

Downtown Neighborhoods Community Plan

Fresno, California



DRAFT



MAYOR ASHLEY SWEARENGIN

Dear Fresno resident:

I am pleased to present the Downtown Neighborhoods Community Plan. Revitalizing our downtown and surrounding neighborhoods has been my highest priority as your Mayor. In fact, it is one of the major reasons I ran for Mayor in the first place. It is also the reason the City of Fresno has worked with you to create this document, the Downtown Neighborhoods Community Plan.

Over time, good planning creates vibrant neighborhoods and supports economic prosperity. In a healthy, well planned neighborhood, quality food, shopping, and entertainment options are nearby. Children experience a pleasant and safe walk to school. In fact, crime is less of a problem overall because people know their neighbors and see them every day. In a vibrant neighborhood, property owners invest in their property, keeping living conditions safe and property well-managed and maintained.

In a vibrant neighborhood, a range of housing options are offered so that if your income increases or your family grows, you can move out of an apartment and into a house, and maybe someday into an even bigger house. You might find and restore an older home in need of care, creating value for you and lifting the whole neighborhood at the same time. Your neighbors are people at different stages in their lives — because in a vibrant neighborhood, people have chosen to stay even when their lives change and their circumstances improve.

These are the kinds of places that once existed in the Downtown Neighborhoods. With the good planning embodied in this Community Plan and the accompanying new Form-Based Code for development, we are committed to bringing vibrant, successful neighborhoods back to urban Fresno.

We will steadfastly reverse the nation-leading concentration of poverty in Fresno's older neighborhoods. We will reverse the tragic sight of neighborhoods full of abandoned and boarded-up homes. Instead, we will show pride in our history by restoring these homes and other buildings constructed with care in a bygone era. This Plan and Code provide rules for development that are easier to understand and follow than any we have ever had before in Fresno. This Plan and Code turn that vision of a revitalized urban core into City policy, welcoming investors large and small with a sense of confidence in the future.

We will reverse the decades of City decisions that have inappropriately applied suburban rules to urban neighborhoods, resulting in projects that disrupt the quality of the area. Instead, we will follow new rules that prevent harm and reinforce what worked well for decades in our urban core. This Plan and Code guide investments of both public and private money, so that every decision, every dollar spent, leads these neighborhoods and our City toward a better future.

Cities up and down our Valley and across America have managed to make their urban areas healthy places to live, as well as sources of economic prosperity. Now it is Fresno's turn to revitalize. The Downtown Neighborhoods Community Plan gives the historic core of our city the foundation we need to grow into a vibrant, successful place for generations to come.

Sincerely,


Ashley Swearengin
Mayor

Client

City of Fresno

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A. THE CITY OF FRESNO: THE NEXT GREAT NEIGHBORHOOD REVITALIZATION STORY

The Strengths of the City of Fresno

With a population of just under 500,000 people, the City of Fresno is the 5th largest in California and the 34th largest in the United States. It is situated in the heart of California's Central Valley, the most productive agricultural region in the world, which produces over 350 crops valued at nearly \$6 billion annually.

As the major population center of Central California, Fresno's regional economy has diversified over the years to include major medical, education, government, and military institutions; regional shopping and entertainment centers; professional services; and industrial activity, including value added food businesses, water technology manufacturers, and supply chain management and logistics firms.

The City of Fresno enjoys incredible natural beauty. It is the only city in the United States to be surrounded by three national parks (Yosemite, Sequoia and Kings Canyon). Along with an abundance of lakes, streams, rivers, trails, and camp grounds, the national parks make the Fresno Region a destination location for travelers from around the world.

The people of Fresno are known for being authentic and friendly to one another and to visitors. Fresno is home to a broad array of ethnic groups, which is reflected in the City's depth and breadth of cultural art.

Overcoming the Challenges

Despite these and other strengths and assets, the City of Fresno faces many challenges, particularly those related to the neglect of and disinvestment in inner city neighborhoods. Perhaps the most pointed challenge is the high concentration of poverty in Fresno's inner city. A 2005 Brookings Institution report, "*Katrina's Window: Confronting Concentrated Poverty Across America*," identifies the City of Fresno as having the highest rate of concentrated poverty of any large city in the United States. The term "concentrated poverty" refers to neighborhoods in which at least 40% or more of the residents are living at or below the federal poverty line.

The high number of neighborhoods with concentrated poverty in Fresno is likely due to a number of factors, including a lack of focus by the City of Fresno on implementing previously adopted community plans, geographic isolation of neighborhoods by freeways and railroad tracks, high unemployment rates throughout the City, major barriers to employment among those looking for work, an influx of refugees and immigrants, and an overwhelmed public education system. These conditions have resulted in an aging and deteriorating building stock, low owner occupancy rates, high vacancy rates, higher costs for goods and services within the inner city, and elevated crime, among other things.

Over the last decade, public sentiment and optimism about revitalizing Downtown Fresno and its surrounding neighborhoods has grown tremendously. Young professionals who left Fresno years ago to pursue education and careers are returning to their hometown and are creating a demand for urban amenities and high quality, inner city neighborhoods. "Equity refugees" who sold property in California's coastal regions are



Most of the Community Plan area consists of single family houses situated on the late 19th and early 20th-century street grid served by rear alleys.

moving to Fresno to take advantage of less expensive real estate and "big city amenities with small town ease." The arts community is booming, as the lower cost of living gives artists more time and money to produce original artwork living in Fresno than in other big cities. City officials, property owners, residents and volunteers in Fresno's Downtown neighborhoods are pulling together more than ever before to improve properties, stabilize neighborhoods, and reverse the decades-old trend of concentrated poverty in the urban core.

A 'Back to Basics' Approach to Revitalization

While there are many factors involved in the successful revitalization of Fresno's Downtown Neighborhoods, the City of Fresno must take the lead on completing the basic tasks of revitalization. Together with its companion documents – the Fulton Corridor Specific Plan and the new Downtown Development Code – this Downtown Neighborhoods Community Plan is a major step forward in completing those basic steps of revitalization.

The Downtown Neighborhoods Community Plan establishes a vision for revitalization of the Plan Area based on input from property owners and residents, addresses conflicting issues in the City's regulating land use plans and codes to make that vision possible, and prioritizes the City's actions for implementing the plan.

Most importantly, the Downtown Neighborhoods Community Plan and its companion documents change the rules for development and revitalization in Fresno to make the process of investing in the historic core of the city:

- **Cheaper**, by reducing the costly studies, reports, and noticing required for each project today;
- **Faster**, by entitling more good projects to develop "by right," and reducing the likelihood of challenges and appeals;
- **Easier**, by eliminating unnecessary hearings and noticing for projects that meet the standards the community has set through the Downtown Plans;
- **More predictable**, because the new rules and approval process are easy for anyone to understand, and are based more on objective standards than subjective interpretation;
- **More focused**, by resolving and informing investors about the future of the Fulton Mall and the proposed High-Speed Train station area; and
- **Wiser and more secure**, because the new standards ensure higher design quality for all development that occurs in the area for future generations.

Developing the Downtown Neighborhoods Community Plan is a very important first step, but ultimately, it is the implementation of the plan that will advance Fresno's revitalization efforts. The City team looks forward to working closely with property owners, residents, and stakeholders to ensure the successful implementation of the Downtown Neighborhoods Community Plan.



The Security Bank Building and Fulton Mall are prominent features of the Downtown area of the Community Plan.

B. COMMUNITY PLAN SUMMARY

The Downtown Neighborhoods Community Plan is the community’s tool for guiding the successful regeneration of Downtown Fresno and its surrounding neighborhoods. It is a visionary document that lays out the community’s long-term goals for the Plan Area and provides detailed policies concerning a wide range of topics, including land use and development, transportation, the public realm of streets and parks, infrastructure, historic resources, and health and wellness.

The Downtown Neighborhoods Community Plan (DNCP) is structured to enable the reader easy access to a large variety of topics presented for the 7,290 acre Plan Area. The following summarizes the organization of the document:

Introduction. The Plan begins with a description of the Plan Area, including an explanation of the Plan’s purpose and its relationship to other plans and documents; its location and boundaries; and a summary of the process the City and the community went through to prepare this Community Plan. The chapter then continues with a discussion of the Plan Area context, including its history and existing social conditions, physical conditions, public realm conditions (parks, open space, and streetscape), utilities, infrastructure conditions, market and economic conditions, and conditions of historic and cultural resources. The chapter ends with an overview of the unique character of each of the Plan’s subareas, as well as descriptions of the existing challenges and opportunities that each subarea faces. They are described in further detail in Section G of this Chapter. The seven subareas that comprise the DNCP’s geography are:

- Jane Addams Neighborhoods
- Southwest Neighborhoods
- Lowell Neighborhood
- Jefferson Neighborhood
- Southeast Neighborhoods
- South Van Ness Industrial
- Downtown

Chapter 1 – Vision. The community’s participation and input into the planning process resulted in a coordinated vision for the 7,290 acre Plan Area. This Chapter begins with community-generated strategies for revitalizing the overall Plan Area. Each of the Plan Areas’ seven subareas is then described in terms of the improvements desired by their residents over the next 25 years. The vision is critical to this Plan since the Plan components that are described in the chapters that follow exist solely to carry out this vision as described in Chapter 1.

Chapter 2 - Urban Form and Land Use. This chapter addresses the overall form, use, and character of development within the Downtown Neighborhoods. Topics include enhancing the unique sense of character and identity of the different subareas within the Downtown and the Downtown Neighborhoods; revitalizing the Downtown, through jobs and economic development, the introduction of the High Speed Train station, and new and refurbished housing; revitalizing the Downtown Neighborhoods cor-

The following terms are used in this Plan to describe properties that may warrant consideration for their historic significance. The definitions are intended to be specific for this Community Plan and may deviate from concepts that have been codified in standards and guidelines developed by the National Park Service, the Department of the Interior, and professional practitioners, including historians, architects, archeologists, and urban planners.

Historic Resource

A building, structure, object, or site that has been listed on a local, state, or national register of historic resources.

Potential Historic Resource

A building, structure, object, or site that has been determined eligible for listing on a local, state, or national register of historic resources in a historic resource survey that meets all of the requirements of Public Resources Code, section 5024.1 (g) but has not been formally listed.

Historic District

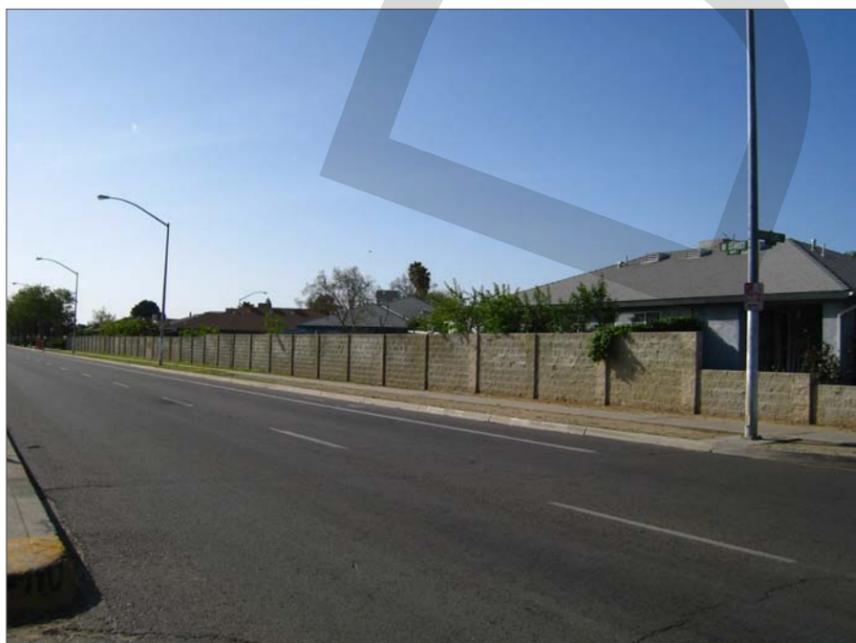
The term is defined in the Fresno Municipal Code as “any finite group of resources related to one another in a clearly distinguishable way or any geographically definable area which possesses a significant concentration, linkage or continuity of sites, buildings, structures or objects united historically or aesthetically by plan or physical development.” As used in this document, “historic district” refers to groupings or concentrations of resources that have been formally listed on a local, state, or national register of historic resources.

Potential Historic District

A grouping or concentration of resources as defined in the Fresno Municipal Code that has been determined eligible for listing on a local, state, or national register of historic resources in a historic resource survey that meets all of the requirements of Public Resources Code, section 5024.1 (g) but has not been formally listed.

Historic Character

The general form, appearance, and impression of a neighborhood or area established by extant development from the past. The term is used generally to recognize development patterns from Fresno’s past and is not meant to imply officially recognized historic significance.



A tall wall creates a barrier between the street and adjacent houses, preventing “eyes on the street” as a method of improving pedestrian safety.



Lack of storefront windows and sidewalks without street furniture and street trees result in an uninviting streetscape.

ridors through code enforcement, public facilities and services, land use and building quality, and design of streetscape and public spaces. Most of these topics are further implemented through the Downtown Development Code, which guides land uses and development standards for all projects within the Community Plan Area.

Chapter 3 – Transportation. This chapter includes information on the desired future multi-modal transportation network within the Downtown Neighborhoods, with the overall objective of reducing reliance on the private automobile and promoting transit use, walking, and biking.

Chapter 4 - Parks, Open Space and Streetscapes. This chapter provides an overall vision for increasing the public space and streetscapes network in the Downtown Neighborhoods. Topics include improving the urban forest, expanding and improving parks, and increasing comfort to pedestrians throughout the street network.

Chapter 5 - Infrastructure and Natural Resources. This chapter addresses a range of topics, including water use, energy use, sewer capacity, and the provision of infrastructure. In addition to providing basic services to support future development within the Downtown Neighborhoods, a forward-looking approach to these topics can help make Fresno a state-wide leader in sustainability.

Chapter 6 - Historic and Cultural Resources. This chapter includes strategies for preserving and reviving the unique history and culture of Downtown Fresno, as well as the historic neighborhoods around it. This includes both preserving existing buildings and ensuring that new development is compatible with the area's historic character. Terms used in this document to describe historic, potential historic, or simply older buildings are shown on the opposite page.

Chapter 7 - Health, Wellness and Community Development. This chapter includes goals, policies, and actions to address the health and quality of life for residents in the Downtown Neighborhoods. Key topics covered include improving access to healthy foods, reducing the negative impacts of pollution, increasing opportunities for physical activity, and providing community members and the City with an opportunity to collaborate on future plans.

Chapter 8 – Implementation. A detailed implementation plan for the DNCP will be developed during the 30 day public review period. This Chapter will present the implementation measures necessary to execute the public dimension of the DNCP. The agents responsible for the successful revitalization of Fresno's Downtown Neighborhoods will be the City's various departments, who will implement this Plan's various goals, policies, and actions and realize its particular projects.

Chapters 2-7 begin with a brief introduction that presents the topic of each chapter. This is followed by a description of strategies that will be used to transform the Downtown Neighborhoods. Each chapter ends with a section that lists the goals and policies that provide direction and guidance for transformation. Goals and policies are described at right:

Goal General direction-setters that present a long-term vision.

Policy Policies support the stated goals by mandating, encouraging, or permitting desired actions and are categorized as either discretionary or mandatory:

Discretionary

Proposed courses of action that are encouraged and highly recommended, according to the good judgement of all City staff and decision makers responsible for implementation of the Plan

Mandatory

Required by all users of this Plan and denoted by a '▶'



The garage of this Downtown Neighborhood house is placed in front of the building, taking the place of street-facing windows. The entire front yard is paved with concrete.



Automobile-oriented site planning results in buildings set back far from the street, large parking lots, and an uninviting pedestrian environment.

C. PROJECT LOCATION AND BOUNDARIES

The City of Fresno is located in the heart of California’s San Joaquin Valley, approximately 190 miles southeast of San Francisco and 220 miles northwest of Los Angeles. Located very near the geographical center of California, Fresno is also the gateway to Yosemite National Park, Sierra National Forest, Kings Canyon National Park, and Sequoia National Park. Regional access to Fresno from the north and south is provided by State Routes 99 and 41, from the west by State Route 180, and from the east by State Routes 168 and 180.

The Community Plan area is located within the southern portion of the City as shown in **Figure 1** (Location of Community Plan within City of Fresno and its Sphere of Influence) and covers 7,290 acres. It is generally bounded to the east by Chestnut Avenue, to the south by Church Avenue, to the west by Thorne, West, and Marks Avenues, and to the north by State Route 180 as shown in **Figure 2** (Community Plan Boundaries). Along the western side of the Plan Area, the boundaries extend as far north as Clinton Avenue. The project area is divided by State Routes 99, 41, and 180 as well as the Union Pacific and BNSF railroad right-of-ways.

Within the boundaries of the DNCP is the Fulton Corridor Specific Plan, which provides a vision, detailed goals, policies, and actions, and a comprehensive implementation strategy for the Downtown Core.

FIGURE 1 - LOCATION OF COMMUNITY PLAN WITHIN CITY OF FRESNO AND ITS SPHERE OF INFLUENCE

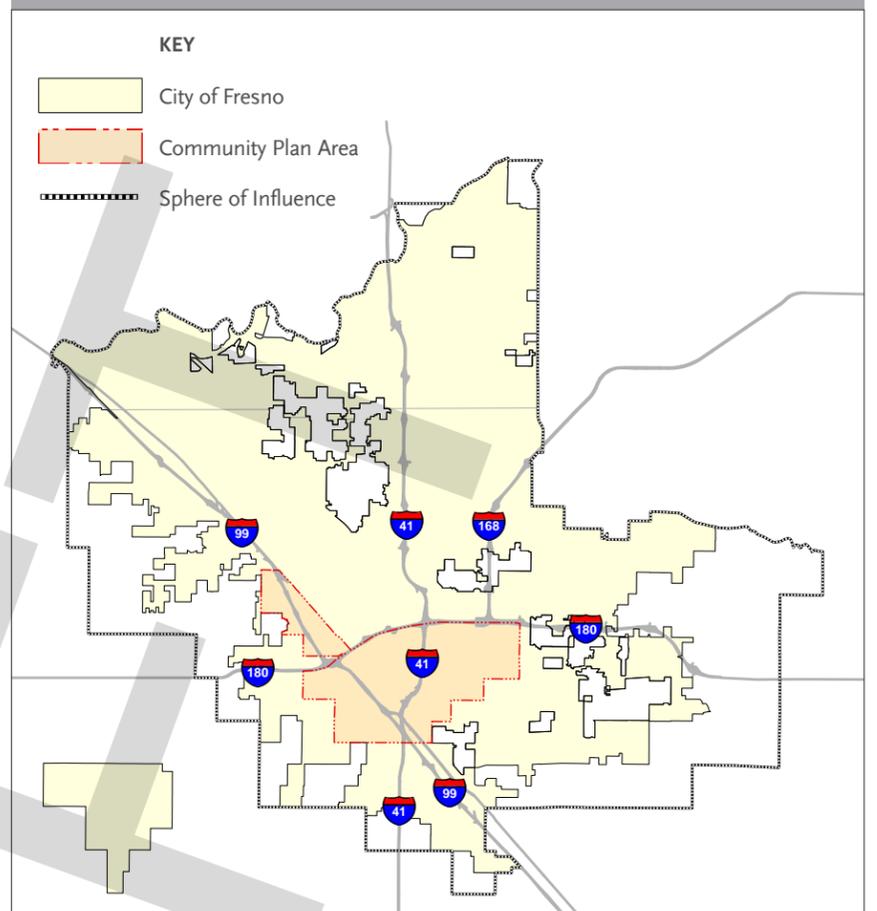
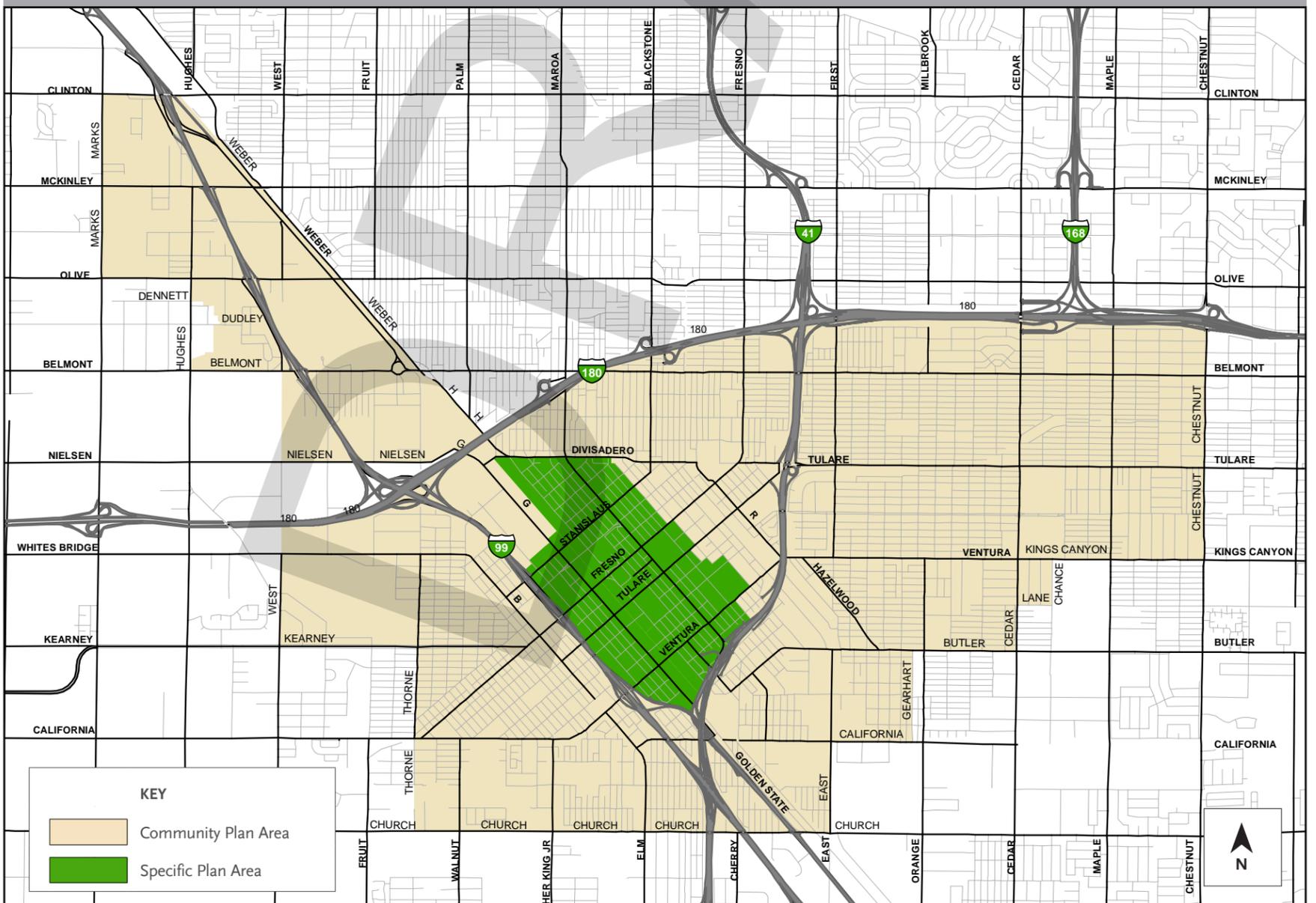


FIGURE 2- COMMUNITY PLAN BOUNDARIES



D. RELATIONSHIP OF DNCP TO OTHER PLANS AND DOCUMENTS

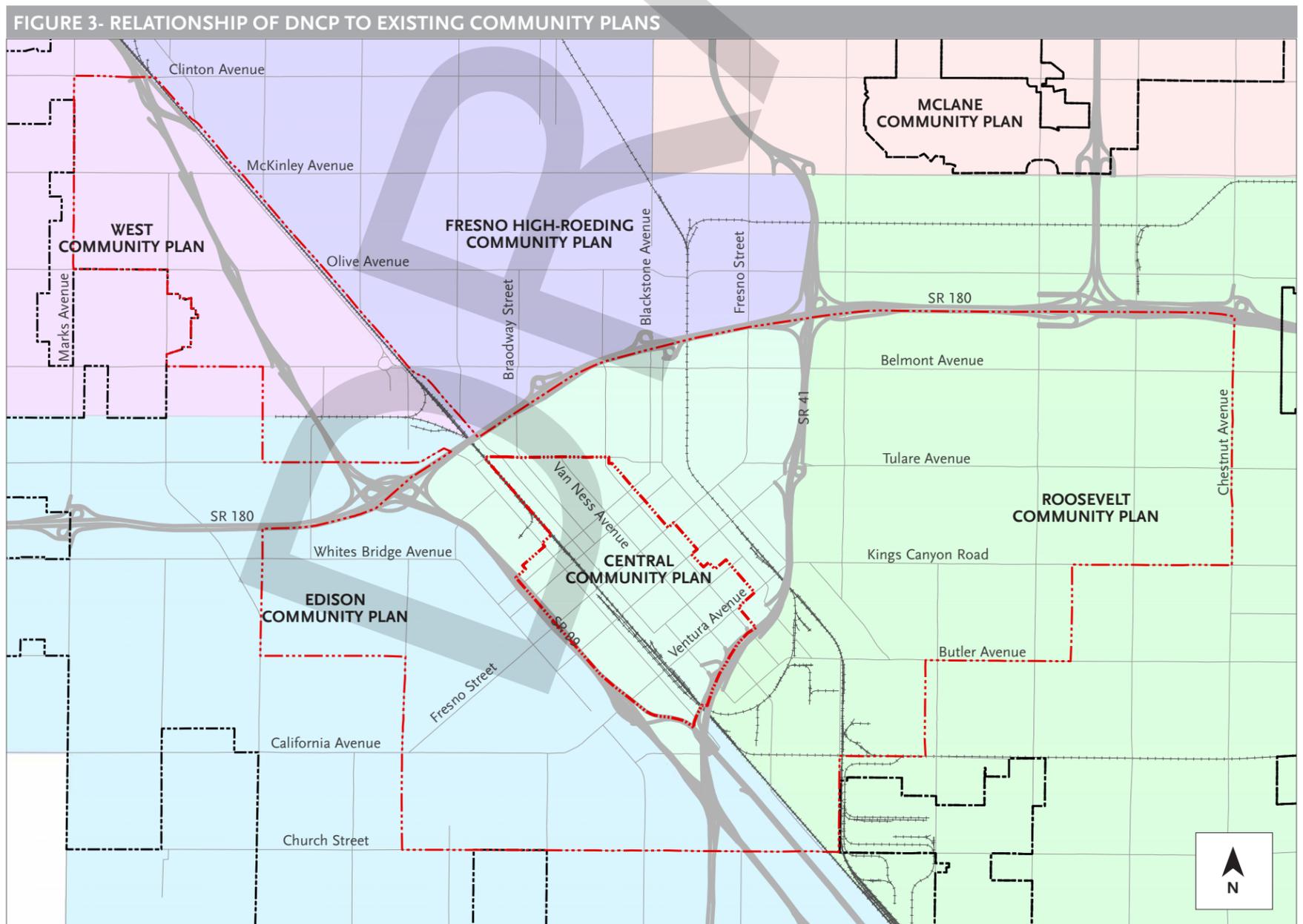
1. 2025 Fresno General Plan. The Fresno General Plan, providing community-wide policy direction for the entire city through its nine elements, is currently in the process of being updated to refine Fresno's vision of itself for the next 25 years. The Downtown Neighborhoods Community Plan (DNCP) is a highly articulated and informed extension of Fresno's General Plan, as it provides updated policy direction for Downtown and the neighborhoods immediately adjacent to it, as identified in **Figure 2** (Community Plan Boundaries). The General Plan's direction to generate activity centers and focus reinvestment in the center of the City is made tangible and ready to implement through the DNCP's goals, policies, and actions which, in turn, address six principal topics: Urban Form and Land Use; Transportation; Parks, Open Space and Streetscapes; Infrastructure and Natural Resources; Historic and Cultural Resources; and Health, Wellness and Community Development. General Plan policy, as further defined and refined through the DNCP, is to be implemented through a series of updates, replacements, and additions to various regulations and procedures used on a daily basis by the City.

2. Fulton Corridor Specific Plan. Completely within the boundaries of the DNCP is the Fulton Corridor Specific Plan (FCSP). The FCSP translates the policy direction of the General Plan and the DNCP into detailed goals, policies, and actions for the revitalization of the heart of Downtown and its seven districts: the Central Business District, the Cultural Arts District, the South Stadium District, Chinatown, the Civic Center, Armenian Town/Convention Center, and the Divisadero Triangle. Based upon the community's vision, it provides a detailed implementation strategy that assigns near-, mid-, or long-term priorities to a number of physical improvements, programs, and actions within its boundaries. The FCSP is more detailed than the DNCP and is drafted to fully implement the goals, policies and objectives of the DNCP. To the extent there appears to be any conflict between these two Plans, the FCSP takes precedence.

3. Existing Community and Specific Plans. The DNCP boundary completely overlaps the boundaries of the pre-existing Central Area Community Plan (CACP) and the Fulton Lowell Specific Plan, as shown in **Figure 3** (Relationship of DNCP to Existing Community Plans) and **Figure 4** (Relationship of DNCP to Existing Specific Plans). Accordingly, both the CACP and FLSP will be rescinded and the provisions of the DNCP and the accompanying Fulton Corridor Specific Plan will completely replace the provisions of the Central Area Community Plan and the Fulton Lowell Specific Plan. In addition, the DNCP overlaps portions of the pre-existing West Area Community Plan, the Edison Community Plan, and the Roosevelt Community Plan. The boundaries of these existing Plans will be amended, removing the portions of each respective Plan that are within the DNCP boundary and the provisions of the DNCP and the accompanying Fulton Corridor Specific Plan (FCSP) will completely replace the regulations of the portions of the West Area, Edison, and Roosevelt Community Plans that are within the boundaries of the DNCP.

The DNCP boundary also completely overlaps portions of the pre-existing Fresno Chandler Downtown Airport Specific Plan (FCDASP). Upon adoption, the provisions of the DNCP shall take precedence over all of the regulations of the FCDASP, except those regulations related to aircraft noise and safety contours and aviation easements, as outlined in the FCDASP. The FCDASP also takes precedence over the FCSP as it relates to noise and safety contours and aviation easements.

As part of the preparation of this Community Plan, the goals, policies, and actions of the four underlying Community Plans and the two underlying Specific Plans were evaluated in relationship to the vision of the DNCP. Those that were supportive of the vision were included in the DNCP, while those that were contrary to the vision were excluded. The goals, policies, or actions that are borrowed from the pre-existing community plans and specific plans and appear in this Plan are followed in parenthesis by the initials of the preexisting plan and



D. RELATIONSHIP OF DNCP TO OTHER PLANS AND DOCUMENTS (continued)

the goal, policy, or action number of the respective plan. For example DNCP Policy 2.9.2 is Roosevelt Community Plan Policy 3-2.2 and is noted at the end of the FCSP policy as follows: “(RCP 3-2.2).”

4. Population in Relation to General Plan and Existing Community Plans. This Plan anticipates that by the year 2035, the residential population of the DNCP area, including the population of the FCSP area, could increase by as many as 28,861 people to a total of 99,082 residents. The residential population for each Plan Area as well as the combined population for both Plan Areas is shown in **Table 1** (Residential Population Potential). The population potential for the entire DNCP area is within the limits established by the 2025 Fresno General Plan, which anticipates up to 99,393 residents.

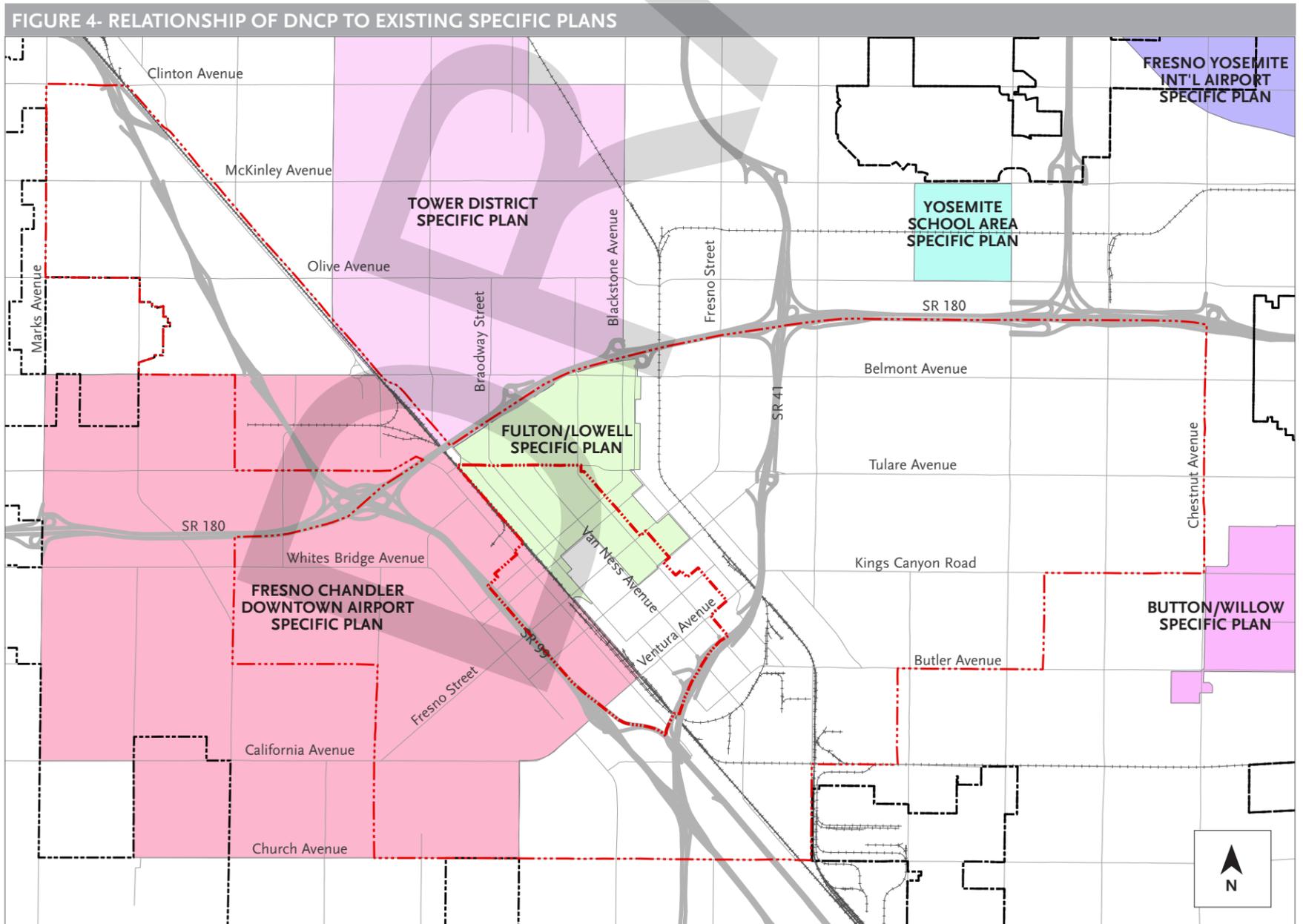
Note, however, that the General Plan allocates population by existing Community Plan areas. **Table 2** (2025 General Plan Allowed Population Increase by Existing Community Plan Area) shows the population increase allowed by the 2025 General Plan within each existing community plan area; the allowed population increase within the portion of each existing community plan that overlaps the DNCP Plan area; the actual population within the portion of each existing community plan that overlaps the DNCP Plan Area in the year 2000 (per the 2000 Census); and the total expected population within the portion of each existing community plan that overlaps the DNCP Plan area in the year 2035. As **Table 2** shows, the anticipated year 2035 population within the portions of the Edison, Roosevelt, and West Area community plans that overlap the DNCP is within the limits set by the 2025 General Plan. Note, however, that the CACP permits only 12,845 additional residents, but the DNCP proposes to allow as many as 13,593 additional residents within the previous CACP area. This increase is based upon the DNCP’s – and the accompanying FCSP’s – goals of generating a vibrant, mixed-use Downtown by introducing the maximum number of residents within the heart of Downtown, i.e., within the FCSP Plan Area. To achieve this end, the DNCP applies the aggregate allowed residential population increase for each portion of the existing community plan areas

to the entire combined DNCP boundary as shown in **Table 1** (Residential Population Potential).

5. Downtown Development Code (Chapter 12.5 of the Fresno Municipal Code). This chapter of the Fresno Municipal Code addresses the 7,290-acre Plan Area of the DNCP, including the FCSP. The Downtown Development Code is a Form Based Code that contains most of the standards and requirements for development and land use activity within the DNCP area. It enables the variety of intended outcomes described in the Project Vision and is applied to all property within the DNCP’s boundaries. In addition, the Downtown Development Code identifies the specific provisions of Fresno’s Municipal Code that are being replaced or superseded by particular sections of the Downtown Development Code.

6. Bicycle, Pedestrian, and Trails Master Plan. The Bicycle, Pedestrian, and Trails Master Plan (BMP) guides and influences bikeway policies, programs, and development standards to make bicycling in the City safer, comfortable, convenient, and enjoyable for all bicyclists. The goals, policies and actions of the DNCP are completely coordinated, aligned and incorporated with those of the BMP pursuant to City Council direction set forth in City Council Resolution No. 2010-237.

7. Merger No. 1 Redevelopment Project Areas. The Merger No. 1 Project Area consists of nine Redevelopment Project areas. The DNCP boundary completely overlaps eight of the nine Redevelopment Project Areas (Central Business District, Chinatown, Expanded, Convention Center, Fulton, Jefferson, Mariposa and West Fresno I and II), and overlaps the majority of the South Van Ness Project Area. None of the nine constituent redevelopment plans in the Merger No. 1 Project contain any land use, zoning, property development, circulation requirements, or regulations. Accordingly, land use and development standards for all projects within the nine Redevelopment Project areas are subject to this Plan and the accompanying Downtown Development Code.



8. Other Redevelopment Project Areas. The DNCP Boundaries overlap substantial portions of five Redevelopment Project Areas (Central City Commercial Revitalization, State Route 99-Golden State Boulevard Corridor, Roeding Business Park, Southeast Fresno Revitalization, and Southwest Fresno General Neighborhood Renewal. With the exception of the Roeding Business Park Redevelopment Plan, none of the six redevelopment plans within the DNCP boundaries contain any land use, zoning, property development, or circulation requirements or regulations. Accordingly, land use and development standards for these projects are subject to this DNCP and the accompanying FCSP and Downtown Development Code. The land uses within the Roeding Business Park Plan are consistent with the Downtown Development Code.

TABLE 1 - RESIDENTIAL POPULATION POTENTIAL

	FCSP (Persons)	DNCP (Persons)	FCSP + DNCP (Persons)
New Population			
New Construction ¹	11,958	15,268	27,226
Existing Usable Space ¹	1,635	n/a	1,635
Total Residential Population Increase	13,593	15,268	28,861
Existing Population ²	3,877	66,344	70,221
Total Residential Population	17,470	81,612	99,082

¹ Assumes 4.1 persons per household for the DNCP and 1.9 persons per household for the FCSP. The City-wide average for persons per household is 3.0. Source: Claritas, Inc.; American Community Survey 2006-2008; Strategic Economics 2010.

² Source: Claritas, Inc.; American Community Survey 2006-2008; Strategic Economics 2010.

TABLE 2 - 2025 GENERAL PLAN ALLOWED POPULATION INCREASE BY EXISTING COMMUNITY PLAN AREA

Existing Community Plan	Allowed Population Increase (Persons)		Population Increase within DNCP Boundary (Persons)	
	Within Each Existing Community Plan Boundary ¹	Within DNCP Boundary ²	Year 2000 ³	Year 2035 ⁴
Central Area	12,845	12,845	14,927	27,772
Edison	43,286	7,657	12,356	20,013
Roosevelt	39,036	5,809	35,598	41,407
West area	73,913	5,447	4,754	10,201
Total	169,080	31,758	67,635	99,393

¹ Per 2025 Fresno General Plan Table 1 (Population Projections by Community Plan Area).

² Derived by determining the total population projected within the existing Community Plan areas (Central, Edison, Roosevelt, and West) and calculating the percentage that corresponds to the area that falls within the FCSP and DNCP Plan boundaries. For example, it was calculated that 14.88% of the Roosevelt Community Plan area is within the Downtown Neighborhoods Community Plan boundary. The total allowed residential population within the Roosevelt Community Plan area is 39,036, thus 5,809 people (14.88% of the total Roosevelt Community Plan population) were included within the Downtown Neighborhoods Community Plan boundary. Percentage of existing community plan areas within proposed DNCP/FCSP boundary are: Central Area: 100.00%, Edison: 17.69%, Roosevelt: 14.88%, West Area: 7.37%.

³ Source: 2000 Census.

⁴ Derived by adding together the year 2000 population and the allowed 2025 General Plan population increase for each existing plan area within the FCSP and DNCP boundaries.

E. PLAN PREPARATION PROCESS

This Community Plan is the result of an intense public process that involved input from over 300 residents, business owners, and property owners from Fresno's Downtown Neighborhoods in a series of public meetings and a six-day, open, participatory Design Workshop. The evolution of this Plan was based on extensive community input throughout all phases of planning, including: Initial Outreach and Discovery, Design Workshop, Follow-up Outreach, Community Plan Preparation, Environmental Impact Report Preparation, and Adoption.

Key to the public process was the input and guidance of the Council-appointed, twenty-one member Downtown Neighborhoods Community Plan Community Advisory Committee (Committee), comprised of residents, business-owners, people who work in the Plan Area, members of community organizations, and other stakeholders. The Committee met throughout all phases of the planning process and reviewed the various Community Plan drafts, recommending the final Plan for adoption by the City Council.

Initial Outreach and Discovery (February - May 2010)

The Initial Outreach and Discovery phase involved conducting an extensive existing conditions analysis, interviewing interested stakeholders (municipal officials, developers, business owners, and community members), and engaging the public in two Community Advisory Committee meetings (March 9, 2010 and April 20, 2010) in which the consultant team presented their analysis, then fielded comments and questions from the public. The Initial Outreach and Discovery phase was brought to a close during the Pre-Design Workshop Study Session, with the consultant team presenting the Discovery Process findings to the Planning Commission.

Design Workshop (May 10 – May 15, 2010)

Building upon the input and findings of the Initial Outreach and Discovery phase, the Design Workshop brought the project team to Fresno in order to interact with all interested parties, including community groups and individual citizens, for six intensive days of urban policy generation and design. The Design Workshop was interactive with comments offered on each of the design components including public realm, transportation, infrastructure, historic and cultural resources, and form based zoning codes. Intended to maximize public input, the Design Workshop consisted of evening and lunchtime seminars throughout the week, finishing up with a final review on the last day. Through this highly interactive process, participants not only became aware of both the large and small issues that affected their neighborhoods, but also contributed to the refinement of recommendations as they applied to their particular neighborhoods. Feedback on issues were ongoing and immediate. At the end of the Design Workshop, the principal content and recommendations of this Community Plan had been largely identified. The following is a summary of the schedule of workshop activities:

Day 1. Lunchtime seminar. The consultant team presented the basics of Form Based Codes and how they may be applied to the Downtown Neighborhoods.

Evening presentation. The project team unveiled preliminary goals and policies for the entire Plan Area as well as for each of its seven subareas.

Day 2. Lunchtime seminar. The transportation consultants presented transportation and streetscape recommendations for the Plan Area.

Evening presentation. The project team described transportation and streetscape recommendations for the Plan Area and, based upon community input from the previous evening, presented refined neighborhood-by-neighborhood policies.

Day 3. Lunchtime seminar. The consultant team described how the physical design of a community can positively, or negatively, impact the health of its residents, workers, and visitors.

Evening presentation. The project team presented historic preservation recommendations and, based upon community input from the previous evening, described refined transportation and streetscape recommendations as well as Plan-wide and neighborhood-by-neighborhood policies.

Day 4. Lunchtime seminar. The consultant team focused on economic and financing strategies for transforming Downtown.

Evening presentation. The project team presented preliminary implementation and development strategies for revitalizing Downtown.

Day 5. Lunchtime seminar. During the only presentation this day the consultant team described the principles of urban landscape design and their application to Downtown Fresno and the Downtown Neighborhoods.

Day 6. Final presentation. The project team presented development strategies and design interventions that had been identified, with community input, over the course of the previous week. Specific topics included economics, infrastructure, historic resources, transportation, landscaping and open space strategies, as well as the form of buildings appropriate to the Plan Area's seven individual subareas.

Follow-up Outreach (May – October 2010).

This phase began with a Community Advisory Committee meeting, the Planning Commission, and the City Council where preliminary goals, policies, and actions were released to the Community Advisory Committee on October 19, 2010. With this input in hand, the preparation of the Draft Community Plan began.



A community member provides comment during the March 9, 2010 Community Advisory meeting.



Residents give input at an evening session during the May 2010 Design Workshop.



A young resident and a City staff member pose for the camera before one of the 2010 Design Workshop evening presentations.



Residents discuss the evening's findings.



A resident describes his priorities for the Plan Area.



Residents and consultants work together to prioritize the key goals for the Community Plan.



City staff lead an evening presentation and discussion as the 2010 Design Workshop progresses.



Residents, consultants and City staff discuss the downtown neighborhood.

F. CONTEXT

1. HISTORY OF FRESNO

The original inhabitants of the San Joaquin Valley region were the Yokut, an indigenous people who engaged in trading with other Native American peoples, including the Chumash of the Central California coast. In 1846, Central California became the property of the United States as a result of the Mexican War. After gold was discovered in California, miners flocked to the foothill areas of the San Joaquin River and in 1856, Fresno County was created. In 1867, Anthony Easterby purchased land bounded by what is now Chestnut, Belmont, Clovis, and California Avenues to grow wheat. Recognizing the potential the area provided for commercial agriculture, the Central Pacific Railroad constructed a depot along its principal San Joaquin Valley rail artery in 1872. The Contract and Finance Company (a subsidiary of the Central Pacific Railroad) later purchased 4,480 acres around the station to develop an agricultural center, plotting a street network oriented parallel to the northwest-southeast running tracks.

The first commercial district, dating back to 1872, was located along H Street and the railroad tracks. Spurred by the presence of the railroads and expanding agricultural opportunities, the town grew quickly and, in 1885, was incorporated into a city. Fresno has a history of strong immigrant communities. Many of the immigrants that were first attracted to Fresno were ethnic minorities, who settled over time in neighborhoods such as Chinatown, Armenian Town, German Town, and Italian Town.

In 1875, the Central California Colony was established south of Fresno which set the model for a system of development that was used throughout the San Joaquin Valley. Tracts of land were subdivided into 20-40 acre parcels, irrigated by a system of canals and often landscaped with boulevards of palms, eucalyptus or other drought-tolerant trees. By 1903 there were 48 separate colonies or tracts in Fresno County which drew farmers and their families from Scandinavia, other parts of Europe, Asia, and from across the United States.

The expansion of Fresno's street grid began in the 1880's when new agricultural parcels were plotted to align with the cardinal directions, rather than parallel to the railroad. The subdivisions within what is now the Fulton-Lowell subarea developed beginning in 1884. The next wave of development included North Park, West Fresno, and, in 1910, the Alta Vista Tract, bounded by Balch Avenue, Cedar Avenue, Platt Avenue, and First Street.

Key to Fresno's further outward expansion was the introduction of street car and trolley lines which carried passengers to different parts of the City and attracted business to the area. In 1889, the Fresno Street Railroad franchise first introduced service. Other franchises followed, carrying passengers in horse- and mule-drawn, mostly antiquated, second-hand trolley cars from San Francisco. Beginning

in 1902, electric streetcars were introduced and during the peak years of streetcar travel – between 1902 and 1929 – trolleys and street cars carried tens of thousands of riders along almost 200 miles of track. By the end of the 1920's, automobiles began to compete with trolleys for space and ridership. Accordingly, streetcar revenues fell as more and more people chose to drive. In 1939, streetcar service ended as the last two lines were abandoned and National City Lines took over the trolley routes and switched their service to buses.

Fresno continued to expand rapidly after the turn of the century, and between 1913 and 1929, eleven high-rise buildings rose to create a distinct Fresno skyline. The pace of downtown growth slowed during the Great Depression, although several notable Public Works Administration (PWA) buildings and some housing was built. Following World War II, the passage of the G.I. Bill enabled returning veterans to purchase homes and establish businesses, prompting another period of rapid expansion. The completion of the Mayfair subdivision in 1947, north of the Plan Area, included Fresno's first suburban shopping mall and ushered in an era of development at the suburban fringe.

Between 1940 and 1950, the City's population grew by 30,000, with much of the growth accommodated in auto-oriented new suburbs (See **Figure 5** - The City of Fresno's Boundary Expansion through Annexation). The City government attempted to remedy the decline of the Downtown in the 1960 General Plan.

To implement the General Plan goals, Victor Gruen was commissioned to generate an Urban Renewal Plan for the revitalization of Downtown. The center piece of the Gruen Plan was the Fulton Pedestrian Mall, which was completed in 1964. Six blocks on Fulton Street and three cross-streets were closed to automobile traffic and transformed into wide walkways with public art, fountains, street trees and seating areas. The General Plan also created single-use zoning in the downtown area, resulting in the replacement of much of Downtown's original building stock with buildings that are detrimental to a walkable, mixed-use, vibrant environment.

Meanwhile a 1957 California Department of Highways plan called for construction of State Routes 99, 41, and 180 to form a freeway loop around downtown, redirecting traffic around the City's core rather than through it. The construction of the freeway loop system has had a devastating impact on Downtown Fresno and its surrounding neighborhoods. Formerly unified neighborhoods were cut in two by freeways without surface crossings. Facilitated by the freeways, the City continued to stretch onto inexpensive land to the north and east, aiding the flight of people and businesses away from the center of the city. By 2009, Fresno had reached a population just under 500,000 in an area of 113 square miles.

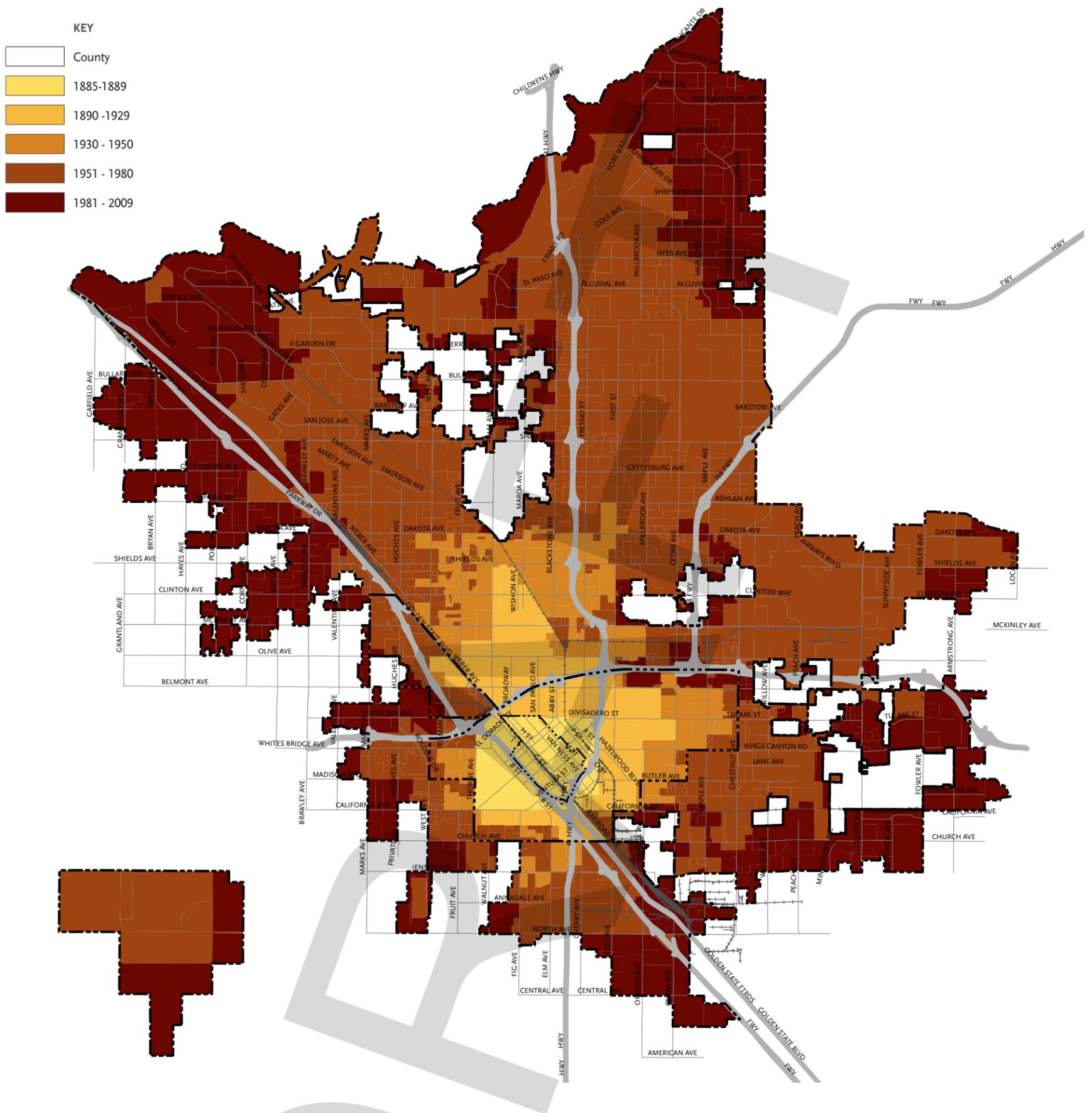


Vast agricultural land in the San Joaquin Valley sits at the base of the Sierra Nevadas.



Pedestrians, bicyclists, cars, and streetcars once shared a vibrant Fulton Street in Downtown Fresno. Credit: Fresno Bee.

FIGURE 5 - THE CITY OF FRESNO'S BOUNDARY EXPANSION THROUGH ANNEXATION



A view of Fresno's historic Santa Fe Railroad Station.



Downtown neighborhood streets are currently underutilized and project an image of abandonment.

F. CONTEXT (continued)

Despite the redevelopment efforts of the 1960s, the Downtown and its adjacent neighborhoods continued to decline through the 1970s and 1980s. Its retail shops, commercial businesses, and institutions of all kinds joined the suburban exodus.

Today, Downtown is characterized by the concentration of commercial, retail, and office buildings and uses. Housing is noticeably absent, although several pioneering residential developments have emerged in recent years. In the Plan Area's industrial districts, manufacturing, agricultural processing, warehousing, and industrial buildings and uses predominate. In both the Central Business District and the South Van Ness Industrial District, there is a rich stock of historic buildings in dire need of rehabilitation.

2. SOCIAL CONDITIONS

In 2008, the estimated population of the Community Plan Area was over 70,000, comprising 15 percent of the city's total population with more than half of these people living in the Southeast Neighborhoods. The Southwest had the second biggest population with 13,000 residents. Downtown and the Jane Addams, Lowell, and Jefferson Neighborhoods were more comparable in size, with populations ranging from 4,700 to 5,300. See **Figure 5** (Community Plan Subareas) for a comparison of size.

Households in the Plan Area are larger than in the overall city, and are predominantly composed of children (see **Table 3** - Population and Households by Type in Plan Area, City of Fresno, and Fresno County, 2008). About 70 percent of residents in the Plan Area are

Latino, and 63 percent speak a language other than English at home. Plan Area residents generally have lower income and educational attainment than the rest of the city, and over 40 percent of families live below the poverty line. The relatively low skill and educational levels of the Plan Area's population have implications for the quality of jobs that they can attain.

There is a considerable amount of demographic variation by neighborhood, pointing to a diversity of places within the Plan Area, each with its unique characteristics and needs. For example, while the Jefferson neighborhood is primarily composed of large families, the Downtown is home to a much larger proportion of single person households (see **Table 4** - Population and Households by Type in Plan Area by Neighborhood). In the Jefferson Neighborhood, 21 percent of households are singles or non-families, compared to 67 percent in the Downtown District area. The percentage of families below poverty is 34 percent in the Jane Addams subarea and 67 percent in the Lowell Neighborhood. Clearly, each of the neighborhoods faces unique public policy and design conditions and requires different types of private investments and interventions.

3. PHYSICAL CONDITIONS

Downtown has one of the largest and best collections of urban buildings in the western United States, including many designated as historic. Unfortunately over the years, many significant or simply good urban buildings have been demolished and have been replaced with vacant land and parking lots. Vacant parcels are especially prevalent along the Union Pacific railroad tracks, within Chinatown and in the

TABLE 3 - POPULATION AND HOUSEHOLDS BY TYPE IN PLAN AREA, CITY OF FRESNO, AND FRESNO COUNTY, 2008

	Downtown Neighborhoods Community Plan	City of Fresno	Fresno County	California
Population	70,231	463,140	876,630	35,556,575
Households	17,231	152,350	279,029	12,177,852
% Households that are families	75%	69%	72%	68%
Household Type				
Singles and other non-family households	25%	31%	28%	32%
Married couple family with children	31%	20%	24%	25%
Married couple family, no children	11%	23%	25%	24%
Other family	33%	26%	23%	19%
Share of Households with children	57%	56%	54%	50%
Average Household Size	4.13	3.04	3.14	2.92

Sources: Claritas, Inc., 2008; American Community Survey 2006-2008; Strategic Economics, 2010

TABLE 4 - POPULATION AND HOUSEHOLDS BY TYPE IN PLAN AREA BY NEIGHBORHOOD

	Jefferson	Lowell	Jane Addams	Southeast	Southwest	Downtown
Population	4,741	4,628	4,970	37,267	13,329	5,296
Households	1,093	1,258	1,488	8,718	3,388	1,065
% Households that are families	79%	67%	70%	82%	76%	33%
Household Type						
Singles and other non-family households	21%	33%	30%	18%	24%	67%
Married couple family with children	35%	26%	26%	37%	27%	7%
Married couple family, no children	9%	8%	15%	13%	9%	7%
Other family	35%	33%	29%	32%	40%	19%
Share of Households with children	65%	54%	49%	62%	58%	23%
Average Household Size	4.4	3.5	3.3	4.2	3.9	1.9

Sources: Claritas, Inc., 2008; American Community Survey 2006-2008; Strategic Economics, 2010

TABLE 5 - HOUSING UNIT AGE, TENURE, AND VACANCY STATUS

	Downtown	Lowell	Jefferson	Jane Addams	Southwest	Southeast	Plan Area Total	City of Fresno	Fresno County	California
Total Housing Units	1,258	1,450	1,250	1,678	3,709	9,463	18,808	164,334	304,156	13,295,476
Occupied Units	1,065	1,256	1,093	1,488	3,388	8,718	17,008	152,350	279,029	12,177,852
Vacancy Rate	15%	13%	13%	11%	9%	8%	10%	7%	8%	8%
Owner-Occupied	97	151	205	685	1,121	3,814	6,073	73,978	152,525	7,038,202
Owner Occupancy Rate	9%	12%	19%	46%	33%	44%	36%	49%	55%	58%
Median Year Housing Built	1958	1959	1978	1956	1966	1969	n/a	1976	1977	1973

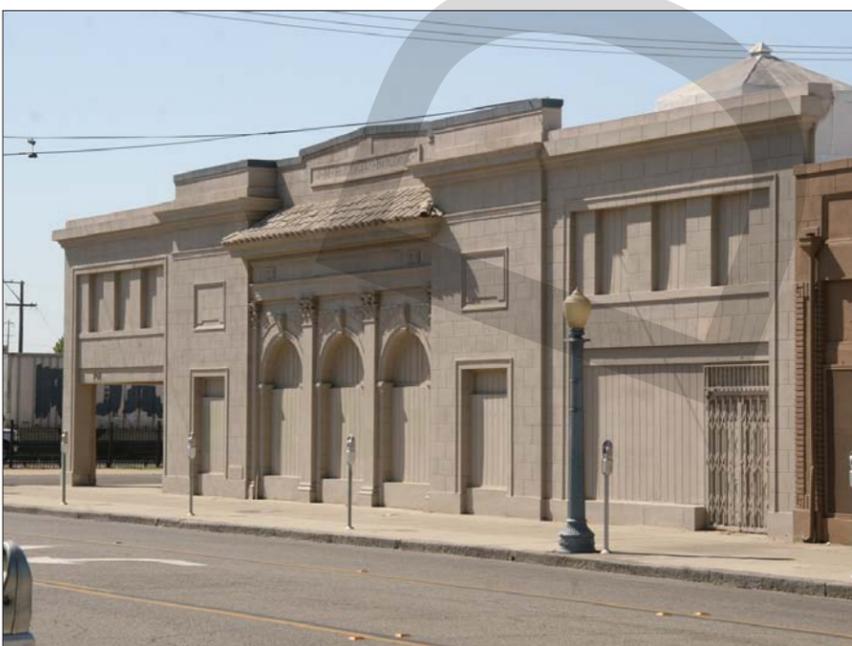
Cultural Arts District. These vacant parcels in themselves contribute to further disinvestment and abandonment, as they advertise the fact that Downtown is in a declining state.

The majority of the neighborhoods within the Plan Area are comprised predominantly of single-family houses, although some neighborhoods, such as Lowell, Jefferson, and portions of Southwest and Southeast Fresno contain a mix of single-family and multi-family housing types. The majority of the post World War II multi-family buildings are too large for their site, turn their backs to the street, overwhelm their neighbors, are typically poorly maintained, lack sufficient amenities such as usable private outdoor space, provide sub-standard living conditions for many residents, and have had a severe negative impact on the economic value of these neighborhoods.

The corridors which separate the various neighborhoods are difficult to differentiate from one another and are designed to move traffic quickly and efficiently without regard to pedestrians, cyclists, or transit users. Their right-of-ways are uniformly wide, devoid of street trees, and the majority of the buildings that line them have parking lots located between the building and the street. The urban fabric at the intersections between major streets is unassuming. Streets are typically lined by parking lots or buildings that are set back from the street. There are, however, several places, such as along Tulare Avenue and Belmont Avenue between Cedar and Barton Avenues, where pedestrian-oriented buildings are built close to the street and accessed from the adjacent sidewalk. These places were traditionally neighborhood centers and will be revitalized. This Plan and the accompanying Downtown Development Code will enable their revitalization and expansion.

The Plan Area contains older, established neighborhoods with the vast majority of housing units built before 1980 and nearly 20 percent built before 1939. The Lowell, Jefferson, and Southeast neighborhoods have the greatest share of units built before 1980. The residential vacancy rate is well above the city average as shown in **Table 5** (Housing Unit Age, Tenure, and Vacancy Status).

Vacancy rates with the Downtown Neighborhoods are high and most dwellings are rental units. Overall, ten percent of units are vacant, well above what is considered by the real estate market to be a healthy rate of five percent. Vacancy rates are highest in the Downtown, Lowell and Jefferson neighborhoods, and lowest in the Southwest and Southeast neighborhoods. The Plan Area has an owner occupancy rate of 36 percent, compared to 49 percent in the city and 58 percent in the state. The lowest owner occupancy rates can be found in the Downtown and Lowell neighborhoods. Jane Addams and the Southeast neighborhoods have the highest owner occupancy rates of 46 and 44 percent, respectively.



Many older buildings, like these on Fulton Street south of the Fulton Mall, have been demolished and replaced with parking lots or have been significantly altered and vacated.

4. PUBLIC REALM (PARKS, OPEN SPACE, AND STREETScape) CONDITIONS

The quality, quantity, and type of parks and open space in the Plan Area is mixed and access to existing park space is generally limited. The Plan Area contains Roeding Park, located in the Jane Addams neighborhoods, one of Fresno's three regional city parks. It is home to the Chaffee Zoological Gardens, and the Storyland and Playland amusement parks. In the western half of the Plan Area, there are many public parks located within 1/2-mile of most residences and businesses. Noticeably absent are public parks in the eastern half of the Plan Area and within the Jane Addams Neighborhoods (other than Roeding Park). The Downtown Neighborhoods are served by many schools, but access to their playing fields and playgrounds is limited to children attending the schools and only during school hours.

Street tree coverage in the Plan Area is uneven. The neighborhoods and districts south of State Route 180 have a relatively good street tree character, with many of them having more than 50 percent of their street length lined by mature street trees. In the Jane Addams Neighborhoods, however, street trees are noticeably absent. Moreover, there are almost no street trees within the areas zoned for commercial, manufacturing, and industrial use, and along major thoroughfares such as Belmont, Tulare, and Cedar Avenues.

5. INFRASTRUCTURE CONDITIONS

Fresno has a semi-arid Mediterranean climate with an average annual precipitation between 6 and 11 inches per year; however, the area is subject to wide variations in annual precipitation. The majority of precipitation occurs during winter months (November through April).

The City is dependent upon precipitation and run-off from the Sierra Nevada snow pack to recharge its groundwater supplies and provide surface water for irrigation. A large productive aquifer system exists beneath most of the Plan Area at depths ranging between 159 and 900 feet below the ground surface.

Current water consumption trends are straining the City's available water resources highlighting the need for increased conservation measures and the development of alternative water resources. Much of the existing water distribution system is over 50 years old, and improvements are needed to strengthen the sufficiency and reliability of an aging infrastructure. Projected population growth and densification also require improvements to the water supply and distribution system to provide adequate fire flow.



The majority of the neighborhoods are comprised of single-family homes. This residential street is within the Southwest neighborhoods.

F. CONTEXT (continued)

To offset water demand for non-potable uses, plans are currently underway to expand and further establish the City’s Recycled Water System, including the installation of tertiary treatment facilities.

Sewer capacity upgrades are also needed to accommodate the projected population growth and associated increase in wastewater demand increases.

The Downtown Area is characterized by large impervious areas, is susceptible to localized flooding, and could benefit from additional local detention facilities to mitigate flood hazards.

6. MARKET AND ECONOMIC CONDITIONS¹

Downtown Fresno is one of the largest job centers in the region, holding approximately 30,000 jobs. It continues to be an attractive location for government offices, legal, and medical services, and features a stable base of office employment due to its concentration of public sector employment. However, the Plan Area’s office market faces challenges associated with the physical and economic condition of Downtown: persistent high vacancy rates in often neglected older structures, perceptions of lack of safety, difficult access by car, a lack of commercial amenities, and a location which is distant from homes of office workers. The vacancy rate for pre-World War II office buildings on the Fulton Mall is estimated at 71 percent. The reuse of these buildings is challenging due to the high cost of their renovation, and market uncertainty regarding the future of the Fulton Mall. In addition, building owners within the Plan Area must increasingly compete with North Fresno for new office tenants where the zoning code allows Class A office buildings taller than four stories to be built. Low rents in the Downtown area make many types of new commercial investment and development there more difficult.

Most development in Fresno in recent decades has consisted of detached single-family homes mostly at the edge of the City. During the housing boom, the market’s delivery of higher density units was limited to a small number of rental projects. There is, however, private development interest in building higher-density building types in the Plan Area, primarily within Downtown. Though there has been recent development of multi-family units Downtown, the majority of the projects have received some form of subsidy from government sources. Developing a private market for unsubsidized higher density housing will take time. There are significant financial feasibility challenges to building housing in the Plan Area, which is partially attributed to the continued popularity and affordability of suburban detached single-family houses. In the short term, the private market is likely to continue to deliver attached single-family houses and

townhouses. These will primarily be rental units, since state law often complicates for-sale condominium development. In the longer term, warehouse lofts and stacked flats in three- and four-story buildings may become financially feasible from the point of view of private developers.

Given the addition of new housing and office space in the Plan Area, as well as the considerable growth in population projected in the greater 45-minute drive time market area, there is an opportunity for the Plan Area to leverage its existing assets to draw more retail and entertainment uses. Downtown has the market potential to support the development of between 1.3 million and 1.6 million square feet of new retail and entertainment space in the next 25 years. The type of supportable retail includes food stores, eating and drinking establishments, general merchandise, and other retail stores.

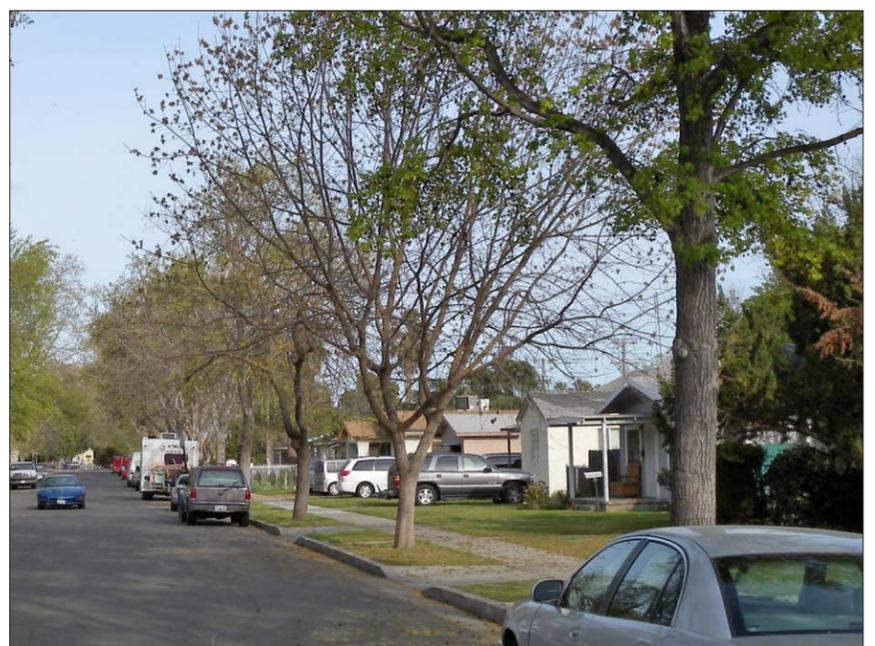
In comparison to the rest of Fresno, the Plan Area has a higher number of stores that generate lower total sales than the rest of the city. This is particularly notable for the grocery, restaurants, and regional serving/comparison goods categories (goods that consumers buy at infrequent intervals and on which they normally would compare prices before buying, such as televisions, refrigerators, apparel, household furnishings and equipment). This indicates the presence of smaller stores with lower sales per store within the Plan Area relative to the rest of the City. This could also indicate that higher quality, higher cost items are not as available within the Plan Area as they are in other parts of Fresno.

Large areas of the Plan Area, including all of the Jane Addams and Lowell Neighborhoods, and large areas of the Jefferson, Southeast, and Southwest Neighborhoods, do not have good pedestrian access within 1/2 mile of a full-service grocery store. Although the Fresh and Easy market has recently opened within the boundaries of the Plan Area, it is well beyond walking distance from the Lowell Neighborhood and Jane Addams Neighborhoods as well as most of the Southeast Neighborhoods, and would only capture a small portion of their unmet demand. Accordingly, there is demand for an additional 22,000 square feet of grocery store in Southeast Fresno and 7,000 square feet of grocery store in the Jane Addams Neighborhoods. There is also small additional demand for restaurants of approximately 2,500 square feet in Southwest Fresno and 9,000 square feet in Southeast Fresno. This translates into demand for approximately one new restaurant in Southwest Fresno and three to four new restaurants in Southeast Fresno, assuming a typical restaurant size of 2,500 square feet.

¹ See the *Economic and Demographic Overview of Fresno Downtown Neighborhoods* (May 2011), prepared by Strategic Economics as part of this planning process, for more information.



This neighborhood park in Southwest Fresno is within walking distance of surrounding single- and multi-family residences.

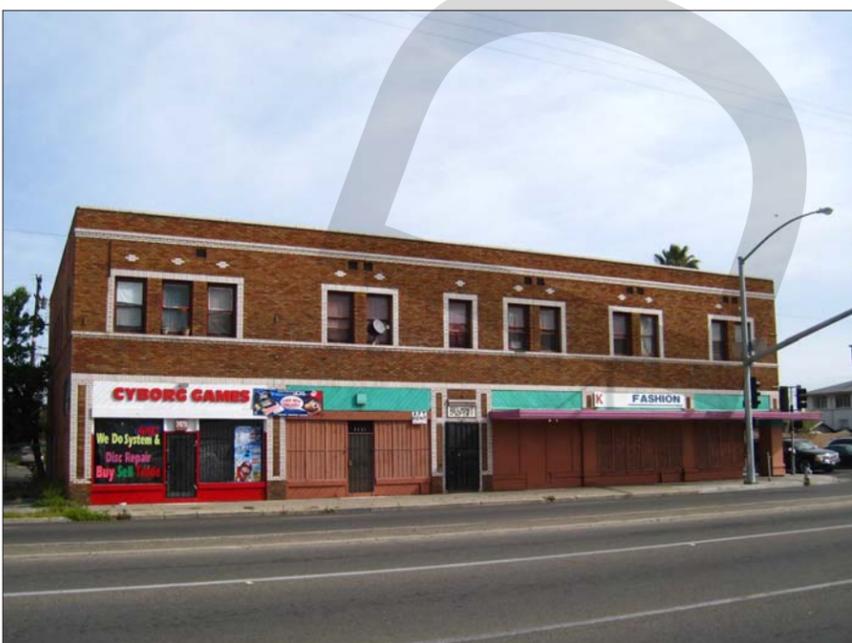


Street tree coverage, comprised of large canopy trees spaced appropriately for growth and shade, is fairly uneven throughout the Plan Area, but relatively consistent on this Southeast neighborhood street.

7. CONDITIONS OF HISTORIC AND CULTURAL RESOURCES

Downtown Fresno and its immediately surrounding neighborhoods include some of the City’s oldest and earliest developed areas. Numerous buildings, structures, objects, and sites from the late 19th, early 20th, and mid-20th centuries remain in place as reminders of Fresno’s vibrant and colorful past. Several properties have been listed in the National Register and many others have been designated as local historic resources by the City.

DRAFT



Many buildings, including this early streetcar era commercial building, sit underutilized and remain unsuccessful places for retail within the Plan Area.



A restored Arts and Crafts style home remains in good shape. Notice the compatible one-story addition and the change from a single family use to office use.

G. INTRODUCTION TO COMMUNITY PLAN SUBAREAS

In order to effectively deal with the large geographic area and comprehensive social challenges of the Community Plan, its 7,290-acre Plan Area has been divided into seven subareas as shown in **Figure 6** (Community Plan Subareas). In this way, the particulars of each area can be described, understood, and addressed in terms of policy changes with sufficient detail that results in meaningful changes in the future. The seven subareas that comprise the DNCP's geography are:

- Jane Addams Neighborhoods
- Southwest Neighborhoods
- Lowell Neighborhood
- Jefferson Neighborhood
- Southeast Neighborhoods
- South Van Ness Industrial District
- Downtown

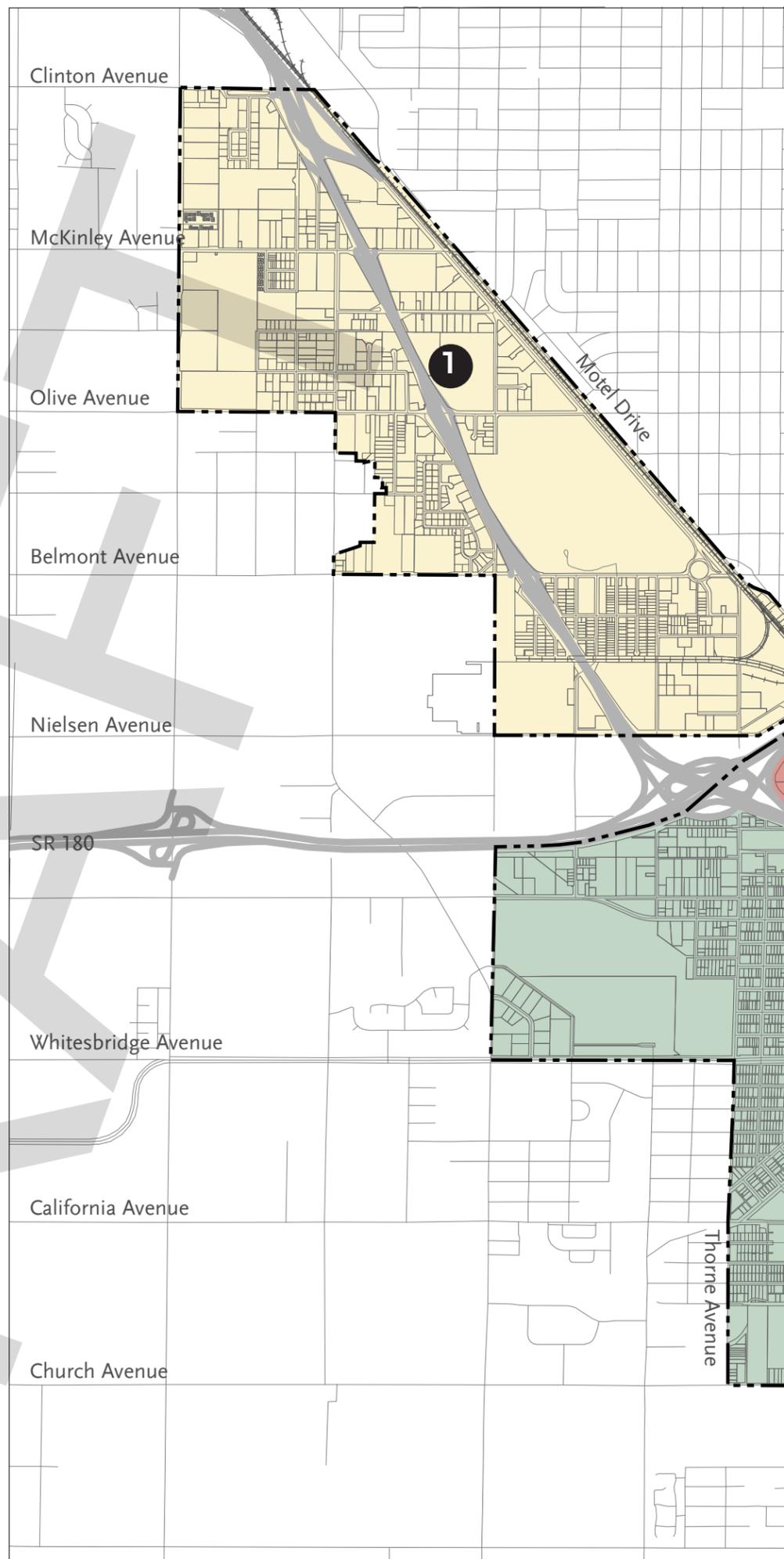
These distinct subareas have emerged over the last 100 years. They are distinguished by their location, their initial development patterns, and their economic, physical, and social evolution. Each subarea has its own unique character and is faced with its own set of issues and opportunities as summarized in the following pages.

The DNCP boundaries include Fresno's neighborhoods, districts, and corridors that were laid out prior to the Second World War. During this time period, Downtown was the center of the city and was bounded to the southwest, north, and east by residential neighborhoods that were connected to Downtown by street cars and later, grand corridors, such as Belmont and Blackstone Avenues. Downtown was also bound by industrial sectors to the south and southeast. These distinct parts of the Plan Area had – and continue to have – a distinct character, largely based upon when they were built, their physical form, and the role that each played in the context of the City. Downtown functioned as the central business and shopping district; the first neighborhoods began in Southwest Fresno and then, over time, expanded towards the north and east; industrial districts sprang up along the railroad tracks and south of Downtown; the corridors, accommodating neighborhood retail and services, formed the boundary between each one of these places.

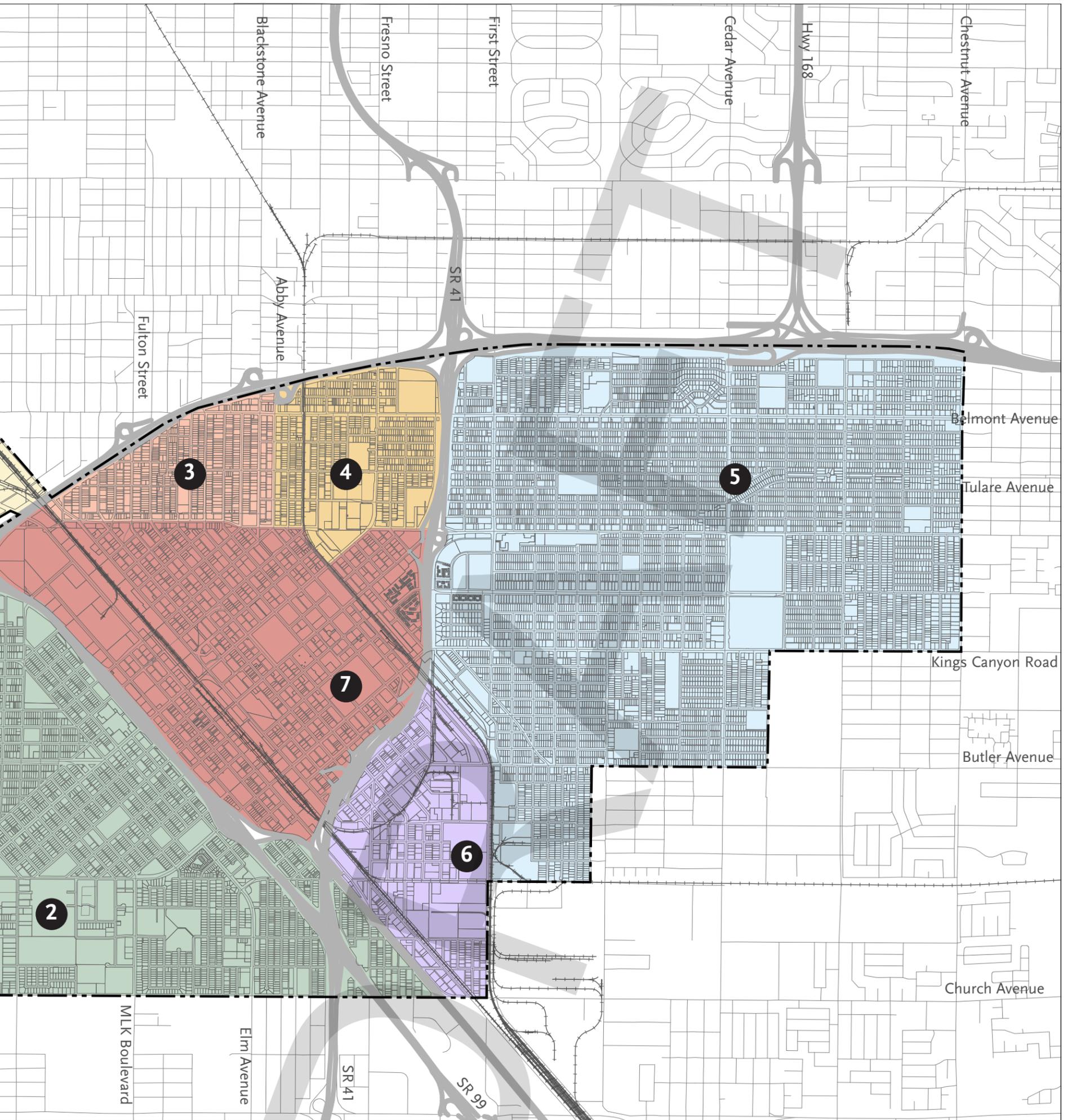
Originally, the transition from each one of these parts of the city to the other was quite fluid – to go from one area to the other, one simply crossed the street or the railroad tracks. The introduction of the freeway system after World War II, created impenetrable barriers that isolated neighborhoods from one another and the Downtown area, and diminished the livability of the entire center of the city.

These character-defining physical attributes of each subarea of the Plan, coupled with the division of the entire Plan Area by the freeways and the railroad right-of-ways has ultimately determined their particular boundaries.

FIGURE 6 - COMMUNITY PLAN SUBAREAS



KEY	
①	Jane Addams Neighborhoods
②	Southwest Fresno Neighborhoods
③	Lowell Neighborhood
④	Jefferson Neighborhood
⑤	Southeast Neighborhoods
⑥	South Van Ness Industrial District
⑦	Downtown District
- - - - -	Community Plan Boundary



G. INTRODUCTION TO COMMUNITY PLAN SUBAREAS (continued)

SUMMARY OF EXISTING CONDITIONS BY SUBAREA

Subarea	Jane Addams Neighborhoods	Southwest Neighborhoods	Lowell Neighborhood
<p>Examples of Existing Physical Character</p>	 	 	 
<p>Existing Conditions Summary and Key Issues</p>	<ul style="list-style-type: none"> • 1,155 acres. • More rural in character than other subareas. • Largely disconnected from the east and south by freeways. Few pedestrian or vehicular crossings across State Routes 99 and 180. • Residential buildings consist primarily of small houses on large lots. • Has several mobile home developments. • Auto-oriented motels have fallen into serious disrepair, occupied by transitional housing. • Has one school, Jane Addams Elementary School. • Includes Roeding Park, Fresno Chaffee Zoological Gardens, Rotary Playland, and Storyland. • Lacks neighborhood-scale public open space and recreational space (aside from Roeding Park). • Forms agricultural edge of west Fresno. • Has many vacant lots. • Lacks curbs, sidewalks, street trees on arterial streets and streets adjacent to Jane Addams Elementary School. • Lacks neighborhood-serving retail and services. 	<ul style="list-style-type: none"> • 1,560 acres. • Disconnected from Chinatown and Downtown by State Route 99. • Center of Fresno's African-American community. • Primarily residential in character. • Contains some of Fresno's oldest residential neighborhoods. • Contains many dilapidated buildings. • Fresno Chandler Downtown Airport is within its boundaries. • Lacks neighborhood-serving retail and services. • Has seven schools, including public (one of which is a magnet middle school), charter, and private schools within Plan Area. A public middle school, under construction in 2011, is located just south of the Plan Area. • Has more churches, on a per capita basis, than in any other part of Fresno. • Several street closures have interrupted connectivity and access. • Alleys are neglected and/or unused. 	<ul style="list-style-type: none"> • 225 acres. • Downtown-adjacent neighborhood. • Disconnected from north and west neighborhoods by State Routes 99 and 180. • Contains some of Fresno's oldest homes, and has strong historic character. • Characterized by a proliferation of vacant lots and incompatible post WWII apartment buildings. • Has one school, Lowell Elementary School. • Dickey Park is the only park, but there are opportunities for more park space at Lowell Elementary School. • There is an emerging neighborhood center at Divisadero and Fulton Streets. • Alleys are uninviting.
<p>Reference for Subarea's Information</p>	<p>See H.1 for detailed information.</p>	<p>See H.2 for detailed information.</p>	<p>See H.3 for detailed information.</p>

Jefferson Neighborhood



- 290 acres.
- Downtown-adjacent neighborhood.
- Disconnected from north and east neighborhoods by State Routes 41 and 180.
- Divided in two by BNSF railroad right-of-way.
- Contains some of Fresno's oldest homes, although the historic character is growing increasingly weaker.
- Lacks commercial services.
- Has a proliferation of single family house demolition, vacant lots, and incompatible post WWII apartment buildings.
- The Community Regional Medical Center is within its boundaries.
- Has two elementary schools, Jefferson Elementary School and Yokomi Elementary School.
- Has one middle school, Tehipite Middle School.
- Lacks public parks, but there are opportunities for more park space at schools.

See H.4 for detailed information.

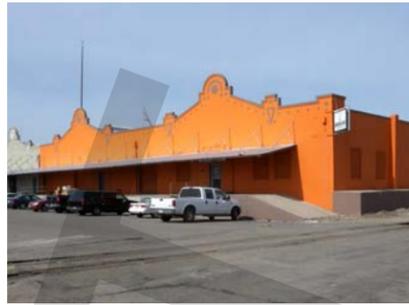
Southeast Neighborhoods



- 2,400 acres.
- Primarily residential in character.
- Strong historic character along Huntington Boulevard.
- Comprised primarily of single-family houses with isolated concentrations of multi-family houses.
- Has many dilapidated multi-family houses.
- It is difficult to distinguish one neighborhood from another.
- East-west corridors are commercial in character, lined by auto-oriented development and lack of sense of place.
- North-south corridors are residential in character with buildings that do not front the street.
- Most alleys are not being used and have become abandoned.
- Has many schools, including six elementary schools and one high school.
- Has limited public parks within its boundaries, but there are several parks outside its boundaries. There are also opportunities for more park space at schools and ponding/recharge basins.

See H.5 for detailed information.

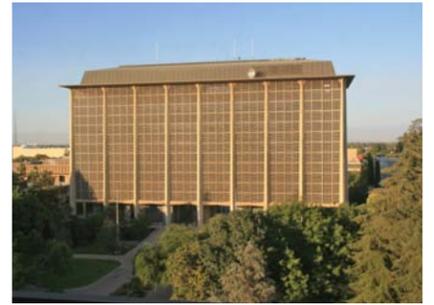
South Van Ness



- 390 acres.
- Old warehousing and industrial area.
- The eastern area is immediately adjacent to the Southeast neighborhoods.
- Lots in the western and central portions of the subarea are smaller than those in the eastern area.
- Mega-blocks interrupt the late 19th-century street network.
- Most blocks are accessed by alleys.
- Has many old brick warehouse and industrial buildings.
- Most buildings lack street facing windows (no "eyes on the street").
- Lacks street trees.

See H.6 for detailed information.

Downtown



- 1,000 acres.
- Center of the San Joaquin Valley.
- Comprised of seven distinct sub-districts that are discussed in the FCSP.
- Is disconnected from the east, south, and southwest by State Routes 41 and 99.
- Is location of many City, County, State, and Federal agencies.
- Contains many visitor-serving uses including Fresno Convention Center, Chukchansi Park, and several hotels.
- Contains a mix of under-performing retail, restaurant, and entertainment uses.
- Characterized by a high retail and office vacancy rate.
- Lacks activity after business hours.
- Has few residential buildings or dwelling units.
- Lacks street trees.
- Lacks pedestrian-supporting streetscapes.
- Lacks schools.
- Has an extensive alley network.
- Houses several underutilized open spaces including Court-house Park and Fulton Mall.
- Has an over-abundance of parking that is not easily accessible.

See H.7 for detailed information.

G. INTRODUCTION TO COMMUNITY PLAN SUBAREAS (continued)

H.1 EXISTING CONDITIONS for the Jane Addams Neighborhoods

Covering 1,155 acres in the northwest quadrant of the Community Plan Area, Jane Addams is bounded to the west by rich farmland and is more rural in character than any of the other neighborhoods within the Plan Area.

Jane Addams is isolated from the rest of the city by State Routes 99 and 180 and the Union Pacific railroad right-of-way. Crossings of these transportation corridors are few and far between, hampering vehicular, bicycle, and pedestrian connections to other parts of town.

Jane Addams consists primarily of small, single-family residences located on relatively large lots. There are several mobile home parks within Jane Addams, the largest of which is bounded by McKinley, Pleasant, Olive, and Marks Avenues. A number of industrial buildings and complexes are located within Jane Addams, primarily along the State Route 99 and 180 corridors and in many instances adjacent to homes. Auto-oriented motels, constructed in the 1940's and 1950's, line Olive Avenue and Motel Drive, adjacent to the Union Pacific railroad tracks and along Parkway Drive, adjacent to State Route 99. These motels have fallen into serious disrepair and are now occupied primarily by transitional housing uses.

Jane Addams contains Roeding Park, one of Fresno's three regional public parks and home to the Fresno Chaffee Zoological Gardens, and the Rotary Playland and Rotary Storyland amusement parks. Nearby is Belmont Memorial Park cemetery. Much of the land west of Jane Addams is used for agricultural purposes.

Jane Addams contains numerous vacant lots and many of its arterial streets and streets adjacent to schools lack curbs, sidewalks, and street trees. Notably absent are neighborhood-serving stores, businesses, banks, and other necessary day-to-day services. Other than Addams Elementary School, there is no real "center" to this part of the Plan Area. Aside from Roeding Park, there is a serious deficiency of public open and recreational space, and access to Roeding Park is seriously compromised by the freeways and railroad right-of-ways in its immediate vicinity.



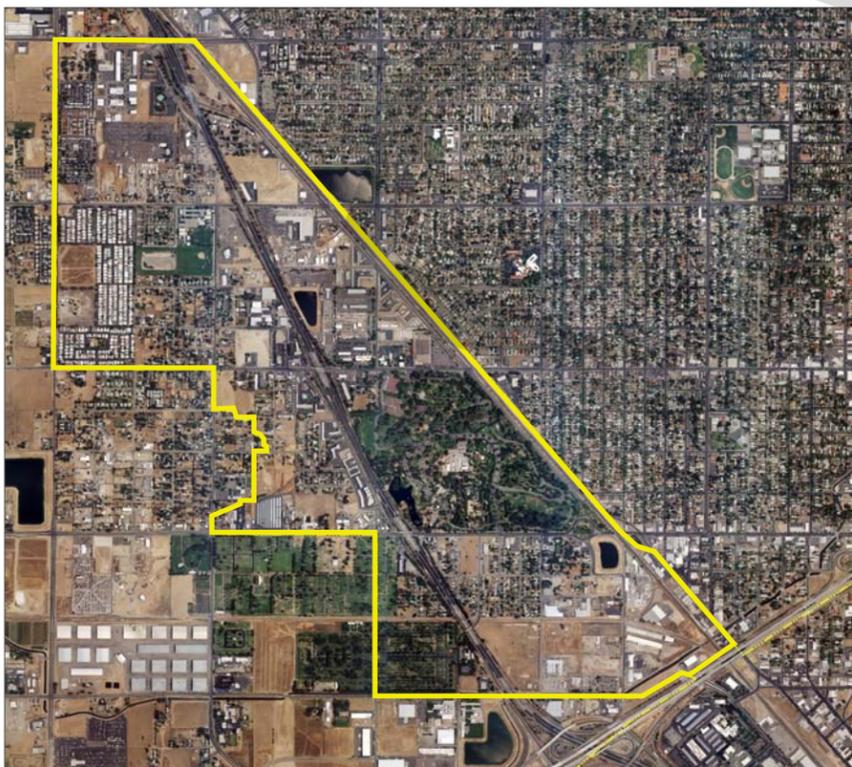
Jane Addams is generally rural in character and primarily consists of single-family houses. Streets typically consist of two lane roads with no curbs and no sidewalks.



Located along State Route 99 are auto-motels, light industrial, and highway-serving retail and restaurant uses.

KEY

- Jane Addams Subarea
- School Properties
- Parks and Open Space
- Community Plan Boundary



An Aerial of the Jane Addams subarea.



A map of the Jane Addams subarea.

H.2 EXISTING CONDITIONS for the Southwest Neighborhoods



Traditionally, the Southwest neighborhoods consisted of single-family houses.



More recently, public multi-family housing has been developed to accommodate the changing socioeconomics of the Southwest neighborhoods.

The Southwest subarea, one of the earliest in Fresno, is primarily residential in character and over the years has been home to several waves of immigrant and ethnic communities. Covering approximately 1,560 acres, the Southwest subarea contains some of Fresno's oldest neighborhoods, with the majority of the homes dating from the early 20th century through the 1960's, with some dating back as far as the late 1800's. This late 19th-century neighborhood fabric has been compromised by large areas of more recent infill, including several public housing developments and some small, single-family subdivisions. These developments were built under the Urban Renewal programs of the 1960's and 1970's, as well as random subdivision scale infill of the 1980's and 1990's. Numerous buildings are dilapidated and do not face the street and many front yards are unkempt, particularly those of multi-family buildings. The Southwest area is also home to Fresno Chandler Downtown Airport and contains a number of industrial buildings located adjacent to State Routes 180 and 99.

Other than the Kearney Palms Shopping Center that was recently built at Fresno and B Streets, the Southwest neighborhoods are deficient in proximate, walkable neighborhood serving retail, banking, and other services, and accordingly many residents must travel by car to other parts of the City for their daily needs.

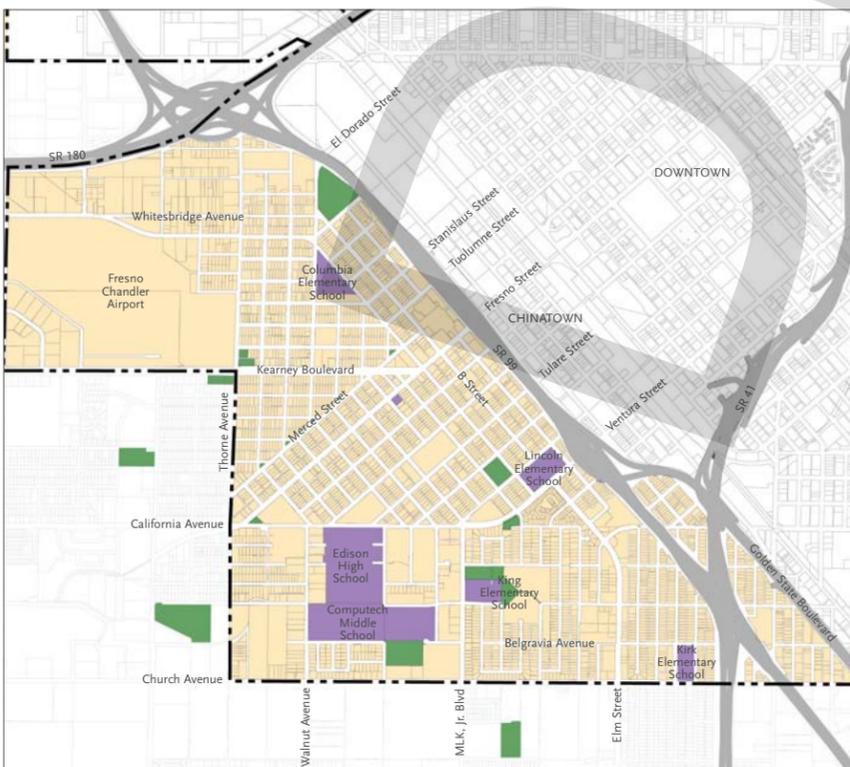
State Routes 99 and 180 isolate the neighborhoods from the rest of the City. The Southwest neighborhoods are organized according to a rectilinear street grid, most of which runs parallel to the Union Pacific railroad. Streets north of Merced Street and west of A Street are oriented east/west and north/south. While the street grid is intact in most places, some previously through streets have been closed-off by the post World War II public housing developments and subdivisions. Almost all blocks are served by alleys, except those where the introduction of large-scale projects have led to alley and street closures, such as the large block created by the Kearney Shopping Center at Fresno and B Streets.

Southwest is traversed by several arterial corridors – Whitesbridge Avenue, Kearney Boulevard, and California Avenue – that link Downtown Fresno with the agricultural communities to the west. Kearney Boulevard, named after early 20th century entrepreneur M. Theo Kearney extends from Fresno Street in Southwest Fresno about 14 miles west to Kerman and is a small, two-lane, rural road for most of its length.

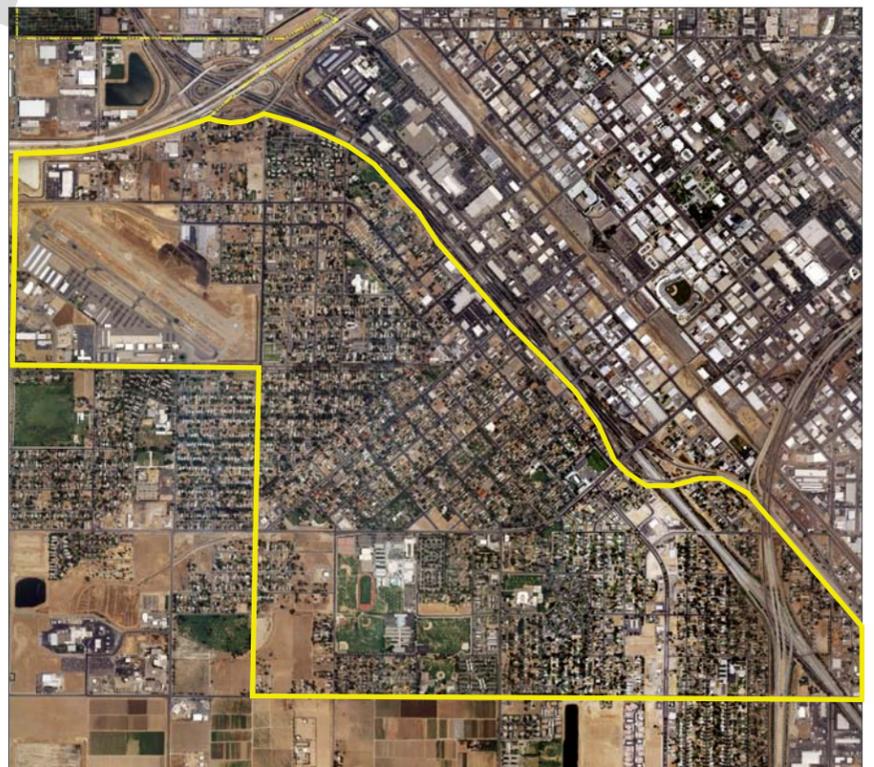
There are numerous parks within or immediately adjacent to the Southwest Neighborhoods. There are seven schools in the Southwest Neighborhoods, ranging from public (including Edison Computech Middle School, a magnet school), to charter, to private schools. A new middle school is currently under construction just south of the Plan Area.

KEY

- Southwest Subarea
- School Properties
- Parks and Open Space
- Community Plan Boundary



A map of the Southwest subarea.



An Aerial of the Southwest subarea.

G. INTRODUCTION TO COMMUNITY PLAN SUBAREAS (continued)

H.3 EXISTING CONDITIONS for the Lowell Neighborhood

Lowell is a 225-acre neighborhood, located within close proximity of Downtown. Within the Community Plan area it is the neighborhood with the most intact and cohesive historic character. This character has largely survived, despite inconsistent zoning and inadequate design standards, the building of the State Route 180 freeway through the neighborhood, a proliferation of vacant lots, the presence of many properties in disrepair, and incompatible infill comprised of apartment buildings that are too large for their site and have no frontage or entrance along the street. Mature street tree canopies, uniform building setbacks, and a regular rhythm of porched single-family houses and cottages predominate on Lowell’s neighborhood streets.

The Lowell Neighborhood has an interconnected grid of streets serviced by alleys laid out in line with the cardinal directions. The neighborhood is bounded by State Route 180 to the north and west, Blackstone Avenue to the east, and Divisadero Street to the south (where the grid pattern changes orientation towards the Union Pacific railroad). Belmont Avenue and Blackstone Avenue are lined primarily by automobile-oriented businesses, with most of the parcels along the southern portion of Blackstone Avenue being occupied by surface parking lots. Divisadero Street is comprised of a hodge podge of houses, commercial buildings, and vacant lots, with a budding neighborhood center at the corner of Divisadero Street and Fulton Street. In addition, the Lowell Neighborhood is traversed by several north-south corridors including Fulton Street, Van Ness Avenue, and San Pablo Avenue that all connect to distinguished 20th-century neighborhoods to the north, including the Tower District.

Within Lowell’s boundaries are the Dickey Playground and Lowell Elementary School. Dickey Playground, the only major open space within Lowell, includes tennis courts, basketball courts, a splash park, and a softball field. Another community asset is the Dickey Youth Center located at the corner of Divisadero Street and Glenn Avenue. A new tot lot under the freeway near Poplar and Belmont Avenues serves children and families in the Lowell Neighborhood.



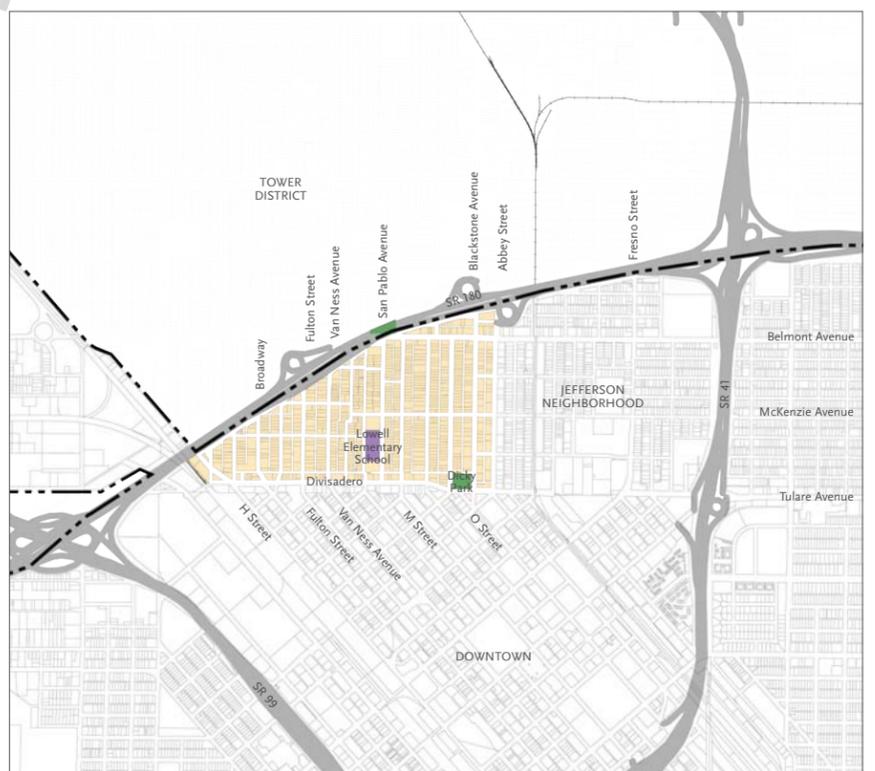
Street-facing houses and pedestrian-friendly frontages are prevalent throughout the Lowell neighborhood.



A recently restored house in the Lowell Neighborhood.



An aerial of the Lowell subarea.



A map of the Lowell subarea.

- KEY**
- Lowell Subarea
 - School Properties
 - Parks and Open Space
 - Community Plan Boundary

H.4 EXISTING CONDITIONS for the Jefferson Neighborhood



Single-family houses within the Jefferson Neighborhood tend to be smaller and are often lined by chain link fences.

Located just east of Lowell, the 290-acre Jefferson neighborhood shares Lowell’s development patterns and many of its neighborhood and architectural design characteristics. Similar to Lowell, Jefferson contains many late 19th and early 20th century homes. Unlike Lowell, however, Jefferson has suffered more damage from demolition and incompatible infill development and accordingly is less intact and cohesive in character than Lowell. In general, Jefferson features more multi-family properties than Lowell and also contains more vacant parcels, most notably along the east side of Diana Street. The Jefferson Neighborhood is home to the Community Regional Medical Center, which occupies several blocks between Illinois Avenue, Fresno Street, Q Street, and Diana Street.

Jefferson is geographically isolated from the neighborhoods to the north and east by State Routes 180 and 41 which also form its northern and eastern boundaries. It is bounded to the south by Divisadero Street and to the west by Blackstone Avenue and is traversed by Fresno Street which connects to Downtown and the neighborhoods to the north. Belmont Avenue, crossing Jefferson from east to west, connects Jefferson to the Jane Addams and Southeast Fresno neighborhoods. Abby Street and Fresno Street are the only streets that connect to neighborhoods north of State Route 180 and Belmont Avenue and Divisadero Street are the only street that pass over State Route 41. Belmont Avenue and Abby Street are lined primarily by automobile-oriented businesses, with most of the parcels along Abby Street being occupied by surface parking lots.

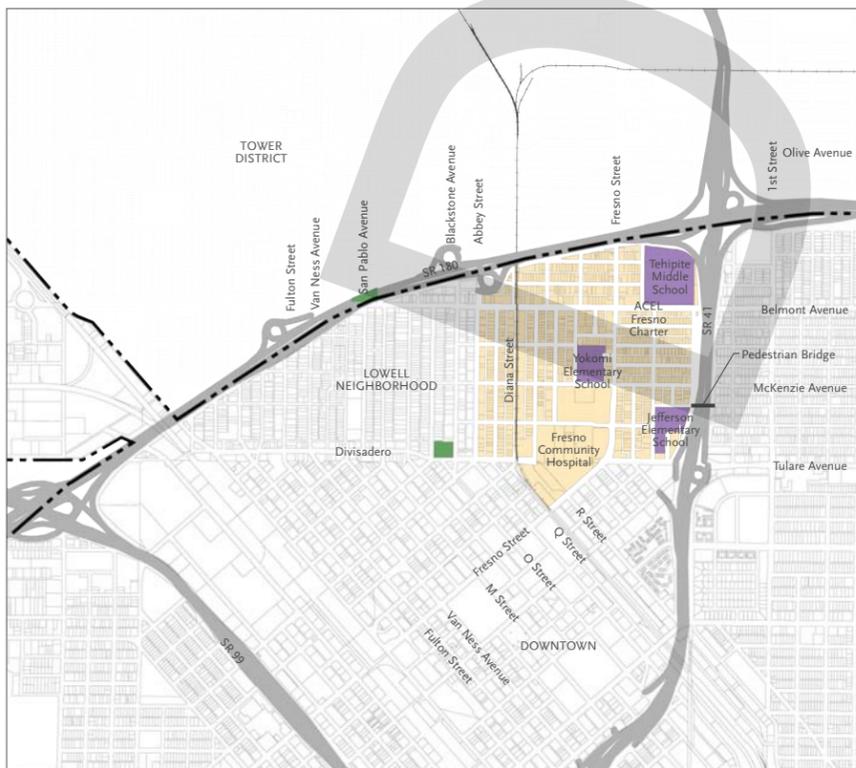
Jefferson has no public parks within its boundaries, but it has three schools – Jefferson Elementary School, Yokomi Elementary School, and Tehipite Middle School.



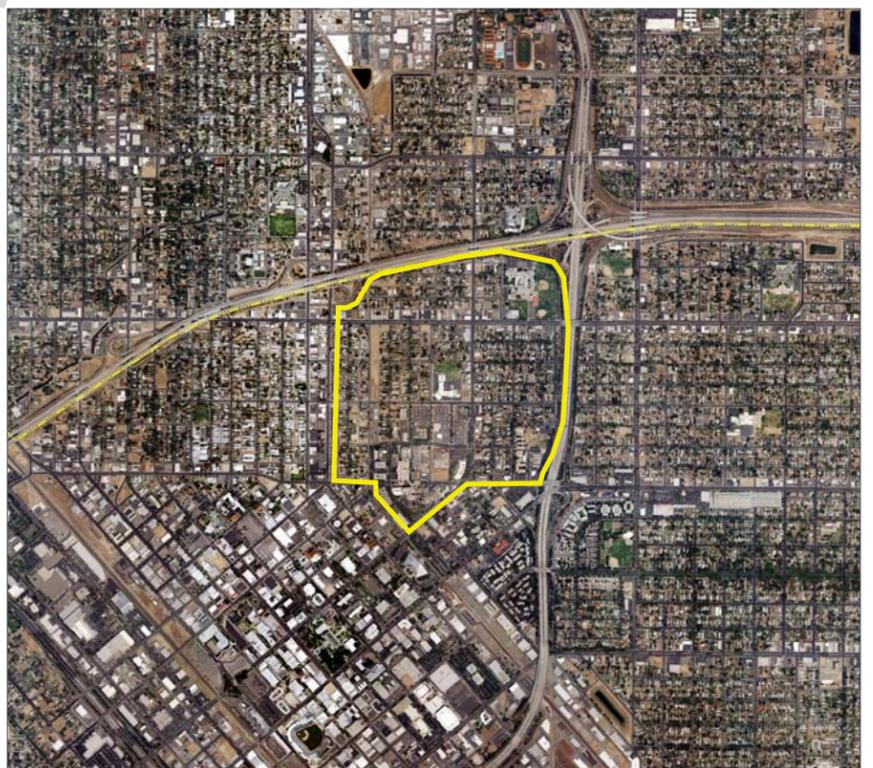
Multi-family housing projects constructed since the 1960s in Jefferson tend to inappropriately front the street.

KEY

- Jefferson Subarea
- School Properties
- Parks and Open Space
- Community Plan Boundary



A map of the Jefferson subarea.



An aerial of the Jefferson subarea.

G. INTRODUCTION TO COMMUNITY PLAN SUBAREAS (continued)

H.5 EXISTING CONDITIONS for the Southeast Neighborhoods

Southeast Fresno is a 2,400-acre area that encompasses several neighborhoods that are largely residential in character and populated primarily with single-family homes. Most of these date from the early- to mid-20th century and are constructed on a traditional, interconnected street pattern. Concentrations of multi-family residences can be found in the area bounded by State Routes 41 and 180, 5th Street, and Belmont Avenue, as well as in the area bounded by Huntington Boulevard, Chestnut Avenue, Kings Canyon Road, and Maple Avenue. Many of these buildings are dilapidated with unkempt front yards.

Located in the geographic center of the Southeast neighborhoods is Huntington Boulevard, a grand street with a wide median that once accommodated a streetcar to Downtown. Planted with turf and large canopy trees, it is a popular recreation space used by many members of the community for walking and jogging. Huntington Boulevard and the streets around it are lined by a continuous street tree cover and an older building stock of homes.

The neighborhoods are relatively intact in terms of building type, setback, and streetscape (sidewalks, street trees), and their appearance is uniform in character. In general, it is difficult to tell one neighborhood apart from another. Much of this is due to the lack of character of the city-traversing corridors that surround them.

The east-west corridors are primarily strip commercial in character and are lined by auto-oriented development that lacks cohesion and a distinct sense of place. Additionally, north/south connections to Tulare Avenue from the south have been completely vacated between First and Sixth Streets. The north-south corridors are primarily residential in character and are lined by sides, rather than fronts of lots. All are designed to get cars from one side of town to the other as quickly as possible, and accordingly contribute little to the character or quality of the urban areas they traverse.

Most of Southeast Fresno's blocks are split in two by alleys, but the majority of residential buildings on these blocks turn their backs to the alleys, with automobile access being provided from the main fronting street. Most of these alleys are abandoned, vacated, or fenced off at each end.

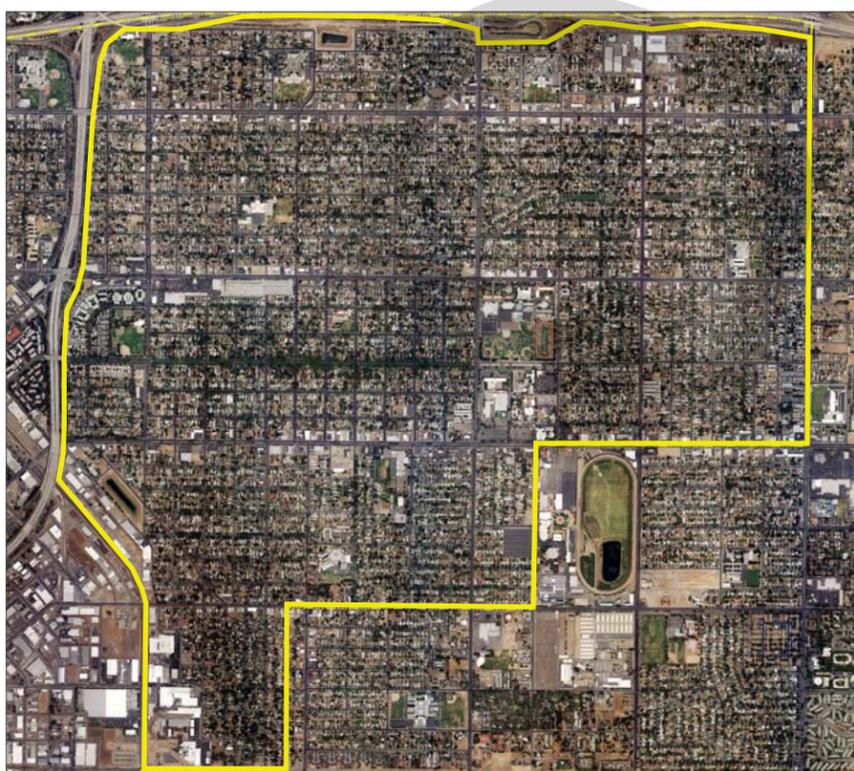
Southeast Fresno has only a handful of public parks within its boundaries, although there are three parks just east of Chestnut Avenue within walking distance of the Plan Area. In addition, Southeast Fresno contains many schools that, through joint use agreements with the School District, could provide additional open space during non-school hours. Southeast Fresno also has several stormwater ponding/recharge basins that could potentially accommodate valuable park space.



Single-family houses in the Southeast Neighborhoods are generally modest in size, are set back a large distance from the street, and have garages placed at the rear of the lot.



Traditional houses and pedestrian-friendly retail buildings along Belmont Avenue.



An aerial of the Southeast subarea.



A map of the Southeast subarea.

- KEY**
- Southeast Neighborhoods Subarea
 - School Properties
 - Parks and Open Space
 - Community Plan Boundary

H.6 EXISTING CONDITIONS for the South Van Ness



The Bekins building located immediately adjacent to the sidewalk, fronts the street with ground floor storefronts.

Fresno’s warehousing and industrial uses were originally concentrated in the 390-acre South Van Ness Industrial District. There are very few residential properties in this district, and the area is particularly isolated from the rest of the City in all directions. The elevated State Route 41 to the north and west and Golden State Boulevard and the Union Pacific railroad tracks to the west serve as distinct boundaries. On the east, several large industrial sites interrupt the street network creating ‘mega-blocks’ that inhibit vehicular and pedestrian passage on the east-west streets.

The district is endowed with a score of distinguished early 20th century brick warehouses and industrial buildings, many of which are in fair condition. Several streets feature early 20th century street lights and signage that contribute to the district’s identity. However, there are very few, if any, street trees and often there are no sidewalks or distinct curbs, which projects a sense of disinvestment and abandonment.

Lot sizes in the western and central portions of the district are small in scale, ranging from 55 feet wide to 360 feet wide by 150 feet deep. Most blocks are serviced by an alley. The lots on the eastern portion of the district adjacent to the railroad tracks are much larger, some as large as 600 feet by 600 feet. Alleys are absent on the eastern lots. These larger lots abut the Southeast residential neighborhoods and contribute to friction between industrial and residential uses and users.



A light industrial building fronts the street with storefronts. Non-retail uses occur at the rear of the building.

- KEY**
- South Van Ness Subarea
 - School Properties
 - Parks and Open Space
 - Community Plan Boundary



A map of the South Van Ness Industrial District subarea



An aerial of the South Van Ness subarea.

G. INTRODUCTION TO COMMUNITY PLAN SUBAREAS (continued)

H.7 EXISTING CONDITIONS for Downtown

Downtown Fresno is the center of the San Joaquin Valley. It is comprised of several distinct sub-districts, including the Central Business District, the Cultural Arts District, Civic Center, Chinatown, the South Stadium District, Armenian Town/Convention Center, and the Divisadero Triangle, each with its own distinct character. It covers approximately 1,000 acres.

Downtown is the oldest part of Fresno and contains the most historic resources in the entire region. It is also home to some of the most important civic and entertainment resources in the San Joaquin Valley, including City, County, State, and Federal office buildings, the Fresno Convention & Entertainment Center, several museums, and Chukchansi Park. It is one of the largest job centers in the region, holding approximately 30,000 jobs and it continues to be an attractive location for government offices, legal, and medical services and features a stable base of office employment due to its concentration of public sector employment. However, despite these venues, attractions, and jobs, Downtown currently suffers from a very high retail and office vacancy rate and is inactive outside of business hours.

The most common building types are mixed-use buildings, theaters, civic/institutional buildings, and industrial warehouses. With the exception of the Cultural Arts District, which features several recently-built multi-family and mixed-use projects, there are relatively few residential buildings within the Downtown area.

The Downtown street network, like that of Southwest Fresno, is distinguished from that of the rest of the city by its 45-degree orientation in relation to the cardinal directions. The meeting of the two grids at Divisadero Street generates a number of visually prominent building sites, but also particularly confusing traffic patterns. This, along with several one-way and discontinuous streets in Downtown, creates a particularly disorienting environment for motorists to navigate.

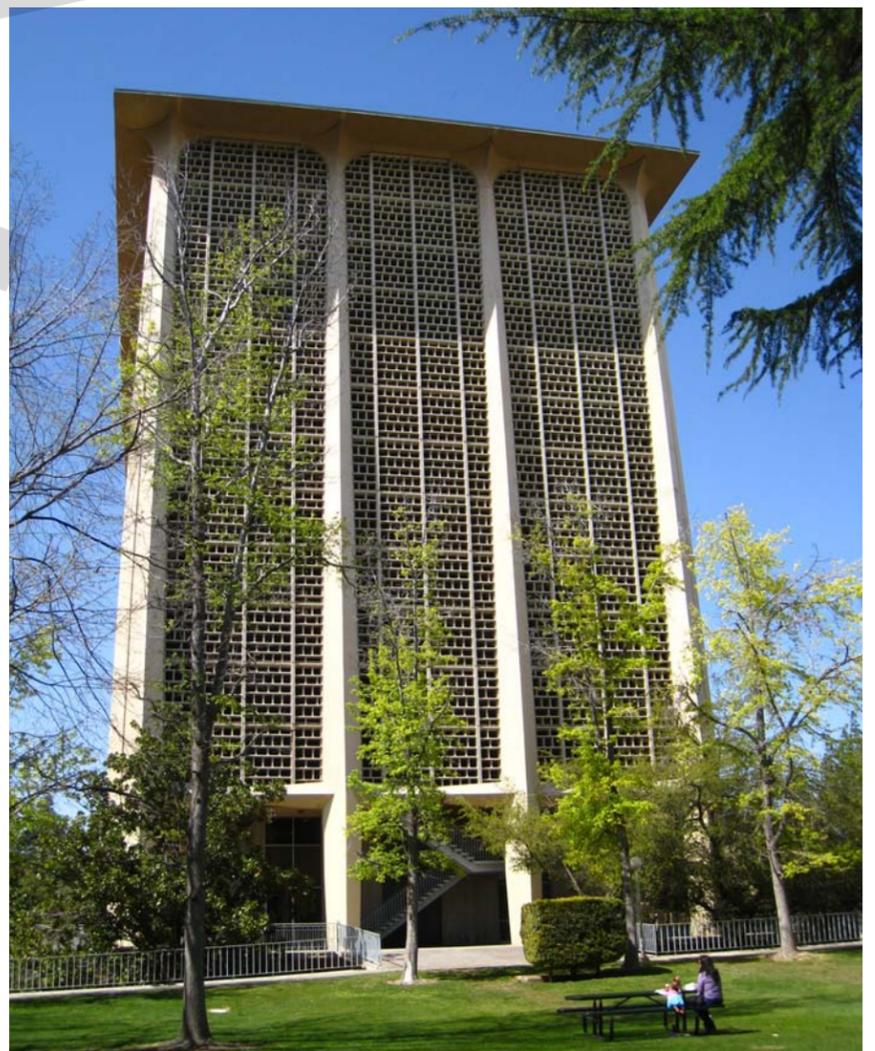
As with other parts of the Plan Area, Downtown is separated from the rest of the city by freeways and railroad tracks, hampering vehicular and especially pedestrian connectivity. The freeways also encourage motorists to bypass Downtown all-together. In general, Downtown streets are wide and often absent of street trees and pedestrian traffic-supporting amenities.

Downtown Fresno contains a number of thoroughfares that have been vacated to create pedestrian-only streets, most notably the Fulton Mall. Other closures include Mariposa Street between M and N Streets, and between O and P Streets. The Malls were originally installed to concentrate pedestrian activity and bolster the retail performance of the Downtown, but over time have failed at generating a vibrant street life and commercial success.

Much of Downtown's existing water distribution system is over 50 years old, and improvements are needed to strengthen its sufficiency and reliability for existing customers, as well as to provide adequate water supply and fire flow for the projected population growth engendered in this Plan. Sewer capacity upgrades are also needed to accommodate the projected population growth and associated wastewater demand increases.



The Old Fresno Water Tower, completed in 1894, is a city landmark that was used until 1963, when the pumping machinery was no longer adequate. It is now used as an Art Gallery run by a local non-profit organization.



The mid-century modern Courthouse building, a Downtown icon, occupies the termination of L Street and Courthouse Park.

Downtown



A view of Fulton Street in the 1920's. Credit: Claude C. "Pop" Laval Photographic Collection



A view of the Fulton Mall at its opening in 1964. Credit: Fresno Historical Society Archives



A view of the Fulton Mall in 2010.



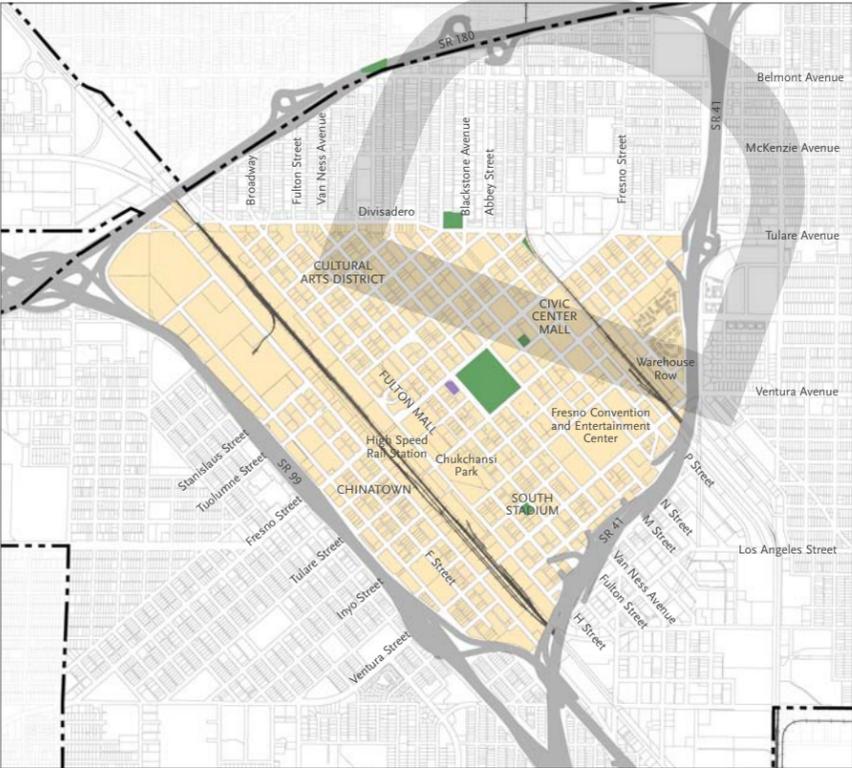
The historic Hotel Fresno currently sits vacant across from a recently built government building.



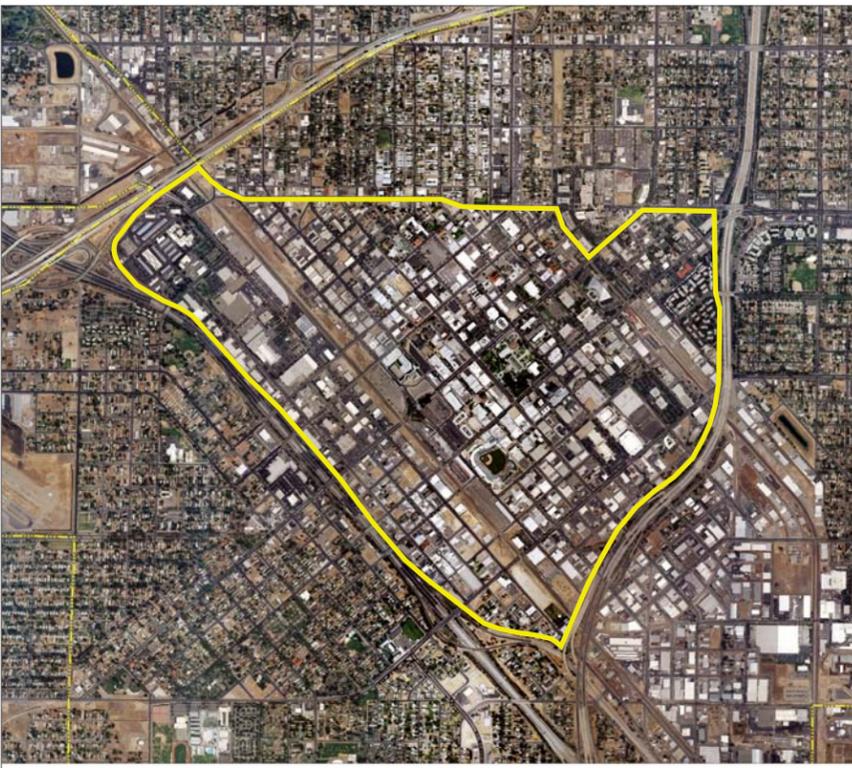
Kern Street has become a lively destination for daytime workers Downtown. Beautiful streetscapes and outdoor seating attracts users throughout the day.

KEY

- Downtown Subarea
- School Properties
- Parks and Open Space
- Community Plan Boundary



A map of the Downtown District subarea



An aerial of the Downtown District subarea.

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