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76736

Redevelopment Agency 7
(2 certified)
Planning 1
City Attorney 1

BILL NO. B-146

INTRODUCED BY COUNCILMAN BELL

ORDINANCE NO. 72-126

RECORDED IN OFFICIAL RECORDS OF FRESNO COUNTY, CALIFORNIA AT <u>2:54</u> MIN. PAST <u>2</u> M.
AUG 25 1972
J. L. BROWN, County Recorder
FEE \$

BOOK 6062 PAGE 383

AN ORDINANCE OF THE COUNCIL OF THE CITY OF FRESNO,
CALIFORNIA, AMENDING CITY OF FRESNO ORDINANCE
NO. 69-13 IN ORDER TO ADOPT AND APPROVE AMENDMENTS
TO THE URBAN RENEWAL PLAN FOR THE SOUTHWEST FRESNO
URBAN RENEWAL AREA PROJECT.

WHEREAS, on January 14, 1969, the Council of the City of Fresno enacted Ordinance No. 69-13 approving the Urban Renewal Plan and the Feasibility of Relocation for the Southwest Fresno General Neighborhood Renewal Area Project; and

WHEREAS, on August 3, 1972, the governing body of the Redevelopment Agency of the City of Fresno (herein called the "Local Public Agency") approved and adopted the Urban Renewal Plan Amendments as shown in Exhibit "A" and called "Amendments to Urban Renewal Plan for Southwest Fresno General Neighborhood Renewal Area Project"; and

WHEREAS, the Planning Commission of the City of Fresno, which is the duly designated and acting official planning body for the locality, has submitted to the Governing Body its report and recommendations respecting said Urban Renewal Plan for the Project area, and the Governing Body has duly considered said report, recommendations, and certification of the planning body; and

WHEREAS, the Council has considered the recommendations of the Planning Commission and all of the evidence and testimony for and against the Amendments; and

WHEREAS, the Council is cognizant of the conditions that are imposed in the carrying out of the urban renewal project with federal financial assistance under Title I, including those prohibiting discrimination because of race, color, sex, creed, religion, or national origin;

NOW, THEREFORE, the Council of the City of Fresno does ordain as follows:

PASSED AUG 17 1972

EFFECTIVE SEP 17 1972 -1-

72-126

SECTION 1. The Council hereby determines that the Amendments as set forth in Exhibit "A" attached hereto are necessary and desirable.

SECTION 2. Ordinance No. 69-13 of the City of Fresno, adopting the Urban Renewal Plan, is amended in the particulars set forth in the "Amendments to the Urban Renewal Plan for Southwest Fresno General Neighborhood Renewal Area Project" annexed hereto as Exhibit "A" and made a part of this ordinance with the same force and effect as if fully set forth herein.

SECTION 3. The Amendments shall form a part of the Urban Renewal Plan as fully and with the same effect as if the Amendments had been set forth in the Urban Renewal Plan. The Urban Renewal Plan is hereby ratified and confirmed as amended, and shall continue in full force and effect in accordance with the provisions thereof as amended by the Amendments which is hereby approved and adopted.

SECTION 4. All acts, conditions, and things required by law to exist, happen, or be performed, precedent to or in connection with the Amendments, have duly existed, happened, and have been performed in due time, form, and manner as required by law.

SECTION 5. The City Clerk of the City of Fresno is hereby authorized and directed to send a copy of this ordinance to the Local Public Agency, and the Local Public Agency is vested with the responsibility for carrying out the Amendments.

SECTION 6. The City Clerk of the City of Fresno is hereby authorized and directed to record the Amendments in compliance with laws of the State of California, as promptly as practicable following adoption of the Amendments by this Council.

SECTION 7. This ordinance shall become effective and in full force and effect at 12:01 a.m. on the thirty-first day after its passage.

I hereby certify that the foregoing Ordinance was, at a regular meeting of the Council of the City of Fresno, held on the 10th day of August, 1972, introduced by Councilman Bell, and action thereon under the rules was postponed to the regular meeting of said Council held on the 17th day of August, 1972, at which meeting it was, on motion of Councilman Bell, seconded by Councilman Logan, duly adopted by said Council, by the following vote:

Ayes: Bell, Logan, Villa, Wills

Noes: Camaroda, Stefano, Wasemiller

Absent: None

Dated this 17th day of August, 1972.

(SEAL)

Attest: _____ City Clerk,
By: [Signature] Deputy

JUNE 24, 1972

AMENDMENTS TO
URBAN RENEWAL PLAN FOR
SOUTHWEST FRESNO GENERAL NEIGHBORHOOD
RENEWAL AREA PROJECT

dated: December 1968
adopted: January 14, 1969

ARTICLE I - THE PLAN

No changes

ARTICLE II - DESCRIPTION OF PROJECT

SECTION 201 Boundaries of Urban Renewal Project Area*

There is attached hereto as Exhibit 1 and as an integral part of this Plan, a map designated "RENEWAL PLAN". One purpose of this map is to delineate and show the boundaries of the Project Area.

SECTION 202 Description of Urban Renewal Project Area

Beginning at a point on the westerly side of South Thorne Avenue where said South Thorne Avenue intersects the southerly line of the proposed Freeway 180 alignment; thence in a southwesterly direction adjacent to and on the southerly right-of-way line of the proposed Freeway 180 alignment to a point of the westerly right-of-way line of North Teilman abutting the said Freeway alignment; thence southerly to the southwesterly corner of the intersection of North Teilman Avenue and East Whitesbridge Road; thence easterly along the south right-of-way line of East Whitesbridge Road to the southwest corner of the intersection of East Whitesbridge Road and South Fruit Avenue; thence south on the westerly right-of-way of South Fruit Avenue to the southwest corner of the intersection of South Fruit Avenue and East Amador Street; thence easterly on the south right-of-way line of East Amador to the southwest corner of the intersection of East Amador Street and South Arthur Avenue; thence south along the westerly right-of-way line of South Arthur Avenue to the northwest corner

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of the intersection of South Arthur Avenue and West San Joaquin Avenue; thence westerly on the northerly right-of-way line of West San Joaquin Avenue (extended) to a point that is 150 feet west of the westerly right-of-way line of South Arthur Avenue; thence south to a point that is on the southerly right-of-way line of West Chandler Avenue extended; thence easterly along the southerly right-of-way line of West Chandler Avenue extended to the southwest corner of the intersection of West Chandler Avenue and South Thorne Avenue; thence south on the westerly right-of-way line of South Thorne Avenue to the northwest corner of the intersection of South Thorne Avenue and East Kearney Boulevard; thence west along the northerly right-of-way line of West Kearney Boulevard to a point that is 330 feet west of the center line of South Teilman Avenue; thence south to the northerly right-of-way line of West Eden Avenue; thence west along the northerly right-of-way line of West Eden Avenue to a point 660 feet west of South West Avenue; thence south to a point on the southerly right-of-way line of West California Avenue; thence east along the southerly right-of-way line of West California Avenue to the southwest corner of the intersection of West California Avenue and South Fruit Avenue; thence south along the westerly right-of-way line of South Fruit Avenue to the northwesterly corner of the intersection of South Fruit Avenue and West Church Road; thence southwesterly along the northerly right-of-way line of West Church Road to the northwesterly intersection of West Church Road and South Delno Avenue; thence south along the westerly side of the South Delno Avenue alignment (extended) a distance of approximately 1125 feet to a point approximately 380 feet south of the southerly line of the Braly Canal and 650 feet west of the northwest corner of the intersection of South Fruit Avenue and East Belgravia Avenue; thence east on the southerly right-of-way line of East Belgravia (extended) to the southwest corner of the intersection of South Fruit Avenue and East Belgravia Avenue; thence south on the westerly right-of-way line of South

Fruit Avenue to the southwest corner of the intersection of South Fruit Avenue and East Church Avenue; thence east along the southerly right-of-way line of East Church Avenue to a point that is 320 feet west of the center line of South Elm Avenue; thence southerly to a point that is 660 feet north of the center line of East Annadale Avenue; thence west to a point that is 328.43 feet east of the center line of South Clara Avenue (extended); thence south to the southerly right-of-way line of East Annadale Avenue; thence east along the southerly right-of-way line of East Annadale Avenue to the southwest corner of the intersection of East Annadale Avenue and South Ivy Avenue; thence south along the westerly right-of-way line of South Ivy Avenue to the northwest corner of the intersection of South Ivy Avenue and East Chester Avenue; thence west along the northerly right-of-way line of East Chester Avenue (extended) to a point on the easterly right-of-way line of South Bardell Avenue (extended); thence north along the easterly right-of-way line of South Bardell Avenue (extended) to the northeast corner of the intersection of South Bardell Avenue and East Edgar Avenue; thence west along the northerly right-of-way line of East Edgar Avenue (extended) to a point on the westerly right-of-way line of South Lee Avenue (extended); thence south along the westerly right-of-way line of South Lee Avenue (extended) to the southwest corner of the intersection of South Lee Avenue and East North Avenue; thence east along the southerly right-of-way line of East North Avenue to the southwest corner of the intersection of East North Avenue and South Fig Avenue; thence south on the westerly right-of-way line of South Fig Avenue to a point approximately 135 feet south of the southerly right-of-way line of the intersection of South Fig Avenue and West Roy Avenue; thence east to a point that bisects the easterly right-of-way line of South Clara Avenue (extended); thence north on the easterly right-of-way line of South Clara Avenue (extended); to the southeast corner of the intersection of South Clara Avenue and West Almy Avenue; thence

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east on the southerly right-of-way line of West Almy Avenue (extended) to the southeast corner of the intersection of West Almy Avenue (extended) and South Cherry Avenue; thence north on the easterly right-of-way line of South Cherry Avenue to the northeast corner of the intersection of South Cherry Avenue and East Chester Avenue (extended); thence west along the northerly right-of-way line of East Chester Avenue (extended) to the northeast corner of the intersection of East Chester Avenue (extended) and South Elm Avenue; thence north on the easterly right-of-way line of South Elm Avenue to the southeast corner of the intersection of South Elm Avenue and East Vine Avenue; thence easterly along the southerly right-of-way line of East Vine Avenue to the southeast corner of the intersection of East Vine Avenue and South Lily Avenue; thence north along the easterly right-of-way line of South Lily Avenue to a point at the northeast corner of the intersection of South Lily Avenue (extended) and East Jensen Avenue; thence westerly along the northerly right-of-way line of East Jensen Avenue to a point 123.12 feet west of the westerly right-of-way line of South Poppy Avenue; thence north to a point 123.26 feet west of the westerly right-of-way line of South Poppy Avenue and at the southerly right-of-way line of East Church Avenue; thence easterly along the southerly right-of-way line of East Church Avenue to a point at the southeast corner of the intersection of East Church Avenue and the proposed Freeway 41 (at or about South Kirk Avenue); thence northerly along the westerly right-of-way line of said proposed Freeway 41 to a point at the southwesterly corner of the intersection of said proposed Freeway 41 and the existing Freeway 99; thence northwesterly along the southwesterly right-of-way line of Freeway 99 to the point of beginning.

*(All direction words which is in the adopted document started with upper case letter of the alphabet have been switched to lower case alphabet letters)

Excepting therefrom:

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1. Beginning-at-the-Southeast-corner-of-the-intersection of-East-California-Avenue-and-South-Fairview-Avenue; thence-South-on-the-Easterly-right-of-way-line-of-South Fairview-Avenue-to-the-Northeast-corner-of-the-intersection-of-South-Fairview-Avenue-and-East-Geary-Avenue; thence-Easterly-along-the-Northerly-right-of-way-line of-East-Geary-Avenue-to-the-Northwest-corner-of-the intersection-of-East-Geary-Avenue-and-South-Bee-Avenue; thence-North-along-the-Westerly-right-of-way-line of-South-Bee-Avenue-to-the-Southwest-corner-of-the intersection-of-South-Bee-Avenue-and-East-California Avenue; thence-West-along-the-Southerly-right-of-way line-of-East-California-Avenue-to-the-point-of-the beginning;
2. Beginning-at-the-Southeast-corner-of-the-intersection of-East-Dunn-Avenue-and-South-Thorne-Avenue; thence South-along-the-Easterly-right-of-way-line-of-South Thorne-Avenue-to-the-Northeast-corner-of-the-intersection-of-South-Thorne-Avenue-and-East-O'Neill-Avenue; thence-Easterly-to-the-Northwest-corner-of-the-intersection-of-East-O'Neill-Avenue-and-South-Trinity-Street; thence-North-along-the-Westerly-right-of-way-line-of South-Trinity-Street-to-the-Southwesterly-corner-of-the intersection-of-South-Trinity-Street-and-U.S.-Highway-99; thence-Northwesterly-along-the-Southwesterly-right-of-way line-of-U.S.-Highway-99-to-the-Southeasterly-corner-of-the intersection-of-U.S.-Highway-99;-South-Modoc-Street;-and East-Dunn-Avenue; thence-Westerly-along-the-Southerly right-of-way-line-of-East-Dunn-Avenue-to-the-point-of beginning;
3. Beginning-at-the-Southwesterly-corner-of-the-intersection of-Mayer-Avenue-and-Tulare-Street; thence-Westerly-along the-Southerly-right-of-way-line-of-Tulare-Street-to-the

Southeasterly corner of the intersection of Tulare Street and Pettie Avenue; thence Southerly along the Easterly right-of-way line of Pettie Street to the Northeasterly corner of the intersection of Pettie Street and Kern Street; thence Easterly along the Northerly right-of-way line of Kern Street to the Northwesterly corner of the intersection of Kern Street and Mayer Avenue; thence Northerly along the Westerly right-of-way line of Mayer Avenue to the point of beginning.

4. Beginning at a point 170 feet West of the Southwesterly corner of the intersection of Mayer Avenue and Kern Street; thence Westerly along the Southerly right-of-way line of Kern Street to the Southeasterly corner of the intersection of Kern Street and Collins Avenue; thence Southerly along the Easterly right-of-way line of Collins Avenue to a point 100 feet Southerly of said intersection; thence Easterly a distance of 150 feet to a point 100 feet Southerly of the point of beginning; thence Northerly along the Westerly right-of-way line of the alley to the point of beginning.
5. Beginning at the Southwesterly corner of the intersection of Kern Street and Collins Avenue; thence Westerly along the Southerly right-of-way line of Kern Street to the Southeasterly corner of the intersection of Kern Street and Pettie Avenue; thence Southerly along the Easterly right-of-way line of Pettie Avenue to a point 100 feet Southerly of said intersection; thence Easterly 320 feet to a point 100 feet Southerly of the Southwesterly corner of the intersection of Collins Avenue and Kern Street; thence Northerly 100 feet on the Westerly right-of-way line of Collins Avenue to the point of beginning.

SECTION 203 Types of Proposed Renewal Actions

The Urban Renewal Project (hereinafter called the "Project" or "Project Area") to be undertaken and carried out in the area described in Section 202 hereof, involves urban renewal and redevelopment activities under and pursuant to the Community Redevelopment Law - Sections 33000 et seq. of the California Health and Safety Code, as amended (hereinafter called the "State Law"), and other applicable statutes by the Redevelopment Agency of the City of Fresno (hereinafter called the "Agency") for the elimination and for the prevention of the development or spread of slums and blight, and includes, to the extent permitted by law and specified in this Plan, or required to undertake and carry out the Plan:

- A. Acquisition of real property, including improved or unimproved land, structures, improvements, easements, incorporeal hereditaments, estates, and other rights in land, legal or equitable.
- B. Provision of relocation assistance to residents, non-profit organizations and business concerns displaced by this Project.
- C. Demolition, removal, and rehabilitation of buildings and improvements, and development of building sites.
- D. Installation, construction, or reconstruction of streets, utilities, and other improvements necessary for the carrying out in the Project Area the renewal objective of law in accordance with this Plan.
- E. Disposition of any property acquired in the Project, including sale, initial leasing, or retention by the Agency itself, at its fair market value for uses in accordance with this Plan.
- F. As determined by the Agency, rehabilitation of structures and improvements, redevelopment, and/or development of now vacant land by present owners or their successors in interest for uses in accordance with this Plan, if the respective owners agree to participate.

SECTION 204 Major Responsibilities of the Agency

In the undertaking and carrying out of the Project and in the implementation of this Plan, the Agency shall be responsible for and shall carry out in the manner provided by law and this Plan the following:

A. Land Acquisition, Demolition, and Clearance

1. Acquisition of properties is necessary to the implementation of this Plan, and property to be acquired within the Project, where possible, will be by cooperative negotiation between the owner of such property and the Agency.
2. In cases where purchase cannot be negotiated, property shall be acquired by the Agency through the exercise of its right of eminent domain. The Agency will comply with all the provisions of the statutes and Constitution of the State of California relative to the exercise of the right of eminent domain. Payment for such property shall be in accordance with the State Law, as amended, and with applicable provisions of Federal Law applicable to the Housing Act of 1949 as amended.
3. After land acquisition as described above, and relocation of families and businesses within the Project Area as described in Subsection B of this Section, the Agency shall clear or cause to have cleared all acquired and vacated improvements not in conformity with this Plan, except those improvements on properties which are "not to be acquired (subject to owner participation)", which properties may subsequently be acquired and cleared of all improvements if such action is determined by the Agency to be necessary in the interests of the Project. The Agency may clear individual properties as acquired and vacated.

B. Displacement and Relocation of Families, Individuals, Non-profit Concerns and Businesses

The Agency, in discharging its responsibilities under the applicable State Law and the Federal Housing Act of 1949, as amended, will assist all families and single persons displaced from the Project by the Urban Renewal Program to relocate in decent, safe, and sanitary dwellings reasonably accessible to their place of employment and at rents within their means. The Agency has prepared and adopted a Relocation Plan which, in accordance with State Law, indicates that the Agency can feasibly relocate all displaced occupants. The Agency will also endeavor in every way to assist displaced businesses to relocate and re-establish themselves within the City of Fresno.

C. Land Disposition

The public interest requires that Project land be made available for redevelopment to assure the highest and best use and the highest practical return to the Project consistent with the requirements of this Plan.

The public interest also requires that disposition of land be effected in a fair and equitable manner and conditioned upon the redevelopment and use of the property in conformity with this Plan.

Lots or blocks of lots, with clear titles, will be offered for sale or lease to individuals, corporations, private or public, or the City of Fresno at a fair market price. Acceptance by the Agency of offers to purchase or lease, and selection of prospective purchasers or lessees, will be considered in the light of minimum qualifying factors for preference, mass acquisition, time of offering, financing, and responsibility.

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ARTICLE III - LAND USE PLAN

SECTION 301 Land Use Map

Exhibit 1 to be amended per attached map.

SECTION 302 Streets and Highways Plan

Exhibit 1 to be amended per attached map.

SECTION 303 Zoning Plan

Exhibit 2 to be amended per attached map.

No changes are proposed in text.

ARTICLE IV - LAND USE PROVISIONS AND BUILDING REQUIREMENTS

SECTION 401 Purposes

No change

SECTION 402 Land Use Proposals

Exhibit No. 1 entitle, "URBAN RENEWAL PLAN" and Exhibit No. 2 entitled, "ZONING PLAN" indicate the overall proposals for the Redevelopment and/or development of the Project Area(s). As indicated thereon, the Project Area will be devoted to single and multiple family residential, residential and professional offices, administrative and professional office, neighborhood shopping center, general commercial, heavy commercial, manufacturing and light manufacturing, heavy industrial, and appropriate supporting public uses.

The circulation element of the Urban Renewal Plan provides for the major movement of traffic throughout the Project Area and provides access to the local streets and the highway system outside of the Project Area.

The proposed regulations, controls and restrictions on land use and physical development which are to be applied to land use and properties within this Project Area are generally indicated below:

The regulations, controls and restrictions on physical development related to properties within this Project Area are generally indicated below:

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The "O", Open Conservation District is intended to provide for permanent open spaces in the community and to safeguard the health, safety and welfare of the people by limiting developments in areas where police and fire protection, protection against flooding by storm water and dangers from excessive erosion are not possible without excessive costs to the community.

USES PERMITTED

The following uses shall be permitted in the "O" District; all uses shall be subject to Property Development Standards:

- A. Flood Control channels, spreading grounds, settling basins, (parkways and park drives where they are located on the periphery).
- B. Recreation areas, parks, playgrounds, wildlife preserves, forest preserves and such buildings and structures as are related thereto.
- C. Agricultural uses provided that no dwellings, either temporary or permanent, be permitted in relation thereto.
- D. Fisheries.
- E. Signs as permitted in the R-1 Single Family Residential zone district.
- F. Temporary or permanent telephone booths.

The "P", Off-Street Parking District is intended to provide for permanent parking areas.

USES PERMITTED

The following uses shall be permitted in the "P" District; all uses shall be subject to Property Development Standards.

- A. Off-Street parking lots.
- B. Buildings incidental to the operation of a parking lot, not to exceed one hundred (100) square feet in

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area, to be used for purposes of maintaining the lot
and to contain no provisions for residential or
commercial use.

C. Signs as permitted in the R-1 Single Family Residential
District.

D. Temporary or permanent telephone booths.

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The R-1, Single-Family Residential District is intended to provide for the development and maintenance of single-family homes of general density of not to exceed 7 dwelling units per acre. The single-family residential district allows one family dwellings, accessory buildings including carports, garages, green houses and other structures incidental to the residential use of the property. On a temporary basis subdivision signs, tract offices, model homes, and construction material storage yards may be permitted. Public or private parks, playgrounds, schools, day nurseries, public utility facilities, public libraries, churches, convents, rectories, country clubs and golf courses, swim clubs, hospitals, convalescent homes, housing for the elderly, fire and police stations, and similar public or quasi-public uses providing supporting facilities to the residential neighborhood may be permitted subject to the approval of the Planning and Inspection Director of the City of Fresno. ~~Neighborhood-convenience-commercial-uses-of-not-to-exceed five-acres-in-size-may-be-incorporated-in-single-family-neighborhoods-pursuant-to-a-planned-unit-development-or-on-a-planned-basis to-be-outlined-in-future-supplements-to-this-Urban-Renewal-Plan.~~

The R-2 Low-density Multiple-family Residential District is intended to provide for the development and maintenance of a mixture of single-family and low density duplexes, triplexes, and garden apartments, at a general density of not to exceed 14 units per acre (one unit per 2,700 sq. ft. of lot area). In addition to the above residential uses the supporting facilities and other non-residential uses outlined in the single-family residential district may also be located in the low-density multiple-family residential district subject to the approval of the Planning and Inspection Director of the City of Fresno.

The R-3, Medium-density Multiple-family Residential District is intended to provide for the development and maintenance of a mixture of low and medium density multi-family residential dwellings at a general density of not to exceed 28 units per acre (one unit

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per 1,500 sq. ft. of lot area). In addition to the uses permitted in the R-2 district, multi-family dwellings including rooming and boarding houses, apartment houses, fraternities, sororities and similar group housing facilities are also permitted. Both high and low-rise apartments can be included providing, however, that any structure in excess of three stories shall be equipped with appropriate elevators, and subject to the securing of a conditional use permit.

The R-4, High-density Multiple-family Residential District is intended to provide for the development and maintenance of a mixture of medium and high density multi-family residential dwellings at a general density of not to exceed 42 units per acre (one unit per 1,000 sq. ft. of lot area). In addition to the uses permitted in the R-3 district, hotels and motels, private clubs and lodges, housing for transient roomers may also be provided in the R-4 district, subject to securing a conditional use permit. permitted residential and non-residential uses may be provided with the same building or development. Both high and low-rise apartments can be included providing, however, that any structure in excess of three stories shall be equipped with appropriate elevators, subject to the securing of a conditional use permit.

The R-P, Residential and Professional Office District, is intended to act as a transition area between residential neighborhood and adjoining non-residential adverse influences inherent in neighborhood or community shopping centers, heavily traveled streets or other similar conditions. Within the Residential and Professional Office District, existing residential buildings and new residential uses as permitted in the R-3 district will be interspersed with non-residential uses such as artist, music, and photo studios, libraries, offices and nursery schools and child care centers. The property development standards applicable to residential uses in the R-P district shall be as provided in the R-3 district, and for non-residential uses the C-P district standards shall apply. 27

The C-P, Administrative and Professional Office District, is intended to provide for the development and maintenance of a concentrated complex of medical facilities and professional, administrative, and business offices, and compatible and related retail and service uses. Where the location of the C-P complex provides for gradual transition, both special and temporal, between high intensity commercial areas and surrounding residential uses, the administrative and professional office district offers a satisfactory environment for integration of medium-density multiple-family residential uses. The property development standards applicable to residential uses in the C-P district shall be as provided in the R-3 district.

The C-1, Neighborhood Shopping Center District, is intended to provide for planned, unified shopping centers which require location within residential neighborhoods to conveniently serve the neighborhood. The development must be compatible with the residential environment and designed functionally and architecturally to prevent adverse influences being created by the non-residential uses. To enable concentration and consolidation of neighborhood services into clusters rather than scatter such uses, residential uses shall be prohibited in the C-1 district. Ample parking shall be provided in off-street, landscaped lots to avoid congestion and insure convenience. Because of the limited nature of the C-1 uses, a maximum area of five acres will provide adequate space for neighborhood convenience uses. To provide an appropriate concentration and variety of stores and services a minimum site area of one acre is required to form a neighborhood shopping center.

The C-2, Community Shopping Center District, is intended to provide for planned unified shopping centers conveniently located to service an area of the city consisting of several neighborhoods. The C-2 district may provide both neighborhood convenience shopping and services as well as more extensive commercial uses such as speciality shops and/or department stores. The community shopping center 28

district should be located at the periphery of any component neighborhood, preferably concentrated at an intersection of arterial or collector streets, but existing strip commercial development may be modified to provide a "linear" shopping center of similar purpose. Development standards applicable to the C-2 district will minimize the adverse influences of the commercial area upon adjacent residential development, and where necessary to provide a buffer. The R-P district will be utilized for proper transition to enable concentration and consolidation of community services into cluster rather than scatter such uses, residential uses shall be prohibited in the C-2 district. Ample parking shall be provided in off-streets landscaped lots to avoid congestion and insure convenience. To accomplish the purposes of this district a minimum area of five acres and a maximum area of fifteen acres shall be provided in any one location.

The C-5 Neighborhood Commercial District, is intended to provide sites for the many convenience goods and services associated with established neighborhood facilities, that has developed along the frontages of major arterial streets throughout the Fresno Metropolitan Area. Further strip development is strongly discouraged, because of the adverse affect upon the traffic capacity of the streets as well as the inefficient commercial grouping thereby created. Conversion of minor strip developments to neighborhood shopping center District "C-1" is encouraged where the lot area, lot dimensions, and yard requirement of the existing facilities will conform to the requirements of the "C-1" Neighborhood Shopping Center District. Residential uses are prohibited in this district.

The E-6 Heavy Commercial District, is intended to provide areas for the many service-commercial and automobile-oriented uses associated with established regional and community shopping facilities. This district surrounds the central trading district

and, historically, has developed along the frontage of major arterial streets throughout the Fresno Metropolitan Area. Further strip development is strongly discouraged, however, because of the adverse affect upon the traffic capacity of the streets as well as the inefficient commercial grouping thereby created. Conversion of minor strip developments to neighborhood or community shopping districts and emphasis on automobile-oriented sales and services on major strips is suggested as a "solution" to these linear commercial areas. Future heavy commercial uses will be encouraged to concentrate in the vicinity of the central trading district and adjoining other major activity centers requiring the services provided in this district. Residential uses are prohibited in this district.

The C-6, Heavy Commercial District, is intended to provide areas for the varied service, commercial and automobile-oriented uses associated with many existing major street systems. Further "strip" commercial development is not encouraged within this Plan because of the adverse affect upon the traffic capacity of the streets, as well as the generally undesirable exposure caused to adjacent residential districts. Heavy Commercial Districts will be encouraged to concentrate in the vicinity of Freeway 99 and Fresno Street or wherever more restrictive commercial districts are judged to be infeasible. Residential uses are prohibited in this District.

In order to minimize the undesirable characteristics attached to many uses allowed by this District, special development standards are herein established:

A. Atmospheric Pollutants

No person shall establish, maintain, cause or permit any odor, chemical pollutants and air borne solids to emanate from property within the C-6 District, which is materially detrimental to persons, property or uses situated off the originating parcel. Notwithstanding the above requirements, all uses shall comply with the appropriate standards established by the City, County or State agencies.

B. Sound Control

No person shall establish, maintain, cause or permit any sound originating on property in a C-6 District which is materially detrimental to persons, economic value, and/or uses situated off of the originating parcel.

C. Light Glare

Light produced by area lighting, signs or automobile headlights shall not exceed intensity limits established by the City of Fresno.

D. Signs

All signs, whether separate structures or painted on existing structures, shall be submitted to the Agency for specific written approval prior to any installation or issuance of any city permits. No assurances for the granting of any particular sign permit is implied herein and each application shall be reviewed on its own merits.

Sign design criteria are as follows:

1. No roof signs shall be permitted.
 2. No rotating, animated, flashing or sequential-type sign shall be permitted.
 3. All signs shall be color coordinated with the existing or proposed structures on the parcel.
 4. All signs shall be in proper proportion to the structure or location, upon or adjacent to which the sign is to be installed or placed. Sign shall, under this criteria, not exceed maximum sign restrictions set by the Urban Renewal Plan or the Fresno City Municipal Code.
 5. The total sign area for each parcel shall not exceed 150 square feet total (including all faces of a multi faced sign unless the parcel is larger than one acre. For all parcels over one acre, signs may be installed on the basis of 150 square feet total (including all faces of a multi faced sign) of gross sign area for each acre or a direct proportion thereof for each fractional acre in excess of one acre.
 6. All signs shall be installed precisely in accordance with approved plans on file with the Redevelopment Agency and City Planning and Inspection Department and shall be maintained in original condition for the life of the sign, whether the sign be manufactured or painted.
- The legible distance of all signs shall be provided by the Applicant for all directions of sight on an appropriate map. No sign shall be designed to be legible for more than a 1,200 foot distance. 3.2
7. No sign shall project over a property line.

8. No sign shall be visible from an abutting residential district. Maximum height of any sign shall be thirty-five feet.

E. Landscaping

In order to assure the harmony of the C-6 district with any adjacent residential district the yard requirements and landscape requirements are as follows:

1. General requirements.
 - a. All required yards and landscaping shall extend the full width or depth of the lot.
 - b. The required front yard and the side yard abutting a street on a corner lot shall be landscaped and maintained.
2. All landscaped yards abutting a street shall be calculated by the following formula:

$$\frac{\text{Depth of Lot}}{2\sqrt{\text{width of the lot}}} = \text{depth of the required yard.}$$

In no event shall this yard depth requirement be greater than fifteen feet.

3. Where the C-6 District abuts a residential district, there shall be a solid masonry wall six (6) feet in height erected along the property line and a yard of not less than ten feet deep. The required yard shall be landscaped with evergreen shrubs or tree which will attain a height of ten feet within a five year period. The spacing of the plants shall be less than 12 feet on center.
4. All landscape and irrigation plans shall be submitted to the Agency for specific written approval prior to any installation occurring and/or issuance of any permit(s) by the City of Fresno.

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WIDTH OF LOT	DEPTH OF LOT										
	100.....150.....200.....250.....300.....350.....400.....500.....600.....700										
50	7.0	10.5	14.0	17.5							
100	5.0	7.5	10.0	12.5	15.0						
150	4.0	6.1	8.16	10.2	12.2	14.3	16.3				
200	3.5	5.3	7.1	8.8	10.6	12.4	14.1	17.7			
300	2.9	4.3	5.8	7.2	8.7	10.1	11.5	14.4	17.3		
400		3.8	5.0	6.3	7.5	8.8	10.0	12.5	15.0	17.5	
500		3.4	4.5	5.6	6.7	7.8	8.9	11.2	13.4	15.6	
600			2.5	5.1	6.1	7.2	8.2	10.2	12.3	14.3	

DEPTH OF LANDSCAPE

$$\frac{d}{2\sqrt{w}} = D$$

d = depth of lot
w = width of lot
D = depth of landscape area

The C-M, Commercial and Light Manufacturing District is intended to provide for retail and wholesale sales, light manufacturing and warehousing, distributing and storage, and similar uses required for the service of major retail centers. The C-M district is appropriately applied to transitional areas which include the sales of goods and services similar to those permitted in the heavy commercial district and the manufacturing, processing, fabrication, and storage of goods allowed in industrial zones. Residential uses are considered incompatible and are therefore prohibited in this district.

The M-1, Light Manufacturing District is intended to provide for the development and maintenance of industrial uses which include fabrication, manufacturing, assembly or processing of materials that are already in processed form and which do not in their handling create detrimental influences such as smoke, odor, dust or sound. Residential uses are considered incompatible and are therefore prohibited in this district.

The M-3, Heavy Industrial District is intended to provide for the establishment of heavy industrial uses essential to the development of a balanced economic base. Residential uses are considered incompatible and are therefore prohibited in this district.

In order to minimize the undesirable characteristic attached to many uses allowed by this District. Special development standards are herein established:

A. LOT AREA

No requirement.

B. LOT DIMENSIONS

Each dimension is minimum only.

1. Width

Each lot shall have a minimum width of one hundred

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and fifty (150) feet.

2. Depth

Each lot shall have a minimum depth of two hundred (200) feet.

C. BUILDING HEIGHT

1. For "M-3" property not abutting or across the street from a residential or agricultural district, no building or structure erected shall have a height greater than four (4) stories, not to exceed fifty (50) feet, with the exceptions listed in Section D-3 below.

2. For "M-3" property abutting or across the street from a residential or agricultural district, with exceptions listed in Section D-3, below:

a. Within the front yard setback, no buildings or structures shall be permitted.

b. To the rear of the fifty (50) feet distance from the front lot line, and within one hundred (100) feet of a rear property line when said line is a district boundary with a residential or agricultural district, no building or structure erected shall have a height greater than fifty (50) feet.

3. Exceptions: Roof structures for the housing of elevators, stairways, tanks, ventilating fans or similar equipment required to operate and maintain the building and fire or parapet walls, skylights, towers, roof signs, flagpoles, chimneys, smokestacks, silos, water tanks or wireless masts or similar structures may be erected above the height limits herein prescribed; provided that the same may be safely erected and maintained at such height in view of the

surrounding conditions and circumstances. No roof structure, or any space above the height limit shall be allowed to provide additional floor space.

D. YARDS

1. Front

- a. On a local street, major or secondary highway, or service road that is entirely within an "M-3" District or is a boundary between an "M-3" and any other non-residential, non-agricultural district, the requirements of the most restrictive district shall apply providing, however, that said front yard shall be not less than ten (10) feet extending across the full width of the lot. Said front yard may be used for parking.
- b. On local street or major or secondary highway with or without a service road that is a boundary between an "M-3" District and any residential or agricultural district, there shall be a front yard of not less than fifty (50) feet extending across the full width of the lot. The front ten (10) feet of said front yard shall be landscaped and continuously maintained. The next thirty-five (35) feet to the rear may be used for either parking or landscaping but may not be used for loading.

2. Side

- a. On a local street, alley, major or secondary highway, or service road that is entirely within an "M-3" District or is a boundary between an "M-3" and any other non-residential or non-agricultural district, there shall be a side yard of not less than ten (10) feet

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extending along the full depth of the lot.
Said side yard may be used for parking. If
the side yard is on an alley, it may be used
for loading.

- b. On a local street, or major or secondary
highway without service road that is a
boundary between an "M-3" District and any
residential or agricultural district, there
shall be a side yard of not less than fifty
(50) feet extending along the full depth of
the lot. The ten (10) feet closest to the
street shall be landscaped and continuously
maintained. The next thirty-five (35) feet
toward the interior may be used for either
parking or landscaping but may not be used
for loading.
- c. On a service road which is part of a major or
secondary highway forming the boundary between
an "M-3" District and any residential or
agricultural district, there shall be a side
yard of not less than ten (10) feet extending
along the full depth of the lot. Said
side yard shall be landscaped and con-
tinuously maintained.
- d. On an alley which is the boundary between
an "M-3" District and any residential or
agricultural district, there shall be a
side yard of not less than seventy-five
(75) feet measured from the opposite side
side of the alley, extending along the full
depth of the lot. Said side yard may be
used for parking and loading. Said side

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yard may also be used for storage providing the entire storage area be enclosed by a solid masonry wall not less than six (6) nor more than ten (10) feet in height and that no materials stored to be at a height greater than the height of the enclosing wall.

- e. On a boundary between the "M-3" District and any residential or agricultural district when said boundary is not a street, highway or alley, there shall be a side yard of not less than seventy-five (75) feet extending along the full depth of the lot. There shall be a solid masonry wall not less than six (6) nor more than ten (10) feet in height on the side property line abutting the residential or agricultural district. The entire side yard area enclosed by the wall may be used for parking or for storage, providing that no materials stored in said yard be at a height greater than the height of the enclosing wall; also, no vehicles or appurtenances containing refrigeration units be parked or stored in said yard for purposes of generating lower temperatures or pre-cooling within the compartments overnight.
- f. On a railroad right-of-way which is the boundary between an "M-3" District and any residential or agricultural district, there shall be a side yard of not less than seventy-five (75) feet measured from the opposite side of the right-of-way extending along the full depth of the lot. 39

No building or structure other than railroad loading dock is permitted in the required side yard. Said side yard may be used for parking.

- g. The side twenty-five (25) feet abutting any residential or agricultural district be landscaped with evergreen trees and be continuously maintained. The spacing of the trees shall be such that within a ten (10) year period there will be seventy-five (75) per cent visual obstruction.

3. Rear

- a. On an alley which is the boundary between an "M-3" District and any residential or agricultural district, there shall be a rear yard of not less than seventy-five (75) feet measured from the opposite side of the alley, extending across the full width of the lot. Said rear yard may be used for parking and loading. Said rear yard may also be used for storage providing the entire storage area be enclosed by a solid masonry wall not less than six (6) nor more than ten (10) feet in height and that no materials stored be at a height greater than the height of the enclosing wall.
- b. On a boundary between the "M-3" District and any residential or agricultural district when said boundary is not a

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street, highway or alley, there shall be a rear yard of not less than seventy-five (75) feet extending along the full width of the lot, this rear yard to be a buffer.

c. On a railroad right-of-way which is the boundary between an "M-3" District and a residential or agricultural district, there shall be a rear yard of not less than seventy-five (75) feet measured from the opposite side of the railroad right-of-way extending across the full width of the lot. No building or structure other than railroad dock is permitted in the required rear yard. Said rear yard may be used for parking.

d. The rear twenty-five (25) feet abutting any residential or agricultural district shall be landscaped with evergreen trees and be continuously maintained. The spacing of the trees shall be such that within a ten (10) year period there will be seventy-five (75) per cent visual obstruction.

E. FENCES AND WALLS

Outdoor storage located on an area adjacent to a street which forms a boundary or located on an area adjacent to a boundary between the "M-3" District and any residential or agricultural district, shall be enclosed by a solid masonry wall not less than six (6) nor more than ten (10) feet in height.

F. OUTDOOR ADVERTISING

Signs and advertising structures may be permitted in the "M-3" District under the conditions set forth in the //

following paragraphs:

1. General Requirements. None.
2. Location. No sign or advertising structures shall be located within fifty (50) feet of the boundary line between an "M-3" District and a residential district, when such sign or advertising structure faces said residential district.
3. Size: No requirements.
4. Lighting
 - a. No red, green or amber lights or illuminated signs may be placed in such position that they could reasonably be expected to interfere with or be confused with any official traffic control device or traffic signal or official directional guide signs.
 - b. Lights used to illuminate signs or advertising structures shall be so installed as to concentrate the illumination on the sign or advertising structure and so as to minimize glare upon a public street or adjacent property.
5. When a free-standing sign is within the required front yard or side yard abutting a street, the sign shall be allowed only under the following regulations:
 - a. The sign shall contain thereon only the name of buildings, occupants or groups thereof.
 - b. Each sign shall not exceed one hundred (100) square feet in area.
 - c. The signs shall not exceed twenty (20) feet in height.

The BA, Boulevard Area District is an overlying zoning district intended to provide special land use development standards which will create, protect and maintain designated streets and adjacent properties as boulevards of special quality which by reason of

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location, width, form and extent of public development and private improvements are areas of superlative public and private value. Frontage off wide-landscaped boulevard streets creates an opportunity to enhance the appearance of adjoining land uses by application of special set-back, landscaping, architectural, building height, sign controls, and design review regulations. The land uses permitted and property development standards of the underlying district are otherwise unaltered.

SECTION 403 Circulation Plan

The circulation plan provides for major movement of traffic throughout the Project Area and provides access to local street and the highway system outside of the Project Area. All collector streets as designated on the Renewal Plan shall have a minimum rights-of-way width of 84 feet. All arterial streets as designated by the Renewal Plan shall have a minimum rights-of-way width of 100 feet.

ARTICLE V - REGULATIONS AND CONTROLS IN THE PROJECT AREA

No change

ARTICLE VI - PROJECT PROPOSALS

No change

ARTICLE VII - REHABILITATION OF STRUCTURES

No change

ARTICLE VIII - REDEVELOPERS' OBLIGATIONS

No change

ARTICLE IX - OFFICIAL ACTIONS TO EFFECT THE PLAN

No change

ARTICLE X - FINANCING

No change

ARTICLE XI - CHANGES OF PLAN

No change

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August 3, 1972

Circulation

1. Fruit Avenue, Kearney to California
from collector to local street
 2. Thorne Avenue, Kearney to California
from local to collector street
 3. Fresno Street new alignment into California
delete prior tie-in and clearer identification
of arterial designation
 4. Fresno Street, Broadway to California
from collector to arterial
 5. California Street new alignment into Elm
delete prior alignment
 6. Fruit Avenue, California to Church
new alignment
 7. Fresno Street from California to Fruit
delete prior alignment
 8. Walnut Avenue, from California to Jensen
new alignment, local to arterial street
 9. Teilman Avenue,
from Whitesbridge north to State Route 180
from local to collector
 10. Whitesbridge Avenue, west of West Avenue
from arterial to collector street
 11. Kern Street, "B" to "G" Streets
from local to collector
- Show new local streets as appropriate

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Land Use Changes

12. Whitesbridge, south side, between Fruit and Thorne
commercial to medium density residential
13. Whitesbridge, north side, between Thorne and Trinity
high density residential or commercial, to commercial
14. Amador, north side, between Plumas and Trinity
commercial to medium density residential
15. Landscaped areas adjacent to Freeway 99
shift to appropriate residential land use
16. Stanislaus, south side between Trinity and A
Schools - parks to medium density residential
17. Fresno, north side, between Kearney and A
residential to commercial (for C-P)
18. Fresno, north side, between A and Freeway 99
residential to commercial
19. Strother, north side, between Delno and Fruit
residential to schools - parks
20. Valencia extended, north side, between Delno and Fruit
schools - parks to medium density residential
21. Fresno, south side, Mayor to A and Mariposa, south side,
Mayor to B
commercial to medium density residential
22. Fresno, south side, B to Freeway 99 and Mariposa
residential to commercial
23. Tulare, south side, A to B and Inyo
high density residential to medium density residential
24. Fruit, west side to GNRA boundary, north of Geary extended
commercial and industrial to medium density residential

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25. California/Pruit, southeast
commercial to medium density residential
26. Fruit/Church, northeast, schools - parks
to medium density residential
27. Walnut/California, southeast
residential - schools - parks to commercial
28. Walnut, east side, Florence extended
schools - parks to medium density residential
29. Fairview, east side, south of Geary
residential to public facilities
30. Fig/California, southeast
medium density residential to commercial
31. Clara, west side, Lorena to Florence
schools - parks to medium density residential
32. B Street, west side, Ventura to Lorena
high density residential to medium density residential
33. Ventura/B, east side
commercial to high density residential
34. Church, north side, Holly to Lotus
residential to public facilities

Zone Changes

35. Whitesbridge, south side between Fruit and Thorne
C-6 to R-2
36. Amador, north side, between Plumas and Trinity
C-6 to R-2
37. Fresno, north side, between Kearney and A and Merced
R-P to C-P and C-P BA

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38. Fresno, north side, between A and B and Merced
C-P to C-1 and C-1 BA
 39. Fresno, north side, between B and Freeway 99 and Merced
R-4 and C-P, C-P BA to C-6 and C-6 BA
 40. California, north side CNRA boundary, to Fruit west to
Teilman Circle
R-2, R-2 BA and R-3 to R-1 and R-1 BA
 41. Fruit, west side, Hawes south to Myers extended
R-3 to R-2
 42. Martin/Mariposa, southeast to California
G-1 and G-1 BA to R-2 and R-2 BA
 43. B, west side, Fresno to Ventura
generally C-2, R-3, R-4, C-2 BA, R-3 BA, R-4 BA to
R-2 and R-2 BA
 44. Fresno, south side, east of Mayor to A and Merced
C-2 BA to RP BA
 45. Fresno/B, south side, to Mariposa and A
C-2 and C-2 BA to C-1 and C-1 BA
 46. Fresno, south side, east of B to Freeway and Mariposa
R-4 and R-4 BA to C-6 and C-6 BA
 47. Fruit, west side Geary extended to Church Road
C-2 to R-3 and R-3 BA
 48. Fruit/California/Walnut/Church, except open space-park
R-2, C-2, R-2 BA, C-2 BA to R-1 and R-1 BA
 49. California/Walnut, southeast to Geary extended
R-2, C-1 BA, R-2 BA to C-2 and C-2 BA
 50. Walnut/Belgravia/Fairview/Church
R-2 to R-1 and R-1 BA
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51. Fairview/California/Fig/Church (except southwest corner
Fig and California)
R-3, R-3 BA to R-2 and R-2 BA
52. California/Fig southwest
C-1 BA to C-5 BA
53. California/Fig, southeast
R-2 BA to CP BA
54. Church, north side, Fig-Weller Alley to Clara-Eunice Alley
R-2 to R-1
55. Belgravia, south side, Clara-Eunice Alley to Eunice-Ivy Alley
R-1 to R-2
56. B Street, west side, Ventura to Lorena
R-4 and R-4 BA to R-2 and R-2 BA
57. Geneva Avenue extended, both sides, Lorena to Church
R-3 to R-2
58. B/Ventura, southeast
C-2 to R-4 and R-4 BA
59. California/Freeway 99, southwest
C-6 to R-1
60. Future Freeway 41, north, northeast and southeast
M-1 to M-3

6/2/72 corrections
3/13/72
Revised 4/19/72
Revised 5/10/72
grs:10

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