

Exhibit I
Fresno Municipal Code Findings

FRESNO MUNICIPAL CODE FINDINGS

Findings Per Fresno Municipal Code Section 15-5811

A. *The Code text amendment is consistent with the General Plan (GP) and any operative plans; and*

Finding A:	<p><i>Response:</i> Each project applying for ministerial approval under the proposed text amendment will be individually reviewed and assessed for consistency with the General Plan, the Fresno County Airport Land Use Compatibility Plan, the underlying base zone district, and any applicable specific or community plans. Text Amendment Application No. P22-02413 has been examined with respect to its consistency with the Fresno General Plan, including the Housing Element and applicable operative plans and it was concluded that Text Amendment Application No. P22-02413 is consistent with said plans.</p> <p>Furthermore, Text Amendment No. P22-02413 would remove regulatory barriers to development of housing in zone districts that allow mixed use by removing the density caps, providing more flexibility to ground floor requirements, and adding a ministerial approval process, thereby encouraging more mixed-use development. Most zone districts subject to this text amendment are along corridors served by transit, including the city’s major BRT transit corridors of Blackstone, King Canyon, Shaw Avenue, and Route 38. Therefore, the text amendment encourages housing and mixed-use development along transit corridors, and is consistent with the Fresno General Plan, as evidenced by the general plan goals and policies listed below:</p> <p>Goal 8: Develop Complete Neighborhoods and districts with an efficient and diverse mix of residential densities, building types, and affordability which are designed to be healthy, attractive, and centered by schools, parks, and public and commercial services to provide a sense of place and that provide as many services as possible within walking distance.</p> <p>Goal 15: Improve Fresno's visual image and enhance its form and function through urban design strategies and effective maintenance.</p> <p>Objective UF-14: Create an urban form that facilitates multi-modal connectivity.</p> <p>Objective LU-2: Plan for infill development that includes a range of housing types, building forms, and land uses to meet the needs of both current and future residents.</p> <p>Objective MT-1: Create and maintain a transportation system that is safe, efficient, provides access in an equitable manner, and optimizes travel by all modes.</p>
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	<p>Objective HC-2: Create complete, well-structured, and healthy neighborhoods and transportation systems.</p> <p>Policy UF-1-f: Complete Neighborhoods, Densities, and Development Standards. Use Complete Neighborhood design concepts and development standards to achieve the development of Complete Neighborhoods and the residential density targets of the General Plan.</p> <p>Policy UF-12-a: BRT Corridors. Design land uses and integrate development site plans along BRT corridors, with transit-oriented development that supports transit ridership and convenient pedestrian access to bus stops and BRT station stops.</p> <p>Policy UF-12-f: Mixed-Use in Activity Centers. Adopt a new Development Code which includes use regulations and standards to allow for mixed-uses and shared parking facilities.</p> <p>Policy LU-3-c: Zoning for High Density on Major BRT Corridors. Encourage adoption of supportive zoning regulations for compact development along BRT corridors leading to the Downtown Core that will not diminish the long-term growth and development potential for Downtown.</p> <p>Policy MT-1-e: Ensure Interconnectivity Across Land Uses. Update development standards and design guidelines applicable to public and private property to achieve Activity Centers, neighborhoods and communities which are well connected by pedestrian, bicycle, appropriate public transportation and automobile travel facilities.</p>
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B. The amendment is consistent with the purpose of the Development Code to promote the growth of the city in an orderly and sustainable manner and to promote and protect the public health, safety, peace, comfort, and general welfare.

<p>Finding B:</p>	<p>The purpose of the proposed text amendment is to remove barriers to the development of housing in existing zone districts that allow mixed use, thereby upholding the Development Code. Encouraging mixed-use development in zone districts that allow mixed use is sustainable, because most of these sites have access to high quality transit, which will reduce vehicle miles traveled and greenhouse gas emissions. This, in turn, supports public health, safety, peace comfort and general welfare. The proposed text amendment was routed to responsible agencies, including the Fresno Police Department, Fresno Fire Department, and all school districts within City limits, for comment regarding its impacts to public health, safety, peace, comfort, and general welfare. No such impacts were identified thus it can be concluded that Text Amendment Application No. P22-02413 is consistent with the purpose of the Development Code.</p>
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Furthermore, most zone districts subject to this text amendment are along corridors served by transit, including the city's major BRT transit corridors of Blackstone, King Canyon, Shaw Avenue, and Route 38. The text amendment encourages housing and mixed-use development along transit corridors, and is thereby consistent with the Development Code (Chapter 15 of the FMC) as evidenced by the provisions below from Article 11, Section 15-1101:

Mixed-Use District Purpose:

- A. Promote pedestrian-oriented infill development, intensification, and reuse of land consistent with the General Plan.

- B. Allow and encourage the development of mixed-use centers and corridors with a vibrant concentration of goods and services, multi-family housing, and community gathering and public spaces at strategic locations.

- C. Transform certain auto-oriented boulevards and corridors into vibrant, diverse, and attractive corridors that support a mix of pedestrian-oriented retail, office, and residential uses in order to achieve an active social environment within a revitalized streetscape.

- F. Improve access to a greater range of facilities and services for surrounding residential neighborhoods.

- G. Establish development and design standards for these centers and corridors that will create a unified, distinctive, and attractive urban character, with appropriate transitions to adjacent residential neighborhoods.