capacity increasing and inter-modal connectivity enhancing improvements to the goods movement transportation system to support the growth in critical farm product and value added industries.	0	0
04 Mobility and Transportation	Objective MT-11-a	Improve Goods Movement for Product Export	Advocate for and pursue all appropriate and available local, regional, state and national planning and implementation opportunities to achieve necessary improvements to regional, interregional and international export opportunities beneficial to the Fresno area.	0	DPW partnered with Caltrans, Fresno COG and FCTA to seek BUILD and INFRA funding to implement improvements at the SR 99 North and American Avenues interchanges. Efforts continue with RAISE funding in Spring 2023.
04 Mobility and Transportation	MT-11-b	Railroad Improvements	Continue to participate in and advocate for collaborative efforts to improve railroad transportation facilities and reduce conflicts with the street system, including relocation and/or consolidation of the BNSF and UP mainline railroad track facilities.	0	The BNSF Blackstone McKinley Grade Separation Project is in design. Grade separations construction and SR 99 realignment continued for the High Speed Rail line through Fresno. Participated in High Speed Rail station area planning.
04 Mobility and Transportation	MT-11-c	Truck Route Designations	Continue to plan and designate truck routes within the Metropolitan Area to facilitate access to and from goods production and processing areas while minimizing conflicts with other transportation priorities.	0	City partnered with the SJVAPCD and AB 617 group to prepare a truck reroute study. Kick-off was fall 2022. Community engagement began in early 2023.
04 Mobility and Transportation	MT-11-d	Appropriate Truck Route Roadway Design	Incorporate provisions for trucks in design of routes designated for truck movement. Ensure that truck routes meet federal standards for intersections, pavement, and turning movements.	0	Policies are incorporated into standard procedures for staff
04 Mobility and Transportation	MT-11-e	Railroad Crossing Improvements	Continue to improve and maintain the condition and safety of existing railroad crossings by upgrading surface conditions and installing signs and signals where warranted.	0	Policies are incorporated into standard procedures for staff
04 Mobility and Transportation	MT-11-f	State Route 99 / Goods Movement	Partner with Caltrans to prioritize goods movements along State Route 99.	0	City partnered with Caltrans, Fresno COG and FCTA to seek BUILD and INFRA funding to implement improvements at the SR 99 North and American Avenues interchanges. Efforts continue with RAISE funding in Spring 2023.

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04 Mobility and Transportation	Objective MT-12		Operate the City's municipal airport facilities to meet present and anticipated demands in a manner that maintains compliance with federal regulations, enhances safety to the public, minimizes the adverse effects of aircraft operations on people, and promotes the economic health of the community.	0	0
	Objective MT-13		Improve the competitiveness of domestic and international air carrier service, and air cargo operations to and from Fresno Yosemite International Airport (FYI).	0	0
	Objective POSS-1		Provide an expanded, high quality and diversified park system, allowing for varied recreational opportunities for the entire Fresno community.	0	0
05 Parks, Open Space, and Schools					Article 15 Fresno Clean and Safe Neighborhood Parks Transactions and Use Tax became effective in 2021. The implementation of the Measure P tax for Fresno parks and trails began in July 2021 and supplied a stream of funding to improve existing and add new parks and trails. The Clean and Safe Neighborhood Parks Transactions and Use Tax requires the City to identify Highest-Needs Neighborhoods and allocated 50% of funding for Improving and Maintaining Safe, Clean Neighborhood Parks and Playgrounds; New Neighborhood Parks; and Senior and Youth Recreation Facilities.
	POSS-1-a	Parkland standard	Implement a standard of at least three acres of public parkland per 1,000 residents for Pocket, Neighborhood, and Community parks throughout the city, while striving for five acres per 1,000 residents for all parks throughout the city, subject to identifying additional funding for Regional Parks, Open Space/Natural Areas, and Special Use Parks/Facilities.	0	Housing applications are required to provide space of in-lieu fees for park space, based on the Fresno Municipal Code. The West Area Neighborhoods Specific Plan upholds the General Plan standard; The Southeast Development Area Specific Plan will include designations for open space and trails.
05 Parks, Open Space, and Schools					
	POSS-1-b	Parks Implementation Planning	Conduct ongoing planning to implement park policies established in this General Plan and continue to strive for well-maintained and fully accessible playgrounds, with accessible amenities, throughout the city.	0	The update of the Parks Master Plan is in progress while standard requirements are applied to projects as they are submitted.
05 Parks, Open Space, and Schools					
	POSS-1-c	Public Input in Park Planning	Continue to provide opportunities for public participation in the planning and development of park facilities and in creation of social, cultural, and recreational activities in the community.	0	In 2022, the City provided several opportunities for public participation which were incorporated into planning efforts related to the implementation of Measure P, as well as individual park improvement projects. The Parks, Recreation, and Arts Commission held several workshops to receive input from the public on the use of Measure P funds.

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05 Parks, Open Space, and Schools	POSS-1-d	Additional parkland in certain areas	Strive to obtain additional parkland of sufficient size to adequately serve underserved neighborhood areas and along BRT corridors in support of new and intense residential and mixed use infill development.		With the implementation of Measure P in 2021, the City secured a new funding source for the acquisition and development of new parks and park facilities. The ordinance creates a 0.375% transaction and use tax, of which 21.5% is required to be used for new parks. At least half of this amount must be used for new parks in highest-need neighborhoods.
05 Parks, Open Space, and Schools	POSS-1-e	Criteria for Parks in Development Areas	Continue to use park size and service area criteria for siting new parks and planning for parks in Development Areas.		Acquisitions completed in 2022 included: 4461 E. Dakota (2.4 acres); 4323 N. Blackstone (5.51 acres); 2004 N. Van Ness (0.36 acres); and 777 E. Olive/ 1247 N. Wishon (2.09 acres)
05 Parks, Open Space, and Schools	POSS-1-g	Regional Urban Forest	Maintain and implement incrementally, through new development projects, additions to Fresno's urban forest to delineate corridors and the boundaries of urban areas, and to provide tree canopy for bike lanes, sidewalks, parking lots, and trails.		The West Area Neighborhoods Specific Plan upholds the General Plan standard; The Southeast Development Area Specific Plan will include designations for open space and trails.
05 Parks, Open Space, and Schools	Objective POSS-2		Ensure that adequate land, in appropriate locations, is designated and acquired for park and recreation uses in infill and growth areas.		0 Policies are incorporated into standard procedures for staff
05 Parks, Open Space, and Schools	POSS-2-a		Identify opportunities to site, develop and co-locate Fire and Police stations with needed parks and open space as joint-use facilities.		0 The West Area Neighborhoods Specific Plan contains policies encouraging the co-location of public service facilities with park space, which asking for public input on this arrangement.
05 Parks, Open Space, and Schools	POSS-2-b	Park and Recreation Priorities	Use the following priorities and guidelines in acquiring and developing parks and recreation facilities:		0 The adoption of the Measure P highest-needs neighborhood definition provided a framework for implementing this policy in that two categories of Measure P funding require that at least 50% of investments in those categories be made available to parks located in highest-need neighborhoods. These categories are: improving and maintaining safe, clean neighborhood parks and playgrounds (receiving 46% of Measure P funds); and New Neighborhood Parks: Senior and Youth Recreation Facilities. Among the factors included in the definition are existing neighborhoods that are deficient in park amenities, or with parks in poor condition. Park improvement projects in calendar year 2022 included, but are not limited to: new shaded tot lot, benches and fencing at Tollhouse Park, field lighting, hockey resurfacing, and irrigation improvements at Cary Park, new picnic tables and lighting at Manchester Park, soccer field turf rehabilitation at Jaswant Singh Khaira Neighborhood Park, restroom and administrative building rehabilitation at Mary Ella Brown Community Center, flooring and painting at Maxie L. Parks Community Center, accessibility improvements at the Fink White Learner Pool.
05 Parks, Open Space, and Schools	POSS-2-c	Review of Development Applications	Coordinate review of all development applications (i.e., site plans, conditional use permits, and subdivision maps) in order to implement the parks and open space standards of this Plan.		0 Policies are incorporated into standard procedures for staff
05 Parks, Open Space, and Schools	POSS-2-d	Recreation Opportunities near Freeway Corridors	Negotiate with Caltrans, other public agencies, and private property owners to develop remnant parcels along freeway corridors for appropriate recreational uses.		0 This policy is to be paused and re-evaluated following concerns received from the public.
05 Parks, Open Space, and Schools	POSS-2-e	Open Space Dedication for Residential Development	Ensure new residential developments provide adequate land for parks, open space, landscaping, and trails through the dedication of land or otherwise providing for Pocket Parks, planned trails, and other recreational space, maintained by an HOA, CFD, or other such entity.		0 Policies are incorporated into standard procedures for staff
05 Parks, Open Space, and Schools	POSS-2-f	Freeway Landscaping	Support the expansion of the State Route 99 Beautification Association to the Fresno County Highway Beautification Association with related updates and implementation of the master landscape plans for each freeway.		0 The West Area Neighborhoods Specific Plan includes supportive policies for Highway 99 beautification.
27 05 Parks, Open Space, and Schools	Objective POSS-3		Ensure that park and recreational facilities make the most efficient use of land; that they are designed and managed to provide for the entire Fresno community; and that they represent positive examples of design and energy conservation.		0
05 Parks, Open Space, and Schools	POSS-3-b	Park Location and Walking Distance	Site Pocket and Neighborhood Parks within a half-mile walking distance of new residential development.		0 Policies are incorporated into standard procedures for staff

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05 Parks, Open Space, and Schools	POSS-3-c	Link Parks with Walkways	Link public open space to adjacent, schools, and residential uses and Activity Centers through a series of landscaped linear walkways and bikeways that enhance and encourage pedestrian use.	0	0 Policies are incorporated into standard procedures for staff
05 Parks, Open Space, and Schools	POSS-3-d	Sidewalks to Connect Neighborhoods	Sidewalks should be designed for internal neighborhood circulation, and to connect neighborhoods to other residential areas, parks, community trails, shopping, and major streets.	0	0 Policies are incorporated into standard procedures for staff
05 Parks, Open Space, and Schools	POSS-3-f	Park Design Guidelines	Create, maintain, and apply park design guidelines, with provisions for appropriate amenities for each park type, which may include:		New parks and park amenities are guided by the Parks Master Plan which incorporates design guidelines consistent with this general policy, as well as community input from a broad array of stakeholders.
05 Parks, Open Space, and Schools	POSS-3-g	Park Security and Design	Promote safety, attractiveness, and compatibility between parks and adjacent residential areas through design, maintenance, and enforcement of park regulations	0	The Park Attendant program was permanently established dedicating staff to over 10 parks with custodial and customer services. A new Park Ranger program was funded to provide 20 non-commissioned officers in the Fresno Police Department dedicated to monitoring, securing, and assisting guests at City Parks. The program was in design in 2022 and will be implemented in 2023.
05 Parks, Open Space, and Schools	POSS-3-h	Coordination with School Districts	Continue to coordinate with school districts to explore opportunities for joint use of both outdoor and indoor recreation facilities, such as playgrounds, play fields, and gymnasiums, for City recreation programs.	0	Security features including lighting, access, and safety-focused design are being incorporated into implementation of capital improvement projects at existing parks, and the design of new parks and facilities. Over 30 projects were in-design 0 as of December 2022.
05 Parks, Open Space, and Schools	POSS-3-i	Joint Use with Drainage Facilities	Continue to seek joint use agreements for use of FMFCD stormwater drainage facilities.	0	In 2022, the City continued its joint use agreement with Fresno Unified School District (FUSD) to offer swimming lessons and recreational swim at select FUSD pool locations.
05 Parks, Open Space, and Schools	Objective POSS-4		Pursue sufficient and dedicated funding for parks acquisition, operations, and maintenance.	0	In 2022, the City continued its joint use agreement with FMFCD to offer additional recreational areas at select FMFCD basin locations. On June 30, 2022, the City Council approved \$1.5 million to pursue additional joint use agreements and establish new parks at existing flood basins. Negotiations were underway to identify locations in 2022, and design is expected to begin in 2023.
05 Parks, Open Space, and Schools	POSS-4-a	Supplemental Revenue	Seek revenue sources to supplement General Fund support for basic park maintenance and basic recreational services.	0	Measure P was implemented in 2021, which allocates a 0.375% transactions and use tax to improve and maintain parks and park facilities, create new parks and trails, and fund recreation, community, and arts programs. In 2022, the City continued to explore means of leveraging existing funding through the use of additional grants and joint use agreements.
05 Parks, Open Space, and Schools	POSS-4-b	Operation and Maintenance Financing	Continue to require new residential development to form lighting and landscaping maintenance districts or community facility districts or ensure other means of financing to pay for park operations and maintenance.	0	0 Policies are incorporated into standard procedures for staff
05 Parks, Open Space, and Schools	POSS-4-d	Maintain Adopt-A-Park Program	Continue promoting the City's Adopt-A-Park program that utilizes partnerships with local organizations to preserve, beautify and maintain Fresno's neighborhood parks.	0	City created Love-A-Park Program to provide a way for the public, organization, business or school to take part in the beautification and appearance of the City and receive recognition via name placed on a sign located at the entrance to the park.
05 Parks, Open Space, and Schools	Objective POSS-5		Provide for long-term preservation, enhancement, and enjoyment of plant, wildlife, and aquatic habitat.	0	0
05 Parks, Open Space, and Schools	Objective POSS-6		Maintain and restore, where feasible, the ecological values of the San Joaquin River corridor.	0	0
05 Parks, Open Space, and Schools	Objective POSS-7		Support the San Joaquin River Conservancy in its collaborative, multiagency efforts to develop the San Joaquin River Parkway.	0	0
05 Parks, Open Space, and Schools	POSS-7-g	San Joaquin River Parkway - River West Fresno Project Area	Support the extension of the Lewis Eaton Trail into the River West Fresno Project Area consistent with the San Joaquin River Parkway Master Plan and the following criteria:	0	Design plans for the River West Fresno Eaton Trail Extension are in the concept stage of design. Bidding is estimated to occur in 2024.

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05 Parks, Open Space, and Schools	POSS-7-h	Interlink City and San Joaquin River Parkway Trail Networks	Strive to connect the parkway trail network to other trails in the vicinity, in order to create a community and regional trail system that offers a variety of different route combinations and enhances public access to the parkway.	0	DPW staff continues to utilize the 2017 ATP to further advance a safe, multi-modal transportation system for all users and all abilities.
05 Parks, Open Space, and Schools	Objective POSS-8		Work cooperatively with school districts to find appropriate locations for schools to meet the needs of students and neighborhoods.	0	0
05 Parks, Open Space, and Schools	Objective POSS-9		Work with California State University, Fresno, and other institutions of higher learning in Fresno, to enhance the City's workforce, job creation, and economic development, as well as its image and desirability as a place to live.	0	0
05 Parks, Open Space, and Schools	POSS-9-c	University Neighborhood Planning	Partner with Fresno State, FPU and SCCCD leadership to find funding for, develop, and implement a Specific Plan for the neighborhoods around the primary campuses of these and other higher education institutions in Fresno.	0	Work continues on the Southwest Fresno SCCCD campus. The Tower District Specific Plan Update will include planning for the neighborhoods around Fresno City College.
06 Public Utilities and Services	Objective PU-1		Provide the level of law enforcement and crime prevention services necessary to maintain a safe, secure, and stable urban living environment through a Police Department that is dedicated to providing professional, ethical, efficient and innovative service with integrity, consistency and pride.	In Progress	1. Authorized for 32 CSOs, will be fully staffed in March. 2. Patrol staffing 327 as of 3/6/23 3. Implemented, or in process of implementing, 52 recommendations from the Commission on Police Reform
06 Public Utilities and Services	PU-1-a	Integration of Crime Data	Develop a mechanism to share pertinent crime data from multiple sources with other law enforcement agencies as a means of improving service delivery, officer safety, and providing a safer community for the citizens of Fresno.	Completed	1. Contributor to FBI N-Dex 2. MOUs completed for ALPR sharing 3. AXON CAD and RMS both live 4. Developing plan to replace radio infrastructure for metropolitan area to include FSO, Fire and EMS 5. Certified by state of California as a CIBRS reporting agency
06 Public Utilities and Services			Facilitate Police Department participation in the implementation of General Plan policies, including citizen participation efforts and the application of crime prevention design measures to reduce the exposure of neighborhoods to crime and to promote community security.	In Progress	1. Community groups meeting at the District level, Chief's Youth Advisory Committee, and Chiefs Advisory Group to discuss crime trends and general plan stated objectives. 2. Department created a CSO position through the Police Community Relations Section for Cannabis Awareness program for Youth 3. CSOs conduct Crime Prevention and Neighborhood watch programs in the Districts. 4. POP officers & District Commanders utilize Problem Oriented Policing techniques to find long term solutions for recurring criminal and quality of life issues. 5. FPD participates in the Homeless Assistance and response Team (HART) with mental health clinicians to provide resources for our homeless population. 6. FPD participates with FCSBH in a co response model for people suffering from mental health crisis. 7. Fresno participates with the Center for restorative Justice to divert youthful, non-violent offenders away from the Juvenile Justice System.
06 Public Utilities and Services	PU-1-b	Involvement in General Plan		In Progress	1. POP officers & District Commanders review all CUP's, Special Events, and ABC permits. 2. Department participates in review of development plans to use CPTED in the review. 3. Worked with Public Works on Street closures, alley abandonments and temp street closures for special events.
06 Public Utilities and Services	PU-1-c	Safety Considerations in Development Approval	Continue to identify and apply appropriate safety, design and operational measures as conditions of development approval, including, but not limited to, street access control measures, lighting and visibility of access points and common areas, functional and secure on-site recreational and open space improvements within residential developments, and use of State licensed, uniformed security.	In Progress	

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06 Public Utilities and Services	PU-1-d	New Police Station Locations	Consideration will be given to co-locating new police station facilities with other public property including, but not limited to, schools, parks, playgrounds, and community centers to create a synergy of participation in the neighborhood with the potential result of less vandalism and promotion of a better sense of security for the citizens using these facilities.	In Progress	FPD will consider co-locating future facilities near schools, parks, playgrounds and community centers
					1. All 5 Districts have established Citizen Advisory Boards, Chief's Advisory Board, Youth Advisory Committee, Commission on Police Reform participation to address neighborhood and business crime issues. 2. 32 Community Service Officers develop Crime Prevention programs, site security inspections, and Neighborhood Watch programs in their Districts. 3. Business watch programs developed in concentrated retail locations (SE, NE, NW) 4. Contract Law Enforcement services for business establishments available to address specific issues by hiring extra duty sworn personnel at peak time periods.
06 Public Utilities and Services	PU-1-e	Communication with Public	Maximize communication and cooperative efforts with residents and businesses in order to identify crime problems and optimize the effectiveness of crime prevention measures and law enforcement programs.	In Progress	1. Implemented, or in the process of implementing, 52 recommendations made by the Commission on Police Reform 2. Agency participates in Police Activities League, Big Brothers and Big Sisters, Boys and Girls Clubs, Breaking the Chains, Bringing Broken Neighborhoods Back to Life, Fresno Center, Family Healing Center, Fresno PD Chaplaincy, Fresno County Crime Victim Assistance Center, Fresno Rescue Mission, Fresno Street Saints, Marjaree Mason Center, Rape Counseling Service RCS Fresno, Poverello House, Westcare
			Collaborate with community-based public, non-profit and private agencies to:	In Progress	1. Authorized for 888 sworn, currently at 830. 2. As of 03/06/2023, we have 57 cadets in the FCC and COS academies, with 50 additional spots in the summer academy classes and 25 anticipated for September at FCC. 3. The Recruiting team attended over 130 events in 2022 and are on track to exceed that number in 2023. 4. We also created a preparatory class for applicants and modified MQs on certain positions to increase the candidate pool. 5. Created a preparatory class for applicants and modified MQs on positions to increase the candidate pool.
06 Public Utilities and Services	PU-1-g	Plan for Optimum Service	Create and adopt a program to provide targeted police services and establish long-term steps for attaining and maintaining the optimum levels of service - 1.5 unrestricted officers per 1,000 residents.	In Progress	
			Assist community groups seeking information on conversion of establishments with off-site or on-site liquor sales licenses to other retail products that better meet community needs.	In Progress	1. Each District Commander reviews these ABC license conversions. These are assigned initially to the District Detective Sergeant and the Problem Oriented Policing Detective. 2. Data and owner background information through ABC and the application process as well as CFS at the location are reviewed. 3. Recommendations are then made based on the findings in this review process to ABC and the City of Fresno for the CUP.
06 Public Utilities and Services	PU-1-h	Retail Conversion	Assist community and neighborhood groups seeking to reduce crime and nuisances they associate with high concentrations of establishments with off-sale or on-sale liquor licenses through Police Department consultations, other available services, and programs such as Neighborhood Watch.	In Progress	1. Groups that bring concerns about ABC licensure are assigned initially to the District Detective Sergeant and the Problem Oriented Policing Detective who look at CFS data to quantify the issue. 2. The District Commander reviews these ABC issues and with the assistance of ABC officials and the Conditional Use Permit, modifications or conditions may be made based on the findings in this review process.
				In Progress	

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06 Public Utilities and Services	PU-1-j	Lighting and Safety	Ensure adequate lighting at off-sale liquor stores to help deter crime and to promote a more inviting and safe atmosphere around them.	In Progress	1. District Detective Sergeant and the Problem Oriented Policing Detective review CUP conditions for new and existing liquor establishments. 2. Districts meet with Planning and Development to ensure consistent application of CPTED (Crime Prevention Through Environmental Design) elements are conditions of the CUP. 3. Where issues are identified, the District Commander meets with the Business owner to address these issues. 4. CLES requirement, security personnel and/or modifications to existing CUP can be made to ensure the business operates within the ABC permit and CUP guidelines.
06 Public Utilities and Services	Objective PU-2		Ensure that the Fire Department's staffing and equipment resources are sufficient to meet all fire and emergency service level objectives and are provided in an efficient and cost effective manner.	0	0
06 Public Utilities and Services	PU-2-a	Unify Fire Protection	Pursue long-range transfer of fire protection service agreements with adjacent fire districts that, in concert with existing automatic aid agreements, will lead to the eventual unification of fire protection services in the greater Fresno area.	0	No change. Aid agreements in place with Fresno County Fire Protection District and North Central Fire Protection District.
06 Public Utilities and Services	PU-2-b	Maintain Ability	Strive to continually maintain the Fire Department's ability to provide staffing and equipment resources to effectively prevent and mitigate emergencies in existing and new high-rise buildings and in other high-density residential and commercial development throughout the city.	0	Added 3 new
06 Public Utilities and Services	Objective PU-3		Enhance the level of fire protection to meet the increasing demand for services from an increasing population.	0	0
06 Public Utilities and Services	Objective PU-4		Ensure provision of adequate trunk sewer and collector main capacities to serve existing and planned urban development, consistent with the Wastewater Master Plan.	0	0
06 Public Utilities and Services	Objective PU-5		Preserve groundwater quality and ensure that the health and safety of the entire Fresno community is not impaired by use of private, on-site disposal systems.	0	0
06 Public Utilities and Services	Objective PU-6		Ensure the provision of adequate sewage treatment and disposal by utilizing the Fresno-Clovis Regional Wastewater Reclamation Facility as the primary facility, when economically feasible, for all existing and new development within the Metropolitan Area.	0	0
06 Public Utilities and Services	Objective PU-7		Promote reduction in wastewater flows and develop facilities for beneficial reuse of reclaimed water and biosolids for management and distribution of treated wastewater.	0	0
06 Public Utilities and Services	Objective PU-8		Manage and develop the City's water facilities on a strategic timeline basis that recognizes the long life cycle of the assets and the duration of the resources, to ensure a safe, economical, and reliable water supply for existing customers and planned urban development and economic diversification.	0	0
06 Public Utilities and Services	Objective PU-9		Provide adequate solid waste facilities and services for the collection, transfer, recycling, and disposal of refuse.	0	0
07 Resource Conservation	Objective RC-1		Make efficient use of existing and future public infrastructure. Set service delivery standards at existing levels or formulate and commit the City to an investment program that will meet an improved standard of service.	0	0
07 Resource Conservation	RC-1-a	Setting Service Standards		0	Through the Fresno-Clovis Metropolitan Area (FCMA) Short Range Transit Plan (SRTP), set standards for multiple categories of transit service.
07 Resource Conservation	RC-1-b	Capital Improvement Program	Prepare and adopt a long-term Capital Improvement Program (CIP) that describes City-sponsored capital projects related to General Plan implementation.	0	City adopted 2023-2027 CIP with FY23 Budget. SRTP includes Capital Improvement Program.
07 Resource Conservation	RC-1-d	Coordinate Public Construction	Coordinate public construction with other public and private agencies, particularly with respect to streets, sewerage, water, gas, electric, irrigation improvements, flood control facilities, and communication to seek the greatest public benefit and efficiencies at the least public cost.	0	Policies are incorporated into standard procedures for staff

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07 Resource Conservation	RC-1-e	Dig Once	Whenever a suitable trench is dug, one or more telecommunication conduits shall be placed in the trench, either with fiber installed or with space available for future fiber installation, to expand or upgrade the fiber optic network as appropriate.	0	Policies are incorporated into standard procedures for staff
07 Resource Conservation	RC-1-f	Telecommunications Strategy	Develop a process for communication carriers to use excess fiber optic conduit with the City in a manner that will allow for appropriate cost recovery and that is consistent with State and federal law.	0	Policies are incorporated into standard procedures for staff
07 Resource Conservation	RC-1-g	Grant Funding	Seek grant funds for the construction or implementation of the fiber optic system to provide expanded public services (such as services for educational, economic, public safety, or underserved communities).	0	DPW applied for Measure C New Technology and the Smart Grant funds in 2022. FAX staff continues to apply for grant funding. In FY2022,FAX was awarded \$39.9 million in federal, state, and local grants. These funds, along with previously awarded funds, will be used to improve bus stops and bus stop infrastructure, upgrade security in the transportation yard, upgrade transit stops throughout the system, improve communication systems, purchase low emissions fixed route buses and paratransit vehicles, purchase support vehicles, maintain existing transit services, and remodel/rehabilitate FAX facilities.
Resource Conservation	Objective RC-2		Promote land uses that conserve resources.	0	0
07 Resource Conservation	Objective RC-3		Actively engage, listen to, educate, and enlist the support of the Fresno community on the need and strategies for resource conservation.	0	0
07 Resource Conservation	Objective RC-4		In cooperation with other jurisdictions and agencies in the San Joaquin Valley Air Basin, take necessary actions to achieve and maintain compliance with State and federal air quality standards for criteria pollutants.	0	0
07 Resource Conservation	RC-4-j	All Departments	Continue to develop and implement in all City departments, operational policies to reduce air pollution.	In Progress	Significant implementation and construction progress has been made on the citywide energy efficiency and renewable energy and storage projects. This includes LED transition, Controls, HVAC, Transformers and solar and battery storage.
07 Resource Conservation	RC-4-k	Electric Vehicle Charging	Develop standards to facilitate electric vehicle charging infrastructure in both new and existing public and private buildings, in order to accommodate these vehicles as the technology becomes more widespread.	In Progress	The policies regarding EV infrastructure in both public and private buildings will be impacted by both state and federal guidelines and policies.
07 Resource Conservation	Objective RC-5		In cooperation with other jurisdictions and agencies in the San Joaquin Valley Air Basin, take timely, necessary, and the most cost-effective actions to achieve and maintain reductions in greenhouse gas emissions and all strategies that reduce the causes of climate change in order to limit and prevent the related potential detrimental effects upon public health and welfare of present and future residents of the Fresno community.	0	0
07 Resource Conservation	Objective RC-6		Ensure that Fresno has a reliable, long-range source of drinkable water.	0	0
07 Resource Conservation	RC-6-e	Protect Aquifer	Oppose urban development in unincorporated areas that are not served by a wastewater treatment/management system capable of preventing the buildup of compounds that would degrade the aquifer.	0	Policies are incorporated into standard procedures for staff
07 Resource Conservation	RC-6-h	Conditions of Approval	Include in the Development Code standards for imposing conditions of approval for development projects to ensure long-term maintenance of adequate clean water resources. Require findings that adequate water supply must exist prior to any discretionary project approval for residential and commercial development requiring annexation, as required by law.	0	Each project is reviewed by Department of Public Works to ensure the ability to meet projected demands.
07 Resource Conservation	Objective RC-7		Promote water conservation through standards, incentives and capital investments.	0	0
07 Resource Conservation	Objective RC-8		Reduce the consumption of non-renewable energy resources by requiring and encouraging conservation measures and the use of alternative energy sources.	0	0
07 Resource Conservation	RC-8-f	City Heating and Cooling	Reduce energy use at City facilities by updating heating and cooling equipment and installing "smart lighting" where feasible and economically viable.	In Progress	Completed extensive LED Lighting and HVAC Upgrades at City Facilities to include Parks and Public safety facilities citywide by committing energy savings to project payment and PG&E Incentive funds.
07 Resource Conservation	RC-8-g	Revolving Energy Fund.	Create a City Energy Fund which uses first year savings and rebates from completed City-owned energy efficiency projects to provide resources for additional energy projects. Dedicate this revolving fund to the sole use of energy efficiency projects that will pay back into the fund.	In Progress	The City has continued to commit energy bill savings to provide resources, to fund current energy projects which have been financed to allow projects to be completed in a timely manner.

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07 Resource Conservation	RC-8-i	Renewable Target	Adopt and implement a program to increase the use of renewable energy to meet a given percentage of the city's peak electrical load within a given time frame.	In Progress	The City has continued to expand in this area and now has over 32 MW of renewable solar energy and battery storage both under construction and in the pipeline to offset energy use at City Facilities. In 2020 the City Facilities solar energy offset was 1.7% and is on track to increase to 46.3% when current projects complete construction.
07 Resource Conservation	RC-8-j	Alternative Fuel Network	Support the development of a network of integrated charging and alternate fuel station for both public and private vehicles, and if feasible, open up municipal stations to the public as part of network development.	In Progress	Of the 87 Level 2 chargers installed at 12 City owned locations, several continue to be vandalized. Currently the City is planning to release an RFP to acquire consultants to develop a comprehensive EV and ZEV Fleet transition plan.
07 Resource Conservation	RC-8-k	Energy Efficiency Education	Provide long-term and on-going education of homeowners and businesses as to the value of energy efficiency and the need to upgrade existing structures on the regular basis as technology improves and structures age.	On Hold	The Utility (PG&E) has continued to receive approval and funding from the CPUC for this purpose. The skyrocketing increase of energy rates will ultimately serve as a motivator to become energy efficient.
07 Resource Conservation	Objective RC-9		Preserve agricultural land outside of the area planned for urbanization under this General Plan.	0	0
07 Resource Conservation	Objective RC-10		Conserve aggregate mineral resources within the Planning Area, as identified by the Division of Mines and Geology, and allow for responsible extraction to meet Fresno's needs.	0	0
07 Resource Conservation	Objective RC-11		Strive to reduce the solid waste going to landfills to zero by 2035.	0	0
08 Historic and Cultural Resources	Objective HCR-1		Maintain a comprehensive, citywide preservation program to identify, protect and assist in the preservation of Fresno's historic and cultural resources.	0	0
08 Historic and Cultural Resources	Objective HCR-2		Identify and preserve Fresno's historic and cultural resources that reflect important cultural, social, economic, and architectural features so that residents will have a foundation upon which to measure and direct physical change.	0	0
08 Historic and Cultural Resources	Objective HCR-3		Promote a "New City Beautiful" ethos by linking historic preservation, public art, and planning principles for Complete Neighborhoods with green building and technology.	0	0
08 Historic and Cultural Resources	Objective HCR-4		Foster an appreciation of Fresno's history and cultural resources.	0	0
09 Noise and Safety	Objective NS-1		Protect the citizens of the City from the harmful and annoying effects of exposure to excessive noise.	0	0
09 Noise and Safety	NS-1-m	Transportation Related Noise Impacts	For projects subject to City approval, require that the project sponsor mitigate noise created by new transportation and transportation-related stationary noise sources, including roadway improvement projects, so that resulting noise levels do not exceed the City's adopted standards for noise-sensitive land uses.	0	0
09 Noise and Safety	Objective NS-2		Minimize risks of property damage and personal injury posed by geologic and seismic risks.	0	0
09 Noise and Safety	Objective NS-3		Minimize the risks to property, life, and the environment due to flooding and stormwater runoff hazards.	0	0
09 Noise and Safety	NS-3-b	Curb and Gutter Installation	Coordinate with Fresno Metropolitan Flood Control District (FMFCD) to install curbing, gutters, and other drainage facilities with priority to existing neighborhoods with the greatest deficiencies and consistent with the Implement grading regulations and related development policies that protect area residents from flooding caused by urban runoff produced from events that exceed the capacity of the Storm Drainage and Flood	0	0
09 Noise and Safety	NS-3-h	Runoff Controls	Require new development to not significantly impact the existing storm drainage and flood control system by imposing conditions of approval as project mitigation, as authorized by law. As part of this process, closely	0	0
09 Noise and Safety	NS-3-i	New Development Must Mitigate Impact	Require developers of residential subdivisions to preserve those portions of development sites as open space that may be subject to 100-year flood events, unless the flood hazard can be substantially mitigated by	0	0
09 Noise and Safety	NS-3-k	100-Year Floodplain Policy	Minimize the risk of loss of life, injury, serious illness, and damage to property resulting from the use, transport, treatment, and disposal of hazardous materials and hazardous wastes.	0	0
09 Noise and Safety	Objective NS-4		Protect the safety, health, and welfare of persons and property on the ground and in aircraft by minimizing exposure to airport-related hazards.	0	0
09 Noise and Safety	Objective NS-5			0	0

Chapter	Policy	Policy Title	Policy Description	Status	2022 report
09 Noise and Safety	NS-5-b	Airport Safety Hazards	Ensure that new development, including public infrastructure projects, does not create safety hazards such as glare from direct or reflective sources, smoke, electrical interference, hazardous chemicals, fuel storage, or from wildlife, in violation of adopted safety standards.	0	Airports has no change
09 Noise and Safety	NS-5-c	Avigation Easements	Employ avigation easements in order to secure and protect airspace required for unimpeded operation of publicly owned airports.	0	Airports has no change
09 Noise and Safety	NS-5-e	Planned Expansion	Allow for the orderly expansion and improvement of publicly-owned airports, while minimizing adverse environmental impacts associated with these facilities.	0	Airports has no change
10 Healthy Communities	Objective NS-6		Foster an efficient and coordinated response to emergencies and natural disasters.	0	0
	Objective HC-1		Work with neighborhood associations of local residents, businesses, and institutions on neighborhood and community health initiatives.	0	0
10 Healthy Communities	HC-1-a	Neighborhood Associations	Promote the establishment of formal and self-sufficient "neighborhood associations" of local residents, businesses and institutions who are committed to working together and with others in Fresno to achieve the health, safety, recreation, employment, business development, property maintenance and other goals of their neighborhoods.	0	The City continued to work with the Jackson Neighborhood CDC and Every Neighborhood Partnership to promote community engagement in the KCCTOD planning project.
10 Healthy Communities	HC-1-b		Work with health providers, schools, religious institutions, neighborhood associations and others to develop and maintain a program of regular health workshops (and mobile health clinics) operated by medical service providers and hosted in local neighborhood facilities such as schools.	0	The City works collaboratively with the Fresno CEDP network of neighborhood organizations.
10 Healthy Communities	Objective HC-2	Local Health Workshops	Create complete, well-structured, and healthy neighborhoods and transportation systems.	0	FAX participated in Fresno Food Network meetings, raising awareness to transit options to sources of food such as farmers markets and local grocers.
10 Healthy Communities	HC-2-a	Healthy Neighborhoods	Promote the design of Complete Neighborhoods whose physical layout and land use mix allow for walking to local stores and services, biking, and transit use; foster community pride; enhance neighborhood identity; encourage public safety; are family-friendly, and address the needs of residents of all ages and abilities.	0	Tower District Specific Plan Update, West Area Neighborhoods Specific Plan, Central Southeast Area Specific Plan, Southeast Development Area Specific Plan, South Central Specific Plan, and KCCTOD study all in-progress with attention to Complete Neighborhoods. Improved bus stops along the Shaw and Cedar corridors, improving ADA accessibility and promoting enhanced transit stops.
10 Healthy Communities	HC-2-d	Mobility for Carless Population	Improve multi-modal mobility for populations that do not have access to a car by connecting neighborhoods to major destinations, including parks; civic facilities; educational institutions; medical facilities; employment centers; shopping destinations; and recreation areas.	0	In FY2022, 4.61 miles of Class II bike lanes, 1.68 miles of Class II buffered bike lanes, and 2.45 miles of Class I trail facilities were constructed. Over 29 miles of Class III bicycle route facilities were designated through signage. Eight (8) miles of Class IV bicycle facilities were in design during FY2022. In addition, over 3 miles of new sidewalks, 18 new crosswalks, 288 ADA ramps, 1,060 trees, and 400 streetlights were constructed/installed to improve the pedestrian network. Approximately 68 community safety events were held in FY2022. FAX reduced fares in 2022 for regular riders and reduced fare riders. Free fares for children 12 and under as well as veterans and active military.
10 Healthy Communities	HC-2-e	Bike and Pedestrian Network	Continue to promote alternative modes of transportation through development and maintenance of a citywide pedestrian and bicycle network.	0	In FY2022, 4.61 miles of Class II bike lanes, 1.68 miles of Class II buffered bike lanes, and 2.45 miles of Class I trail facilities were constructed. Over 29 miles of Class III bicycle route facilities were designated through signage. Eight (8) miles of Class IV bicycle facilities were in design during FY2022. In addition, over 3 miles of new sidewalks, 18 new crosswalks, 288 ADA ramps, 1,060 trees, and 400 streetlights were constructed/installed to improve the pedestrian network. Approximately 68 community safety events were held in FY2022. All new FAX bus purchases are equipped with bike racks with capacity for 3 bikes.
10 Healthy Communities	Objective HC-3		Create healthy, safe, and affordable housing. Work with residential developers to update the City of Fresno Universal Design Standard to facilitate incorporation of lifecycle design principles in new residential development and make these options available to	0	0
10 Healthy Communities	HC-3-a	Universal Design	Publicize housing programs and help residents make the connection between federal, State, County, City, private, and community-based housing services and local government resources related to rehabilitation	0	Round 1 og the Local Housing Trust Fund includes prioritization for projects that Include Universal Design
10 Healthy Communities	HC-3-c	Housing Services	Provide appropriate incentives for affordable housing providers.	0	Promoted programs such as Emergency Rental Assistance and Homeownership Workshops
10 Healthy Communities	HC-3-d	Green Standards for Affordable Housing	agencies, non-profit, and market rate developers to use LEED and CAL Green Tier 1 or Tier 2 standards or third-party equivalents.	0	Round 1 og the Local Housing Trust Fund includes prioritization for projects that Include feature to address climate change
10 Healthy Communities	Objective HC-4		Improve property maintenance.	0	0

[illegible]