

FRIANT COMMUNITY PLAN

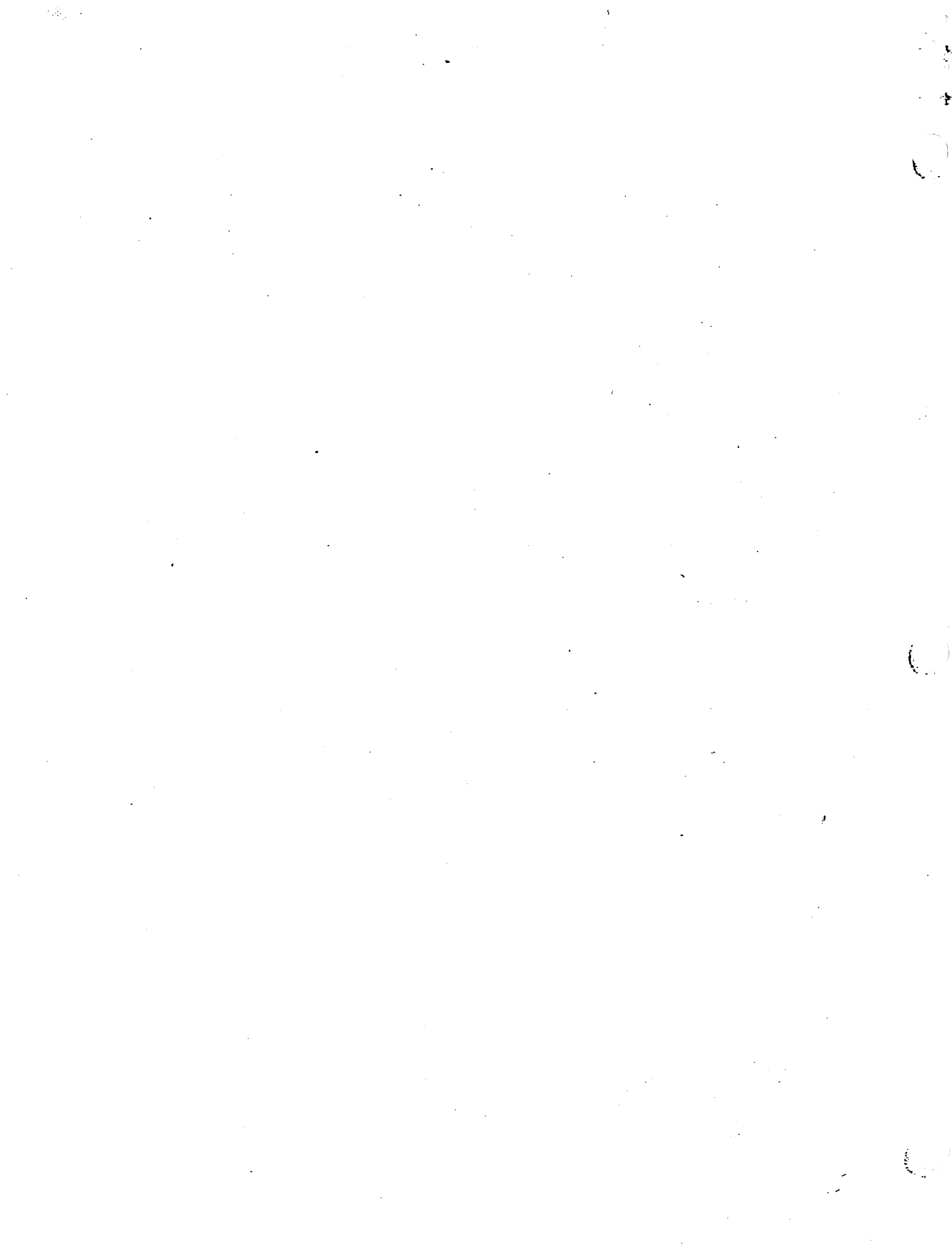
ADOPTION

FRESNO COUNTY PLANNING COMMISSION JULY 23, 1964	RESOLUTION NO. 3142
FRESNO COUNTY BOARD OF SUPERVISORS SEPTEMBER 1, 1964	RESOLUTION NO. *

AMENDMENTS

SECTION	FRESNO COUNTY PLANNING COMMISSION		BOARD OF SUPERVISORS	
	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER	DATE
AMEND 606	6714 & 6714a	9/25/75	76-350	2/18/76
AMEND MAP AND 606-02	7710	6/29/78	78-2463	10/31/78
AMEND TEXT AND MAP	9173	10/20/83	83-715	12/20/83

*County Board of Supervisors Resolutions did not include numbers on the dates specified.



1.00 INTRODUCTION

The County of Fresno and each city in the County, are responsible for adopting General Plans setting forth long-term objectives and policies that must be adhered to in the development of the area.

Fresno County's General Plan includes objectives and policies applicable County-wide, and others that apply only to certain subareas of the County. This Community Plan deals specifically with the Friant Community. Based on historical trends and current conditions, the Plan provides for development in the community during the next 20 years.

1.01 PLAN BOUNDARIES

The Friant Community is one of several unincorporated communities within Fresno County. It is bounded generally by Millerton Lake on the north, the County's Lost Lake Park on the south, the San Joaquin River on the west, and Friant Elementary School on the east. The first Community Plan for Friant was adopted in 1964.

606-01 LAND USE ELEMENT

The land use element of this Community Plan is consistent with the land use element of the Fresno County General Plan. This element is, therefore, subject to County-wide goals, objectives, and policies. Section 205 (Intensive Development Policies) of the Fresno County General Plan should be reviewed to accurately determine County urban development policy. Section 205-03 (Unincorporated Community Areas) is especially applicable.

1.00 LAND USE DESIGNATIONS

a. Agriculture

Shall mean land designated for the production of crops and livestock, and for location of necessary agricultural commercial centers, agricultural processing facilities, and certain nonagricultural industries.

b. Residential

Low Density Residential: Shall mean land designated for residential development at a density not to exceed one dwelling unit per 36,000 square feet. Section 606-01:4.00 should be reviewed for additional explanation of this density.

Medium Density Residential: Shall mean land designated for residential development at a density not to exceed one dwelling unit per 6,000 square feet.

Medium High Density Residential: Shall mean land designated for residential development at a density not to exceed one dwelling unit per 2,400 square feet.

c. Commercial

Highway Commercial: Shall mean land designated for one stop concentrated service nodes for the traveling public.

Special Commercial: Shall mean land designated for commercial activities which do not fall within any other commercial designation and whose frequency of occurrence does not warrant the establishment of additional, specific use designations.

d. Public Facilities

Shall mean land designated for location of services and facilities which are necessary to the welfare of the community. Typical facilities include liquid waste disposal plants, parks, schools, civic centers, post offices and fire stations.

2.00 OBJECTIVES

2.01 County objectives for development in Friant reflect management concepts for all unincorporated communities in Fresno County. These objectives are included in General Plan Section 205-03. The primary objectives are:

- a. Restrict urban encroachment onto prime agricultural land;
- b. Concentrate urban development in existing communities;
- c. Preclude urban development that cannot be provided with appropriate urban services;
- d. Phase development in accordance with the adopted community plan;
- e. Accommodate urban population increases through infill of existing urban areas prior to development of planned expansion areas.

2.02 The following objectives are the basis for recommendations in the planning area:

- a. Friant's position as a major recreation area of regional significance should be enhanced.
- b. The land use pattern should reflect harmonious relationships between uses.
- c. A variety of housing types and densities should be developed.
- d. The commercial district should adequately serve residents and tourists.
- e. Agricultural and open space lands should be protected by limiting urban development.
- f. Development should be postponed until adequate services can be provided.

2.03 In addition to the foregoing, Goals and Objectives contained throughout the Fresno County General Plan are applicable wherever pertinent to the Friant Community.

3.00 DETERMINANTS OF CHANGE

3.01 GROWTH INDICATORS

a. Population

The current population is estimated to be 372. During the past nine years (1974-1983), development has been slow as reflected by a net gain of only 18 dwellings units. Because of the small growth rate, no projections of future populations are provided. The plan assumes growth, but any significant change will be contingent upon the provision of additional urban services and the presence of one or more of the following conditions:

1. A large increase in area employment opportunities;
2. Successful promotion of the community as a desirable place in which to live for retirees or commuters; and
3. A large increase in the use of recreational facilities in the Friant area.

b. Land Availability

Approximately one third of the land designated for development in Friant is vacant. This includes a total of about 100 acres of which 35 acres are in established residential areas presently designated for medium and medium high density residential use, 10 acres in commercial areas, and 45 acres in large lot reserve areas presently designated for low density residential use.

c. Economic Growth

The economy of Friant is largely dependent upon tourist traffic focusing upon Millerton Lake State Park. Any increase in this traffic would be an inducement for growth. Projected increases in the Fresno-Clovis Metropolitan Area population, Statewide population, and available leisure time will all tend to increase tourist traffic in the Friant area.

3.02 LIMITS TO DEVELOPMENT

a. Geographic Boundaries

The San Joaquin River limits growth to the north and west. Friant Dam and Millerton Lake limit growth to the north. Federal government land ownership limits growth to the northeast.

b. Agriculture

Although there are no agricultural preserve contracts adjacent to the town, much of the surrounding land is used for agriculture, primarily grazing and orchards.

c. Flooding

Due to the natural slope of the land toward the river, flooding and drainage are not major problems. Some localized drainage difficulties do exist where the streets are not paved.

d. Topography

Topographic problems are present in several areas due to small streamcut valleys and to the two river terraces. One stream is between Root and Granite Streets in town, another is north of North Fork Road, and two are south of the school. These intermittent streams flow in a northwesterly direction into the river.

e. Services

The community lacks a community sewage system. Sewage disposal is accomplished by individual septic tanks. The lack of a community sewage system prevents any large commercial or residential development. The community water supply from Lake Millerton, limited to 150 acre feet per year by the Bureau of Reclamation, restricts growth. The inadequate, substandard local roads make new development costly. These deficiencies in urban services make construction financing difficult to obtain.

3.03 DEVELOPMENT PHASING

a. Residential Development

Development should first occur on vacant lots within the built up area. This includes the possible development of the old Bureau of Reclamation Camp land located north of the Friant School. The low density residentially designated land lying west of Friant Road should be the first new area to develop. The low density residentially designated lands lying south of the Friant School should be last to develop when the orchard in that area reaches the end of its productivity. Development of any new area will be predicated upon the availability of water and sewage disposal capacity.

b. Commercial Development

Since lot parcelling and zoning have already occurred, any phasing program will be difficult to implement and none is recommended. Development in all cases is dependent upon the availability of urban services.

4.00 RESIDENTIAL LAND USE

Residential development should occur in and adjacent to the three existing residential areas within town. Medium densities will be predominant, but areas of low-density and medium-high density are also indicated.

4.01 STANDARDS AND CRITERIA

- a. Fresno County General Plan Section 205-06 (Urban Residential) is applicable to development in the Friant Community.
- b. The County General Plan policies permit low density development to occur at a maximum of one dwelling unit per 12,500 square feet. However, the County minimum lot size for use of individual septic tanks is 36,000 square feet. Therefore, low density for Friant may be permitted at a maximum of one dwelling unit per 36,000 square feet, subject to Health Department approval.

5.00 COMMERCIAL LAND USE

The plan limits commercial activity to the frontage of Friant Road through town, nearly all of which will be highway oriented. A small area of recreationally oriented commercial activity is proposed for the south end of town, west of Friant Road.

5.01 STANDARDS AND CRITERIA

Section 205-07 (Urban Commercial) of the Fresno County General Plan is applicable to development in the Friant Community.

6.00 INDUSTRIAL LAND USE

The plan recommends that no industrial uses occur within the planning area.

7.00 PUBLIC LAND USE

Existing public facilities depicted on the Plan map have no underlying land use designation. In the event the public use is terminated, an appropriate designation should be applied as an amendment to the Community Plan.

7.01 PUBLIC FACILITIES AND SERVICES

The Community Plan identifies existing public uses. To a major extent these uses reflect policies of the Friant Union School, the State Department of Fish and Game, United States Bureau of Reclamation, and the local Waterworks District (County Waterworks District No. 18). The County has minimal involvement with the location or operation of these uses.

a. Schools

The Friant Union School District operates an elementary school located at the east end of Marcus Street.

b. Parks and Recreation

Recreation facilities are provided at the elementary school. The County of Fresno operates the Lost Lake Regional park located south of the Friant Community.

c. Fire Protection

Fire protection service is provided by the Mid-Valley Fire Protection District.

d. Sewage Disposal and Water Supply Facilities

County Waterworks District No. 18 provides community water. The community lacks a community sewage system. Sewage disposal is accomplished by individual septic tanks. A sewage treatment facility site located east of Friant Road and south of Converse Avenue is planned for future use.

e. Federal and State Facilities

The United States Bureau of Reclamation operates a corporation yard south of Friant Dam. The State Department of Fish and Game operates a fish hatchery located east of the San Joaquin River, north of Lost Lake Regional Park.

606-02

TRANSPORTATION ELEMENT

The Transportation Element of this Community Plan is consistent with the Transportation Element of the Fresno County General Plan. It is subject to County-wide goals, objectives and standards. Section 303 (Transportation Element) of the Fresno County General Plan should be consulted for further clarification of County-wide policy.

1.00

CIRCULATION SYSTEM (Streets and Highways)

The Friant Community Circulation System is a plan for streets and highways designed to provide for the safe and efficient movement of people and goods and for safe access to properties.

Using the State freeways and highways and the County's system of highways as its basic framework, the County circulation system brings together the Circulation Plans of the cities and unincorporated communities into a unified, functionally integrated County-wide system which is correlated with the land use element of the General Plan. The County's Circulation System is based on a functional system providing for six levels of service:

a. Freeways

Provide for high speed through traffic on continuous routes with full access control. Freeways connect points within the County and link the County to other areas of the State.

b. Expressways

Provide for mobility within the County and its cities, carrying through traffic on continuous routes and joining major traffic generators, freeways, expressways, and other arterials. Access to abutting property and intersecting local streets will generally be restricted.

c. Super Arterials

Provide for mobility within the County and its cities carrying through traffic on continuous routes and joining major traffic generators, freeways, expressways, and other arterials. Access to abutting private property and intersecting local streets will generally be less restricted than on an expressway, but more restricted than on an arterial.

d. Arterials

Provide for mobility within the County and its cities, carrying through traffic on continuous routes and joining major traffic generators, freeways, expressways, and other arterials. Access to abutting property and intersecting local streets will generally be restricted.

e. Collectors

Provide for internal traffic movement within communities and connect local roads to arterials. Access to abutting property and intersecting local streets will generally be restricted.

f. Local Roads

Provide direct access to abutting property and connect with collector roads, arterial roads, and expressways.

1.02 OBJECTIVES--COUNTY-WIDE

- a. Plan and provide a street and highway system which moves people and goods in an orderly, safe and efficient manner.
- b. Provide for a unified and coordinated County-wide street and highway system.
- c. Establish policies and standards for the regulation of access to streets and highways from abutting properties and from intersecting roads.
- d. Develop the County's system of streets and highways in a manner which is cost effective.

- e. Plan and develop a street and highway system which can accommodate alternative modes of travel.
- f. Maximize the compatibility of streets and highways with adjacent land uses and with the environment of the County.

1.03 COMMUNITY OBJECTIVES

- a. Develop a system of local roads which will allow vehicle circulation without undue conflict with the function of Friant Road as a carrier of through traffic.
- b. Promote safe and convenient access within the residential portions of the community.
- c. Develop safe and convenient access to commercial development along Friant Road without undue conflict with the function of Friant Road as a carrier of through traffic.

1.04 STREET AND HIGHWAY CLASSIFICATIONS

The Community Plan map depicts those streets and highways which are classified as expressway and arterials. All other streets in the planning area are local roads.

2.00 AIR TRANSPORTATION SYSTEM

There is no air transportation service in the Friant area. The Fresno Air Terminal provides the nearest commercial freight and passenger service, as well as full range of general aviation services.

3.00 RAIL TRANSPORTATION SYSTEM

There is no rail service in Friant. The Santa Fe Depot in downtown Fresno provides the nearest passenger and freight service.

4.00 PUBLIC TRANSIT SYSTEM

Public transit service is not available in Friant. The nearest available public transportation service is located within the Fresno-Clovis Metropolitan Area. The County supports transit planning and implementation efforts of the Council of Fresno County Governments. The County will continue to support transit services in a manner consistent with the Regional Transportation Plan as adopted by the Council of Fresno County Governments.

5.00 RECREATION TRAIL SYSTEM

A multiple purpose trail is designated along Friant Road by the Fresno County Recreation Trails Element. This trail extends from the Fresno-Clovis Metropolitan Area to the Friant-Kern Canal. The southerly portion of the trail below Lost Lake Regional Park has been completed as a bikeway.

ZONING COMPATIBILITY

The State requires that consistency exist between the General Plan, which represents long-range public policy, and the Zoning Ordinance, a set of specific legal regulations. The Zoning Compatibility Matrix is a method of defining consistency by comparing each zone district with land use categories set forth in the General Plan. The matrix illustrates the suitability of the specific zoning districts with the policies specified in the text of the General Plan.

The matrix which follows applies three degrees of compatibility to land use designation and zoning:

- a. Compatible: Zones which specifically implement the policies in the General Plan.
- b. Conditionally Compatible: Zones which may be compatible with the policies of the General Plan under certain circumstances.
- c. Not Compatible: Zones which are inconsistent with the General Plan policies for a particular land use designation.

2.00 ZONING COMPATIBILITY MATRIX EXCEPTIONS

2.01 Zone districts which exist at the time of the broadscale rezoning to attain consistency with the General Plan and which are not included as "Compatible" or "Conditionally Compatible" on the Matrix may be found to be "Conditionally Compatible" under the following conditions.

- a. The subject property is developed with a permitted and functioning use.
- b. The existing use and other uses which might be permitted by the existing zone district will not inhibit or obstruct the development of that area to its planned future use.

3.00 REFERENCE

Section 205-03 of the Fresno County General Plan is fully applicable within the Friant Community.

1247C-32

1.01 ZONING COMPATIBILITY MATRIX

Zone Districts	Land Use Designations							
	Agriculture	Open Space	Low Density Residential	Medium Density Residential	Medium High Density Residential	Highway Commercial	Special Commercial	Public Facilities
AE-20	●							
AE-40	●							
AL	0	0	0	0	0	0	0	●
AC	0							
R-A			0					
R-E		0					0	
R-1-E			0					
R-1-EH			0					
R-1-A			0					
R-1-AH			0					
R-1-B			0	0				
R-1-C			0	●	0			
R-1			0	●	●			
R-2				0	●			
R-2-A				0	●			
R-3					0			
R-3-A					0			
T-P			0	0	0			
R-P			0	0	0			
C-6						0	0	
C-R							0	
P						0	0	
O	0	0	0	0	0	0	0	0
RC		●						

●	Compatible
0	Conditionally Compatible
	Not Compatible

