City of FRESNO

REPORT TO THE PLANNING COMMISSION

AGENDA ITEM NO. VIII.A.
COMMISSION MEETING: 12/07/11

DEPARTMENT DIRECTOR

December 07, 2011

FROM: KEVIN FABINO, Planning Manager
Development & Resource Management Department

THROUGH: MIKE SANCHEZ, Planning Manager
Development Services Division

BY: WILL TACKETT, Planner III
Development Services Division

SUBJECT: CONSIDERATION OF CONDITIONAL USE PERMIT APPLICATION NO. C-11-014; VESTING TENTATIVE TRACT MAP NO. 5994; AND, RELATED ENVIRONMENTAL ASSESSMENT NO. C-11-014/T-5994.

RECOMMENDATION

Staff recommends that the Planning Commission take the following actions:

1. AFFIRM Environmental Assessment No. C-11-014/T-5994, resulting in a finding of a Mitigated Negative Declaration dated June 07, 2011, which was prepared for the purposes of the proposed project and approved by the City Council on November 03, 2011.

2. APPROVE Conditional Use Permit Application No. C-11-014 requesting authorization for the development of a gated private street planned development with modified property development standards subject to the findings included within the Staff Report to the Planning Commission dated December 07, 2011; and, compliance with the Conditions of Approval dated December 07, 2011. Development of the property is proposed to include 28 two-story town home dwelling units consisting of 14 multiple dwelling (duplex) structures with attached garages.

3. APPROVE Vesting Tentative Tract Map No. 5994 proposing to subdivide the subject property for the purposes of creating 28 individual lots for the respective town home units which are proposed to be constructed within the proposed private street planned development, at an overall density of approximately 21.71 dwelling units per acre, subject to the findings included within the Staff Report to the Planning Commission dated December 07, 2011; and, compliance with the Conditions of Approval dated December 07, 2011. The tentative map also proposes to create on Outlot for common area purposes and the vacation of portions of adjacent public street rights-of-way.

EXECUTIVE SUMMARY

FFDA Properties, LLC., (Granville Homes) has filed Conditional Use Permit Application No. C-11-014 and Vesting Tentative Tract Map No. 5994 pertaining to approximately 1.29 net acres (1.81 gross acres) of property located on the northerly corner of the intersection of "L" and San Joaquin Streets.

Conditional Use Permit Application No. C-11-014 and Vesting Tentative Tract Map No. 5994 propose to develop and subdivide the subject property for the purposes of creating a residential gated, private street, planned development with modified property development standards at an overall density of approximately 21.71 dwelling units per acre. The planned development is proposed to include 28 two-

story town home units, consisting of 14 multiple dwelling (duplex) structures with attached garages. The tentative map proposes to subdivide the subject property in order to create 28 individual lots for the respective town home units (one lot per unit) proposed to be constructed on the subject property. An additional "Outlot" is proposed to be dedicated for private street, parking, utility, drainage, open space, landscaping, and general common area purposes.

The project also proposes the vacation of portions of adjacent public street rights-of-way and the demolition of two existing residential structures on the subject property.

The subject property is currently zoned under the C-4 (*Central Trading District*) and C-P (*Administrative and Professional Office*) zone district classifications. The subject property is located within the boundaries of the 2025 Fresno General Plan, Central Area Community Plan, Fulton/Lowell Specific Plan, and Fulton Redevelopment Plan, which designate the subject property for Central Area Commercial Mixed Use Level 2 planned land uses. Pursuant to Exhibit No. 8 (Central Area Land Use Association Matrix) of the Central Area Community Plan and Section 12-403-B-1 (Zone District Consistency Table) of the Fresno Municipal Code (FMC), the existing C-4 and C-P zone districts are consistent with the Central Area Commercial Mixed Use Level 2 planned land use designation.

The proposed subdivision and development of the subject property in accordance with Conditional Use Permit Application No. C-11-014 and Vesting Tentative Tract Map No. 5994 is considered to be in conformance with the 2025 Fresno General Plan, Central Area Community Plan, Fulton/Lowell Specific Plan, and Fulton Redevelopment Plan.

PROJECT INFORMATION

PROJECT	Conditional Use Permit Application No. C-11-014 proposes to construct 28 two-story town home units, consisting of 14 multiple dwellings (duplex) structures within a gated private street planned development with modified property development standards at an overall density of approximately 21.71 dwelling units per acre. Vesting Tentative Tract Map No. 5994 proposes to subdivide the subject property for the purposes of creating 28 individual lots for the respective town home units (one lot per unit). The proposed project also includes vacations of portions of adjacent public street rights-of-way and the demolition of two existing structures on the subject property.
APPLICANT	FFDA Properties, LLC. (Granville Homes)
LOCATION	Northerly corner of the intersection of "L" and San Joaquin Streets. **(Council District 3, Councilmember Baines)**
SITE SIZE	Approximately 1.29 net acres (1.81 gross acres).
PLANNED LAND USE	Existing & Proposed - Central Area Commercial Mixed Use Level 2

ZONING	Existing & Proposed - C-4 *(Central Trading District)*; and, C-P *(Administrative and Professional Office District)*
PLAN DESIGNATION AND CONSISTENCY	Pursuant to Exhibit No. 8 (Central Area Land Use Association Matrix) of the Central Area Community Plan and Section 12-403-B-1 (Zone District Consistency Table) of the Fresno Municipal Code (FMC), the existing C-4 (*Central Trading*) and C-P (*Administrative and Professional Office*) zone districts are consistent with the Central Area Commercial Mixed Use Level 2 planned land use designation.
ENVIRONMENTAL FINDING	Finding of a Mitigated Negative Declaration filed on June 07, 2011; adopted by the Historic Preservation Commission on June 27, 2011; and, upheld/approved by the City Council on November 03, 2011.
STAFF RECOMMENDATION	Recommend the Planning Commission): (1) Affirm the finding of a Mitigated Negative Declaration for the proposed project; (2) Approve Conditional Use Permit Application No. C-11-014; and, (3) Approve Vesting Tentative Tract Map No. 5994.

BORDERING PROPERTY INFORMATION

	Planned Land Use	Existing Zoning	Existing Land Use
North	Commercial Mixed Use Level 1 (Central Area) & Commercial Mixed Use Level 2 (Central Area)	**C-P** *Administrative and Professional Office District* & **C-4** *Central Trading District*	Residential & Office
East	Commercial Mixed Use Level 1 (Central Area) & Commercial Mixed Use Level 2 (Central Area)	**C-P** *Administrative and Professional Office District* & **C-4** *Central Trading District*	Residential & Office
South	Commercial Mixed Use Level 2 (Central Area)	**C-4** *Central Trading District*	Office
West	Commercial Mixed Use Level 2 (Central Area)	**C-4** *Central Trading District*	Residential & Office

ENVIRONMENTAL FINDING

An environmental assessment initial study was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines. This process included the distribution of requests for comment from other responsible or affected agencies and interested organizations.

Preparation of the environmental assessment necessitated a thorough review of the proposed project and relevant environmental issues and considered previously prepared environmental and technical studies pertinent to the Central Area Community Plan and Fulton/Lowell Specific Plan areas, including the Master Environmental Impact Report (MEIR) No. 10130 for the 2025 Fresno General Plan (SCH#2001071097) and Mitigated Negative Declaration (MND) No. A-09-02 (SCH#2009051016). These environmental and technical studies have examined projected sewage generation rates of planned urban uses, the capacity of existing sanitary sewer collection and treatment facilities, and optimum alternatives for increasing capacities; groundwater aquifer resource conditions; water supply production and distribution system capacities; traffic carrying capacity of the planned major street system; and, student generation projections and school facility site location identification.

The proposed project has been determined to not be fully within the scope of MEIR No. 10130 as provided by the CEQA, as codified in the Public Resources Code (PRC) Section 21157.1(d) and the CEQA Guidelines Section 15177(c). It has been further determined that all applicable mitigation measures of MEIR No. 10130 and MND No. A-09-02 have been applied to the project, together with project specific mitigation measures necessary to assure that the project will not cause significant adverse cumulative impacts, growth inducing impacts and irreversible significant effects beyond those identified by MEIR No. 10130 or MND No. A-09-02 as provided by CEQA Section 15178(a). In addition, pursuant to Public Resources Code, Section 21157.6(b)(1), staff has determined that no substantial changes have occurred with respect to the circumstances under which the MEIR was certified and that no new information, which was not known and could not have been known at the time that the MEIR was certified as complete, has become available. Therefore, it has been determined based upon the evidence in the record that the project will not have a significant impact on the environment and that the filing of a mitigated negative declaration is appropriate in accordance with the provisions of CEQA Section 21157.5(a)(2) and CEQA Guidelines Section 15178(b)(1) and (2).

Based upon the attached environmental assessment and the list of identified mitigation measures, staff has determined that there is no evidence in the record that the project may have a significant effect on the environment and has prepared a mitigated negative declaration for this project. A public notice of the attached mitigated negative declaration finding for Environmental Assessment Application No. C-11-014/T-5994 was published on June 07, 2011.

One of the extant structures on the subject property (The Crichton Home), which is proposed to be removed in order to facilitate the proposed project, is designated as a "Heritage Property", as defined within Section 12-1603(n) of the Fresno Municipal Code. Pursuant to Section 12-1619(a) of the Fresno Municipal Code, it shall be unlawful for any person, corporation, association, partnership, or other legal entity to directly or indirectly alter, remodel, demolish, grade, remove, construct, reconstruct, or restore a Heritage Property without first obtaining a City permit and the written approval of the Historic Preservation Commission.

On June 27, 2011 the City of Fresno Historic Preservation Commission considered and adopted the Mitigated Negative Declaration prepared for Environmental Assessment No. C-11-014/T-5994 and dated June 07, 2011 for the purposes approving a demolition permit for the proposed project. Prior to adoption of the Mitigated Negative Declaration the Historic Preservation Commission also found that

the Crichton Home does not fit within the definition of a Historical Resource under CEQA Guidelines Section 15064.5(a)(2) as it is not listed on the City's Local Register of Historic Resources; and, that the preponderance of the evidence demonstrates that the Crichton Home is not historically or culturally significant because it no longer meets the definition of a "Heritage Property" as a resource which is worthy of preservation pursuant to Section 12-1603(n) of the Fresno Municipal Code. Furthermore, at the same hearing, the Historic Preservation Commission elected not to exercise its discretion, pursuant to CEQA Guidelines, Section 15064.5(a)(3) or (4) to determine that any of the buildings on the subject property are historical resources.

As approval by the Historic Preservation Commission of the proposal to demolish the existing structures on the subject property was the first discretionary action required to be made by the governmental agency in deciding whether and how to carry out or approve a project, the Mitigated Negative Declaration prepared for the proposed project was required to be considered and adopted by the Historic Preservation Commission in order to proceed.

Thereafter, on June 30, 2011, the City filed with the Fresno County Clerk a Notice of Determination related to the Commission's approval of the Mitigated Negative Declaration and the demolition permit which commenced the 30 day statute of limitations for challenging the Historic Preservation Commission's actions based upon the California Environmental Quality Act.

On August 01, 2011, attorney Susan Brandt-Hawley submitted a letter on behalf of the *Citizens for the Restoration of L Street* to the Mayor and City Council appealing the Historic Preservation Commission's action approving the Mitigated Negative Declaration for the Project in accordance with Public Resources Code Section 21151(c). Therefore, on November 03, 2011, the Council of the City of Fresno held a public hearing to consider the appeal regarding the Historic Preservation Commission's action on June 27, 2011.

After a full and complete hearing the Council of the City of Fresno on a unanimous vote (7-0) resolved to: (1) Uphold the Historic Preservation Commission's finding that the Crichton Home does not fit within the definition of a historical resource under CEQA Guidelines Section 15064.5(a)(2), as it is not listed on the City's Local Register of Historic Resources and furthermore, found that even if the Crichton Home were on the Local Register, the preponderance of evidence demonstrates that the Crichton Home is not historically or culturally significant because it no longer meets the definition of a "Heritage Property" as a resource worthy of preservation, pursuant to FMC Section 12-1603(n), nor does it meet minimum standards of historical or cultural significance set forth in the Public Resources Code; (2) Elect not to exercise its discretion to determine that any of the existing buildings on the subject property are Historical Resources or that the area in which the subject property is located should be treated as a Historic District, and as such, a historical resource; and, (3) Uphold the action of the Historic Preservation Commission's approval of the environmental findings and determinations of the Mitigated Negative Declaration prepared for Environmental Assessment No. C-11-014/T-5994 dated June 06, 2011.

Thereafter, on November 04, 2011, the City filed with the Fresno County Clerk a Notice of Determination related to the City Council's approval of the Mitigated Negative Declaration which commenced the 30 day statute of limitations for challenging the City Council's actions based upon the California Environmental Quality Act.

Therefore, it is requested that the Planning Commission *affirm* the previous findings of the Historic Preservation Commission and Council of the City of Fresno for the proposed project with respect to CEQA.

BACKGROUND / ANALYSIS

FFDA Properties, LLC., (Granville Homes) has filed Conditional Use Permit Application No. C-11-014, and Vesting Tentative Tract Map No. 5994 pertaining to approximately 1.29 net acres (1.81 gross acres) of property located on the northerly corner of the intersection of "L" and San Joaquin Streets.

Conditional Use Permit Application No. C-11-014 and Vesting Tentative Tract Map No. 5994 propose to develop and subdivide the subject property for the purposes of creating a residential gated, private street, planned development with modified property development standards at an overall density of approximately 21.71 dwelling units per acre. The planned development is proposed to include 28 two-story town home units, consisting of 14 multiple dwelling (duplex) structures with attached garages. The tentative map proposes to subdivide the subject property in order to create 28 individual lots for the respective town home units (one lot per unit) proposed to be constructed on the subject property. An additional "Outlot" is proposed to be dedicated for private street, parking, utility, drainage, open space, landscaping, and general common area purposes.

The project also proposes the vacation of portions of adjacent public street rights-of-way and the demolition of two existing residential structures on the subject property.

The subject property is currently zoned under the C-4 (*Central Trading District*) and C-P (*Administrative and Professional Office*) zone district classifications. The subject property is located within the boundaries of the 2025 Fresno General Plan, Central Area Community Plan, Fulton/Lowell Specific Plan, and Fulton Redevelopment Plan, which designate the subject property for Central Area Commercial Mixed Use Level 2 planned land uses. Pursuant to Exhibit No. 8 (Central Area Land Use Association Matrix) of the Central Area Community Plan and Section 12-403-B-1 (Zone District Consistency Table) of the Fresno Municipal Code (FMC), the existing C-4 and C-P zone districts are consistent with the Central Area Commercial Mixed Use Level 2 planned land use designation.

The subject property is bounded on the north by an alley, and residential, church and office uses opposite the alley fronting onto East Divisadero Street. Property to the east and west of the subject property have been developed with single family residences, some of which have been converted to office and public service/non-profit type uses. Properties to the south of the subject property, across San Joaquin Street have been developed with office uses and a nursing home (Hope Manor). The immediate area has been identified as having the potential for designation as an historic district but has never been so designated. Five properties located directly to the south and west of the subject property across "L" Street are designated historic resources.

Land Use Plans and Policies

Objective C-9 of the 2025 Fresno General Plan directs planning for the diversity and quality of residential housing, at locations necessary to provide for adequate and affordable housing opportunities. Housing patterns should support balanced urban growth, and should make efficient use of resources and public facilities. Supporting policy C-9-K & L recommends that Medium-High and High Density Residential uses shall be distributed to maximize utilization of available of planned public facilities and services and to provide housing opportunities with convenient access to employment, shopping, services, and transportation in a manner which is supportive of the City's activity centers.

Objective C-10 of the 2025 Fresno General Plan promotes the development of more compact friendly, single-family residential projects to aid in the conservation of resources such as land, energy, and materials. Supporting policy C-10-a recommends facilitating the construction of higher density single family residential development while maintaining a pleasant living environment. Policy C-10-d

encourages the development of two-story homes as a means to conserve land, maintain open space on residential lots, and provide adequate living space.

Similarly, the goals, policies and implementation actions of the Fulton/Lowell Specific Plan are directed toward: (1) Providing a safe, positive, and attractive residential environment that encourages neighborhood pride, identity, and active involvement from both residents and property owners in the Fulton/Lowell area; (2) Encouraging home ownership through financial incentive programs; and, (3) Improving the building and urban landscape character of residential neighborhoods and business districts in the Fulton/Lowell area to provide a positive, secure, and harmonious design image that is representative of the individual neighborhoods and districts.

The Residential Design Guidelines of the Fulton/Lowell Specific Plan encourage: (1) The provision of front porches to help break up building mass; (2) Front yard setbacks that encourage friendly neighborhood interaction; including shade trees, front porches, front seating areas, parking options that remove vehicles as the central feature of the front yard and streetscape; and, (3) Special treatment of sidewalks design modifications that encourage front yard use.

The proposed project meets the goals, objectives and policies of the 2025 Fresno General Plan and Fulton/Lowell Specific Plan by providing a project which introduces higher density residential development in a manner which will maintain a pleasant living environment through reservation of adequate living spaces and protecting the integrity of adjacent neighborhoods. Furthermore, the project will provide 9 of the 28 units (approximately one-third) of the units for affordable to moderate income households for a period of 55 years providing incentive for home ownership. Design of the proposed project provides minimal front yard setbacks in a manner which captures private spaces while activating the street and encouraging interaction. Such measures are critical to the subject neighborhood which has too long suffered from neglect, lack of investment, and blight. Many of the homes in the neighborhood (including historic homes) have been lost due to vandalism and vacancy which has resulted in a lack of eyes on the streets and the presence of invested property owners to take pride and monitor the neighborhood. The proposed project introduces the potential for an elemental investment within the community that may foster identification, pride, and removal of blight while encouraging and incentivizing further investment.

The close proximity of downtown amenities provides for a unique and diverse context, which the proposed project will complement and embellish. The proposed project facilitates comprehensive infill development through revitalization, sustainable development, construction of new infrastructure and improvements; and, the introduction of a diversity of housing types, which will further meet the needs of balanced urban growth.

Therefore it is staff's opinion that the proposed project is consistent with respective general, community and specific plan objectives and policies. Furthermore, conditions of approval respective to the proposed project will assure compliance with the objectives and policies of the applicable plans.

Streets and Access Points

The subject property is located on the northerly corner of the intersection of "L" and San Joaquin Streets. Both of the adjacent segments of "L" and San Joaquin Streets are designated as local streets by the 2025 Fresno General Plan and Central Area Community Plan.

The project proposes to vacate 9 feet of width from the adjacent public street rights-of-way for "L" Street; and, 4 feet of width from San Joaquin Street. The adjacent local street right-of-way sections have been dedicated at a width of 80 feet. Therefore, existing right-of-way widths are more than sufficient to

accommodate the proposed vacations and still provide a wider than normal local street cross section capable of serving the existing and projected traffic generation characteristics of the project and surrounding area. The proposed vacations will require transitions from the existing sidewalk and street patterns for adjacent rights-of-way. These transitions will include removal of existing curb, gutter and sidewalk. New curb and gutter will be constructed and a new monolithic sidewalk will be installed which transitions from the sidewalks with park strips that exist in front of adjacent properties. The sidewalk pattern width normally utilized to accommodate a park strip will be landscaped and incorporated behind the sidewalk and adjacent to the private property in order to provide additional area for the planting of street trees and enhanced landscape buffering to define and separate units from public spaces. The proposed project will be required to construct all frontage improvements to City Standards.

This subdivision proposes one gated vehicular access point from San Joaquin Street. The interior private street has been proposed to provide a 22-foot wide private street section. No parking will be allowed within the 22-foot wide private street sections; private two-car garages will be provided for each unit and additional off-street visitor parking will be provided within the common area of proposed Outlot "A" of Vesting Tentative Tract Map No. 5994.

Applying the factors outlined in the Institute of Traffic Engineers (ITE) Trip Generation Manual, the Department of Public Works, Traffic and Engineering Services Division has assessed that the proposed 28 unit residential development is projected to generate 21 vehicle trips during the morning (7 to 9 a.m.) peak hour travel period and 28 vehicle trips during the evening (4 to 6 p.m.) peak hour travel period.

The Public Works Department, Traffic Engineering Division has reviewed the proposed project and potential traffic related impacts for the conditional use permit and vesting tentative tract map applications and has determined that the streets adjacent to and near the subject site will be able to accommodate the quantity and kind of traffic which may be potentially generated subject to the requirements stipulated within the memoranda from the Traffic and Engineering Services Division dated July 19, 2011. These requirements generally include: (1) Street improvements, (including, but not limited to, construction of concrete curbs, gutters, and sidewalks, permanent pavement, and underground street lighting systems; and, (2) Payment of applicable impact fees (including, but not limited to, the Traffic Signal Mitigation Impact (TSMI) Fee, Fresno Major Street Impact (FMSI) Fee, and Regional Transportation Mitigation (RTMF) Fee.

The area street plans are the product of careful planning that projects traffic capacity needs based on the densities and intensities of planned land uses anticipated at build-out of the planned area. These streets will provide adequate access to, and recognize the traffic generating characteristics of, individual properties and, at the same time, afford the community an adequate and efficient circulation system.

Public Services

The Department of Public Utilities has determined that adequate sanitary sewer and water services are available to serve the project subject to the construction and extension of a public sewer main in San Joaquin Street; and, construction and extension of water mains within "L" and San Joaquin Streets as well as within North Park Avenue (to Divisadero Street) to Department of Public Works Standards, Specifications, and Policies.. Existing deteriorating and dated infrastructure will be abandoned. On-site services will be private.

The proposed planned development is required to provide two independent sources of water, meeting Federal and State Drinking Water Act Standards and any on-site wells are required to be abandoned in compliance with the State of California Well, California Department of Water Quality and City of Fresno Standards.

Implementation of the 2025 Fresno General Plan policies, mitigation measures of Master Environmental Impact Report No. 10130 and the Water Resources Management Plan will provide an adequate, reliable, and sustainable water supply for the project's urban domestic and public safety consumptive purposes. Furthermore, the proposed project is required to provide detailed water usage analyses identifying water use efficiencies that will be incorporated into the project for conservation purposes to offset demand.

The City of Fresno Fire Department has conditioned the proposed project with requirements for accessibility. The provision of adequate fire flows is required per Public Works Standards; a booster pump may be required within the project for domestic and fire water uses within the multiple story buildings.

The Fresno Metropolitan Flood Control District (FMFCD) has indicated that permanent drainage service is available for the development subject to the developer demonstrating, upon completion of street improvements, that runoff can be safely conveyed to the adjacent roadways. District Fees are also due for the subject property. Amendments or modifications to the FMFCD requirements will be required to be approved by the FMFCD Board of Directors, pursuant to Section 13-1307 of the Fresno Municipal Code, prior to approval of the final map.

Fulton/Lowell Specific Plan Implementation Committee

The proposed project was reviewed and considered by the Fulton/Lowell Specific Plan Implementation Committee on July 18, 2011. At its meeting, and upon a unanimous vote (4-0), the Committee recommended approval of the proposed project. The only recommendation forwarded from the Committee was that the project developer should provide bolts within the proposed front porch areas so that prospective owners/tenants would have the ability to secure any patio furniture from potential theft.

It should also be noted, that two public design charrettes were scheduled on the April 25th and May 23rd Historic Preservation Commission agendas, which involved public participation and comments respective to the form and context sensitive design of the project.

Findings Pursuant to Fresno Municipal Code Section 12-306-N-19

Whenever property zoned for C-P (Administrative and Professional Office District) is proposed to be developed solely with residential uses, the Director (or Planning Commission) shall make the following findings before the project may be approved.

FINDINGS PER FRESNO MUNICIPAL CODE SECTION 12-306-N-19.
a. There shall be enough planned Office Commercial land to sufficiently meet the requirements of adopted plans; and,

Finding a:	The subject site is approximately 1.29 net acres in size and is located within the Downtown "Triangle" area. The majority of the downtown area is planned for Central Area Commercial Mixed Use Level 1 and 2 land uses. The Central Area Community Plan indicates that the City of Fresno Residential and Professional, and Administrative and Professional Office zone districts are both consistent with either of these planned land use designations; providing for a wide gamut of options and opportunities for office development within the downtown area. Furthermore, local office trend reports for the first quarter of 2011 indicate that while office vacancy rates are slowly declining, north Fresno submarkets continue to experience the greatest amount of activity and will be first to recover. While the suburban and combined rates have slowly began to level off, vacancy rate trends for the central business district continue to rise upward toward 15%. While vacancy rates will retreat as absorption increases, deficiency in supply to meet demand is not projected for quite some time. There is sufficient Office Commercial land to sufficiently meet the requirements of adopted plans.
b. There shall be sufficient infrastructure resources to meet the requirements of the project as determined by the Department of Public Utilities and the Public Works Department; and,	
Finding b:	Staff from the Public Works and Public Utilities Departments, as well as the Fresno Metropolitan Flood Control District, have reviewed the proposed project and have determined that there are adequate infrastructure facilities and resources to serve the proposed project subject to satisfaction of the requirements included within the Conditions of Approval prepared for Conditional Use Permit Application No. C-11-014 and Vesting Tentative Tract Map No. 5994.
c. Approval of a residential project in an Office Commercial land use designation must meet the goals and policies of adopted plans.	
Finding c:	The proposed project is found to be consistent with the goals, objectives, and policies of the 2025 Fresno General Plan, Central Area Community Plan, and Fulton/Lowell Specific Plan. (See Land Use Plans and Policies section included herein above for further details respective to consistency with the respective plans.)

Conditional Use Permit Findings

Conditional Use Permit Application No. C-11-014 provides for the development of a 28-lot/unit, residential gated private street planned development with one Outlot proposed to be dedicated for private street, parking, utilities, drainage, open space, landscaping, and general common area purposes; and, modified property development standards at an overall density of approximately 21.71 dwelling units/per acre. The unit mix will consist of 14 three bedrooms, 2.5 bathroom units and 14 two bedroom master suites with a powder bath. Nine of the units will be designated affordable to moderate income households for a period of 55 years. Two-car garages are standard throughout the subdivision (excepting the manager unit). Both private and common landscaped open spaces are provided in association with the proposed dwelling units. Based upon analysis of the conditional use permit application and subject to the applicant's compliance with all of the conditions of approval noted, staff concludes that the following required findings of Section 12-405-A-2 of the Fresno Municipal Code (FMC) can be made.

FINDINGS PER FRESNO MUNICIPAL CODE SECTION 12-405-A-2.	
a. All applicable provisions of this Code are complied with and the site of the proposed use is adequate in size and shape to accommodate said use, and accommodate all yards, spaces, walls and fences, parking, loading, recycling areas, landscaping, and other required features; and,	
Finding a:	The subject site is approximately 1.29 net acres in size. Given that the subject site has been proposed to be subdivided into 28 residential lots, in a manner which accommodates the minimum population density requirement of 1,500 square feet per unit and other applicable development standards and allowances of the Fresno Municipal Code, it may be determined that there is adequate space to meet all applicable requirements of the Code as established in the Special Permit conditions of approval; including yards, spaces, walls and fences, parking, landscaping and open spaces and other required features.
b. The site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use; and,	
Finding b:	Staff from the Public Works Department, Transportation Planning section has estimated that the proposed development will generate approximately 21 a.m./28 p.m. peak hour vehicle trips which can be accommodated by the adjacent streets subject to the improvement and respective dedications and vacations of adjacent portions of "L" and San Joaquin Streets in accordance with the Department of Public Works and Public Utilities memorandums referenced within the conditions of approval for the tentative map and conditional use permit. These requirements are necessary and sufficient for the traffic generated by the project and to accommodate city services and meet the needs of the proposed subdivision.
c. The proposed use will not be detrimental to the public welfare or injurious to property or improvements in the area in which the property is located. The third finding shall not apply to uses which are subject to the provision of Section 12-306-N-30 of this Code.	
Finding c:	The staff of the Development and Resource Management Department has determined that the proposed use will not be detrimental to the public welfare or be injurious to property or improvements in the area in which the property is located if developed in accordance with the various conditions/requirements established through the related vesting tentative tract map application review and conditional use permit application review processes.

Tentative Tract Map Findings

The Subdivision Map Act (California Government Code Section 66400 et. seq.) requires that a proposed subdivision not be approved unless the map, together with its design and improvements, is found to be consistent with the General Plan and any applicable specific plan (Finding No. 1 below).

State law further provides that the proposed subdivision map be denied if any one of the Finding Nos. 2 - 5 below is made in the negative. In addition, State law requires that a subdivision be found to provide for future passive and natural heating or cooling opportunities in the subdivision development (Finding No. 6 below).

1. The proposed subdivision map, together with its design and improvements, is consistent with the City's 2025 Fresno General Plan, Central Area Community Plan, Fulton/Lowell Specific Plan, and Fulton Redevelopment Plan. Pursuant to Exhibit No. 8 (Central Area Land Use Association

Matrix) of the Central Area Community Plan and Section 12-403-B-1 (Zone District Consistency Table) of the Fresno Municipal Code (FMC), the existing C-4 (*Central Trading*) and C-P (*Administrative and Professional Office*) zone districts are consistent with the Central Area Commercial Mixed Use Level 2 planned land use designation.

2. This site is physically suitable for the proposed type and density of development, because conditions of approval prepared will ensure adequate access and drainage on and off the site; and, that development shall occur in accordance with adopted standards, goals, objectives, and policies for development in the City of Fresno.

3. The proposed subdivision design and improvement is not likely to cause substantial and considerable damage to the natural environment, including fish, wildlife or their habitat, because the site is located within the downtown Fresno area, which has been substantially developed with urban uses. The subject property does not contain trees, vegetation, or irrigation to sustain and attract wildlife; or, provide a suitable habitat to species other than vermin.

4. The proposed subdivision design and improvements are not likely to cause serious public health and safety problems because the conditions of approval have shown and will ensure that the subdivision conforms to city health and safety standards, specifications, and policies.

5. The proposed subdivision design will not conflict with public easements within or through the site, because the project design and conditions of approval will assure noninterference with any existing or proposed easements on the subject property.

6. The design of the subdivision provides, to the extent feasible, for future passive and natural heating or cooling opportunities in the subdivision, because of the appropriate use and placement of landscaping plant materials and because of the orientation of the proposed lots, which will maximize north-south facing buildings on the subject property. Furthermore, the design of the subdivision to provide for future passive and natural cooling opportunities will not result in reducing allowable densities or the percentages of lots, which may be occupied by building and/or structures.

The subdivision map, subject to the recommended conditions of approval, complies with the design and property development standards of the Zoning Ordinance and local Subdivision Ordinance. Based upon the plans and information submitted by the applicant and the recommended conditions of project approval, staff has determined that these findings can be made.

Conclusion

Action by the Planning Commission regarding Conditional Use Permit Application No. C-11-014 is final unless appealed in accordance with Section 12-406-J of the FMC. Vesting Tentative Tract Map No. 5997/UGM is final unless appealed in accordance with Section 12-1019 of the FMC.

The appropriateness of the proposed project has been examined with respect to its consistency with goals and policies of the 2025 Fresno General Plan, Central Area Community Plan, Fulton/Lowell Specific Plan, Fulton Redevelopment Plan; its compatibility with surrounding existing or proposed uses; and its avoidance or mitigation of potentially significant adverse environmental impacts. These factors have been evaluated as described above and by the accompanying environmental assessment. Upon consideration of this evaluation, it can be concluded that Conditional Use Permit Application No. C-11-014 and Vesting Tentative Tract Map No. 5994 are appropriate for the project site.

Attachments: Vicinity Map
2011 Aerial Photograph
Public Hearing Notice Mailing List Vicinity Map
2025 Fresno General Plan Planned Land Use Map
Vesting Tentative Tract Map No. T-5994 dated April 01, 2011
Conditional Use Permit Application No. C-11-014 Exhibits dated June 17, 2011
Conditions of Approval for T-5994, dated December 07, 2011
Conditions of Approval for Conditional Use Permit Application No. C-11-014 dated December 07, 2011
Associated memoranda from responsible or commenting agencies respective to Conditions of Approval for Vesting Tentative Tract Map No. 5994 and Conditional Use Permit Application No. C-11-014..
Environmental Assessment No. C-11-014/T-5994, finding of a Mitigated Negative Declaration dated June 06, 2011.

City of
FRESNO W. TACKETT
PLANNING & DEVELOPMENT DEPARTMENT
2600 FRESNO STREET
FRESNO, CA. 93721-3604

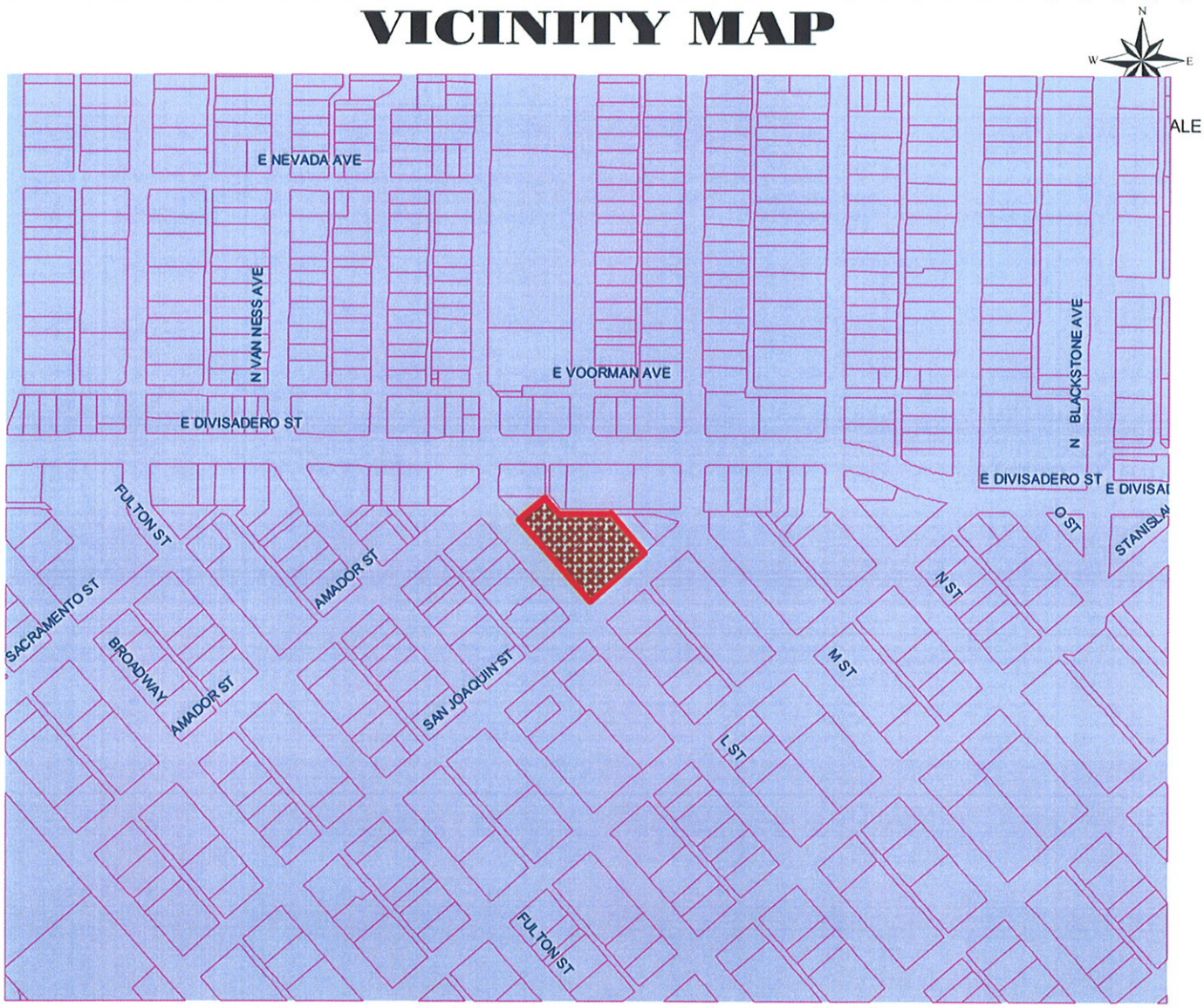
THIS IS A LEGAL NOTICE

Conditional Use Permit Application No. C-11-014

Vesting Tentative Tract Map No. 5994

Northerly corner of "L" and San Joaquin Streets

VICINITY MAP



LEGEND

Subject Property

N
San Joaquin St
L St
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
© 2011 Google
Google

Request ID: C-11-014T- 350
N COLLEGE AVE
N PARK AVE
N POPLAR AVE
N SAN PABLO AVE
E VOORMAN AVE
E DIVISADERO ST
AMADOR ST
SAN JOAQUIN ST
M ST
L ST
VAN NESS AVE
CALAVERAS ST
FULTON ST
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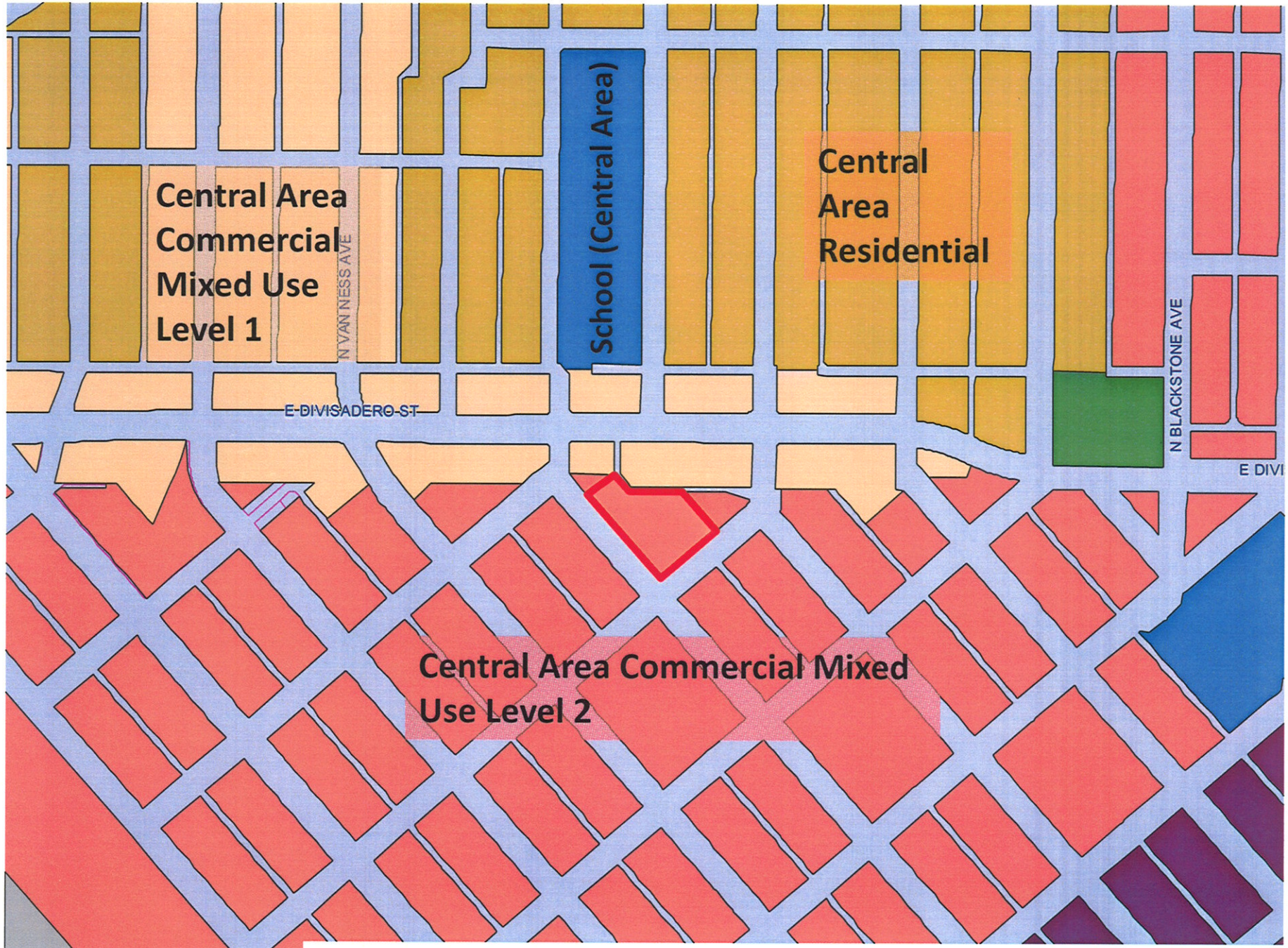


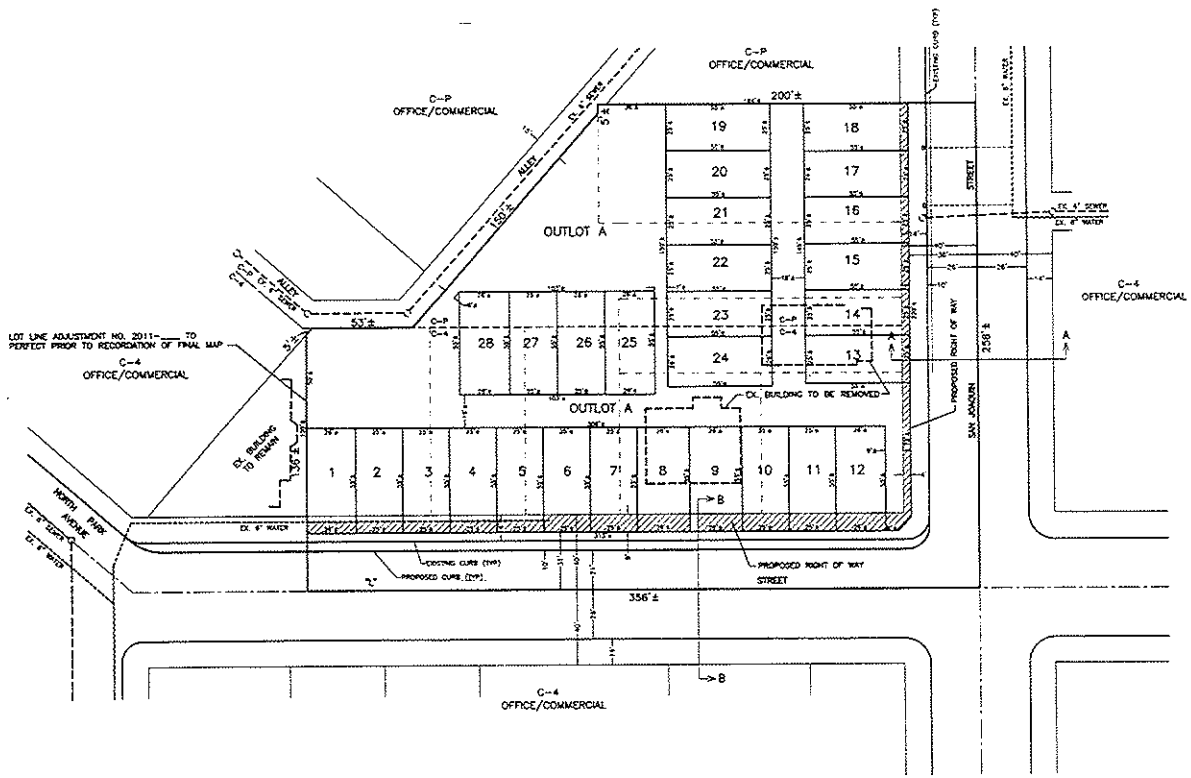
2025 Fresno General Plan Planned Land Use Map

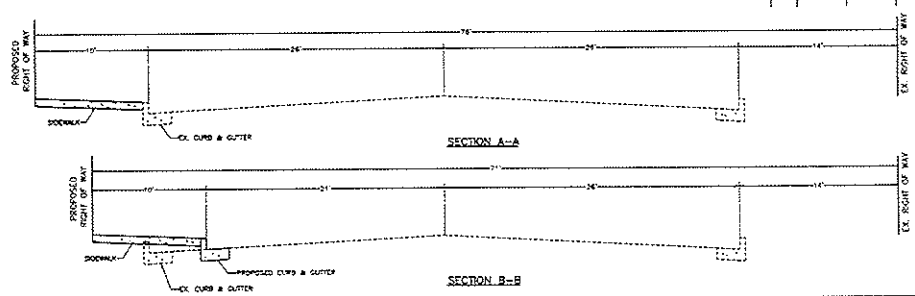
TENTATIVE MAP
TRACT No. 5994

A PLANNED UNIT DEVELOPMENT
A VESTING MAP
APN 466-103-04, 09, 10, 12 & 29

NET AREA = 1.29 ACRES
GROSS AREA = 1.81 ACRES

SCALE: 1" = 30'





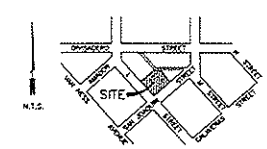
IMPROVEMENTS EXISTING OR TO BE INSTALLED:

1. STREETS – PRIVATE
2. SEWER – CITY OF FRESNO STANDARDS
3. WATER – CITY OF FRESNO STANDARDS
4. CURB & GUTTER – PRIVATE
5. SIDEWALK – CITY OF FRESNO STANDARDS
6. STREET LIGHTS – PRIVATE
7. DRAINAGE – FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
8. GAS & ELECTRICITY – PACIFIC GAS & ELECTRIC
9. TELEPHONE – AT&T
10. CABLE TELEVISION – COMCAST

NOTES:

1. EXISTING & PROPOSED ZONING – C-4 & C-P
2. THERE ARE NO WELLS, CESSPOOLS, SEWER, CULVERTS, DUMPSITES OR OTHER UNDERGROUND STRUCTURES WITHIN THIS SUBDIVISION EXCEPT AS NOTED.
3. THERE ARE NOT EXISTING AREAS WITHIN THIS SUBDIVISION THAT ARE SUBJECT TO INUNDATION OR STORM WATER OVERFLOW.
4. THERE IS LESS THAT A 6" DIFFERENCE BETWEEN THIS TRACT AND ADJACENT PROPERTIES.
5. L STREET, SAN JOAQUIN STREET AND ALLEYS PREVIOUSLY DEDICATED FOR STREET PURPOSES
6. PUBLIC STREET TO BE VACATED WITH SUBDIVISION MAP.
7. THE SUBDIVISION PROVIDES, TO THE EXTENT FEASIBLE, FOR PASSIVE NATURAL HEATING OR COOLING OPPORTUNITIES BY MAXIMIZING NORTH-SOUTH FACING BUILDINGS.
8. OUTLOT A IS FOR COMMON AREA, WALKWAYS, ROADWAYS, PARKING AREAS, TRASH ENCLOSURES, OPEN SPACES, PUBLIC UTILITIES, RELATED FACILITIES AND DRAINAGE PURPOSES.
9. THERE ARE APPROXIMATELY 12 EXISTING ON-SITE TREES TO BE REMOVED.

VICINITY MAP:



RECEIVED
APR 01 2011
DEVELOPMENT DEPARTMENT
CITY OF FRESNO

OWNER:
FFDA PROPERTIES, L.L.C.
1396 W. HERNDON AVE.
SUITE 101
FRESNO, CA 93711
(559) 436-0900

SUBDIVIDER:
FFDA PROPERTIES, L.L.C.
1396 W. HERNDON AVE.
SUITE 101
FRESNO, CA 93711
(559) 436-0900

GARY G. GIANNETTA
CIVIL ENGINEERING & LAND SURVEYING
1118 "B" STREET
FRESNO, CA 93721
(559) 864-0080 FAX (559) 864-0898

DATE: 3/25/11

NOTES:

1. CONTACT SOLID WASTE DIVISION FOR APPOINTMENT TO ESTABLISH ACCESS AND IMPROVEMENTS REQUIRED AS CONDITIONS OF PROVIDING DISPOSAL SERVICE. 621-4868
2. THE SANITARY SEWER SERVICES, WATER, GAS AND ANY OTHER UNDERGROUND SERVICE CONNECTIONS SHALL BE COMPLETED IN ALL AREAS TO BE PAVED PRIOR TO PLACEMENT OF ASPHALT CONCRETE ON SITE.
3. ALL HANDICAPPED PARKING STALLS SHALL BE PLACED ADJACENT TO FACILITY ACCESS RAMPS OR IN STRATEGIC AREAS WHERE THE HANDICAPPED SHALL NOT HAVE TO WHEEL OR WALK BEHIND PARKING VEHICLES WHILE TRAVELING TO OR FROM HANDICAPPED PARKING STALLS AND RAMPS.
4. ALL COMPACT AND/OR EMPLOYEE PARKING STALLS SHALL BE IDENTIFIED WITH APPROPRIATE SIGNAGE AND/OR PAVEMENT MARKINGS.
5. ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA.
6. LIGHTING WHICH PROVIDED TO ILLUMINATE PARKING, SALES OR DISPLAY AREAS SHALL BE HOODED AND SO ARRANGED AND CONTROLLED SO AS NOT TO CAUSE A NUISANCE EITHER TO HIGHWAY TRAFFIC OR TO THE LIVING ENVIRONMENT. THE SPECIFICATIONS AND TYPES OF LIGHTING FIXTURES TO BE INSTALLED ON THE SITE SHALL BE SUBMITTED AND APPROVED BY THE PLANNING DEPARTMENT PRIOR TO ISSUANCE OF THE BUILDING PERMITS. THE AMOUNT OF LIGHT SHALL BE PROVIDED ACCORDING TO THE STANDARDS OF THE DEPARTMENT OF PUBLIC WORKS, THE PLANNING AND DEVELOPMENT DEPARTMENT AND THE FRESNO POLICE DEPARTMENT.
9. ALL SIGN PROPOSALS TO BE SUBMITTED TO PLANNING DEPARTMENT FOR SEPARATE SIGN REVIEW PRIOR TO INSTALLATION FOR VERIFICATION OF COMPLIANCE WITH ZONING ORDINANCES.
10. ALL CONSTRUCTION WORK ON THIS PROJECT IS SUBJECT TO INTERRUPTION IF THE ROAD SYSTEM BECOMES IMPASSABLE FOR FIRE APPARATUS DUE TO RAIN OF OTHER OBSTACLES.
11. REPAIR ALL DAMAGED AND/OR OFF-GRADE CONCRETE STREET IMPROVEMENTS AS DETERMINED BY THE CONSTRUCTION MANAGEMENT ENGINEER PRIOR TO OCCUPANCY.
12. TWO MEANS OF INGRESS/EGRESS MUST BE MAINTAINED DURING ALL PHASES OF DEVELOPMENT.
13. ANY UTILITIES REQUIRING RELOCATION SHALL BE THE RESPONSIBILITY AND AT THE EXPENSE OF THE DEVELOPER. FIRE HYDRANTS WILL BE RELOCATED BY CITY FORCES. DEVELOPER IS RESPONSIBLE TO NOTIFY CITY WATER DIVISION AT 621-5300 TO ARRANGE AND COORDINATE WORK.
14. NO USES OF LAND, BUILDING OR STRUCTURES OTHER THAN THOSE SPECIFICALLY APPROVED PURSUANT TO THIS SITE PLAN SHALL BE PERMITTED.
15. ALL GATES ON COMMON ACCESS DRIVES AND ALL PEDESTRIAN GATES WHERE REQUIRED SHALL BE EQUIPPED WITH APPROVED FOUCE/FIRE BYPASS LOCKS (BOX LOCKS, PADLOCK 3180100 SERIES OR CYLINDER LOCK 1400SS)
16. LANDSCAPING SHALL BE MAINTAINED IN GOOD HEALTH. TREES MAY NOT BE TRIMMED OR PRUNED TO REDUCE THE NATURAL HEIGHT OR OVERALL CROWN OF THE TREE EXCEPT AS NECESSARY FOR THE HEALTH OF THE TREE AND PUBLIC SAFETY, OR AS MAY OTHERWISE BE APPROVED BY THE DEVELOPMENT DEPARTMENT.
17. LANDSCAPING MUST BE IN PLACE BEFORE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY. A BOND ON OCCUPANCY SHALL BE PLACED ON THE PROPOSED DEVELOPMENT UNITS, SUCH TIME THAT LANDSCAPING HAS BEEN APPROVED AND VERIFIED FOR PROPER INSTALLATION BY THE PLANNING DIVISION.
18. SIGNS, OTHER THAN DIRECTIONAL SIGNS, ARE NOT APPROVED FOR INSTALLATION AS PART OF THIS SITE PLAN. SUBMIT FOR A SEPARATE MASTER SIGN PROGRAM OR SIGN REVIEW APPLICATION APPLICATIONS AND REQUIREMENTS FOR SUBMITTAL ARE AVAILABLE AT THE PLANNING DIVISION'S PUBLIC FRONT COUNTER.
19. SURFACE DRAINAGE OVER DRIVEWAY APPROACHES AND SIDEWALK IS NOT PERMITTED WHEN THE AREA TO BE DRAINED EXCEEDS 1/4 ACRE. SHOW METHOD OF CONVEYING ON-SITE STORM WATER TO STREET. DETAIL CATCH BASINS AND PIPE OR DRAINAGE SWALES TO BE USED PER PUBLIC WORKS STDS P-22 & P-23.
20. A BACKFLOW PREVENTION DEVICE IS REQUIRED. CONTACT WATER DIVISION AT 621-5300 FOR REQUIREMENTS. DEVICES MUST BE INSTALLED ON-SITE IN A LOCATION APPROVED BY THE CROSS CONNECTION CONTROL OFFICER. A PLANNING PERMIT IS REQUIRED TO INSTALL DEVICE. BACKFLOW PREVENTION DEVICES REQUIRED SHALL BE INSTALLED AT CONSUMER'S EXPENSE BY A QUALIFIED JOURNEYMAN PLUMBER CERTIFIED AS COMPETENT FOR SUCH PURPOSES BY THE WATER SYSTEMS MANAGER. BACKFLOW DEVICES MUST BE TESTED AND ACCEPTED BY THE WATER DIVISION PRIOR TO GRANTING BUILDING FINAL. DEVELOPER IS RESPONSIBLE TO CONTACT THE WATER DIVISION A MINIMUM OF 5 DAYS PRIOR TO REQUEST FOR FINAL BUILDING INSPECTION.
21. TWO WORKING DAYS BEFORE COMMENCING EXCAVATION OPERATIONS WITHIN THE STREET RIGHT-OF-WAY AND/OR UTILITY EASEMENTS, ALL EXISTING UNDERGROUND FACILITIES SHALL HAVE BEEN LOCATED BY UNDERGROUND SERVICES ALERT (USA). CALL 1-800-642-2444
22. AS REQUIRED BY THE CALIFORNIA ADMINISTRATION CODE (TITLE 24), AN UNOBSTRUCTED 44-FOOT MINIMUM PATH OF TRAVEL ALONG THE PUBLIC SIDEWALK WITHIN THE LIMITS OF THE PROPERTY IS PROVIDED.
23. RAMP AND SIDE SLOPES SHALL BE ROUGH BROOM FINISH PARALLEL TO CROSSWALK.
24. EACH CURB RAMP SHALL HAVE A DETECTABLE WARNING DEVICE AS PER PW STD. DWGS P-22.
25. DESIGN AND CONSTRUCT PARKING LOT PAVEMENT TO PUBLIC WORKS STANDARDS P-21, P-22 AND P-23.
26. IF ARCHAEOLOGICAL AND/OR ANIMAL FOSSIL MATERIAL IS ENCOUNTERED DURING PROJECT SURVEYING, GRADING, EXCAVATING, OR CONSTRUCTION, WORK SHALL STOP IMMEDIATELY.
27. UNDERGROUND ALL EXISTING OFFSITE OVERHEAD UTILITIES WITHIN THE LIMITS OF THIS SITE/MAP AS PER FMC SECTION 12-1011 AND RES NO. 78-332/88-229.
28. NOT USED
29. APPROVAL OF THIS SPECIAL PERMIT MAY BECOME NULL AND VOID IN THE EVENT THAT DEVELOPMENT IS NOT COMPLETED IN ACCORDANCE WITH ALL THE CONDITIONS AND REQUIREMENTS IMPOSED ON THE SPECIAL PERMIT, THE ZONING ORDINANCE, AND ALL PUBLIC WORKS STANDARDS AND SPECIFICATIONS. THE PLANNING AND DEVELOPMENT DIVISION NOT ASSUME RESPONSIBILITY FOR ANY DELETIONS OR OMISSIONS RESULTING FROM THE SPECIAL PERMIT REVIEW PROCESS OR FOR ADDITIONS OR ALTERATIONS TO CONSTRUCTION PLAN NOT SPECIFICALLY SUBMITTED AND REVIEWED AND APPROVED PURSUANT TO THIS SPECIAL PERMIT OR SUBSEQUENT AMENDMENTS OR REVISIONS.
30. NO STRUCTURES OF ANY KIND (INCLUDING SIGNS, TRASH AND RECYCLING (TRC) MAY BE INSTALLED OR MAINTAINED WITHIN THE LANDSCAPED AREAS. NO EXPOSED UTILITY BOXES, TRANSFORMERS, METERS, PIPING (EXCEPTING THE BACKFLOW PREVENTION DEVICE) ETC., ARE ALLOWED TO BE LOCATED IN THE LANDSCAPE AREAS OF OUTLOTS OR ON THE STREET FRONTAGES OF THE BUILDINGS. ALL TRANSFORMERS, ETC., SHALL BE SHOWN ON THE SITE PLAN. THE BACKFLOW DEVICE SHALL BE SCREENED BY LANDSCAPING OF SUCH OTHER MEANS AS MAY BE APPROVED.
31. ALL FUTURE PROVIDED FENCES, HEDGES AND WALLS, ETC. SHALL BE REVIEWED AND APPROVED BY THE CITY OF FRESNO, PLANNING AND DEVELOPMENT DEPARTMENT PRIOR TO INSTALLATION.
32. IF ANIMAL FOSSILS ARE UNCOVERED, THE MUSEUM OF PALEONTOLOGY, U.C. BERKELEY SHALL BE CONTACTED TO OBTAIN A REFERRAL LIST OF RECOGNIZED PALEONTOLOGISTS. A PALEONTOLOGIST SHALL CONDUCT AN ASSESSMENT AND, IF THE PALEONTOLOGIST DETERMINES THE MATERIAL TO BE SIGNIFICANT, IT SHALL BE PRESERVED.
33. INSTALL STREET LIGHTS ON ALL FRONTAGES TO CITY STANDARDS AS DETERMINED BY THE CITY TRAFFIC ENGINEER. STREET LIGHTING PLANS ARE REQUIRED AND MUST BE APPROVED BY THE PUBLIC WORKS DEPARTMENT/TRAFFIC ENGINEERING PRIOR TO COMMENCEMENT OF THE WORK.
34. CONTACT PUBLIC WORKS DEPARTMENT, TRAFFIC ENGINEERING SERVICES @ 621-8007, 10 WORKING DAYS PRIOR TO ANY OFF-SITE CONCRETE CONSTRUCTION.
35. IF THERE ARE SUSPECTED HUMAN REMAINS, THE FRESNO COUNTY CORONER SHALL BE IMMEDIATELY CONTACTED. IF THE REMAINS OR OTHER ARCHAEOLOGICAL MATERIAL IS PREHISTORIC NATIVE AMERICAN IN ORIGIN, THE NATIVE AMERICAN HERITAGE COMMISSION (PHONE: 916/653-4082) SHALL BE IMMEDIATELY CONTACTED, AND THE CALIFORNIA ARCHAEOLOGICAL INVENTORY/SOUTHERN SAN JOAQUIN VALLEY INFORMATION CENTER (PHONE: 805/644-2289) SHALL BE CONTACTED TO OBTAIN A REFERRAL LIST OF RECOGNIZED ARCHAEOLOGISTS. AN ARCHAEOLOGICAL ASSESSMENT SHALL BE CONDUCTED FOR THE PROJECT. THE SITE SHALL BE FORMALLY RECORDED, AND RECOMMENDATIONS MADE TO THE CITY AS TO ANY FURTHER SITE INVESTIGATION OF SITE AVOIDANCE/PRESERVATION.
36. CONSTRUCT CONCRETE DRIVEWAY APPROACH TO PUBLIC WORKS STANDARDS P-12 AND P-14
37. CONSTRUCT CONCRETE CURB RAMP TO PUBLIC WORKS STANDARDS) P-28
38. ALL CONSTRUCTION WORK ON THIS PROJECT IS SUBJECT TO INTERRUPTION IF THE ROAD SYSTEM BECOMES IMPASSABLE FOR FIRE APPARATUS DUE TO RAIN OR OTHER OBSTACLES. ALL REQUIRED FIRE ACCESS LANES SHALL BE PROVIDED AND MAINTAINED WITH AN APPROVED "ALL WEATHER" SURFACE CAPABLE OF SUPPORTING 80,000 LB. VEHICLES (MINIMUM 4" OF BASE ROCK OVER COMPACTED OR UNCOMPAHGED SOIL OR PER APPROVED ENGINEERED PLANS) YEAR-ROUND AND WITH 24 FEET MINIMUM WIDTH OR OTHER APPROVED METHOD THAT WOULD PREVENT SHOULDER DEGRADATION.
39. VACATE 6' OF RIGHT-OF-WAY ON SAN JOAQUIN STREET AND 9' OF RIGHT-OF-WAY ON A STREET ADJACENT TO THIS APPLICATION PRIOR TO FINAL MAP.
40. PRIOR TO GRANTING OF FINAL OCCUPANCY, A WRITTEN CERTIFICATION, SIGNED BY A LANDSCAPE PROFESSIONAL APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT DIRECTOR, SHALL BE SUBMITTED STATING THAT THE REQUIRED LANDSCAPING AND IRRIGATION SYSTEM HAVE BEEN INSTALLED IN ACCORDANCE WITH THE LANDSCAPING AND IRRIGATION PLANS APPROVED BY THE PLANNING DIVISION.
41. LIGHTING WHICH PROVIDED TO ILLUMINATE PARKING AREAS SHALL BE HOODED AND SO ARRANGED AND CONTROLLED SO AS NOT TO CAUSE A NUISANCE EITHER TO HIGHWAY TRAFFIC OR TO THE LIVING ENVIRONMENT. THE AMOUNT OF LIGHT SHALL BE PROVIDED ACCORDING TO THE STANDARDS OF THE DEPARTMENT OF PUBLIC WORKS.
42. WALKWAYS CONNECTING ACCESSIBLE ENTRANCES AND OTHER FEATURES CANNOT SLOPE MORE THAN 5% IN THE DIRECTION OF TRAVEL NOR HAVE A CROSS SLOPES EXCEEDING 2%.

A1 PROVIDED DOMES TO BE PLACED ON THE FULL WIDTH AND LENGTH OF ALL ON-SITE CURB RAMPS.

A2 PROPOSED CURB AND GUTTER PER PW STD P-5

A3 PROPOSED S.W. PER PW STD P-5

A4 PROPOSED STREET LIGHTS PER PW STD E-

A5 PROPOSED TRASHCAN PER PW STD P-6

NOTE:

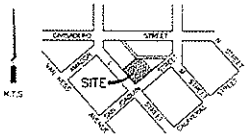
1. PLANNED LAND USE: COMMERCIAL MIXED USE LEVEL 2
2. EXISTING AND PROPOSED ZONING: C-4 & C-P
3. PROJECT SITE AREA
   NET AREA = 1.29 ACRES
   GROSS AREA = 1.61 ACRES

SCALE: 1" = 20'

LEGEND:

- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- EXISTING PROPERTY LINE TO BE ADJUSTED
- CENTERLINE
- EXISTING CURB TO REMAIN
- EXISTING CURB & GUTTER TO REMAIN
- PROPOSED 6" CURB
- EXISTING STREET LIGHT TO REMAIN

VICINITY MAP:



SITE PLAN

2221 SAN JOAQUIN

APN 466-103-04, 09, 10, 12 & 29

C-11-014

TRACT 5994

"A PLANNED DEVELOPMENT"

GARY G. GIANNETTA
CIVIL ENGINEERING & LAND SURVEYING
1115 "E" STREET
FRESNO, CA 93721
(559) 264-3040 FAX (559) 264-0896

DATE: 6/17/11

GENERAL NOTES

A. FLOOR PLANS DRAWN TO ACTUAL STUD SIZE

B. DRAWINGS ARE NOT TO BE SCALED, REFER TO DIMENSIONS OR NOTES. IN THE CASE OF A DISCREPANCIES THEN MAKE A WRITTEN REQUEST TO ARCHITECT FOR CLARIFICATION

C. REFER TO SITE PLAN FOR FIRE SEPARATION DISTANCE AND PRIVATE SIDE YARD AREAS

D. FIR PENETRATIONS AT RATED WALLS SEE SHEET 100

E. DUCTS IN THE GARAGE AND DUCTS PENETRATING THE WALLS AND CEILINGS SEPARATING THE DWELLING FROM THE GARAGE SHALL BE CONSTRUCTED OF A MIN. NO. 26 GAGE SHEET METAL AND SHALL HAVE NO OPENINGS INTO THE GARAGE

F. PER R311.2 LANDINGS OR FLOORS AT THE REQUIRED EGRESS DOOR SHALL NOT BE MORE THAN 1 1/2" LOWER THAN THE TOP OF THE THRESHOLD

G. PER R311.4 STAIRWAYS SHALL NOT BE LESS TAN 36 INCHES IN CLEAR WIDTH

H. PER TABLE R302 1(2) BLDG'S WITH AUTOMATIC FIRE SPRINKLER PROTECTION, EXTERIOR WALLS GREATER THAN OR EQUAL TO 3' FROM PROPERTY LINE HAS NO FIRE RATING REQUIREMENT.

I. PER TABLE R302 1(2) BLDG'S WITH AUTOMATIC FIRE SPRINKLER PROTECTION, EXTERIOR WALLS 3 FEET AND GREATER FROM PROPERTY LINE SHALL HAVE UNLIMITED OPENINGS

J. PROVIDE INDIVIDUAL CONTROL VALVES OF THE PRESSURE BALANCE OR THE THERMOSTATIC MIXING VALVE TYPE FOR SHOWER AND TUB/SHOWER COMBINATION

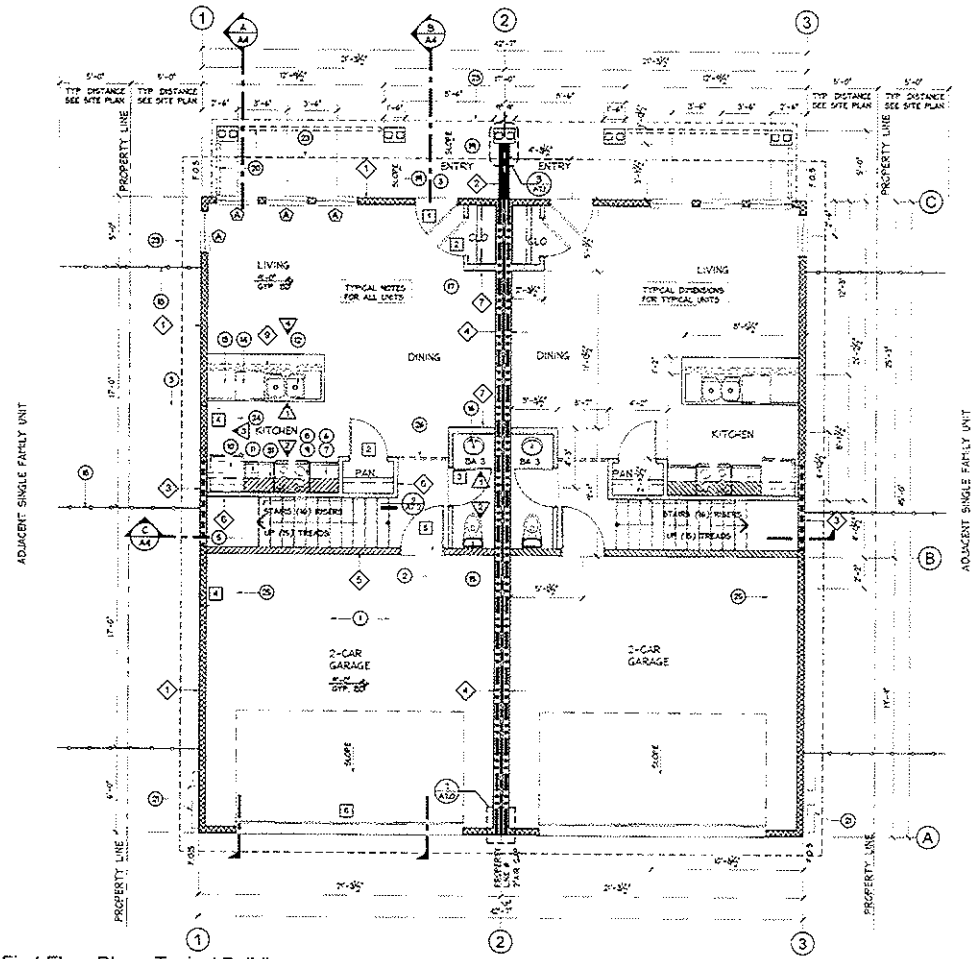
K. LIMIT WATER TEMP. TO 120°

L. EXTERIOR HOSE BIBBS PROVIDE WITH NON-REMOVABLE BACKFLOW PREVENTION DEVICES

SQUARE FOOTAGE TYP UNIT 2 STORY, R-3, TYPE VB, SPRINKLERED DUPLEX PLAN	
LEVEL ONE (LIVING AREA)	490 SF
STAIRS	54 SF
LEVEL TWO (LIVING AREA)	890 SF
TOTAL RESIDENTIAL UNIT	1,434 SF
TOTAL BLDG (2) x 1,434 =	2,868 SF
GARAGE (2) x 499	998 SF

SYMBOLS LEGEND

- WALL TAG SEE WALL ASSEMBLY THIS SHEET
- DOOR TAG SEE SHEET A6
- WINDOW TAG SEE SHEET A6
- KEYNOTE TAG SEE KEYNOTES THIS SHEET
- INTERIOR TAG SEE SHEET A6



First Floor Plan - Typical Building

scale = 1/4"-1'-0"

KEYNOTES

1. SEPARATION FROM ALL HABITABLE ROOMS ABOVE THE GARAGE SHALL NOT BE LESS THAN 5/8" TYPE 'X' GYPSUM BOARD, PER TABLE R302.6
2. OPENINGS BETWEEN THE GARAGE AND RESIDENCE SHALL BE EQUIPPED WITH SOLID WOOD DOORS NOT LESS THAN 1 3/8" SOLID CORE HONEYCORE, OR 20 MIN RATED, SELF CLOSING AND SELF LATCHING
3. THERE SHALL BE A LANDING OR LEVEL FLOOR ON EACH SIDE OF EXT DR. THE WIDTH SHALL NOT BE LESS THAN THE DR. SERVED + A RISE OF 36" MEASURED IN THE DIRECTION OF TRAVEL
4. A/C CONDENSER, CHECK TRANE SPECIFICATIONS FOR CONC. PAD SIZE, 3" MIN ABOVE GRADE
5. PER R311.7.8.1 HANDRAILS SHALL BE PROVIDED ON AT LEAST ONE SIDE + HEIGHT SHALL BE NOT LESS THAN 34" AND NOT MORE THAN 38" - SEE DET. KVAT 2
6. 12" DEEP UPPER CABINETS W/ ADJUSTABLE SHELVES AND PULL HARDWARE
7. 24" DEEP BASE CABINET W/ ADJUSTABLE SHELVES AND PULL HARDWARE
8. 30" SLIDE-IN ELECTRIC RANGE W/ 30" WOOD MICROWAVE, LIGHT, EXHAUST FAN ABOVE VENT PER COD
9. VENT CLR. ABV COOKTOP TO COMBUSTIBLE UNIT IS 30" UNPROTECTED + 24" PROTECTED. HOOD DIM IS REQ'D PER THE PERMANENT MARKING ON THE UNIT
10. REFRIGERATOR, OWNER TO SELECT MODEL, PROVIDE WATER FOR ICE
11. DASH LINED INDICATES SLOPED CEILING AT RETURNED STAIR FRAMING, SEE SECTIONS
12. STAINLESS STEEL DOUBLE BOWL SINK W/ GARBAGE DISPOSAL
13. SOLID SURFACE COUNTERTOP, 36" HIGH A.F.F.
14. DISHWASHER UNDER COUNTER, OWNER TO SELECT MODEL
15. WATER CLOSET TO BE PERMIT 1.6 GALLONS PER FLUSH
16. PEDESTAL LAVATORY
17. SHELF AND POLE
18. 6' HIGH WOOD FENCE TO PRIVATE SIDE YARDS SEE SITE PLAN FOR LOCATIONS + ANY FIRE/EMERGENCY GATES THAT MAY BE REQUIRED
19. PROVIDE MIN. 5% SLOPE FOR MIN. 10' AWAY FROM BLDG. SEE CIVIL DRAWINGS
20. 30" HIGH DECORATIVE WROUGHT IRON, POWDER COATED FENCE SEE ELEVATIONS
21. TELEPHONE, ELECT
22. 4 GAS METERS SEE SITE PLAN
23. SECOND FLOOR POP OUT ABOVE SHOWN FOR CLARITY
24. ROOF OVERHANG SEE ROOF PLAN
25. LEFT SIDE KITCHEN DOOR LOCATED AT SPECIFIC LOTS - REFER TO SHT ___ FOR COORDINATION
26. DOOR LOCATED AT SPECIFIC LOTS - REFER TO SHT ___ FOR COORDINATION
27. BEAM ABOVE SEE STRUCTURAL DRAWINGS, WRAP WITH GYP. BD.
28. DECORATIVE FOAM CORBELS, TOTAL OF (5)
29. (2) MAILBOX UNITS ON PEDESTALS (OPTIONAL/NEW/EXT) WITH TOTAL OF 20 TENANTS. OUTING FOR E PARCEL BING
30. 5' SQ. LEVEL LANDING W/ 2% SLOPE IN ANY DIRECTION
31. POST AN INTERNATIONAL ACCESS SYMBOL SIGN AT ENTRY OR MOUNTED CENTER 60" A.F.F.
32. HATCH AREA INDICATES 8" DEEP SOFFIT ABV UPPER CABINETS FOR EXHAUST VENT, SEE SECT 4 HOOD DRWGS

WALL ASSEMBLY

1. EXTERIOR WALL NON-RATED
   EXTERIOR FACE
   2 x 6 HO STUD @ 24" O.C. (PLYWO SHEATING PER STRUCTURAL DRAWINGS) A WATER RESISTIVE BARRIER OF (2) LAYERS OF GRADE 'D' KRAFT BLDG PAPER FOLLOWED BY ONE HOUR TORAX 1 GROOVE EPS BD OR STYROFOAM INSULATION BD ATTACHED TO HO STUD 4 PERIMETER FRAMING USING GALV STAPLES, ROOFING NAILS OR SCREW. VENT BLOTY JOINTS MUST BE STAGGERED AT LEAST ONE STUD SPACE AND MUST OCCUR OVER STUDS. FOLLOWED BY THE LATH MIN. 20 GAUGE 1 INCH GALV STL MOVEN WIRE FABRIC (TUST BE USED) LATH MUST BE FASTENED THROUGH INSULATION BD. TO THE STUDS 4 PERIMETER FRAMING USING 2 INCH LONG No. 16 GAGE GALV. STAPLES HAVING SUNCORING FASTENERS SPACED 6" o.c. THE CUSTOM WALL MIXTURE IS THEN APPLIED TO THE LATH BY HAND OR TROWELING OR MACHINE SPRAY IN ONE OR TWO COATS AT A MIN. THK OF 3/8 INCH
   INTERIOR FACE
   5/8" GYPSUM WALLBOARD APPLIED VERTICALLY OR HORIZONTALLY WITH ALL JOINTS STAGGERED EACH SIDE OVER FRAMING OR BLOCKING AND FASTENED WITH 6d COOLER OR WALLBOARD NAILS AT 7 INCH AT EDGE WITH END JOINTS TO BE COVERED WITH TAPE AND JOINT COMPOUND W/ R-19 BATT INSULATION
   ALTERNATE TO GYP BD USE FLAME BLOCK SHEATHING PER ICC-ESR 1345
2. FIRE PARTITION AT ENTRY
   (2) 1 HOUR RATED WALL PER TABLE 720.1(2) ITEM 1W-13 & 1W-13 (LOAD BEARING)
   EXTERIOR FACE
   (2) ROWS OF 2 x 4 HO STUD @ 24" O.C. SEE ASSEMBLY (2) FOR STUCCO FINISH
   INTERIOR FACE
   ONE LAYER 5/8" TYPE X GYPSUM WALLBOARD OR GYPSUM VENEER BASE APPLIED PARALLEL OR AT RIGHT ANGLES TO EA SIDE OF 2 X 4 HO STDS 24" O.C. W/ 6d COATED NAILS, 1 7/8" LONG, 0.099" SHANK, 1/4" HEADS, 7" O.C. JOINTS STAGGERED 24" ON OPP SIDES (LOAD-BEARING)
   ALTERNATE TO GYP BD USE FLAME BLOCK SHEATHING PER ICC-ESR 1345
3. EXTERIOR WALL @ STAIRS NON-RATED
   SIMILAR TO ASSEMBLY 1 EXCEPT FOR DBL 2x6 HO STUDS @ 12" o.c., OR (2) 2x6 @ 16" o.c. SEE STRUCTURAL DRAWINGS
4. FIRE PARTITION
   (2) 1 HOUR RATED WALL - LOAD BEARING
   GA FILE NO. HW 3520
   SOUND TEST: NG-2148FT, T-2-49
   DOUBLE ROW OF 2 x 6 HO STUD @ 24" O.C. WITH SEPARATE PLATES THAT ARE 2" APART. SEE STRUCTURAL PLANS FOR PLYWOOD WHERE NOTED
   INTERIOR & EXTERIOR FACE
   ONE LAYER 5/8" TYPE X PLAIN OR PREDECORATED GYPSUM WALLBOARD APPLIED PARALLEL TO EACH SIDE OF 2 X 6 WOOD STUDS 24" O.C. WITH 6d COATED NAILS, 1 7/8" LONG, 0.099" SHANK, 1/4" HEADS, 7" O.C. AT JOINT AND TOP AND BOTTOM PLATES AND 3/8" BEAD OF ADHESIVE AT INTERMEDIATE STUDS JOINTS STAGGERED 24" ON OPPOSITE SIDES SOUND TEST W/ 3 1/2" GLASS FIBER INSULATION (LOAD-BEARING)
   ALTERNATE TO GYP BD USE FLAME BLOCK SHEATHING PER ICC-ESR 1345
5. INTERIOR WALL AT GARAGE 1 UNIT LOAD BEARING
   2 x 6 HO STUD @ 24" o.c. OR 16" o.c. PLYWOOD WHERE NOTED ONE LAYER 5/8" TYPE X GYPSUM WALLBOARD OR GYPSUM VENEER BASE APPLIED PARALLEL OR AT RIGHT ANGLES TO EACH SIDE OF 2 X 6 WOOD STUDS 24" O.C. WITH 6d COATED NAILS, 1 7/8" LONG, 0.099" SHANK, 1/4" HEADS, 7" O.C. JOINTS STAGGERED 24" ON OPPOSITE SIDES. (LOAD-BEARING) ADD ACOUSTICAL INSULATION R-19 MIN
6. INTERIOR WALL NON-LOAD BEARING
   2 x 4 HO STUD @ 24" OR 16" o.c. W/ ONE LAYER 5/8" TYPE 'X' GYP. BOARD, BOTH SIDES
7. PLUMBING WALL NON LOAD BEARING
   2 x 6 HO STUD @ 24" OR 16" o.c. W/ ONE LAYER 5/8" WATER RESISTANT GYP. BOARD, W/ R-13 ACOUSTIC INSULATION BETWEEN STUDS
8. INTERIOR PONY WALL NON LOAD BEARING
   2 x 4 HO STUD @ 24" OR 16" o.c. W/ 5/8" GYP BD & WATER RESISTANT GYP BD AT WET AREAS,
9. INTERIOR PONY WALL NON LOAD BEARING
   2 x 4 HO STUD @ 24" OR 16" o.c. W/ 5/8" GYP BD
10. ROOF / CEILING 1 HOUR RATED
    ASSEMBLY PER CBC 2010 TABLE 720.1 ITEM NUMBER 2-11.1 W/ EXCEPTION C
    CLASS 'A' ROOFING MATERIAL
    WOOD JOIST FLAT OR PITCHED ROOF TRUSSES SPACED A MAX 24" o.c. WITH 1/2" WOOD STRUCTURAL PANELS WITH EXTERIOR GLUE APPLIED AT RIGHT ANGLES TO TOP OF JOIST OR TOP CHORD OF TRUSSES WITH 8d NAILS. THE STRUCTURAL PANEL THICKNESS SHALL NOT BE LESS THAN NOMINAL 1/2"
    EXTERIOR SIDE COVERED WITH 7/8" THICK EXTERIOR CEMENT PLASTER MEASURED FROM THE FACE OF SHEATHING. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT BY VOLUME CEMENT TO SAND RATIO PROVIDE MIN 20 GA 1 INCH GALV METAL LATH OVER (2) LAYERS OF GRADE 'D' BUILDING PAPER OVER PLYWOOD SHEATHING WHERE OCCURS
11. EXTERIOR SIDING 1 HOUR RATED
    PER 2010 CBC 2-04
    WOOD STUDS 24" o.c. INTERIOR SIDE GYPSUM BOARD TYPE 'X' 5/8" ORIENTED VERTICALLY AND FASTENED WITH 1 3/4" GUP-HEAD GYP NAILS SPACED 7" o.c. AT BOARD EDGES IN FIELD AREA, OR 1 1/2" TYPE 'S' DRYWALL SCREWS SPACED 8" o.c. AT BOARD EDGES IN FIELD AREA OF BOARDS
    EXTERIOR SIDE 1/2" OR 5/8" TYPE 'X' GYPSUM SHEATHING FASTENED WITH 1 3/4" LONG ROOFING NAILS SPACED 7" o.c. SHEATHING EDGE JOINTS SHALL BE STAGGERED FROM THOSE ON OPPOSITE SIDES OF THE WALLS. 5/4" HARDYPLANK LAPSIDING APPLIED HORIZONTALLY WITH 2 1/4" HEADCLAP AND FASTENED WITH A SINGLE #6 CORROSION RESISTANT COMMON NAIL DRIVEN THROUGH THE LAPPED PLANKS AT EA STUD LOCATION
    * ALTERNATE TO GYPSUM BOARD PER ESR-1345 USE OF FLAME BLOCK IN PLACE OF GYPSUM BOARD

Gurban

RESIDENTIAL PROJECT
1718 'L' STREET FRESNO, CA

Sheet Title
First Floor Plan - Typical Bldg

Revisions

Project #: 1002
Date: 6.30.11
Drawn: MJ
Checked: -

Sheet Number
A2.0

GENERAL NOTES

A. FLOOR PLANS DRAWN TO ACTUAL STUD SIZE

B. DRAWINGS ARE NOT TO BE SCALED. REFER TO DIMENSIONS OR NOTES IN THE CASE OF A DISCREPANCIES THEN MAKE A WRITTEN REQUEST TO ARCHITECT FOR CLARIFICATION

C. REFER TO SITE PLAN FOR FIRE SEPARATION DISTANCE AND PRIVATE SIDE YARD AREAS

D. FOR PENETRATIONS AT RATED WALLS SEE SHEET XXX

E. DUCTS IN THE GARAGE AND DUCTS PENETRATING THE WALLS AND CEILINGS SEPARATING THE DWELLING FROM THE GARAGE SHALL BE CONSTRUCTED OF A 1MIN. NO. 26 GAGE SHEET METAL AND SHALL HAVE NO OPENINGS INTO THE GARAGE

F. PER R311.2 LANDINGS OR FLOORS AT THE REQUIRED EGRESS DOOR SHALL NOT BE MORE THAN 1 1/2" LOWER THAN THE TOP OF THE THRESHOLD

G. PER R311 6 STAIRWAYS SHALL NOT BE LESS THAN 36 INCHES IN CLEAR WIDTH

H. PER TABLE R302.1(2) BLDG'S WITH AUTOMATIC FIRE SPRINKLER PROTECTION, EXTERIOR WALLS GREATER THAN OR EQUAL TO 3' FROM PROPERTY LINE HAS NO FIRE RATING REQUIREMENT.

I. PER TABLE R302.1(2) BLDG'S WITH AUTOMATIC FIRE SPRINKLER PROTECTION, EXTERIOR WALLS 3 FEET AND GREATER FROM PROPERTY LINE SHALL HAVE UNLIMITED OPENINGS

J. PROVIDE INDIVIDUAL CONTROL VALVES OF THE PRESSURE BALANCE OR THE THERMOSTATIC MIXING VALVE TYPE FOR SHOWER AND TUB/SHOWER COMBINATION

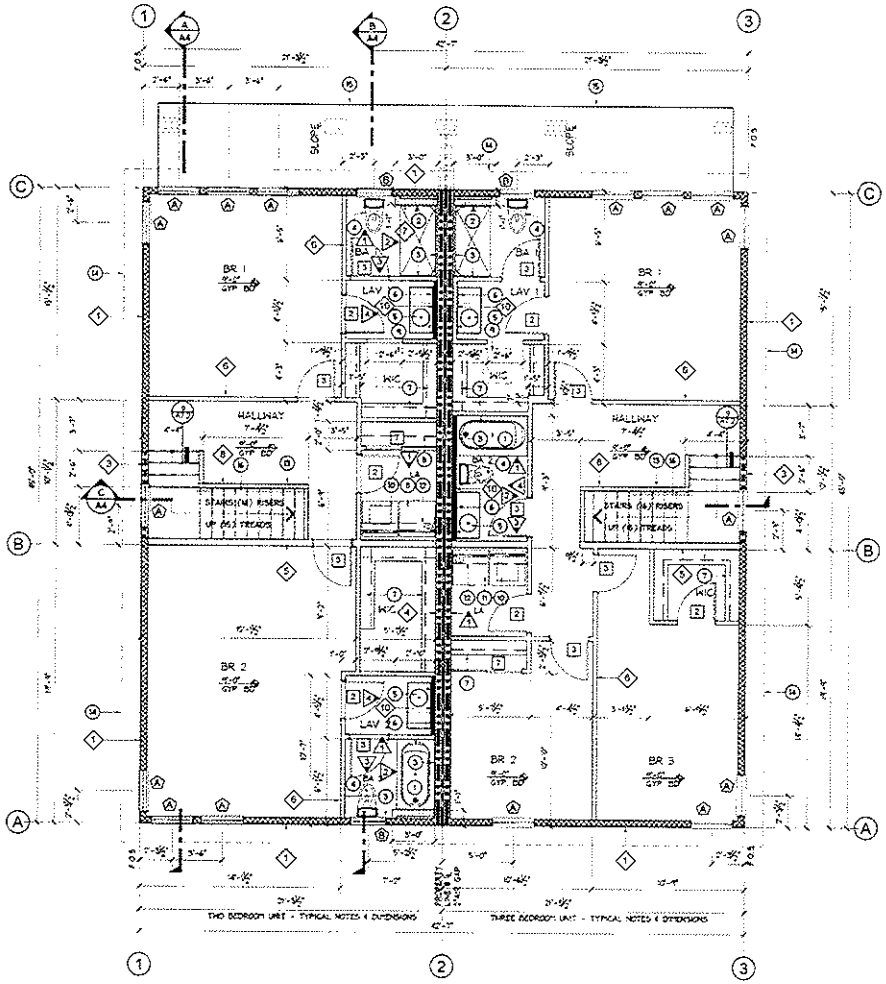
K. LIMIT WATER TEMP TO 120°

L. EXTERIOR HOSE BIBBS: PROVIDE WITH NON-REMOVABLE BACKFLOW PREVENTION DEVICES

SQUARE FOOTAGE TYP UNIT	
2 STORY, R-3, TYPE VB, SPRINKLERED	
DUPLEX PLAN	
LEVEL ONE (LIVING AREA)	420 SF
STAIRS	56 SF
LEVEL TWO (LIVING AREA)	978 SF
TOTAL RESIDENTIAL UNIT	1,454 SF
TOTAL BLDG (2)x 1,454 =	2,908 SF
GARAGE (2) x 418	836 SF

SYMBOLS LEGEND

- WALL TAG SEE WALL ASSEMBLY THIS SHEET
- DOOR TAG SEE SHEET A6
- WINDOW TAG SEE SHEET A6
- KEYNOTE TAG SEE KEYNOTES THIS SHEET
- INTERIOR TAG SEE SHEET A8



Second Floor Plan - Typical Building

scale = 1/4"-1'-0"

KEYNOTES

1. 30"x 60" FIBERGLASS TUB/SHOWER ENCLOSURE w/GLASS DOOR & LABELED SAFETY GLAZING PER CBC SECT. 2406.3 SEE INTERIOR ELEVATIONS
2. 30"x60" FIBERGLASS SHOWER ENCLOSURE w/GLASS DOOR & LABELED SAFETY GLAZING PER SECT. 2406.3 SEE INTERIOR ELEVATIONS
3. ADD 2x8 BLOCKING AT REAR AND SIDE WALL OF TOILET & ALL (3) SIDES OF TUB/SHOWER AREA FOR GRAB BAR REINFORCEMENT MOUNTED 30"& 1" TO 36" TYP.
4. WATER CLOSET TO BE RATED MINIMUM 1.6 GALLONS PER FLUSH
5. VANITY w/ LAVATORY & FAUCET
6. MIRROR
7. 12" DEEP SHELF AND POLE
8. (3) 12" DEEP SHELF
9. ATTIC ACCESS SHALL BE WEATHER STRIPPED AND INSULATED EQUIVALENT TO THE CEILING INSULATION. SEE ELECT. FOR LOCATION OF LIGHT
10. WASHER
11. DRYER
12. 12" UPPER CABINET w/ PULL HARDWARE AND ADJUSTABLE SHELVES
13. FRONT WALL AT STAIRS TO RECEIVE WOOD CAP SEE DETAIL 7/A7.2
14. ROOF OVERHANG - SEE SHT A3.0 SEE ROOF PLAN
15. ENTRY ROOF BELOW - SEE SHT A3.0 FOR ROOF PLAN
16. PER R311.7.8 HANDRAILS SHALL BE PROVIDED ON AT LEAST ONE SIDE & HEIGHT SHALL NOT BE LESS THAN 34" AND NOT MORE THAN 38" - SEE DETAIL 5/A7.2

WALL ASSEMBLY

1. EXTERIOR WALL NON-RATED
   EXTERIOR FACE
   2 x 6 MD. STUD @ 24" O.C (PLYWD SHEATHING PER STRUCTURAL DRAWINGS) & WATER REPELLENT BARRIER OF (2) LAYERS OF GRADE "D" KRAFT BLDG PAPER FOLLOWED BY ONE MED. TONGUE & GROOVE EPS 20 OR STYROFOAM INSULATION. DO ATTACHED TO MD STDS. & PERIMETER FRAMING USING GALV STAPLES, ROOFING NAILS OR SCREW VERT. BUTT JOINTS MUST BE STAGGERED AT LEAST ONE STUD SPACE AND MUST OCCUR OVER STUDS. FOLLOWED BY THE LATH PRI. 20 GAGE 1 INCH GALV STL HOVEN WIRE FABRIC TUST BE USED. LATH MUST BE FASTENED THROUGH INSULATION DO TO THE STUDS & PERIMETER FRAMING USING 2 INCH LONG #8 & GAGE GALV STAPLES HAVING SUN/CROWNS FASTENERS SPACED 6" o.c. THE STUCCO WALL MIXTURE IS THEN APPLIED TO THE LATH BY HAND OR TROWELING OR MACHINE SPRAY IN ONE OR TWO COATS AT A THK. TOK OF 3/8 INCH
   INTERIOR FACE
   5/8" GYPSUM WALLBOARD APPLIED VERTICALLY OR HORIZONTALLY WITH ALL JOINTS STAGGERED EACH SIDE OVER FRAMING OR BLOCKING AND FASTENED WITH 6d COOLER OR WALLBOARD NAILS AT 7 INCH AT EDGE WITH DIS JOINTS TO BE COVERED WITH TAPE AND JOINT COMPOUND w/ 6.2in BATT INSULATION
   ALTERNATE TO GYP BD USE FLAME BLOCK SHEATHING PER IGC-ESR 1365
2. FIRE PARTITION AT ENTRY
   (2) 1 HOUR RATED WALL PER TABLE 720.1(2) ITEM R-1-3 & W-1-3 (LOAD BEARING)
   EXTERIOR FACE
   (2) ROWS OF 2 x 4 MD. STUD @ 24" O.C. SEE ASSEMBLY (2) FOR STUCCO FINISH
   INTERIOR FACE
   ONE LAYER 5/8" TYPE X GYPSUM WALLBOARD OR GYPSUM VENEER BASE APPLIED PARALLEL OR AT RIGHT ANGLES TO EA SIDE OF 2 X 4 MD STDS 24" O.C. w/ 6D COATED NAILS, 1 7/8" LONG, 0.0946" SHANK, 1/4" HEADS, 7" O.C. JOINTS STAGGERED 24" ON OPP. SIDES (LOAD-BEARING)
   ALTERNATE TO GYP BD USE FLAME BLOCK SHEATHING PER IGC-ESR 1365
3. EXTERIOR WALL @ STAIRS NON-RATED
   TAPLAR TO ASSEMBLY 1 EXCEPT FOR
   DBL. 2x6 MD. STUDS @ 12" o.c., OR (3) 2x6 @ 16" o.c. SEE STRUCTURAL DRAWINGS
4. FIRE PARTITION
   (3) 1 HOUR RATED WALL - LOAD BEARING
   GA FILE NO. HF 2020
   SOUND TEST: NG-12MFT,T-2-86
   DOUBLE ROW OF 2 x 6 MD. STUD @ 24" O.C. WITH SEPARATE PLATES THAT ARE 24" APART. SEE STRUCTURAL PLANS FOR PLYWOOD WHERE NOTED
   INTERIOR & EXTERIOR FACE
   ONE LAYER 5/8" TYPE X PLAIN OR PERFORATED GYPSUM WALLBOARD APPLIED PARALLEL TO EACH SIDE OF 2 X 6 WOOD STUDS 24" O.C. WITH 6d COATED NAILS, 1 7/8" LONG, 0.0946" SHANK, 1/4" HEADS, 7" O.C. AT EDGE AND TOP AND BOTTOM PLATES AND 3/8" BEAD OF ADHESIVE AT INTERMEDIATE STUDS JOINTS STAGGERED 24" ON OPPOSITE SIDES
   SOUND TEST: 3 1/2" GLASS FIBER INSULATION (LOAD-BEARING)
   ALTERNATE TO GYP BD USE FLAME BLOCK SHEATHING PER IGC-ESR 1365
5. INTERIOR WALL AT GARAGE & UNIT
   LOAD BEARING
   2 x 6 MD. STUD @ 24" o.c. OR 16" o.c. PLYWOOD WHERE NOTED ONE LAYER 5/8" TYPE X GYPSUM WALLBOARD OR GYPSUM VENEER BASE APPLIED PARALLEL OR AT RIGHT ANGLES TO EACH SIDE OF 2 X 6 WOOD STUDS 24" O.C. WITH 6d COATED NAILS, 1 7/8" LONG, 0.0946" SHANK, 1/4" HEADS, 7" O.C. JOINTS STAGGERED 24" ON OPPOSITE SIDES (LOAD-BEARING) ADD ACOUSTICAL INSULATION R-19 TYP.
6. INTERIOR WALL NON-LOAD BEARING
   2 x 4 MD. STUD @ 24" OR 16" o.c. w/ ONE LAYER 5/8" TYPE "X" GYP BOARD BOTH SIDES
7. PLUMBING WALL NON LOAD BEARING
   2 x 6 MD. STUD @ 24" OR 16" o.c. w/ ONE LAYER 5/8" WATER RESISTANT GYP BOARD, w/ R-11 ACOUSTIC INSULATION BETWEEN STUDS
8. INTERIOR PONY WALL NON LOAD BEARING
   2 x 4 MD. STUD @ 24" OR 16" o.c. w/ 5/8" GYP. BD & WATER RESISTANT GYP BD IN WET AREAS.
9. INTERIOR PONY WALL NON LOAD BEARING
   2 x 6 MD. STUD @ 24" OR 16" o.c. w/ 5/8" GYP BD
10. ROOF / CEILING 1 HOUR RATED
    ASSEMBLY PER CBC 2000 TABLE 720.1 ITEM NUMBER 2-1.1 w/ EXCEPTION C
    CLASS "A" ROOFING MATERIAL
    WOOD JOIST FLAT OR PITCHED ROOF TRUSSES SPACED A MAX 24" o.c. WITH 1/2" WOOD STRUCTURAL PANELS WITH EXTERIOR GLUE APPLIED AT RIGHT ANGLES TO TOP OF 3/8" OR TOP CHORD OF TRUSSES WITH 8d NAILS THE STRUCTURAL PANEL THICKNESS SHALL NOT BE LESS THAN NOMINAL 1/2"
    EXTERIOR SIDE COVERED WITH 7/8" THICK EXTERIOR CEMENT PLASTER MEASURED FROM THE FACE OF SHEATHING. PLASTER MIX 1:6 FOR SCRATCH COAT AND 1:3 FOR BROWN COAT BY VOLUME CEMENT TO SAND RATIO. PROVIDE MIN 20 GA. 1 INCH GALV. METAL LATH OVER (2) LAYERS OF GRADE "D" BUILDING PAPER OVER PLYWOOD SHEATHING WHERE OCCURS
11. EXTERIOR SIDING 1 HOUR RATED
    PER JAMA 60-04
    WOOD STUDS 24" o.c. INTERIOR SIDE GYPSUM BOARD TYPE "X" 5/8" ORIENTED VERTICALLY AND FASTENED WITH 1 3/4" CUP-HEAD GYP NAILS SPACED 7" o.c. AT BOARD EDGES IN FIELD AREA, OR 1 1/2" TYPE "S" DRYWALL SCREWS, SPACED 8" o.c. AT BOARD EDGES IN FIELD AREA OF BOARDS
    EXTERIOR SIDE 1/2" OR 5/8" TYPE "X" GYPSUM SHEATHING FASTENED WITH 1 3/4" LONG ROOFING NAILS SPACED 7" o.c. SHEATHING EDGE JOINTS SHALL BE STAGGERED FROM THOSE ON OPPOSITE SIDES OF THE WALLS. 5/4" HARDIPLANK LAPSIDING APPLIED HORIZONTALLY WITH A 1 1/4" HEADLAP AND FASTENED WITH A SINGLE 6d CORROSION RESISTANT COTTON NAIL DRIVEN THROUGH THE LAPPED PLANKS AT EA STUD LOCATION
    * ALTERNATE TO GYPSUM BOARD PER ESR-1365 USE OF "FLAME BLOCK" IN PLACE OF GYPSUM BOARD

Gurban

RESIDENTIAL PROJECT
1718 "L" STREET FRESNO, CA

Sheet Title
Second Floor Plan - Typical Bldg

Revisions

Project #: 1002
Date: 6.30.11
Drawn: SS
Checked:

Sheet Number
A2.1

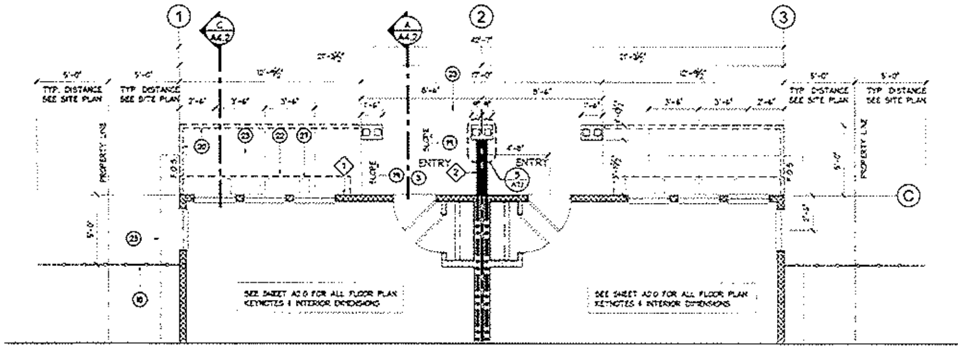
GENERAL NOTES

A. FLOOR PLANS DRAWN TO ACTUAL STUD SIZE
B. DRAWINGS ARE NOT TO BE SCALED, REFER TO DIMENSIONS OR NOTES. IN THE CASE OF A DISCREPANCIES THEN MAKE A WRITTEN REQUEST TO ARCHITECT FOR CLARIFICATION
C. REFER TO SITE PLAN FOR FIRE SEPARATION DISTANCE AND PRIVATE SIDE YARD AREAS
D. FOR PENETRATIONS AT RATED WALLS SEE SHEET XXX
E. DUCTS IN THE GARAGE AND DUCTS PENETRATING THE WALLS AND CEILINGS SEPARATING THE DWELLING FROM THE GARAGE SHALL BE CONSTRUCTED OF A MIN. NO. 26 GAGE SHEET METAL AND SHALL HAVE NO OPENINGS INTO THE GARAGE
F. PER R312 LANDINGS OR FLOORS AT THE REQUIRED EGRESS DOOR SHALL NOT BE MORE THAN 1 1/2" LOWER THAN THE TOP OF THE THRESHOLD
G. PER R314 STAIRWAYS SHALL NOT BE LESS THAN 36 INCHES IN CLEAR WIDTH
H. PER TABLE R302.1(2) BLDG'S WITH AUTOMATIC FIRE SPRINKLER PROTECTION, EXTERIOR WALLS GREATER THAN OR EQUAL TO 3' FROM PROPERTY LINE HAS NO FIRE RATING REQUIREMENT
I. PER TABLE R302.1(2) BLDG'S WITH AUTOMATIC FIRE SPRINKLER PROTECTION, EXTERIOR WALLS 3 FEET AND GREATER FROM PROPERTY LINE SHALL HAVE UNLIMITED OPENINGS
J. PROVIDE INDIVIDUAL CONTROL VALVES OF THE PRESSURE BALANCE OR THE THERMOSTATIC MIXING VALVE TYPE FOR SHOWER AND TUB/SHOWER COMBINATION
K. LEFT WATER TEMP. TO 120°
L. EXTERIOR HOSE BIBBS: PROVIDE WITH NON-REMOVABLE BACKFLOW PREVENTION DEVICES

SQUARE FOOTAGE TYP. UNIT 2 STORY, R-3, TYPE VB, SPRINKLERED DUPLEX PLAN	
LEVEL ONE (LIVING AREA)	450 SF
STAIRS	56 SF
LEVEL TWO (LIVING AREA)	598 SF
TOTAL RESIDENTIAL UNIT	1,434 SF
TOTAL BLDG (2) x 1,434 =	2,868 SF
GARAGE (2) x 419	838 SF

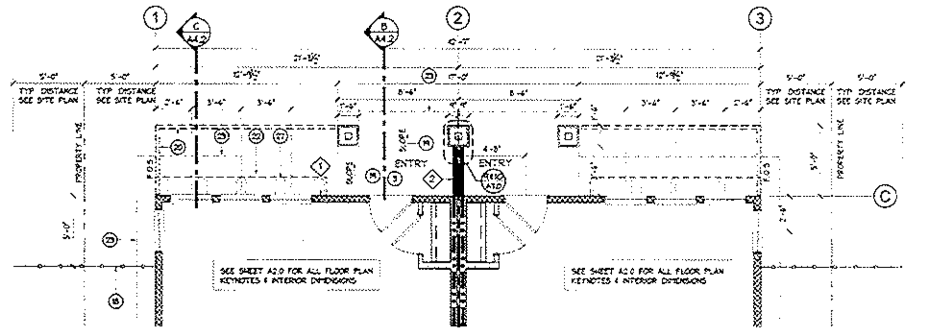
SYMBOLS LEGEND

◇X WALL TAG SEE WALL ASSEMBLY THIS SHEET



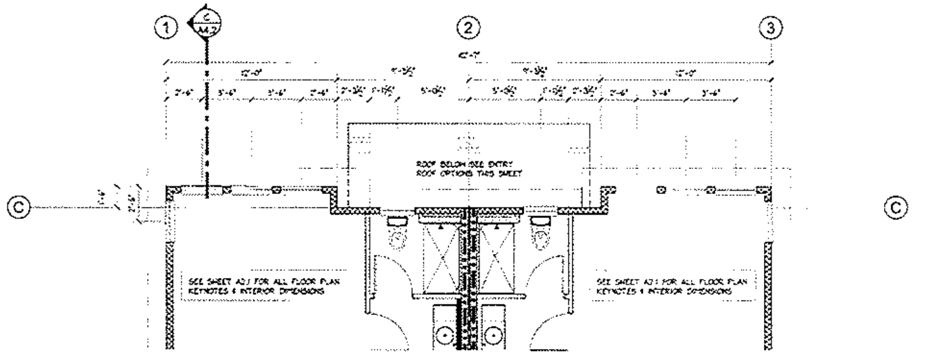
Entry w/ Shed Roof - Option 2
SEE ROOF PLAN SHT.A3.0 FOR LOT LOCATIONS

scale = 1/4"-1'-0"



Entry w/ Gable Roof - Option 3
SEE ROOF PLAN SHT.A3.0 FOR LOT LOCATIONS

scale = 1/4"-1'-0"



Second Floor Popout with entry options only
SEE ROOF PLAN SHT.A3.0 FOR LOT LOCATIONS

scale = 1/4"-1'-0"

KEYNOTES

1. SEPARATION FROM ALL HABITABLE ROOMS ABOVE THE GARAGE SHALL NOT BE LESS THAN 5/8" TYPE 'X' GYPSUM BOARD, PER TABLE R302.6
2. OPENINGS BETWEEN THE GARAGE AND RESIDENCE SHALL BE EQUIPPED WITH SOLID WOOD DOORS NOT LESS 1 3/8" SOLID OR HONEYCORE, OR 20 MIN RATED, SELF CLOSING AND SELF LATCHING
3. THERE SHALL BE A LANDING OR LEVEL FLOOR ON EACH SIDE OF EXT. DR. THE WIDTH SHALL NOT BE LESS THAN THE DR. SERVED & A MIN. OF 36" MEASURED IN THE DIRECTION OF TRAVEL
4. A/C CONDENSER, CHECK MANUF. SPECIFICATIONS FOR CONC. PAD SIZE, 3" MIN. ABOVE GRADE
5. PER R311.7.8 HANDRAILS SHALL BE PROVIDED ON AT LEAST ONE SIDE & HEIGHT SHALL BE NOT LESS THAN 34" AND NOT MORE THAN 38". SEE DET. 1/A7.2
6. 12" DEEP UPPER CABINETS W/ ADJUSTABLE SHELVES AND PULL HARDWARE
7. 24" DEEP BASE CABINET W/ ADJUSTABLE SHELVES AND PULL HARDWARE
8. 30" SLIDE-IN ELECTRIC RANGE W/ 30" HOOD MICROWAVE, LIGHT, EXHAUST FAN ABOVE. VENT PER CBC
9. VERT. CLR. ANY COOKTOP TO COMBUSTIBLE UNIT IS 30" UNPROTECTED & 24" PROTECTED. HORIZ. DIST. IS REQ'D PER THE PERMANENT MARKING ON THE UNIT
10. REFRIGERATOR, OWNER TO SELECT MODEL, PROVIDE WATER FOR ICE
11. DASH LINES INDICATES SLOPED CEILING AT RETURNED STAIR FRAMING. SEE SECTIONS
12. STAINLESS STEEL DOUBLE BOWL SINK W/ GARBAGE DISPOSAL
13. SOLID SURFACE COUNTERTOP, 36" HIGH A.F.F.
14. DISHWASHER UNDER COUNTER, OWNER TO SELECT MODEL
15. WATER CLOSET TO BE MAXIMUM 1.6 GALLONS PER FLUSH
16. PEDESTAL LAVATORY
17. SHELF AND POLE
18. 6' HIGH WOOD FENCE TO PRIVATE SIDE YARDS, SEE SITE PLAN FOR LOCATIONS & ANY FIRE/EMERGENCY GATES THAT MAY BE REQUIRED
19. PROVIDE MIN. 5% SLOPE FOR MIN. 10' AWAY FROM BLDG. SEE CIVIL DRAWINGS
20. 30" HIGH DECORATIVE WROUGHT IRON, POWDER COATED FENCE SEE ELEVATIONS
21. TELEPHONE, ELECT. & GAS METERS SEE SITE PLAN
22. SECOND FLOOR POP OUT ABOVE SHOWN FOR CLARITY
23. ROOF OVERHANG SEE ROOF PLAN
24. LEFT SIDE KITCHEN DOOR LOCATED AT SPECIFIC LOTS - REFER TO SHT. __ FOR COORDINATION
25. DOOR LOCATED AT SPECIFIC LOTS - REFER TO SHT. __ FOR COORDINATION
26. BEAM ABOVE SEE STRUCTURAL DRAWINGS, WRAP WITH GYP. BD.
27. DECORATIVE FOAM CORBELS, TOTAL OF (5)
28. (2) MAILBOX UNITS ON PEDESTALS (CPU/MANUFACTURED) WITH TOTAL OF 20 TENANTS, OUTGOING MAIL & PARCEL BINS
29. 5' SQ. LEVEL LANDING W/ 2% SLOPE IN ANY DIRECTION
30. POST AN INTERNATIONAL ACCESS SYMBOL SIGN AT ENTRY OR MOUNTED CENTER 60" A.F.F.
31. WATCH AREA INDICATES 16" DEEP SOFFIT ABV. UPPER CABINETS FOR EXHAUST VENT, SEE SECT. & MECH. DRWGS.

[X]	DOOR TAG SEE SHEET A6
⊗	WINDOW TAG SEE SHEET A6
○	KEYNOTE TAG SEE KEYNOTES THIS SHEET
△	INTERIOR TAG SEE SHEET A8

WALL ASSEMBLY

◇1 EXTERIOR WALL NON-RATED

EXTERIOR FACE:
2 x 6 WD. STUD @ 24" O.C. (PLYWD SHEATING PER STRUCTURAL DRAWINGS) A WATER RESISTIVE BARRIER OF (2) LAYERS OF GRADE 'D' KRAFT BLDG PAPER FOLLOWED BY ONE INCH TONGUE & GROOVE EPS BD OR STYROFOAM INSULATION BD ATTACHED TO WD STDS. & PERIMETER FRAMING USING GALV. STAPLES, ROOFING NAILS OR SCREW. VERT. BUTT JOINTS MUST BE STAGGERED AT LEAST ONE STUD SPACE AND MUST OCCUR OVER STUDS. FOLLOWED BY THE LATH PNL. 20 GAGE 1 INCH GALV STL WOVEN WIRE FABRIC MUST BE USED, LATH MUST BE FASTENED THROUGH INSULATION BD. TO THE STUDS & PERIMETER FRAMING USING 2 INCH LONG No. 16 GAGE GALV. STAPLES HAVING 15/16"CROWNS. FASTENERS SPACED 6" o.c. THE DIAMOND WALL MIXTURE IS THEN APPLIED TO THE LATH BY HAND OR TROWELING OR MACHINE SPRAY IN ONE OR TWO COATS AT A MIN. THK OF 3/8 INCH

INTERIOR FACE:
5/8" GYPSUM WALLBOARD APPLIED VERTICALLY OR HORIZONTALLY WITH ALL JOINTS STAGGERED EACH SIDE OVER FRAMING OR BLOCKING AND FASTENED WITH 6d COOLER OR WALLBOARD NAILS AT 7 INCH AT EDGE WITH END JOINTS TO BE COVERED WITH TAPE AND JOINT COMPOUND W/ R-19 BATT INSULATION

ALTERNATE TO GYP BD USE FLAME BLOCK SHEATHING PER ICC-ESR 1365

◇2 FIRE PARTITION AT ENTRY
(2) 1 HOUR RATED WALL PER TABLE 720.1(2) ITEM 15-1.2 & 14-1.3 (LOAD BEARING)

EXTERIOR FACE
(2) ROWS OF 2 x 4 WD. STUD @ 24" O.C. SEE ASSEMBLY (2) FOR STUCCO FINISH

INTERIOR FACE
ONE LAYER 5/8" TYPE X GYPSUM WALLBOARD OR GYPSUM VENEER BASE APPLIED PARALLEL OR AT RIGHT ANGLES TO EA SIDE OF 2 X 4 WD STDS 24" O.C. w/ 6D COATED NAILS, 17/8" LONG, 0.0915" SHANK, 1/4" HEADS, 7" O.C. JOINTS STAGGERED 24" ON OPP. SIDES (LOAD-BEARING)

ALTERNATE TO GYP BD USE FLAME BLOCK SHEATHING PER ICC-ESR 1365

◇3 EXTERIOR WALL @ STAIRS NON-RATED SIMILAR TO ASSEMBLY 1 EXCEPT FOR DBL. 2x6 WD. STUDS @ 12" o.c., OR (2) 2x6 @ 16"o.c. SEE STRUCTURAL DRAWINGS

◇4 FIRE PARTITION
(2) 1 HOUR RATED WALL - LOAD BEARING
GA FILE NO. WP 3520
SOUND TEST: NG-24MFT,7-2-65

DOUBLE ROW OF 2 x 6 WD. STUD @ 24" O.C. WITH SEPARATE PLATES THAT ARE 1" APART. SEE STRUCTURAL PLANS FOR PLYWOOD WHERE NOTED

INTERIOR & EXTERIOR FACE
ONE LAYER 5/8" TYPE X PLAIN OR PREDECORATED GYPSUM WALLBOARD APPLIED PARALLEL TO EACH SIDE OF 2 X 6 WOOD STUDS 24" O.C. WITH 6d COATED NAILS, 1 7/8" LONG, 0.0915" SHANK, 1/4" HEADS, 7" O.C. AT JOINT AND TOP AND BOTTOM PLATES AND 3/8" BEAD OF ADHESIVE AT INTERMEDIATE STUDS JOINTS STAGGERED 24" ON OPPOSITE SIDES SOUND TEST w/ 3 1/2" GLASS FIBER INSULATION (LOAD-BEARING)

ALTERNATE TO GYP BD USE FLAME BLOCK SHEATHING PER ICC-ESR 1365

◇5 INTERIOR WALL AT GARAGE 1 UNIT LOAD BEARING
2 x 4 WD. STUD @ 24" o.c. OR 16"o.c. PLYWOOD WHERE NOTED ONE LAYER 5/8" TYPE X GYPSUM WALLBOARD OR GYPSUM VENEER BASE APPLIED PARALLEL OR AT RIGHT ANGLES TO EACH SIDE OF 2 X 6 WOOD STUDS 24" O.C. WITH 6d COATED NAILS, 17/8" LONG, 0.0915" SHANK, 1/4" HEADS, 7" O.C. JOINTS STAGGERED 24" ON OPPOSITE SIDES. (LOAD-BEARING)ADD ACOUSTICAL INSULATION R-11 MIN

◇6 INTERIOR WALL: NON-LOAD BEARING
2 x 4 WD. STUD @ 24" OR 16" o.c. w/ ONE LAYER 5/8" TYPE 'X' GYP. BOARD, BOTH SIDES

◇7 PLUMBING WALL: NON LOAD BEARING
2 x 6 WD. STUD @ 24" OR 16" o.c. w/ ONE LAYER 5/8" WATER RESISTANT GYP. BOARD, w/ R-11 ACOUSTIC INSULATION BETWEEN STUDS

◇8 INTERIOR PONY WALL: NON LOAD BEARING
2 x 4 WD. STUD @ 24" OR 16" o.c. w/ 5/8" GYP. BD & WATER RESISTANT GYP. BD. AT WET AREAS.

◇9 INTERIOR PONY WALL: NON LOAD BEARING
2 x 4 WD. STUD @ 24" OR 16" o.c. w/ 5/8" GYP. BD

◇10 ROOF / CEILING 1 HOUR RATED ASSEMBLY PER CBC 2010 TABLE 720.1 ITEM NUMBER 21-1.1 w/ EXCEPTION C

CLASS 'A' ROOFING MATERIAL
WOOD JOIST FLAT OR PITCHED ROOF TRUSSES SPACED A MAX. 24" o.c. WITH 1/2" WOOD STRUCTURAL PANELS WITH EXTERIOR GLUE APPLIED AT RIGHT ANGLES TO TOP OF JOIST OR TOP CHORD OF TRUSSES WITH 6d NAILS. THE STRUCTURAL PANEL THICKNESS SHALL NOT BE LESS THAN NOMINAL 1/2"

EXTERIOR SIDE COVERED WITH 7/8" THICK EXTERIOR CEMENT PLASTER MEASURED FROM THE FACE OF SHEATHING. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT BY VOLUME CEMENT TO SAND RATIO. PROVIDE MIN 20 GA 1 INCH GALV. METAL LATH OVER (2) LAYERS OF GRADE 'D' BUILDING PAPER OVER PLYWOOD SHEATHING WHERE OCCURS

◇11 EXTERIOR SIDING 1 HOUR RATED PER UL/WHI 60-04

WOOD STUDS 24" o.c. INTERIOR SIDE GYPSUM BOARD TYPE 'X' 5/8" ORIENTED VERTICALLY AND FASTENED WITH 1 3/4" CUP-HEAD GYP NAILS SPACED 7" o.c. AT BOARD EDGES IN FIELD AREA, OR 1 1/2" TYPE 'S' DRYWALL SCREWS, SPACED 8" o.c. AT BOARD EDGES IN FIELD AREA OF BOARDS
EXTERIOR SIDE 1/2" OR 5/8" TYPE 'X' GYPSUM SHEATHING FASTENED WITH 1 3/4" LONG ROOFING NAILS SPACED 7" o.c. SHEATHING EDGE JOINTS SHALL BE STAGGERED FROM THOSE ON OPPOSITE SIDES OF THE WALLS. 5/16" HARDIPLANK LAPSIDING APPLIED HORIZONTALLY WITH A 1 1/4" HEADLAP AND FASTENED WITH A SINGLE 6d CORROSION RESISTANT COMMON NAIL DRIVEN THROUGH THE LAPPED PLANKS AT EA STUD LOCATION

* ALTERNATE TO GYPSUM BOARD PER ESR-1365 USE OF FLAME BLOCK IN PLACE OF GYPSUM BOARD

Gurban

RESIDENTIAL PROJECT
1718 'L' STREET FRESNO, CA

Sheet Title
Entry Floor Plan Options

Revisions

Project #: 1002
Date: 6.30.11
Drawn: sj
Checked:

Sheet Number
A2.2

GENERAL NOTES

A. FLOOR PLANS DRAWN TO ACTUAL STUD SIZE

B. DRAWINGS ARE NOT TO BE SCALED, REFER TO DIMENSIONS OR NOTES. IN THE CASE OF A DISCREPANCIES THEN MAKE A WRITTEN REQUEST TO ARCHITECT FOR CLARIFICATION

C. REFER TO SITE PLAN FOR FIRE SEPARATION DISTANCE AND PRIVATE SIDE YARD AREAS

D. FOR PENETRATIONS AT RATED WALLS SEE SHEET XXX

E. DUCTS IN THE GARAGE AND DUCTS PENETRATING THE WALLS AND CEILINGS SEPARATING THE DWELLING FROM THE GARAGE SHALL BE CONSTRUCTED OF A MIN. NO. 26 GAGE SHEET METAL AND SHALL HAVE NO OPENINGS INTO THE GARAGE

F. PER R311.2 LANDINGS OR FLOORS AT THE REQUIRED EGRESS DOOR SHALL NOT BE MORE THAN 1 1/2" LOWER THAN THE TOP OF THE THRESHOLD

G. PER R311.4 STAIRWAYS SHALL NOT BE LESS THAN 36 INCHES IN CLEAR WIDTH

H. PER TABLE R302.1(2) BLDG'S WITH AUTOMATIC FIRE SPRINKLER PROTECTION, EXTERIOR WALLS GREATER THAN OR EQUAL TO 3' FROM PROPERTY LINE HAS NO FIRE RATING REQUIREMENT

I. PER TABLE R302.1(2) BLDG'S WITH AUTOMATIC FIRE SPRINKLER PROTECTION, EXTERIOR WALLS 3 FEET AND GREATER FROM PROPERTY LINE SHALL HAVE UNLIMITED OPENINGS

J. PROVIDE INDIVIDUAL CONTROL VALVES OF THE PRESSURE BALANCE OR THE THERMOSTATIC MIXING VALVE TYPE FOR SHOWER AND TUB/SHOWER COMBINATION

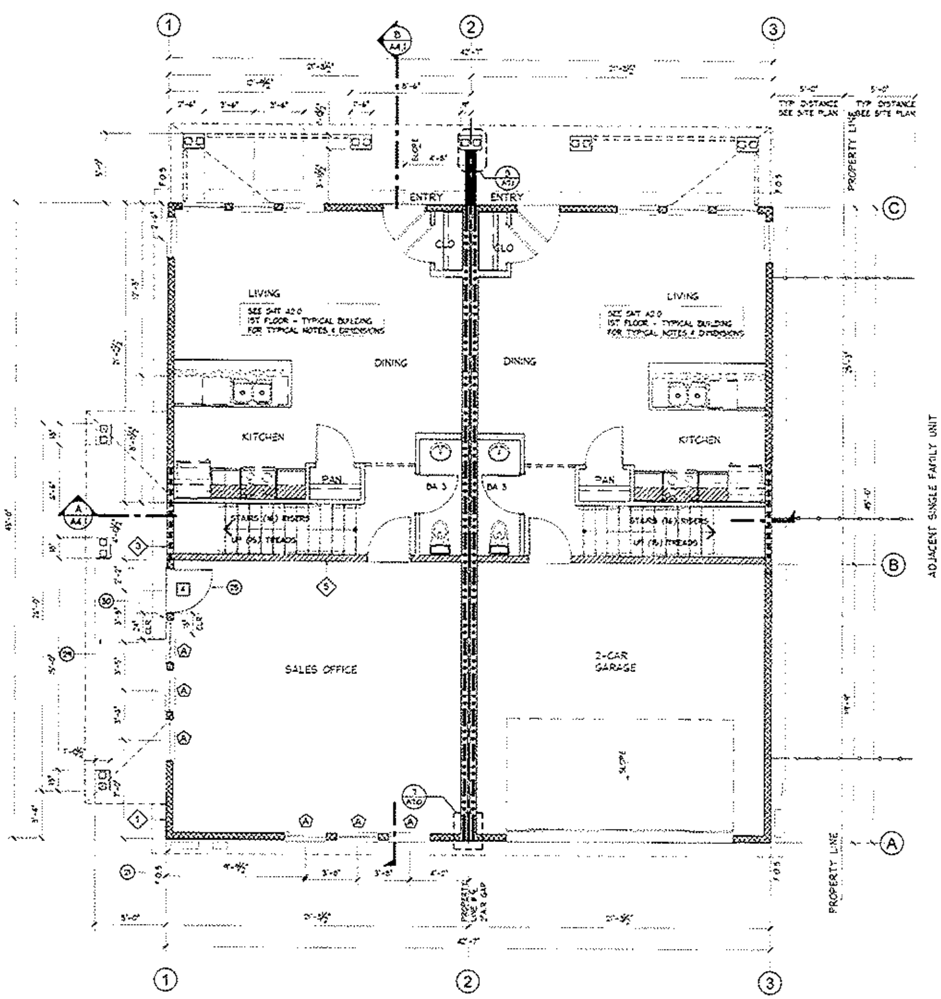
K. LIMIT WATER TEMP. TO 120°

L. EXTERIOR HOSE BIBBS. PROVIDE WITH NON-REMOVABLE BACKFLOW PREVENTION DEVICES

SQUARE FOOTAGE TYP. UNIT 2 STORY, R-3, TYPE VB, SPRINKLERED DUPLEX PLAN	
LEVEL ONE (LIVING AREA)	450 SF
STAIRS	54 SF
LEVEL TWO (LIVING AREA)	895 SF
TOTAL RESIDENTIAL UNIT	1,434 SF
TOTAL BLDG (2) x 1,434 =	2,868 SF
GARAGE (2) x 419	838 SF

SYMBOLS LEGEND

- (X) diamond — WALL TAG SEE WALL ASSEMBLY THIS SHEET
- [X] — DOOR TAG SEE SHEET A6
- (X) hexagon — WINDOW TAG SEE SHEET A6
- (X) circle — KEYNOTE TAG SEE KEYNOTES THIS SHEET
- △ — INTERIOR TAG SEE SHEET A8



First Floor Plan - Manager's Unit

Lot 12 Only

scale = 1/4"-1'-0"

KEYNOTES

1. SEPARATION FROM ALL HABITABLE ROOMS ABOVE THE GARAGE SHALL NOT BE LESS THAN 5/8" TYPE 'X' GYPSUM BOARD, PER TABLE R302.6
2. OPENINGS BETWEEN THE GARAGE AND RESIDENCE SHALL BE EQUIPPED WITH SOLID WOOD DOORS NOT LESS 1 3/8" SOLID OR HONEYCOMB, OR 20 MIN RATED, SELF CLOSING AND SELF LATCHING
3. THERE SHALL BE A LANDING OR LEVEL FLOOR ON EACH SIDE OF EXT DR. THE WIDTH SHALL NOT BE LESS THAN THE DR SERVED & A MIN. OF 36" MEASURED IN THE DIRECTION OF TRAVEL
4. A/C CONDENSER, CHECK MANUF. SPECIFICATIONS FOR CONC. PAD SIZE, 3" MIN. ABOVE GRADE
5. PER R311.7.1.1 HANDRAILS SHALL BE PROVIDED ON AT LEAST ONE SIDE & HEIGHT SHALL BE NOT LESS THAN 34" AND NOT MORE THAN 38" - SEE DET. X/A7.2
6. 12" DEEP UPPER CABINETS W/ ADJUSTABLE SHELVES AND PULL HARDWARE
7. 24" DEEP BASE CABINET W/ ADJUSTABLE SHELVES AND PULL HARDWARE
8. 30" SLIDE-IN ELECTRIC RANGE W/ 30" WOOD MICROWAVE, LIGHT, EXHAUST FAN ABOVE. VENT PER CBC
9. VERT. CLR. ABV COOKTOP TO COMBUSTIBLE UNIT IS 30" UNPROTECTED & 24" PROTECTED. HORIZ DIM. IS REQ'D PER THE PERMANENT MARKING ON THE UNIT
10. REFRIGERATOR, OWNER TO SELECT MODEL, PROVIDE WATER FOR ICE
11. DASH LINES INDICATES SLOPED CEILING AT RETURNED STAIR FRAMING, SEE SECTIONS
12. STAINLESS STEEL DOUBLE BOWL SINK w/ GARBAGE DISPOSAL
13. SOLID SURFACE COUNTERTOP, 36" HIGH A.F.F.
14. DISHWASHER UNDER COUNTER, OWNER TO SELECT MODEL
15. WATER CLOSET TO BE MAXIMUM 1.6 GALLONS PER FLUSH
16. PEDESTAL LAVATORY
17. SHELF AND POLE
18. 6' HIGH WOOD FENCE TO PRIVATE SIDE YARDS, SEE SITE PLAN FOR LOCATIONS & ANY FIRE/EMERGENCY GATES THAT MAY BE REQUIRED
19. PROVIDE MIN. 5% SLOPE FOR MIN. 10' AWAY FROM BLDG. SEE CIVIL DRAWINGS
20. 30" HIGH DECORATIVE WROUGHT IRON, POWDER COATED FENCE SEE ELEVATIONS
21. TELEPHONE, ELECT & GAS METERS SEE SITE PLAN
22. SECOND FLOOR POP OUT ABOVE SHOWN FOR CLARITY
23. ROOF OVERHANG SEE ROOF PLAN
24. LEFT SIDE KITCHEN DOOR LOCATED AT SPECIFIC LOTS - REFER TO SHT __ FOR COORDINATION
25. DOOR LOCATED AT SPECIFIC LOTS - REFER TO SHT __ FOR COORDINATION
26. BEAM ABOVE SEE STRUCTURAL DRAWINGS, WRAP WITH GYP. BD.
27. DECORATIVE FOAM CORBELS, TOTAL OF (5)
28. (2) MAILBOX UNITS ON PEDESTALS (??) WITH TOTAL OF 20 TENANTS, OUTING MAIL & PARCEL BINS
29. 5' SQ. LEVEL LANDING w/ 2% SLOPE IN ANY DIRECTION
30. POST AN INTERNATIONAL ACCESS SYMBOL SIGN AT ENTRY OR MOUNTED CENTER 60" A.F.F.
31. HATCH AREA INDICATES 12" DEEP SOFFIT ABV UPPER CABINETS FOR EXHAUST VENT, SEE SECT. & MECH. DWGS.

WALL ASSEMBLY

1 EXTERIOR WALL - NON-RATED

EXTERIOR FACE: 2 x 6 WD. STUD @ 24" O.C. (PLYWD. SHEATING PER STRUCTURAL DRAWINGS) A WATER RESISTIVE BARRIER OF (2) LAYERS OF GRADE 'D' KRAFT BLDG PAPER FOLLOWED BY ONE INCH TONGUE & GROOVE EPS BD OR STYROFOAM INSULATION BD ATTACHED TO WD STDS & PERIMETER FRAMING USING GALV STAPLES, ROOFING NAILS OR SCREW. VERT. BUTT JOINTS MUST BE STAGGERED AT LEAST ONE STUD SPACE AND MUST OCCUR OVER STUDS, FOLLOWED BY THE LATH MIN. 20 GAGE 1 INCH GALV STL WOVEN WIRE FABRIC MUST BE USED, LATH MUST BE FASTENED THROUGH INSULATION BD. TO THE STUDS & PERIMETER FRAMING USING 2 INCH LONG No. 16 GAGE GALV. STAPLES HAVING 7/8" CROWNS FASTENERS SPACED 6" o.c. THE DIAMOND WALL TEXTURE IS THEN APPLIED TO THE LATH BY HAND OR TROWELING OR MACHINE SPRAY IN ONE OR TWO COATS AT A MIN. THK. OF 3/8 INCH

INTERIOR FACE: 5/8" GYPSUM WALLBOARD APPLIED VERTICALLY OR HORIZONTALLY WITH ALL JOINTS STAGGERED EACH SIDE OVER FRAMING OR BLOCKING AND FASTENED WITH 6d COOLER OR WALLBOARD NAILS AT 7 INCH AT EDGE WITH END JOINTS TO BE COVERED WITH TAPE AND JOINT COMPOUND W/ R-19 BATT INSULATION

ALTERNATE TO GYP. BD USE FLAME BLOCK SHEATHING PER ICC-ESR 1365

2 FIRE PARTITION AT ENTRY (2) 1 HOUR RATED WALL PER TABLE 720.1(2) ITEM 14-1.1 & 14-1.2 (LOAD BEARING)

EXTERIOR FACE: (2) ROWS OF 2 x 4 WD. STUD @ 24" O.C. SEE ASSEMBLY (1) FOR STUCCO FINISH

INTERIOR FACE: ONE LAYER 5/8" TYPE X GYPSUM WALLBOARD OR GYPSUM VENEER BASE APPLIED PARALLEL OR AT RIGHT ANGLES TO EA SIDE OF 2 X 4 WD STDS 24" O.C. w/ 6D COATED NAILS, 1 7/8" LONG, 0.0915" SHANK, 1/4" HEADS, 7" O.C. JOINTS STAGGERED 24" ON OPP. SIDES (LOAD-BEARING)

ALTERNATE TO GYP. BD USE FLAME BLOCK SHEATHING PER ICC-ESR 1365

3 EXTERIOR WALL @ STAIRS NON-RATED SIMILAR TO ASSEMBLY 1 EXCEPT FOR 2X6, 2X6 WD. STUDS @ 12" o.c., OR (2) 2x6 @ 16" o.c. SEE STRUCTURAL DRAWINGS

4 FIRE PARTITION (2) 1 HOUR RATED WALL - LOAD BEARING GA FILE NO. WP 3820 SOUND TEST NG-246FT, 7-2-68

DOUBLE ROW OF 2 x 6 WD. STUD @ 24" O.C. WITH SEPARATE PLATES THAT ARE 1" APART. SEE STRUCTURAL PLANS FOR PLYWOOD WHERE NOTED

INTERIOR & EXTERIOR FACE: ONE LAYER 5/8" TYPE X PLAIN OR PREDECORATED GYPSUM WALLBOARD APPLIED PARALLEL TO EACH SIDE OF 2 X 6 WOOD STUDS 24" O.C. WITH 6d COATED NAILS, 1 7/8" LONG, 0.0915" SHANK, 1/4" HEADS, 7" O.C. AT JOINT AND TOP AND BOTTOM PLATES AND 3/8" BEAD OF ADHESIVE AT INTERMEDIATE STUDS JOINTS STAGGERED 24" ON OPPOSITE SIDES. SOUND TEST w/ 3 1/2" GLASS FIBER INSULATION (LOAD-BEARING)

ALTERNATE TO GYP. BD USE FLAME BLOCK SHEATHING PER ICC-ESR 1365

5 INTERIOR WALL AT GARAGE & UNIT LOAD BEARING 2 x 6 WD. STUD @ 24" o.c. OR 16"o.c. PLYWOOD WHERE NOTED. ONE LAYER 5/8" TYPE X GYPSUM WALLBOARD OR GYPSUM VENEER BASE APPLIED PARALLEL OR AT RIGHT ANGLES TO EACH SIDE OF 2 X 4 WOOD STUDS 24" O.C. WITH 6d COATED NAILS, 17/8" LONG, 0.0915" SHANK, 1/4" HEADS, 7" O.C. JOINTS STAGGERED 24" ON OPPOSITE SIDES. (LOAD-BEARING) ADD ACOUSTICAL INSULATION R-19 MIN

6 INTERIOR WALL NON-LOAD BEARING 2 x 4 WD. STUD @ 24" OR 16" o.c. w/ ONE LAYER 5/8" TYPE 'X' GYP. BOARD, BOTH SIDES

7 PLUMBING WALL NON LOAD BEARING 2 x 6 WD. STUD @ 24" OR 16" o.c. w/ ONE LAYER 5/8" WATER RESISTANT GYP. BOARD, w/ R-11 ACOUSTIC INSULATION BETWEEN STUDS

8 INTERIOR PONY WALL NON LOAD BEARING 2 x 4 WD. STUD @ 24" OR 16" o.c. w/ 5/8" GYP. BD. & WATER RESISTANT GYP. BD. AT WET AREAS.

9 INTERIOR PONY WALL NON LOAD BEARING 2 x 6 WD. STUD @ 24" OR 16" o.c. w/ 5/8" GYP. BD.

10 ROOF / CEILING 1 HOUR RATED ASSEMBLY PER CBC 2010 TABLE 720.1 ITEM NUMBER 21-1.1 w/ EXCEPTION C

CLASS 'A' ROOFING MATERIAL WOOD JOIST FLAT OR PITCHED ROOF TRUSSES SPACED A MAX. 24" o.c. WITH 1/2" WOOD STRUCTURAL PANELS WITH EXTERIOR GLUE APPLIED AT RIGHT ANGLES TO TOP OF JOIST OR TOP CHORD OF TRUSSES WITH 8d NAILS. THE STRUCTURAL PANEL THICKNESS SHALL NOT BE LESS THAN NOMINAL 1/2"

EXTERIOR SIDE COVERED WITH 7/8" THICK EXTERIOR CEMENT PLASTER MEASURED FROM THE FACE OF SHEATHING. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT BY VOLUME CEMENT TO SAND RATIO. PROVIDE MIN. 20 GA. 1 INCH GALV. METAL LATH OVER (2) LAYERS OF GRADE 'D' BUILDING PAPER OVER PLYWOOD SHEATHING WHERE OCCURS

11 EXTERIOR SIDING 1 HOUR RATED PER JAMA 60-04

WOOD STUDS 24" o.c. INTERIOR SIDE GYPSUM BOARD TYPE 'X' 5/8" ORIENTED VERTICALLY AND FASTENED WITH 1 3/4" CUP-HEAD GYP NAILS SPACED 7" o.c. AT BOARD EDGES IN FIELD AREA, OR 1 1/2" TYPE 'S' DRYWALL SCREWS, SPACED 8" o.c. AT BOARD EDGES IN FIELD AREA OF BOARDS. EXTERIOR SIDE 1/2" OR 5/8" TYPE 'X' GYPSUM SHEATHING FASTENED WITH 1 3/4" LONG ROOFING NAILS SPACED 7" o.c. SHEATHING EDGE JOINTS SHALL BE STAGGERED FROM THOSE ON OPPOSITE SIDES OF THE WALLS. 5/16" HARDIPLANK LAPSIDING APPLIED HORIZONTALLY WITH A 1 1/4" HEADLAP AND FASTENED WITH A SINGLE 6d CORROSION RESISTANT COMMON NAIL DRIVEN THROUGH THE LAPPED PLANKS AT EA STUD LOCATION

1 ALTERNATE TO GYPSUM BOARD PER ESR-1365 USE OF FLAME BLOCK IN PLACE OF GYPSUM BOARD

Urban

RESIDENTIAL PROJECT
1718 "L" STREET FRESNO, CA

Sheet Title: First Floor Plan - Manager's Unit

Revisions

Project #: 1002
Date: 6.30.11
Drawn: sfj
Checked: -

Sheet Number

A2.3

GENERAL NOTES

A. FLOOR PLANS DRAWN TO ACTUAL STUD SIZE

B. DRAWINGS ARE NOT TO BE SCALED. REFER TO DIMENSIONS OR NOTES. IN THE CASE OF A DISCREPANCIES THEN MAKE A WRITTEN REQUEST TO ARCHITECT FOR CLARIFICATION

C. REFER TO SITE PLAN FOR FIRE SEPARATION DISTANCE AND PRIVATE SIDE YARD AREAS

D. FOR PENETRATIONS AT RATED WALLS SEE SHEET XXX

E. DUCTS IN THE GARAGE AND DUCTS PENETRATING THE WALLS AND CEILINGS SEPARATING THE DWELLING FROM THE GARAGE SHALL BE CONSTRUCTED OF A MIN. NO. 26 GAGE SHEET METAL AND SHALL HAVE NO OPENINGS INTO THE GARAGE

F. PER R312 LANDINGS OR FLOORS AT THE REQUIRED EGRESS DOOR SHALL NOT BE MORE THAN 1 1/2" LOWER THAN THE TOP OF THE THRESHOLD

G. PER R311.5 STAIRWAYS SHALL NOT BE LESS TAN 36 INCHES IN CLEAR WIDTH

H. PER TABLE R302.1(2) BLDG'S WITH AUTOMATIC FIRE SPRINKLER PROTECTION, EXTERIOR WALLS GREATER THAN OR EQUAL TO 3' FROM PROPERTY LINE HAS NO FIRE RATING REQUIREMENT

I. PER TABLE R302.1(2) BLDG'S WITH AUTOMATIC FIRE SPRINKLER PROTECTION, EXTERIOR WALLS 3 FEET AND GREATER FROM PROPERTY LINE SHALL HAVE UNLIMITED OPENINGS

J. PROVIDE INDIVIDUAL CONTROL VALVES OF THE PRESSURE BALANCE OR THE THERMOSTATIC MIXING VALVE TYPE FOR SHOWER AND TUB/SHOWER COMBINATION

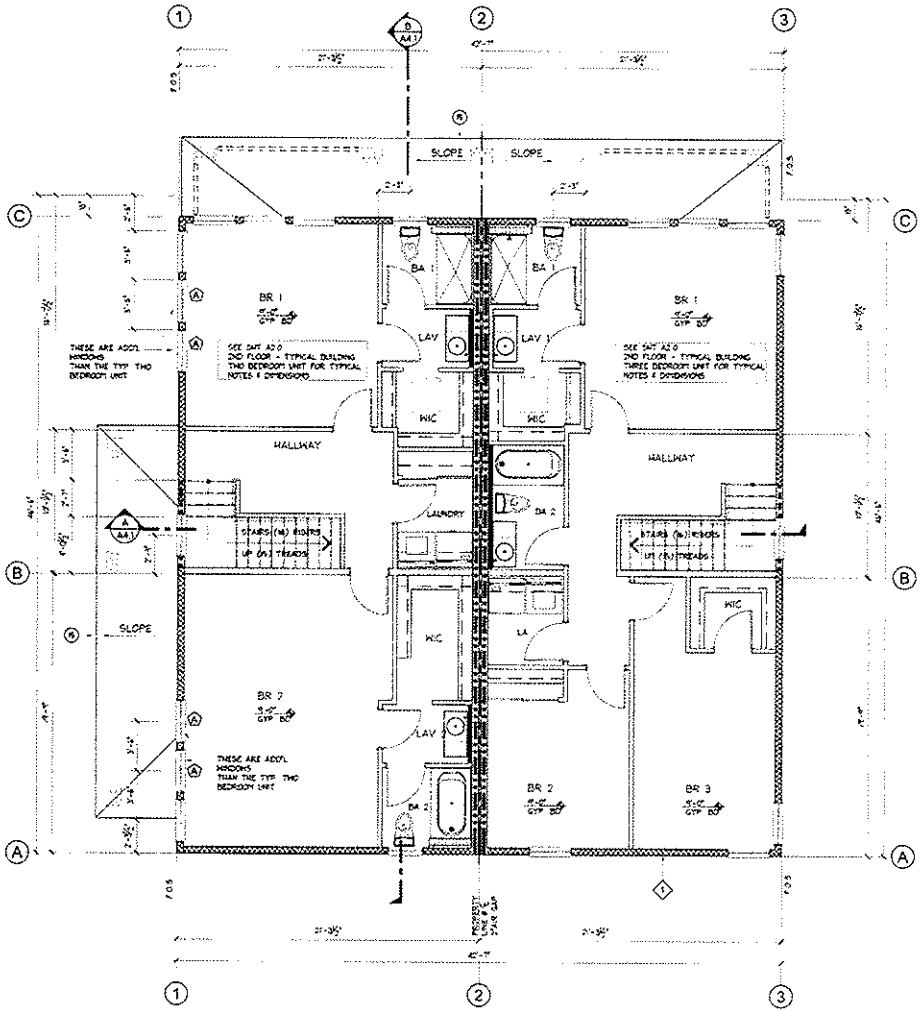
K. LIMIT WATER TEMP TO 120°

L. EXTERIOR HOSE BIBBS PROVIDE WITH NON-REMOVABLE BACKFLOW PREVENTION DEVICES

SQUARE FOOTAGE TYP. UNIT 2 STORY, R-3, TYPE VB, SPRINKLERED DUPLEX PLAN	
LEVEL ONE (LIVING AREA)	400 SF
STAIRS	56 SF
LEVEL TWO (LIVING AREA)	978 SF
TOTAL RESIDENTIAL UNIT	1,434 SF
TOTAL BLDG. (2)x 1,434 =	2,868 SF
GARAGE (2) x 474	948 SF

SYMBOLS LEGEND

- WALL TAG SEE WALL ASSEMBLY THIS SHEET
- DOOR TAG SEE SHEET A6
- WINDOW TAG SEE SHEET A6
- KEYNOTE TAG SEE KEYNOTES THIS SHEET
- INTERIOR TAG SEE SHEET A6



Second Floor Plan - Manager's Unit

Lot 12 Only

scale = 1/4"-1'-0"

KEYNOTES

1. 32"x 60" FIBERGLASS TUB/SHOWER ENCLOSURE W/GLASS DOOR & LABELED SAFETY GLAZING PER CBC SECT. 2406.3 SEE INTERIOR ELEVATIONS
2. 30"x60" FIBERGLASS SHOWER ENCLOSURE W/GLASS DOOR & LABELED SAFETY GLAZING PER SECT. 2406.3 SEE INTERIOR ELEVATIONS
3. ADD 2x4 BLOCKING AT REAR AND SIDE WALL OF TOILET & ALL (3) SIDES OF TUB/SHOWER AREA FOR GRAB BAR REINFORCEMENT MOUNTED 32"A.F.F. TO 36" MAX
4. WATER CLOSET TO BE RATED MINIMUM 1.6 GALLONS PER FLUSH
5. VANITY w/ LAVATORY & FAUCET
6. MIRROR
7. 12" DEEP SHELF AND POLE
8. (3) 12" DEEP SHELF
9. 30"x30" ATTIC ACCESS SHALL BE WEATHER STRIPPED AND INSULATED EQUIVALENT TO THE CEILING INSULATION. SEE ELECT. FOR LOCATION OF LIGHT
10. WASHER
11. DRYER
12. 12" UPPER CABINET w/ PULL HARDWARE AND ADJUSTABLE SHELVES
13. PONY WALL AT STAIRS TO RECEIVE WOOD CAP SEE DETAIL 7/A7.2
14. ROOF OVERHANG - SEE SHT A3.0 SEE ROOF PLAN
15. ENTRY ROOF BELOW - SEE SHT A3.0 FOR ROOF PLAN
16. PER R311.7.7.4.1 HANDRAILS SHALL BE PROVIDED ON AT LEAST ONE SIDE. HANDRAIL HEIGHT SHALL NOT BE LESS THAN 34" AND NOT MORE THAN 38" - SEE DETAIL 10/A7.2

WALL ASSEMBLY

1. EXTERIOR WALL - NON-RATED
   EXTERIOR FACE
   2 x 4 WD STUD @ 24" O.C. (TO/TWO SHEATING PER STRUCTURAL DRAWINGS) A WATER RESISTIVE BARRIER OF (2) LAYERS OF GRADE 'D' KRAFT BLDG PAPER FOLLOWED BY ONE INCH TONGUE & GROOVE EPS DO OR STYROFOAM INSULATION BO ATTACHED TO WD STDS. 1 PERIMETER FRAMING USING GALV STAPLES, ROOFING NAILS OR SCREW. VERT. BUTT JOINTS MUST BE STAGGERED AT LEAST ONE STUD SPACE AND MUST OCCUR OVER STUDS. FOLLOWED BY THE LATH THIN 20 GAGE 1 INCH GALV BTL MOVEN WIRE FABRIC THAT BE USED. LATH MUST BE FASTENED THROUGH INSULATION BO TO THE STUDS 1 PERIMETER FRAMING USING 2 INCH LONG No. 16 GAGE GALV STAPLED HAVING SHANKS. FASTENERS SPACED 6" o.c. ON THE STANDING HOLD. MIXTURE IS THEN APPLIED TO THE LATH BY HAND OR TROWELING OR PNUCMC SPRAY IN ONE OR TWO COATS AT A MIN. THK OF 3/4 INCH
   INTERIOR FACE
   5/8" GYPSUM WALLBOARD APPLIED VERTICALLY OR HORIZONTALLY WITH ALL JOINTS STAGGERED EACH SIDE OVER FRAMING OR BLOCKING AND FASTENED WITH BE COOLER OR WALLBOARD NAILS AT 7 INCH AT EDGE WITH END JOINTS TO BE COVERED WITH TAPE AND JOINT COMPOUND W/ R-19 BATT INSULATION
   ALTERNATE TO GYP BO USE FLAME BLOCK SHEATHING PER ICC-ESR 1365
2. FIRE PARTITION AT ENTRY
   (2) 1 HOUR RATED WALL PER TABLE 720.1(2) ITEM 9-13 & 9-13 (LOAD BEARING)
   EXTERIOR FACE
   (3) PLYS OF 2 x 4 WD STUD @ 24" O.C. SEE ASSEMBLY (2) FOR STUCCO FINISH
   INTERIOR FACE
   ONE LAYER 5/8" TYPE X GYPSUM WALLBOARD OR GYPSUM VERMICULITE BASE APPLIED PARALLEL OR AT RIGHT ANGLES TO EA SIDE OF 2 X 4 WD STDS 24" O.C. w/ 8D COATED NAILS, 1"1/4" LONG, 0.0915" SHANK, 1/4" HEADS, 7" O.C. JOINTS STAGGERED 24" ON OPPO SIDES (LOAD-BEARING)
   ALTERNATE TO GYP BO USE FLAME BLOCK SHEATHING PER ICC-ESR 1365
3. EXTERIOR WALL @ STAIRS NON-RATED SIMILAR TO ASSEMBLY 1 EXCEPT FOR DBL. 2x6 WD STUDS @ 16" o.c., OR (2) 2x4 @ 16"o.c. SEE STRUCTURAL DRAWINGS
4. FIRE PARTITION
   (2) 1 HOUR RATED WALL - LOAD BEARING
   GA FILE NO. HW 3020
   SOUND TESTS: NGC-GAPT, 7-2-66
   DOUBLE ROW OF 2 - 2 x WD STUD @ 24" O.C. WITH SEPARATE PLATES THAT ARE 2" APART. SEE STRUCTURAL PLANS FOR PLYWOOD WHERE NOTED
   INTERIOR & EXTERIOR FACE
   ONE LAYER 5/8" TYPE X PLAIN OR PREDECORATED GYPSUM WALLBOARD APPLIED PARALLEL TO EACH SIDE OF 2 X 4 WOOD STUDS 24" O.C. WITH 8d COATED NAILS, 1 7/8" LONG, 0.0915" SHANK, 1/4" HEADS, 7" O.C. AT JOINT AND TOP AND BOTTOM PLATES AND 3/8" BEAD OF ADHESIVE AT INTERMEDIATE STUDS JOINTS STAGGERED 24" ON OPPOSITE SIDES SOUND TEST w/ 3 1/2" GLASS FIBER INSULATION (LOAD-BEARING)
   ALTERNATE TO GYP BO USE FLAME BLOCK SHEATHING PER ICC-ESR 1365
5. INTERIOR WALL AT GARAGE 1 UNIT
   LOAD BEARING
   2 x 6 WD STUD @ 24" o.c. OR 16"o.c. PLYWOOD WHERE NOTED. ONE LAYER 5/8" TYPE X GYPSUM WALLBOARD OR GYPSUM VERMICULITE BASE APPLIED PARALLEL OR AT RIGHT ANGLES TO EACH SIDE OF 2 X 6 WOOD STUDS 24" O.C. WITH 8d COATED NAILS, 1"1/8" LONG, 0.0915" SHANK, 1/4" HEADS, 7" O.C. JOINTS STAGGERED 24" ON OPPOSITE SIDES. (LOAD-BEARING)ADD ACOUSTICAL INSULATION R-19 TYPE
6. INTERIOR WALL NON-LOAD BEARING
   2 x 4 WD STUD @ 24" OR 16" o.c. w/ ONE LAYER 5/8" TYPE V GYP. BOARD, BOTH SIDES
7. PLUMBING WALL NON LOAD BEARING
   2 x 6 WD STUD @ 24" OR 16" o.c. w/ ONE LAYER 5/8" WATER RESISTANT GYP. BOARD, w/ R-9 ACOUSTIC INSULATION BETWEEN STUDS
8. INTERIOR PONY WALL NON LOAD BEARING
   2 x 4 WD STUD @ 24" OR 16" o.c. w/ 5/8" GYP BD & WATER RESISTANT GYP. BD. AT WET AREAS.
9. INTERIOR PONY WALL NON LOAD BEARING
   2 x 6 WD STUD @ 24" OR 16" o.c. w/ 5/8" GYP BD
10. ROOF / CEILING 1 HOUR RATED ASSEMBLY PER CBC 2009 TABLE 720.1 ITEM NUMBER 2-11 w/ EXCEPTION C
    CLASS 'A' ROOFING MATERIAL
    WOOD JOIST FLAT OR PITCHED ROOF TRUSSES SPACED A MAX 24" o.c. WITH 1/2" WOOD STRUCTURAL PANELS WITH EXTERIOR GLUE APPLIED AT RIGHT ANGELS TO TOP OF JOIST OR TOP CHORD OF TRUSSES WITH 8d NAILS THE STRUCTURAL PANEL THICKNESS SHALL NOT BE LESS THAN NOMINAL 1/2"
    EXTERIOR SIDE COVERED WITH 7/8" THICK EXTERIOR CEMENT PLASTER (MEASURED FROM THE FACE OF SHEATHING. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT BY VOLUME CEMENT TO SAND RATIO PROVIDE FIRE 20 GA 1 INCH GALV METAL LATH OVER (2) LAYERS OF GRADE 'D' BUILDING PAPER OVER PLYWOOD SHEATHING WHERE OCCURS
11. EXTERIOR WYDING 1 HOUR RATED PER AWPA M-04
    WOOD STUDS 24" o.c. INTERIOR SIDE GYPSUM BOARD TYPE 'X' 5/8" ORIENTED VERTICALLY AND FASTENED WITH 1 3/4" GYP-HEAD GYP NAILS SPACED 7" o.c. AT BOARD EDGES IN FIELD AREA, OR 1 1/2" TYPE 'S' DRYWALL SCREWS SPACED 8" o.c. AT BOARD EDGES IN FIELD AREA OF BOARDS
    EXTERIOR SIDE 1/2" OR 5/8" TYPE 'X' GYPSUM SHEATHING FASTENED WITH 1 3/4" LONG ROOFING NAILS SPACED 7" o.c. SHEATHING EDGE JOINTS SHALL BE STAGGERED FROM THOSE ON OPPOSITE SIDES OF THE WALLS. 5/4x1 HARDIPLANK LAPSIDING APPLIED HORIZONTALLY WITH A 1 1/4" HEADLAP AND FASTENED WITH A SINGLE 8d CORROSION RESISTANT COPPER NAIL DRIVEN THROUGH THE LAPPED PLANKS AT EA STUD LOCATION
    * ALTERNATE TO GYPSUM BOARD PER ESR-1365 USE OF FLAME BLOCK IN PLACE OF GYPSUM BOARD

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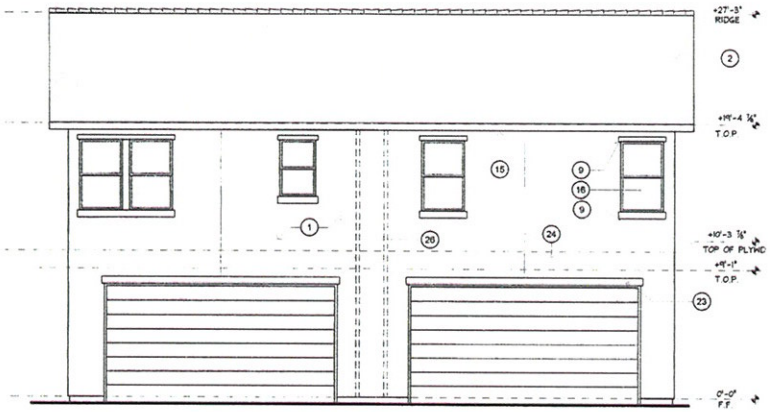
RESIDENTIAL PROJECT
1718 'L' STREET FRESNO, CA

Sheet Title
Second Floor Plan - Manager's Unit

Revisions

Project #: 1002
Date: 6.30.11
Drawn: MS
Checked: -

Sheet Number
A2.4



REAR ELEVATION - TYPICAL UNIT

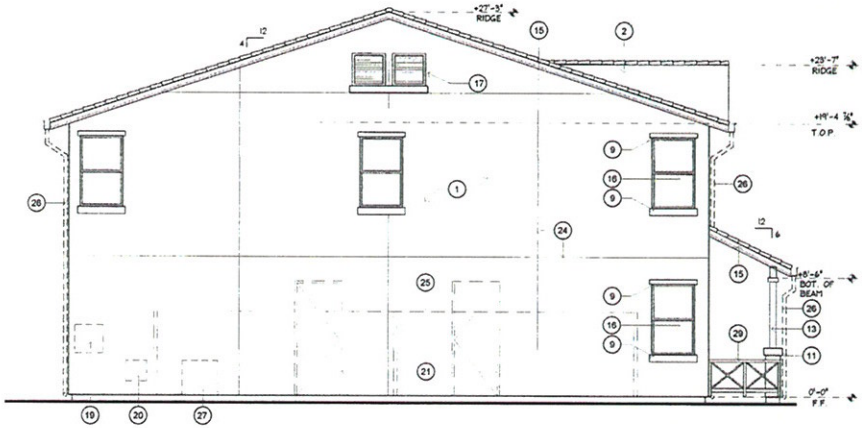
SEE ROOF PLAN FOR LOCATION ON SITE

SCALE = 1/4"=1'-0"

FRONT ELEVATION - TYPICAL UNIT

SEE ROOF PLAN FOR LOCATION ON SITE

SCALE = 1/4"=1'-0"



SIDE ELEVATION - TYPICAL UNIT

SEE ROOF PLAN FOR LOCATION ON SITE

SCALE = 1/4"=1'-0"

KEYNOTES

1	(2) COAT STUCCO SYSTEM w/ CORROSION RESISTANT MTL LATH,w/ 1"FOAM BD.w/ 2 LAYERS OF BLDG PAPER,w/PLYWD SHTHG	8	DECORATIVE FOAM CORBELS TO BE PAINTED	16	SINGLE HUNG DUAL PANE CLR GLASS, VINYL WINDOWS	24	STUCCO EXPANSION JOINT
2	CONCRETE TILE ROOFING, EGALE MANUF. OWNER TO SELECT COLOR	9	4" FOAM TRIM @ WINDOW HEADERS & 6" TRIM @ SILLS TYP. TO BE PAINTED W/ ACCENT COLOR	17	22"x22" GABLE VENT PAINTED w/ 1"x 5.5 HARDI TRIM @ MANAGER UNIT & 6" FOAM @ TYPICAL UNITS	25	6' HIGH WOOD FENCE FOR UNIT SIDE YARDS SEE SITE PLAN FOR LOCATIONS
3	HARDIE PLANK LAPSIDING, FIBER CEMENT BOARDS, COLOR TO BE SELECTED BY OWNER	10	TAPERED STUCCO COLUMNS, w/6" FOAM TRIM @ TOP SEE DET 12, 13 & 14/A7.0	18	18" DIA. DECORATIVE GABLE VENT PAINTED w/1"x 3.5 HARDIE TRIM BOARD	26	24 GA. GALV. SHT. MTL GUTTERS & DOWNSPOUT TO BE PAINTED,
4	HARDIE SHINGLE SIDING, FIBER CEMENT BOARDS, COLOR TO BE SELECTED BY OWNER	11	3'-6" HIGH 1'-6"WIDE x1'-1/2" DEEP COLUMN BASE w/ STUCCO FINISH & 6" FOAM TRIM @ CAP, SEE DET. 5 & 6/A7.1	19	ELECTRIC METER LOCATION SEE ELECT. DWGS & SITE PLAN	27	A/C UNITS SEE SITE PLAN FOR LOCATIONS
5	1"X3.5" HARDIE TRIM BOARD SMOOTH, COLOR TO BE SELECTED BY OWNER	12	3'-6" HIGH 1'-6"SQ. COLUMN BASE w/ STUCCO FINISH & 6" FOAM TRIM @ CAP, SEE DET. 13 & 14/A7.0	20	GAS METER LOCATION, SEE PLUMBING DWGS & SITE PLAN	28	LIGHTED ADDRESS
6	HARDI TRIM BOARD - VERIFY WIDTH	13	(2) 6X6 WOOD COLUMNS PAINTED w/ 6" FOAM TRIM , SEE DET. 5/A7.1	21	SIDE YARD DOORS, LOCATIONS ALTERNATE PER SPECIFIC LOT SEE ... FOR COORDINATION	29	30" HIGH DECORATIVE WROUGHT IRON, POWDER COATED FENCE SEE ELEVATIONS
7	1"x 9.5" HARDIE TRIM BOARD SMOOTH, COLOR TO BE SELECTED BY OWNER	14	1"X5.5" HARDIE TRIM BOARD SMOOTH, COLOR TO BE SELECTED BY OWNER	22	COTTAGE ENTRY DOORS w/ VISION LITE, 1"X3.5" HARDI TRIM @ MANAGER UNIT & 4" FOAM @ TYPICAL UNITS - SEE DOOR SCHEDULE	30	(2) MAILBOX UNITS ON PEDESTALS (29"Wx46"Hx18"D) WITH TOTAL OF 20 TENANTS, OUTING MAIL & PARCEL BINS
		15	2x8 FASCIA BOARD PAINTED	23	16'x9' ROLL UP SECTIONAL DOOR w/ 1"X5.5" HARDI TRIM @ MANAGER UNIT & 6" FOAM @ TYPICAL UNITS SEE DOOR SCHEDULE		

Gurban

GRANVILLE HOMES, 256 N. Wilmington, Suite 101, Fresno, CA. 93701
Member of the Fresno Homes U.C.E. Board

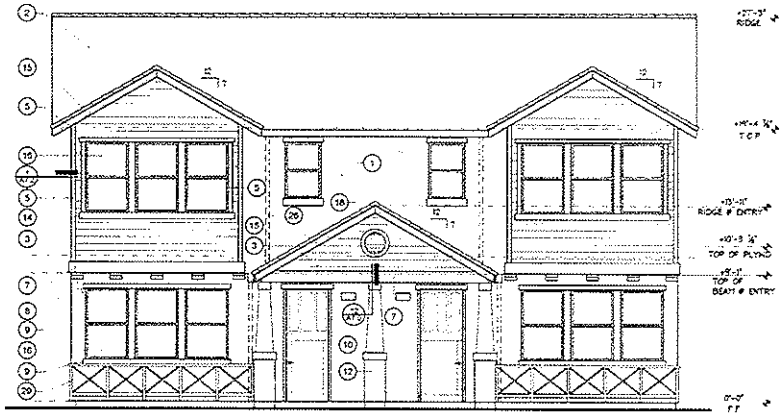
RESIDENTIAL PROJECT
1718 'L' STREET FRESNO, CA

Sheet Title
EXTERIOR ELEVATIONS TYPICAL UNIT

Revisions

Project #: 1002
Date: 6.30.11
Drawn : sij
Checked: -

Sheet Number
A5.0

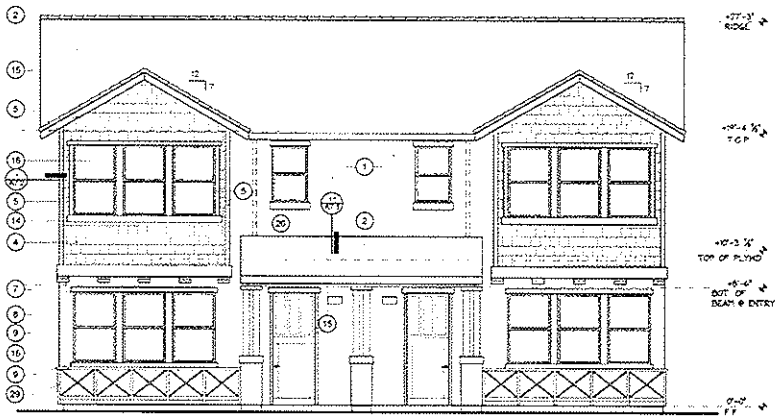


FRONT ELEVATION - ENTRY w/ GABLE ROOF - OPTION 3

SEE FRONT ELEVATION - TYPICAL UNIT SHT. A5.0 FOR ADDITIONAL APPLICABLE TYPICAL NOTES & DIMENSIONS

SEE ROOF PLAN FOR LOCATIONS ON SITE

SCALE = 1/4"=1'-0"

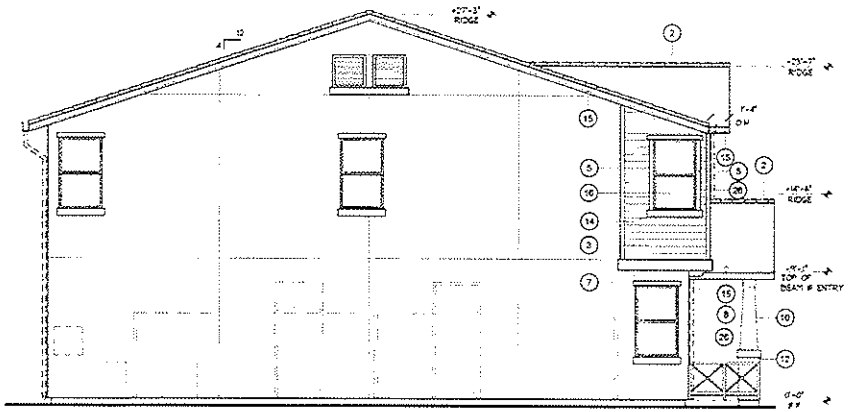


FRONT ELEVATION - ENTRY w/ SHED ROOF OPTION 2

SEE FRONT ELEVATION - TYPICAL UNIT SHT. A5.0 FOR ADDITIONAL APPLICABLE TYPICAL NOTES & DIMENSIONS

SEE ROOF PLAN FOR LOCATION ON SITE

SCALE = 1/4"=1'-0"

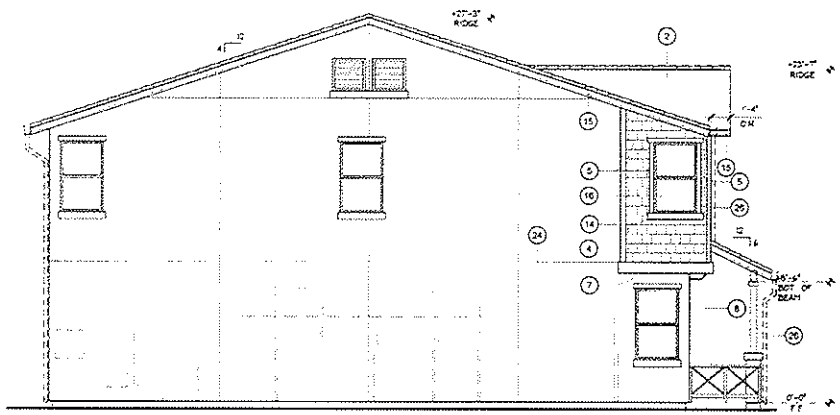


SIDE ELEVATION - ENTRY w/ GABLE ROOF - OPTION 3

SEE SIDE ELEVATION - TYPICAL UNIT SHT. A5.0 FOR ADDITIONAL APPLICABLE TYPICAL NOTES & DIMENSIONS

SEE ROOF PLAN FOR LOCATIONS ON SITE

SCALE = 1/4"=1'-0"



SIDE ELEVATION - ENTRY w/ SHED ROOF OPTION 2

SEE SIDE ELEVATION - TYPICAL UNIT SHT. A5.0 FOR ADDITIONAL APPLICABLE TYPICAL NOTES & DIMENSIONS

SEE ROOF PLAN FOR LOCATIONS ON SITE

SCALE = 1/4"=1'-0"

KEYNOTES

1	(2) COAT STUCCO SYSTEM w/ CORROSION RESISTANT MTL LATH,w/ 1"FOAM BD w/ 2 LAYERS OF BLDG PAPER,w/PLYWD SHTHG	8	DECORATIVE FOAM CORBELS TO BE PAINTED	16	SINGLE HUNG DUAL PANE GLR GLASS VINYL WINDOWS	24	STUCCO EXPANSION JOINT
2	CONCRETE TILE ROOFING, EGALE MANUF OWNER TO SELECT COLOR	9	4" FOAM TRIM @ WINDOW HEADERS & 6" TRIM @ SILLS TYP. TO BE PAINTED W/ ACCENT COLOR	17	22"x22" GABLE VENT PAINTED w/ 1"x 5.5 HARDI TRIM @ MANAGER UNIT & 6" FOAM @ TYPICAL UNITS	25	6' HIGH WOOD FENCE FOR UNIT SIDE YARDS, SEE SITE PLAN FOR LOCATIONS
3	HARDIE PLANK LAPSIDING, FIBER CEMENT BOARDS, COLOR TO BE SELECTED BY OWNER	10	TAPERED STUCCO COLUMNS, w/6" FOAM TRIM @ TOP SEE DET 12, 13 & 14/A7.0	18	18" DIA. DECORATIVE GABLE VENT PAINTED w/1"x 3.5 HARDIE TRIM BOARD	26	24 GA. GALV. SHT. MTL GUTTERS & DOWNSPOUT TO BE PAINTED.
4	HARDIE SHINGLE SIDING, FIBER CEMENT BOARDS, COLOR TO BE SELECTED BY OWNER	11	3'-6" HIGH 12"x12"BASE 10"x10" DEEP COLUMN BASE w/ STUCCO FINISH & 6" FOAM TRIM @ CAP, SEE DET 5 & 6/A7.1	19	ELECTRIC METER LOCATION SEE ELECT DWGS & SITE PLAN	27	A/C UNITS SEE SITE PLAN FOR LOCATIONS
5	1"X3.5" HARDIE TRIM BOARD SMOOTH, COLOR TO BE SELECTED BY OWNER	12	3'-6" HIGH 11"x12" COLUMN BASE w/ STUCCO FINISH & 6" FOAM TRIM @ CAP, SEE DET 13 & 14/A7.0	20	GAS METER LOCATION, SEE PLUMBING DWGS & SITE PLAN	28	LIGHTED ADDRESS
6	HARDI TRIM BOARD - VERIFY WIDTH	13	(2) 6x6 WOOD COLUMNS PAINTED w/ 6" FOAM TRIM, SEE DET 5/A7.1	21	SIDE YARD DOORS, LOCATIONS ALTERNATE PER SPECIFIC LOT SEE ... FOR COORDINATION	29	30" HIGH DECORATIVE WROUGHT IRON, POWDER COATED FENCE SEE ELEVATIONS
7	1"x 8.5" HARDIE TRIM BOARD SMOOTH, COLOR TO BE SELECTED BY OWNER	14	1"X3.5" HARDIE TRIM BOARD SMOOTH, COLOR TO BE SELECTED BY OWNER	22	COTTAGE ENTRY DOORS w/ VISION LITE, 1"X3.5" HARDI TRIM @ MANAGER UNIT & 4" FOAM @ TYPICAL UNITS - SEE DOOR SCHEDULE	30	(2) MAILBOX UNITS ON PEDESTALS (24W x 44 x 16D) WITH TOTAL OF 20 TENANTS, CITING MAIL & PARCEL BXS
		15	2x6 FASCIA BOARD PAINTED	23	16'x8' ROLL UP SECTIONAL DOOR w/ 1"x3.5" HARDI TRIM @ MANAGER UNIT & 4" FOAM @ TYPICAL UNITS SEE DOOR SCHEDULE		

Gurban

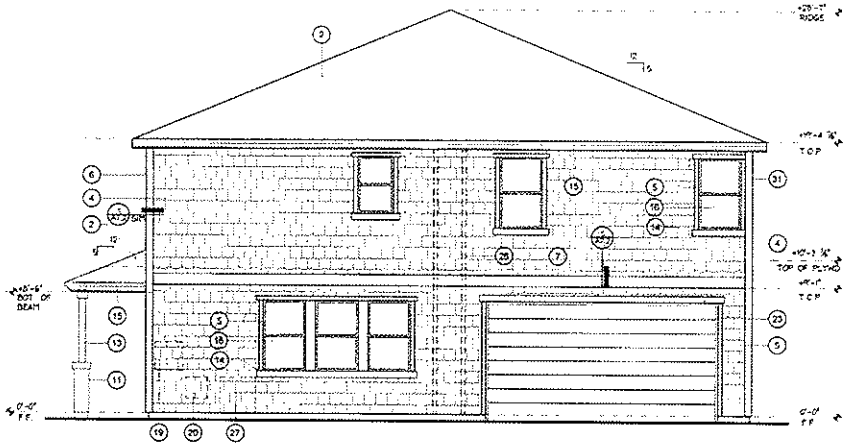
RESIDENTIAL PROJECT
1718 'L' STREET FRESNO, CA

Sheet Title
EXTERIOR ELEVATION OPTIONS

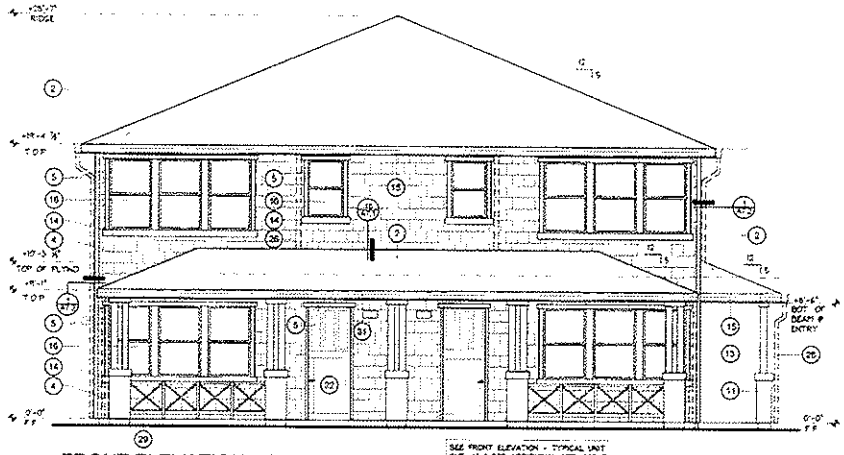
Revisions

Project #: 1002
Date: 6.30.11
Drawn: sfj
Checked:

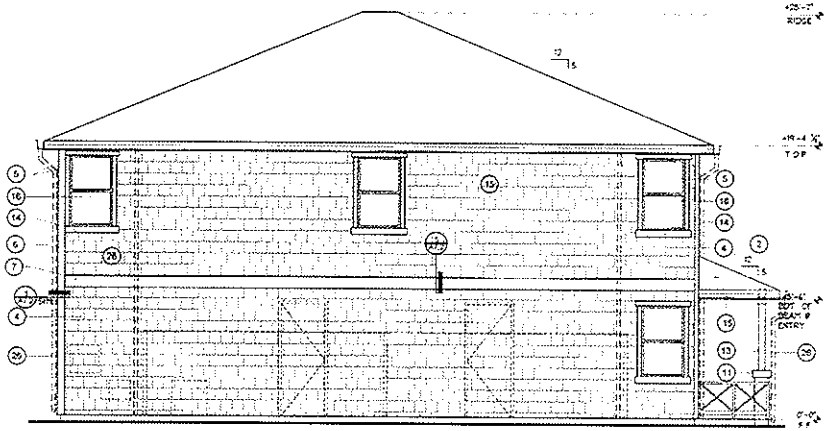
Sheet Number
A5.1



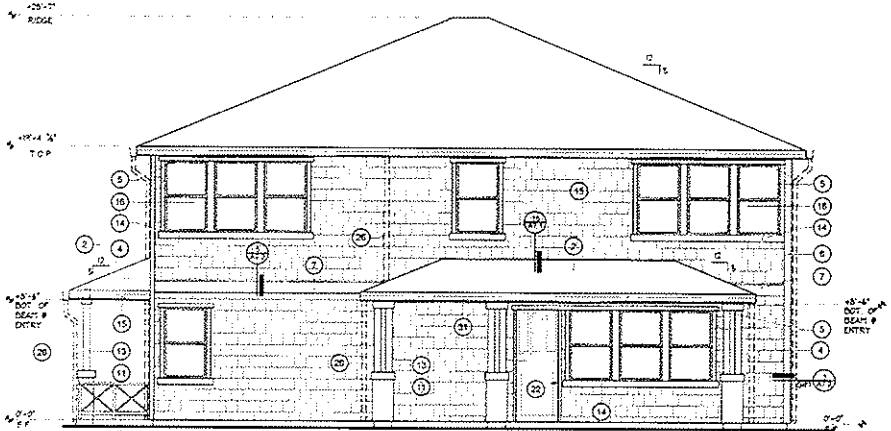
REAR ELEVATION - MANAGER'S UNIT
LOT 12 ONLY
SCALE = 1/4"=1'-0"



FRONT ELEVATION - MANAGER'S UNIT
AT LOT 12 ONLLY
SEE FRONT ELEVATION - TYPICAL UNIT SHT. A5.0 FOR ADDITIONAL APPLICABLE TYPICAL NOTES & DIMENSIONS
SCALE = 1/4"=1'-0"



LEFT ELEVATION - MANAGER'S UNIT
LOT 12 ONLY
SEE SIDE ELEVATION - TYPICAL UNIT SHT. A5.0 FOR ADDITIONAL APPLICABLE TYPICAL NOTES & DIMENSIONS
SCALE = 1/4"=1'-0"



RIGHT ELEVATION - MANAGER'S UNIT
LOT 12 ONLY
SCALE = 1/4"=1'-0"

KEYNOTES

1	(2) COAT STUCCO SYSTEM w/ CORROSION RESISTANT MTL LATH w/ 1"FOAM BD w/ 2 LAYERS OF BLDG PAPER, 6"PLYMC SHTHG	8	DECORATIVE FOAM CORDELS TO BE PAINTED	16	SINGLE HUNG DUAL PANE CLR GLASS, VINYL WINDOWS	24	STUCCO EXPANSION JOINT
2	CONCRETE TILE ROOFING, EGALE MANUF. OWNER TO SELECT COLOR	9	4" FOAM TRIM @ WINDOW HEADERS & 6" TRIM @ SILLS TYP. TO BE PAINTED W/ ACCENT COLOR	17	22"x22" GABLE VENT PAINTED w/ 1"x 5.5 HARDI TRIM @ MANAGER UNIT & 6" FOAM @ TYPICAL UNITS	25	6' HIGH WOOD FENCE FOR UNIT SIDE YARDS SEE SITE PLAN FOR LOCATIONS
3	HARDIE PLANK LAPSIDING, FIBER CEMENT BOARDS, COLOR TO BE SELECTED BY OWNER	10	TAPERED STUCCO COLUMNS w/ 4" FOAM TRIM @ TOP SEE DET 12, 13 & 14/A7.0	18	18" DIA. DECORATIVE GABLE VENT PAINTED w/1"x 5.5 HARDIE TRIM BOARD	26	24 GA. GALV. SHT. MTL GUTTERS & DOWNSPOUT TO BE PAINTED.
4	HARDIE SHINGLE SIDING, FIBER CEMENT BOARDS, COLOR TO BE SELECTED BY OWNER	11	9'-4" HIGH 7'-6" WIDE 1'-11"DEP. DEEP COLUMN BASE w/ STUCCO FINISH & 6" FOAM TRIM @ CAP, SEE DET. 5 & 6/A7.1	19	ELECTRIC METER LOCATION SEE ELECT. DWGS & SITE PLAN	27	A/C UNITS SEE SITE PLAN FOR LOCATIONS
5	1"X3 5" HARDIE TRIM BOARD SMOOTH, COLOR TO BE SELECTED BY OWNER	12	3'-6" HIGH 1'-6"SQ. COLUMN BASE w/ STUCCO FINISH & 6" FOAM TRIM @ CAP, SEE DET. 15 & 16/A7.0	20	GAS METER LOCATION, SEE PLUMBING DWGS & SITE PLAN	28	LIGHTED ADDRESS
6	HARDI TRIM BOARD - VERIFY WIDTH	13	(2) 6x6 WOOD COLUMNS PAINTED w/ 6" FOAM TRIM , SEE DET. 5/A7.1	21	SIDE YARD DOORS, LOCATIONS ALTERNATE PER SPECIFIC LOT SEE ... FOR COORDINATION	29	30" HIGH DECORATIVE WROUGHT IRON, POWDER COATED FENCE SEE ELEVATIONS
7	1"x 5.5" HARDIE TRIM BOARD SMOOTH, COLOR TO BE SELECTED BY OWNER	14	1"X5.5" HARDIE TRIM BOARD SMOOTH, COLOR TO BE SELECTED BY OWNER	22	COTTAGE ENTRY DOORS w/ VISION LITE, 1"X5.5" HARDI TRIM @ MANAGER UNIT & 4" FOAM @ TYPICAL UNITS - SEE DOOR SCHEDULE	30	(2) MAILBOX UNITS ON PEDESTALS (2'W'x4'W'x3'H'D) WITH TOTAL OF 20 TENANTS, OUTING MAIL & PARCEL BINS
		15	2x8 FASCIA BOARD PAINTED	23	16'-0" ROLL UP SECTIONAL DOOR w/ 1"X5.5" HARDI TRIM @ MANAGER UNIT & 4" FOAM @ TYPICAL UNITS SEE DOOR SCHEDULE		

revised 03 08/11

Gurban

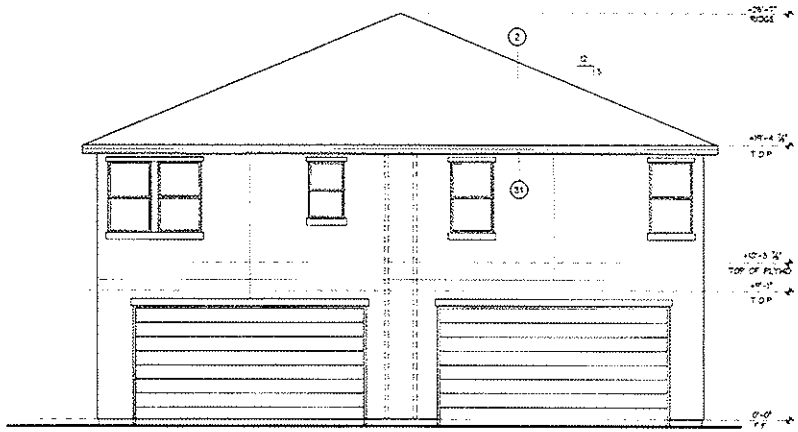
RESIDENTIAL PROJECT
1718 'L' STREET FRESNO, CA

Sheet Title
EXTERIOR ELEVATIONS MANAGER'S UNIT

Revisions

Project #: 1002
Date: 6.30.11
Drawn: BJ
Checked: -

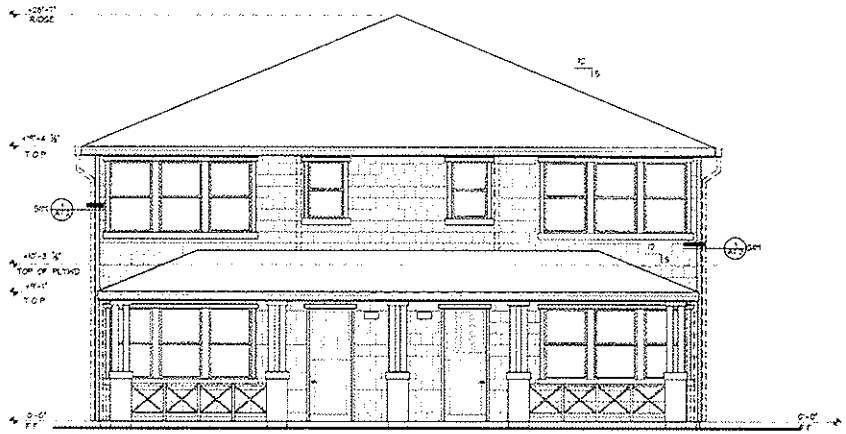
Sheet Number
A5.2



REAR ELEVATION - LOT 18 UNIT

SEE REAR ELEVATION - TYPICAL UNIT SHT. A5.0 FOR ADDITIONAL APPLICABLE TYPICAL NOTES & DIMENSIONS

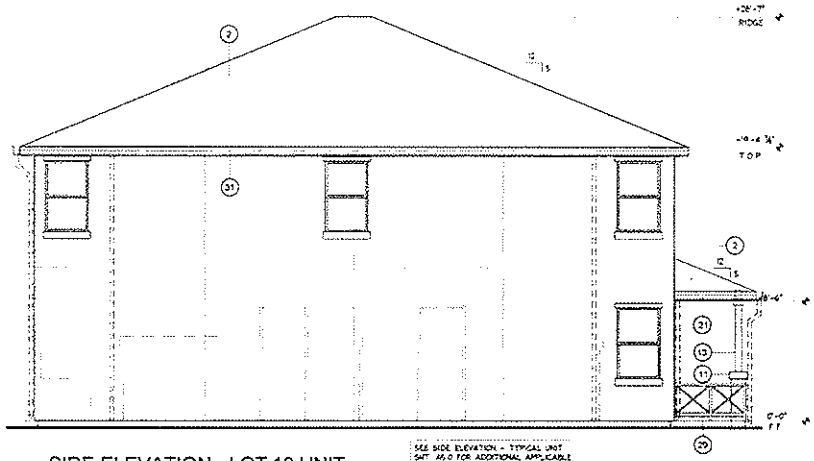
SCALE = 1/4"=1'-0"



FRONT ELEVATION - LOT 18 UNIT

SEE FRONT ELEVATION - MANAGER UNIT SHT. A5.0 FOR ADDITIONAL APPLICABLE TYPICAL NOTES & DIMENSIONS

SCALE = 1/4"=1'-0"



SIDE ELEVATION - LOT 18 UNIT

SEE SIDE ELEVATION - TYPICAL UNIT SHT. A5.0 FOR ADDITIONAL APPLICABLE TYPICAL NOTES & DIMENSIONS

SCALE = 1/4"=1'-0"

KEYNOTES

1	(2) COAT STUCCO SYSTEM w/ CORROSION RESISTANT MTL LATH w/ 1"FOAM BD w/ 2 LAYERS OF BLDG PAPER, w/PLYWD SHTNG	8	DECORATIVE FOAM CORBELS TO BE PAINTED	16	SINGLE HUNG DUAL PANE CLR GLASS, VINYL WINDOWS	24	STUCCO EXPANSION JOINT
2	CONCRETE TILE ROOFING, EGALE MANUF. OWNER TO SELECT COLOR	9	4" FOAM TRIM @ WINDOW HEADERS & 6" TRIM @ SILLS TYP. TO BE PAINTED W/ ACCENT COLOR	17	22"x22" GABLE VENT PAINTED w/ 1"x 5.5 HARDI TRIM @ MANAGER UNIT & 6" FOAM @ TYPICAL UNITS	25	6' HIGH WOOD FENCE FOR UNIT SIDE YARDS SEE SITE PLAN FOR LOCATIONS
3	HARDIE PLANK LAPSIDING, FIBER CEMENT BOARDS, COLOR TO BE SELECTED BY OWNER	10	TAPERED STUCCO COLUMNS, w/4" FOAM TRIM @ TOP SEE DET 12, 13 & 14/A7.0	18	18" DIA. DECORATIVE GABLE VENT PAINTED w/1"x 3.5 HARDIE TRIM BOARD	26	24 GA. GALV. SHT. MTL GUTTERS & DOWNSPOUT TO BE PAINTED,
4	HARDIE SHINGLE SIDING, FIBER CEMENT BOARDS, COLOR TO BE SELECTED BY OWNER	11	3'-4" HIGH 1'-6"WIDE 1'-1/2" DEEP COLUMN BASE w/ STUCCO FINISH & 6" FOAM TRIM @ CAP, SEE DET. 5 & 6/A7.1	19	ELECTRIC METER LOCATION SEE ELECT. DWGS & SITE PLAN	27	A/C UNITS SEE SITE PLAN FOR LOCATIONS
5	1"X3.5" HARDIE TRIM BOARD SMOOTH, COLOR TO BE SELECTED BY OWNER	12	3'-6" HIGH 1'-6"BD. COLUMN BASE w/ STUCCO FINISH & 6" FOAM TRIM @ CAP, SEE DET. 13 & 14/A7.0	20	GAS METER LOCATION, SEE PLUMBING DWGS & SITE PLAN	28	LIGHTED ADDRESS
6	HARDI TRIM BOARD - VERIFY WIDTH	13	(2) 6x6 WOOD COLUMNS PAINTED w/ 6" FOAM TRIM, SEE DET. 5/A7.1	21	SIDE YARD DOORS, LOCATIONS ALTERNATE PER SPECIFIC LOT SEE ... FOR COORDINATION	29	30" HIGH DECORATIVE WROUGHT IRON, POWDER COATED FENCE SEE ELEVATIONS
7	1"x 9.5" HARDIE TRIM BOARD SMOOTH, COLOR TO BE SELECTED BY OWNER	14	1"X3.5" HARDIE TRIM BOARD SMOOTH, COLOR TO BE SELECTED BY OWNER	22	COTTAGE ENTRY DOORS w/ VISION LITE, 1"X3.5" HARDI TRIM @ MANAGER UNIT & 4" FOAM @ TYPICAL UNITS - SEE DOOR SCHEDULE	30	(2) MAILBOX UNITS ON PEDESTALS (28"Wx46"Wx8"D) WITH TOTAL OF 20 TENANTS, CUTING MAIL & PARCEL BINS
		15	2x5 FASCIA BOARD PAINTED	23	16'x8' ROLL UP SECTIONAL DOOR w/ 1"X5.5" HARDI TRIM @ MANAGER UNIT & 6" FOAM @ TYPICAL UNITS SEE DOOR SCHEDULE		

Gurban

RESIDENTIAL PROJECT
1718 'L' STREET FRESNO, CA

Sheet Title
EXTERIOR ELEVATIONS LOT 18 UNIT

Revisions

Project #: 1002
Date: 6.30.11
Drawn: xfj
Checked: -

Sheet Number
A5.3

CITY OF FRESNO
DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT

CONDITIONS OF APPROVAL

DECEMBER 07, 2011

VESTING TENTATIVE TRACT MAP NO. 5994

"A PLANNED DEVELOPMENT"

NORTHERLY CORNER OF THE INTERSECTION OF "L" AND SAN JOAQUIN STREETS

All tentative maps are subject to the applicable provisions of the State Subdivision Map Act, Fresno Municipal Code (FMC), City policies, and City of Fresno Standard Specifications. The following specific conditions are applicable to this vesting tentative map:

NOTICE TO PROJECT APPLICANT

In accordance with the provisions of Government Code §66020(d)(1), the imposition of fees, dedications, reservations or exactions for this project are subject to protest by the project applicant at the time of approval or conditional approval of the development or within 90 days after the date of the imposition of the fees, dedications, reservations or exactions imposed on the development project. Each local agency shall provide to the project applicant a notice in writing at the time of the approval of the project or at the time of the imposition of the fees, dedications, reservations, or other exactions, a statement of the amount of the fees or a description of the dedications, reservations, or other exactions, and notification that the 90-day approval period in which the applicant may protest has begun (please see section related to Development Fees and Charges included herein below for further information).

GENERAL CONDITIONS

1. Upon conditional approval of Vesting Tentative Tract Map No. 5994, the subdivider may prepare a Final Map in accordance with the approved tentative map, and Conditional Use Permit Application No. C-11-014.

2. The developer/owner shall pay the appropriate park facilities fee and/or dedicate lands for parks and recreation purposes pursuant to Ordinance Nos. 2005-112 and 2005-113 adopted by the Fresno City Council on September 27, 2005.

3. Submit grading plans and a soils report to the City of Fresno Development and Resource Management Department for verification prior to Final Map approval (Reference: Sections 12-1022 and 12-1023 of the Fresno Municipal Code). Grading plans shall indicate the location of any required walls and indicate the proposed width of required landscape easements or strips. Approval of the grading plan is required prior to Final Map approval.

4. At the time of Final Map submittal, the subdivider shall submit engineered construction plans to the City of Fresno Public Works, Public Utilities, and Development and Resource Management Departments for grading, public sanitary sewer system, public water system, street lighting system, public streets, and storm drainage, including other technical reports and engineered plans as necessary to construct the required public improvements and work and applicable processing fees.

5. Engineered construction plans shall be approved by the City prior to the approval of the Final Map. If, at the time of Final Map approval, such plans have not been approved, the subdivider shall provide performance security in an amount established by the City to guarantee the completion of plans.

6. Public utilities easements, as necessary, shall be shown on the Final Map and dedicated to the City of Fresno. Public utility easements beyond the limits of the Final Map, but required as a condition of development, shall be acquired at the subdivider's cost and shall be dedicated by separate instrument at the time of Final Map approval. The relocation of existing utilities necessitated by the required public improvements shall be paid for by the subdivider. The subdivider is responsible to contact the appropriate utility company for information.

7. Comply with the conditions, policies and standards set forth in the City of Fresno, Municipal Code, Article 10, Chapter 12, "Subdivision of Real Property;" Resolution No. 68-187, "City Policy with Respect to Subdivisions;" and City of Fresno Standard Specifications, 2002 Edition, and any amendments thereto.

8. The subdivider shall pay applicable fees for, but not limited to, plan checks for street improvements and other grading and construction; street trees, street signs, water and sewer service, and inspections in accordance with the City of Fresno Master Fee Schedule (City Resolution No. 79-606 and No. 80-420) and any amendments, modifications, or additions thereto; and in accordance with the requirements of State law as related to vesting tentative maps.

9. The subdivider shall furnish to the City acceptable security to guarantee the construction of the off-site street improvements in accordance with all applicable provisions of the Fresno Municipal Code (FMC) and the State Subdivision Map Act. The subdivider shall complete all the public improvements prior to the approval of the Final Map by the City. If, at the time of Final Map approval, any public improvements have not been completed and accepted in accordance with the standards of the City, the subdivider may elect to enter into an agreement with the City to thereafter guarantee the completion of the improvements.

10. As a condition of Final Map approval, the subdivider shall furnish to the City a subdivision guarantee listing all parties having any right, title or interest and the nature of their interest per State law.

GENERAL INFORMATION

11. Contact the United States Postal Service for the location and type of mailboxes to be installed in this subdivision.

    a) It is recommended that at least 6 months prior to the first occupancy, the Developer shall contact the local United States Postal Service representative to complete a Mode of Delivery Agreement for New Construction. The Mode of Delivery Agreement must have a District approval signature to be valid. In addition to completing the Agreement, the Developer shall provide a final map (with address details) to the local USPS representative. The Developer shall, at their own expense, procure, construct and install all mail receptacle facilities for each location as specified and approved by the USPS.

i) Attached for the subdivider/developer's use is a copy of the Mode of Delivery Agreement – New Construction Form.

12. The developer/owner shall obtain any and all permits required for the removal or demolition of any existing building or structure located within the subdivision boundaries. The developer/owner shall also obtain any and all permits required for the proper abandonment/closure of any existing water well, septic tank/leach field or cesspool, and irrigation pipeline on the subject property. All such permits shall be obtained prior to commencement of tract grading work, in accordance with Chapter 13 of the Fresno Municipal Code.

    a) Demolition of any structures located on the subject property shall occur in accordance with the Conditions of Approval for Conditional Use Permit Application No. C-11-014.

13. If archaeological and/or animal fossil material is encountered during project surveying, grading, excavating, or construction, work shall stop immediately.

14. If there are suspected human remains, the Fresno County Coroner shall be immediately contacted (business hours: (559) 268-0109; after hours the contact phone number is (559) 488-3111 for the Fresno County Sheriff's Department). If remains or other archaeological material is possibly Native American in origin, the Native American Heritage Commission (phone number (916) 653-4082) shall be immediately contacted, and the California Archaeological Inventory/Southern San Joaquin Valley Information Center (phone number (805) 644-2289) shall be contacted to obtain a referral list of recognized archaeologists.

15. If animal fossils are uncovered, the Museum of Paleontology at the University of California, Berkeley shall be contacted to obtain a referral list of recognized paleontologists. An assessment shall be conducted by a paleontologist; if the paleontologist determines the material to be significant, a recommendation shall be made to the City as to any further site investigation or preservation measures.

16. Apportionment of Special Assessment: If, as part of this subdivision, a division will be made of any lot or parcel of land upon which there is an unpaid special assessment levied under any State or local law, including a division into condominium interest as defined in Section 783 of the Civil Code, the developer/owner shall file a written application with the City of Fresno Director of Public Works, requesting apportionment of the unpaid portion of the assessment or pay off such assessment in full.

    If the subdivider elects to apportion the assessment, the application shall contain the following information:

    a) A full description of each assessed lot, parcel or interest to be divided and of how such lot, parcel or interest will be divided;

    b) A request that the Engineer apportion the amount remaining unpaid on the assessment in accordance with applicable law; and

    c) Written consent of the owner(s) of each such lot, parcel, or interest to the requested apportionment.

d) The application shall be filed prior to the approval of the Final Map(s) by the City and shall be accompanied by a fee in an amount specified in the Master Fee Resolution for each separate lot, parcel, or interest into which the original assessed lot, parcel or interest is to be divided. The fee shall be in an amount sufficient to pay all costs of the City and the Engineer of Work responsible for determining the initial assessment in making the requested apportionment.

MITIGATION MONITORING REQUIREMENTS

17. Development of the subject property shall be subject to implementation of all applicable mitigation measures, fees, and timelines included within the Initial Study and Mitigated Negative Declaration prepared for the proposed project dated June 06, 2011.

    a) The mitigated negative declaration prepared for the proposed project is tiered off of the 2025 Fresno General Plan Master Environmental Impact Report (MEIR) No. 10130. In addition to the project specific mitigation measures identified within the mitigated negative declaration prepared for the proposed project, development of the subject property shall also be subject to implementation of all applicable mitigation measures included within the MEIR for subsequent projects; included herein by reference.

ZONING & PROPERTY DEVELOPMENT STANDARDS

18. As a proposed "Planned Development" subdivision, approval of Vesting Tentative Tract Map No. 5994 is contingent upon approval of Conditional Use Permit Application No. C-11-014; authorizing the planned development of the subject property.

19. The subject property is zoned under the C-4 (Central Trading) and C-P (Administrative and Professional Office) zone district classifications. Any development on the subject property or individual lots resulting from a subdivision thereof shall comply with the property development standards of the respective C-4 and C-P zone districts except as may be modified herein pursuant to Conditional Use Permit Application No. C-11-014.

20. The proposed map/subdivision boundary does not conform to record information. A Lot Line Adjustment is required to establish the proposed boundary configuration prior to recordation of a Final Map.

    a) A Lot Line Adjustment application shall be approved through the Development and Resource Management Department and perfected prior to recordation of a Final Map.

21. Proposed Outlot "A" of Vesting Tentative Tract Map No. 5994 shall be utilized for common area purposes including: walkways; private street roadways; parking areas; solid waste enclosures; open spaces; public utilities; drainage; and, related appurtenant facilities in accordance with the Conditions of Approval for C-11-014.

    a) Pursuant to Section 12-1011(f)(6) of the FMC, every lot shall abut on a public street, except where adequate internal circulation is provided by a private street, or streets in an approved planned development.

        i) Development of the subject property has been proposed as a planned development with common access, utilities, facilities, and improvements, which will traverse proposed property lines and/or be required to be shared in order to

facilitate the proposed subdivision of the subject property.

22. Whenever a subdivision, includes area under common ownership, the use, maintenance, and operation thereof shall be administered by an owner's association regulated by covenants, conditions, and restrictions (CC&R's) pursuant to Section 12-1026 of the Fresno Municipal Code.

    a) Submit draft copies of Covenants, Conditions and Restrictions/Owners Association documents (CC&R's) for review and approval. Final, executed and notarized documents shall be recorded with the final map or alternatively submit recorded documents for recording. CC&R's are intended to satisfy and secure the enforceability of properties' obligations for retention and maintenance of access, utilities, facilities, and improvements; and, shall, at a minimum, address the following:

        i) Cross Access for ingress/egress and emergency access to buildings
        ii) Cross Drainage
        iii) Shared Parking
        iv) Shared solid waste facilities
        v) Maintenance of sewer, water and all other utilities
        vi) Maintenance of private sidewalks, curbs, gutters, and improvements
        vii) Maintenance of all landscaping and irrigation systems within the limits of this map
        viii) Maintenance and retention of fire suppression systems and underground water supplies

Lot Area and Dimensions

23. Pursuant to Section 12-306-N-21 of the FMC the Director of the Development and Resource Management Department or the Planning Commission may modify the property development standards of the underlying zone district if determined that the proposed development conforms to the provisions of the abovementioned section. However, in no case shall proposed parcels be less than the following minimum standards:

    a) Proposed lots shall be configured and dimensioned in accordance with Vesting Tentative Tract Map No. 5994.

Building Setbacks

24. Building setbacks shall be provided in accordance with the Conditions of Approval and the approved site plan (Exhibit[s] "A") for Conditional Use Permit Application No. C-11-014.

Fences, Hedges & Walls

25. Fences Hedges and Walls shall be provided in accordance with the Conditions of Approval and the approved site plan (Exhibit[s] "A") for Conditional Use Permit Application No. C-11-014.

LANDSCAPING AND OPEN SPACE

26. Landscaping and open space shall be provided in accordance with the Conditions of Approval and Exhibit(s) "A" & "L" for Conditional Use Permit Application No. C-11-014.

27. All proposed landscaped open spaces, pedestrian connections, entryways, and pathways, etc., shall be improved in accordance with the approved landscape improvement plans, which are to be submitted to the Development and Resource Management Department for review and approval prior to Final Map approval.

    - NOTE: Lighting details shall be provided with the submittal of the landscape improvement plans.

28. Maintenance of all Outlots proposed within the boundary of Vesting Tentative Tract Map No. 5994 shall be provided pursuant to the Maintenance Obligations stipulated herein below or in a manner which provides appropriate security and is deemed acceptable to both the City of Fresno Development & Resource Management and Public Works Departments.

29. Landscaping, which is compliant with the City of Fresno "Anti-Graffiti Landscaped Buffer Development and Planting Standards," shall be required adjacent to all solid walls or fences that are accessible to the public and shall be maintained in accordance with the Maintenance Obligations stipulated herein below; or, in a manner which provides appropriate security and is deemed acceptable to both the City of Fresno Development & Resource Management and Public Works Departments.

30. The subdivider is required to provide street trees on all public street frontages per Fresno Municipal Code and for the dedication of planting and buffer landscape easements as determined by the Development and Resource Management Department. Street trees shall be planted at the minimum rate of one tree for each 60 feet of street frontage; or, one tree per home (whichever is greater) by the developer. The subdivider is required to provide irrigation for all street trees. The irrigation system shall comply with FMC Section 12-306-N-23, Water Efficient Landscape Standards and AB 1881 Model Water Efficient Landscape Ordinance.

31. Comply with all of the Street Tree and Maintenance requirements included within the Department of Public Works, Streets Division memorandum from the Parks Supervisor dated March 15, 2011; with the following exceptions:

    a) Based upon the proposed front yard setbacks of proposed residential units, street trees may not be required to be planted within a 10-foot Public Planting and Utility Easement. Locations of street trees for the proposed project shall be approved by the Department of Public Works, Parks Supervisor prior to issuance of a street tree planting permit or prior to approval of landscape plans, which are required to be submitted to serve as a street tree planting permit for on-site trees, which may alternatively be planted outside of street rights-of-way and within ten feet of the back of the sidewalk.

STREETS AND RIGHTS-OF-WAY

32. The subdivider shall furnish to the City acceptable security to guarantee the construction of the off-site street improvements in accordance with all applicable provisions of the FMC and the State Subdivision Map Act.

33. Comply with all of the requirements included within the attached Public Works Department, Traffic and Engineering Services Division memorandum dated July 19, 2011; and, the following:

a) In accordance with City Council Resolution No. 2010-280, the proposed project shall provide sidewalks on both sides of private streets; or as an alternative, the applicant may submit a Pedestrian Access Plan.

i) The alternative pedestrian access plan shall be provided in accordance with Exhibit "A" and the Conditions of Approval for Conditional Use Permit Application No. C-11-014 and Policy E-1-o of the 2025 Fresno General Plan.

- NOTE: The pedestrian access plan shall be included as an element of a conditional use permit as required for a planned development, and approval shall be contained within the entitlement submitted.

SANITARY SEWER SERVICE

The nearest sanitary sewer mains to serve the proposed project is an 8-inch main located in North San Pablo Avenue. The following sewer conditions shall be required prior to providing City sewer service to the project:

34. Comply with all of the requirements included within the attached Department of Public Utilities, Planning and Engineering Division (Sanitary Sewer) memorandum dated March 25, 2011.

WATER SERVICE

The following water improvements shall be required prior to providing City water service to the project:

35. Comply with all of the requirements included within the attached Department of Public Utilities, Water Division memorandum dated August 16, 2011.

SOLID WASTE SERVICE

This tract will be serviced as Multi-Family Residential bin service, subject to the following conditions:

36. Comply with all of the requirements included within the attached Department of Public Utilities, Solid Waste Division memorandum dated April 12, 2011.

FIRE SERVICE

Fire service is available to the proposed tract subject to the following requirements:

37. Comply with all of the requirements included within the attached Fresno Fire Department memorandum dated April 04, 2011.

FLOOD CONTROL AND DRAINAGE

38. The subdivider shall be required to comply with the specific requirements imposed by the Fresno Metropolitan Flood Control District (FMFCD) for the subdivision or any amendments or modifications to those requirements which may be granted by the FMFCD Board of Directors, pursuant to Section 13-1307 of the Fresno Municipal Code. These requirements are identified in the District's letter to the Development and Resource Management Department dated April 12, 2011.

COUNTY OF FRESNO DEPARTMENT OF PUBLIC HEALTH

39. Comply with all of the requirements included within the attached County of Fresno Department of Public Health memorandum dated April 06, 2011.

SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT

40. Comply with all of the requirements included within the attached San Joaquin Valley Air Pollution Control District (SJVAPCD) memorandum dated March 14, 2011.

    a) The subdivider/developer shall comply with all regulations and rules applicable to the development of the subject property in accordance with SJVAPCD requirements.

        - NOTE: These rules and regulations may include, but not be limited to, compliance with Regulation VIII for the control of particulate matter and fugitive dust during construction of this project and Rule 8060 for the control of fugitive dust from paved and unpaved roads.

REDEVELOPMENT AGENCY OF THE CITY OF FRESNO

41. Comply with all requirements included within the attached City of Fresno Redevelopment Agency memorandum dated March 18, 2011.

FRESNO UNIFIED SCHOOL DISTRICT

42. Attached for the subdivider's records and/or consideration is the memorandum from Fresno Unified School District dated March 11, 2011.

RIGHT-OF-WAY ACQUISITION

43. The developer will be responsible for the acquisition of any necessary right-of-way to construct any of the required improvements.

44. Rights-of-way acquisition shall include any rights-of-way necessary for proper drainage, signing, pole relocation, and shoulder grading. In general, this will require right-of-way to be provided approximately 10 feet outside the travel lane. The exact requirement must be determined at the project design stage based on the existing conditions and detailed design information.

45. In the event an acquisition of any easement or right-of-way is necessitated by the subject development, said acquisition will be accomplished prior to Final Map approval. The developer/owner should contact the Real Estate Section of the Public Works Department to receive procedural guidance in such acquisitions.

46. Should such acquisition not be accomplished by the subdivider prior to Final Map approval, the subdivider must request and grant to the City the full authority to attempt acquisition either through negotiation or through its power of eminent domain. The subdivider shall furnish to the City Public Works Department, Engineering Division/ Real Estate Section, an appraisal report or a request for an estimated appraisal amount (to be determined by the City of Fresno Real Estate Section) prior to preparation of a Subdivision Agreement.

47. The subdivider shall submit adequate security in the form of a cash deposit to guarantee payment of all costs associated with the acquisition, including staff time, attorney's fees, appraisal fees, court costs, and all related expenditures and costs necessary to effect the acquisition of such easements or rights-of-way.

MAINTENANCE OBLIGATIONS

48. The long term maintenance of all the items listed below is the ultimate responsibility of the owner/developer.

49. Comply with all the requirements included within the attached Public Works Department, Traffic and Engineering Service memorandum dated July 19, 2011 respective to Landscape and Feature Maintenance and the following:

    a) If the owner/developer chooses to be annexed into the City's CFD for maintenance purposes, then an Annexation Request Package shall be submitted to the Public Works Department for review, processing, and approval.

        - NOTE: Packages must be complete with all required information in order to be accepted. The Annexation Request Form is available on-line on the City of Fresno website (http://www.fresno.gov) under the Public Works Department Developer Doorway.

    b) Construction plans for all features to be maintained by a CFD for a final map shall be included in the final map submission to the Development Department for processing. Where applicable, this shall include a Street Tree Location and Street Tree Species (by street) map. Landscaping plans shall contain actual tree and plant counts by species and include the areas (in square feet) of turf, shrubs and trees, and sidewalks or other paved areas within all landscaped areas.

        - NOTE: The Department of Public Works will not be responsible for the maintenance of any outlots if they are not included into the Community Facilities District (CFD). If the outlots are to be included into the CFD, the Department of Public Works will require that landscape and irrigation plans be submitted with landscape buffer plans for approval prior to inclusion into the CFD.

    c) Proceedings to place the Final Map into a CFD shall not commence until the Final Map has been annexed into the City of Fresno and the Final Map, Landscape and Street Construction Plans are considered to be technically correct.

    d) If the developer/subdivider elects to petition for annexation into the City's Community Facilities District, he/she shall be required to provide the City of Fresno, Department of Public Works, with copies of signed acknowledgments from each purchaser of a lot within the subdivision, attesting to the purchasers understanding that the lot will have an annual maintenance assessment and that he/she is aware of the estimated amount of the assessment. The developer/subdivider shall execute and record a covenant on each lot providing notice that the subject property is subject to annual payment of the Community Facilities District assessment.

55. Should the City Council or owner/developer choose not to include all of the maintenance items or certain items listed above in a CFD, then the property owner/developer shall be responsible for establishing a Home Owners' Association (HOA) or other property based

management mechanism which provides for the maintenance of these items in a manner which provides appropriate security and is deemed acceptable to both the City of Fresno Development and Resource Management and Public Works Departments.

a) The subdivider shall establish a Home Owners' Association (or other approved mechanism) to perform the above listed maintenance responsibilities pursuant to a formal agreement with the City pursuant to Section 12-1026 of the Fresno Municipal Code. The agreement with the City described herein, shall among other things, specify level of effort and frequency, insurance requirements, traffic control, and inspection and be subject to approval by the Director of Public Works and the City Attorney's Office.

- NOTE: Should the owner/developer elect to establish a Home Owners' Association to perform maintenance obligations and assure that said obligations are met, then the owner/developer may include such other items as are deemed appropriate and necessary for the sustainability of the subdivision and its amenities within the responsibilities of the association.

b) The proposed Declaration of Covenants, Conditions, and Restrictions (CC&Rs) and the proposed instruments for the homeowners association shall be submitted to the Development and Resource Management Department for review two weeks prior to final map approval. Said documents shall be recorded with the final map or alternatively submit recorded documents or documents for recording prior to final acceptance of subdivision improvements. Said documents shall include assignment of responsibility to the homeowners association for landscaping and other provisions as stated in the Development and Resource Management Department Guidelines for preparation of CC&Rs dated September 01, 1994.

DEVELOPMENT FEES AND CHARGES

This project is subject to the following fees and charges:

FLOOD CONTROL CHARGES	FEE RATE
a. FMFCD Drainage Fee	$7,500.00
SEWER CONNECTION CHARGES	**FEE RATE**
b. Lateral Sewer Charge [1]	$0.10/sq. ft. (to 100' depth)
c. Oversize Charge [1]	$0.05/sq. ft. (to 100' depth)
d. Trunk Sewer Charge Service Area:	N/A
e. Wastewater Facilities Charge	S.T.E.P. **
f. House Branch Sewer Charge [2]	N/A

WATER CONNECTION CHARGES	FEE RATE
g. Service Connection Charge	Fee based on service(s) and meter(s) sizes specified by owner; fee for service(s) and Meter(s) established by the Master Fee Schedule.
h. Frontage Charge [1]	$6.50/lineal foot
i. Transmission Grid Main Charge [1]	$804/net acre (parcels under 5 gross acres)
j. Transmission Grid Main Bond Debt Service Charge [1]	$304/net acre (parcels under 5 gross acres)
k. UGM Water Supply Fee [2] Service Area:	N/A
l. Well Head Treatment Fee [2] Service Area:	N/A
m. Recharge Fee [2] Service Area:	N/A
n. 1994 Bond Debt Service [1] Service Area:	N/A

CITYWIDE DEVELOPMENT IMPACT FEES	FEE RATE
o. Fire Facilities Impact Fee – Citywide [4]	
Residential, Multi Family	$439.00/living unit
Commercial	$236.00/1000 sq. ft. †
p. Park Facility Impact Fee – Citywide [4]	$2764.00/living unit
q. Quimby Parkland Dedication Fee [2]	N/A
r. Citywide Regional Street Fee [3]	$13,846.00/adj. acre
s. New Growth Area Major Street Fee [3]	N/A
t. Police Facilities Impact Fee – Citywide [4]	
Residential, Multi Family	$508.00/living unit
Commercial	$665.00/1000 sq. ft. †
u. Traffic Signal Charge [1]	
Residential, Multi Family	$316.65/living unit
Commercial	$47.12/ADT †

Notes:

The proposed development shall pay drainage fees pursuant to the Drainage Fee Ordinance prior to approval of the final map at the rates in effect at the time of such approval. The fee indicated above is based on the tentative map. Please see the attached memorandum from the Fresno Metropolitan Flood Control District (FMFCD) for further information regarding considerations which may affect the fee obligation(s) or the timing or form of fee payment.

On July 22, 2008, the Fresno County Board of Supervisors passed Ordinance No. 2008 – 023 requiring the payment of County Public Impact Facilities Impact Fees. The effective date of this ordinance is September 20, 2008. Contact the County of Fresno, Public Works and Planning Department to determine payment of this fee obligation. Confirmation by the County of Fresno is required before the City of Fresno can issue building permits. (The requirement to pay this fee is currently suspended by Fresno County. However, payment of this fee may be required if the fee has been reinstated at the time of issuance of building permits on the subject property.)

The Board of Directors of the Fresno County Regional Transportation Mitigation Fee Agency approved Resolution No. 2009 – 01 requiring the payment of Regional Transportation Mitigation Fee. The effective date of this resolution is January 1, 2010. Contact the Council of Fresno County Governments (FCOG) to determine this fee obligation. Confirmation by the FCOG is required before the City of Fresno can issue building permits.

** Upon occupancy of the project, the subdivider shall pay the appropriate sewer facility charge pursuant to the Simple Tiered Equity Program (STEP) as determined by the Department of Public Utilities, Wastewater Division, Environmental Services Section (559-621-5153).

[1] Deferrable through Fee Deferral Covenant.

[2] Due at Final Map.

[3] Due at Building Permit.

[4] Due at Certificate of Occupancy.

† Building areas to be calculated to the nearest square foot. Traffic Signal Fee is subject to review and conditions of approval from Transportation Planning through the entitlement review process based on Average Daily Trips of the proposed project. Average Daily Trips to be determined by Traffic Engineering.

CITY OF FRESNO
DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT

CONDITIONS OF APPROVAL

DECEMBER 07, 2011

CONDITIONAL USE PERMIT APPLICATION NO. C-11-014

"A PLANNED DEVELOPMENT"

NORTHERLY CORNER OF THE INTERSECTION OF "L" AND SAN JOAQUIN STREETS

PART A - PROJECT INFORMATION

1.	Assessor's Parcel No(s):	466-103-04, 09, 10, 12 & 29
2.	Street Location:	Located on the northerly corner of the intersection of "L" and San Joaquin Streets. **(Council District 3, Councilmember Baines)**
3.	Existing & Proposed Zoning	"C-4" (*Central Trading District*); and, "C-P" (*Administrative and Professional Office District)*
4.	Existing & Proposed Planned Land Use:	Central Area Commercial Mixed Use Level 2
5.	Plan Areas:	Central Area Community Plan, Fulton/Lowell Specific Plan, Fulton Redevelopment Plan
6.	Project Description:	Requests authorization to establish and develop a gated private street planned development with modified property development standards for 28 lots proposed to be created by Vesting Tentative Tract Map No. 5994. Development of the subject property is proposed to include 28 two-story town home dwelling units within 14 multiple dwelling (duplex) structures with attached garages (one lot per unit). The proposed project will also include vacation of adjacent public street rights-of-way and demolition of existing structures on the subject property.

PART B - GENERAL CONDITIONS AND REQUIREMENTS

The City of Fresno Planning Commission, on December 07, 2011, approved the special permit application subject to the enclosed list of conditions and Exhibit(s) "A", "E", "F" & "L", inclusive of Conditional Use Permit Application No. C-11-014.

IMPORTANT: PLEASE READ CAREFULLY

Please note that this project may be subject to a variety of discretionary conditions of approval. These include conditions based on adopted City plans and policies, those determined through site plan review and environmental assessment essential to mitigate adverse effects on the environment including the health, safety, and welfare of the community, and recommended conditions for development that are not essential to health, safety, and welfare, but would on the whole enhance the project and its relationship to the neighborhood and environment.

Discretionary conditions of approval may be appealed. All code requirements, however, are mandatory and may only be modified by variance, provided the findings pursuant to Fresno Municipal Code (FMC) Section 12-405.A can be made.

All discretionary conditions of approval will ultimately be deemed mandatory unless appealed either verbally or in writing to the City of Fresno Planning Commission at the scheduled public hearing regarding Conditional Use Permit Application No. C-11-014 and Vesting Tentative Tract Map No. T-5994.

Approval of this special permit shall be considered null and void in the event of failure by the applicant and/or the authorized representative, architect, engineer, or designer to disclose and delineate all facts and information relating to the subject property and the proposed development including, but not limited to, the following:

1. All existing and proposed improvements including but not limited to buildings and structures, signs and their uses, trees, walls, driveways, outdoor storage, and open land use areas on the subject property and all of the preceding which are located on adjoining property and may encroach on the subject property;

2. All public and private easements, rights-of-way and any actual or potential prescriptive easements or uses of the subject property; and,

3. Existing and proposed grade differentials between the subject property and adjoining property zoned or planned for residential use.

Approval of this special permit may become null and void in the event that development is not completed in accordance with all the conditions and requirements imposed on this special permit, the Zoning Ordinance, and all Public Works Standards and Specifications. The Development and Resource Management Department shall not assume responsibility for any deletions or omissions resulting from the special permit review process or for additions or alterations to construction plan not specifically submitted and reviewed and approved pursuant to this special permit or subsequent amendments or revisions. **(Include this note on the site plan.)**

No uses of land, buildings, or structures other than those specifically approved pursuant to this site plan shall be permitted. **(Include this note on the site plan.)**

Transfer all red line notes, etc., shown on the original site plan exhibit(s) to the final site plan(s). CORRECTIONS SHALL INCLUDE ALL THOSE LISTED IN THIS DOCUMENT AND THOSE LISTED

IN THE CORRECTION LIST PROVIDED BY THE PLAN CHECK PROCESS.

The exercise of rights granted by this special permit must be commenced by December 07, 2015 (four years from the date of Director approval). The time limits for any special permit conditionally granted in conjunction with an approved tentative tract map shall be automatically extended upon the extension of such tentative tract map pursuant to Section 12-1005.1 of the FMC.

To complete the back-check process for building permit relative to planning and zoning issues, submit copies of this corrected, final site plan, together with copies of the elevations, landscape, and irrigation plans, and any required covenants and/or studies or analyses to the Development Services (Planning) Division for final review and approval, a minimum of ten days before applying for building permits.

Copies of this final approved site plan, elevations, landscape, and irrigation plans stamped by the Development Services (Planning) Division **must be substituted** for unstamped copies of the same in each of the sets of construction plans submitted for plan check prior to issuance of building permits. The final approved site plan must also include all corrections identified in the plan check process.

Be advised that on-site inspections will not be authorized unless the final stamped approved site plan, elevations, landscape, and irrigation plans are included in the plan check file copy.

Please contact Will Tackett at (559) 621-8063 or via e-mail at Will.Tackett@fresno.gov to schedule an appointment for final sign-off for building permits following your receipt and substitution of the four copies of the stamped, corrected, approved exhibits in the plan check sets.

NOTICE TO PROJECT APPLICANT

In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedication, reservations or exactions for this project are subject to protest by the project applicant at the time of approval or conditional approval of the development or within 90 days after the date of the imposition of the fees, dedications, reservation or exactions imposed on the development project.

This notice does not apply to those fees, dedications, reservations or exactions which were previously imposed and duly noticed; or, where no notice was previously required under the provisions of Government Code Section 66020(d)(1) in effect before January 1, 1997.

PART C - PUBLIC IMPROVEMENT REQUIREMENTS

The following requirements are based on city records and the accuracy of the existing and proposed on-site and off-site conditions depicted on the exhibits submitted. Requirements not addressed due to omission or misrepresentation of information, for which this review process is dependent, will be imposed whenever such conditions are disclosed.

Questions relating to dedications, street improvements or off-street parking geometrics may be directed to Louise Gilio at (559) 621-8678 / Louise.Gilio@fresno.gov of the City of Fresno Public Works Department, Traffic and Engineering Services Division.

1. STREET ENCROACHMENT PERMITS, DEDICATIONS AND VACATIONS

   a) Exhibit(s) "A" is required to include all street furniture, e.g.: public utility poles and boxes, guy wires, signs, fire hydrants, bus stop benches, mail boxes, news stands, trash receptacles, tree wells, etc., within the existing and proposed public rights-of-way.

   b) ENCROACHMENT PERMITS. The construction of any overhead, surface or sub-surface private structures and appurtenances extending within the public rights-of-way is prohibited unless an encroachment permit is approved by the City of Fresno Public Works Department, Engineering Division, Special Districts/Projects and Right of Way Section, (559) 621-8693. Encroachment permits must be approved prior to issuance of building permits.

   c) DEDICATIONS. The following dedication requirements must be satisfied prior to the issuance of building permits:

      i) Dedications shall take place in accordance with the Conditions of Approval for Vesting Tentative Tract Map No. 5994.

   d) VACATIONS. The following vacation requirements must be satisfied prior to issuance of building permits:

      i) Vacations shall take place in accordance with the attached Public Works Department, Engineering Division (Traffic Planning) memorandum dated July 19, 2011 referenced herein below.

      ii) A feasibility study for all proposed vacations of existing public rights-of-way is required to be completed prior to recordation of the Final Map. Contact Alan James, Supervising Engineering Technician at (559) 621-8693 for further information.

2. STREET IMPROVEMENTS

   a) All public improvements shall be constructed in accordance with the Standard Specifications and Standard Drawings of the City of Fresno, Public Works Department or street construction plans required and approved by the City Engineer. The performance of any work within the public street rights-of-way (including pedestrian, water and sewer utility easements) requires a Street Work Permit issued by the Public Works Department, Engineering Services Division at (559) 621-8693, prior to commencement of the work. Contact the Public Works Department, Engineering Services Section at (559) 621-8686 for detailed information. All required street improvements must be completed and accepted by the City prior to occupancy.

   b) Existing off-site concrete improvements to remain in place shall be repaired if damaged and/or off grade as determined by the Public Works Department, Construction Management Division (559) 621-5500. Such repairs must be completed prior to final occupancy.

   c) Where required design and construct curb, gutter, AC paving, and residential sidewalk patterns to Public Works standards, specifications, and policies. Plans shall be prepared by a registered Civil Engineer.

- NOTE: Reference Conditions of Approval for Vesting Tentative Tract Map No. 5994 for requirements respective to major and interior local public streets.

d) Install streetlights on all frontages to City Standards as determined by the City Traffic Engineer. Street lighting plans are required and must be approved by the Public Works Department/Engineering Services prior to commencement of the work.

e) Underground all existing off-site overhead utilities within the limits of this site as per FMC Section 12-1011, Section 8-801 and Resolution No. 78-522/88-229.

f) Submit four copies of a Geometric Approval Drawing (GAD) to Traffic Engineering for review and approval, per the attached checklist, prior to submittal of street plans.

g) Submit the following as a single package to the Public Works Department Engineering Division, Plan Check and GIS Mapping Section, (559) 621-8682, for review and approval, prior to issuance of building and street work permits: Street Improvement Plans, Signing and Striping Plans, Street Lighting Plans and Landscape and Irrigation Plans.

3. SURVEY MONUMENTS AND PARCEL CONFIGURATION

a) All survey monuments within the area of construction shall be preserved and if disturbed, shall be reset by a person licensed to practice Land Surveying in the State of California. **(Include this note on the site plan.)**

PART D - PLANNING/ZONING REQUIREMENTS

1. PLANNING

a) Development is subject to the following plans and policies:

i) "C-4", *Low Density Multiple Family Residential District (§12-220 of the FMC)*
ii) "C-P", *Administrative and Professional Office District* (§12-216 of the FMC)
iii) 2025 Fresno General Plan
iv) Central Area Community Plan
v) Fulton/Lowell Specific Plan
vi) Fulton Redevelopment Plan

MITIGATION MONITORING REQUIREMENTS

2. Development of the subject property shall be subject to implementation of all applicable mitigation measures, fees, and timelines included within the Initial Study and Mitigated Negative Declaration prepared for the proposed project dated June 06, 2011.

a) The mitigated negative declaration prepared for the proposed project is tiered off of the 2025 Fresno General Plan Master Environmental Impact Report (MEIR) No. 10130. In addition to the project specific mitigation measures identified within the mitigated negative declaration

prepared for the proposed project, development of the subject property shall also be subject to implementation of all applicable mitigation measures included within the MEIR for subsequent projects; included herein by reference.

3. ZONING

a) Approval of Conditional Use Permit Application No. C-11-014 is contingent upon approval of Vesting Tentative Tract Map No. 5994.

b) A subsequent entitlement will be required in order to revise the current development proposal or authorize an alternative development scheme for the subject property. Further environmental review may also be required for any future revisions dependent upon the level of intensification that may be proposed.

c) A demolition permit for the existing structures located on the site shall be obtained from the Development and Resource Management Department prior to issuance of building permits.

i) The demolition permit for the existing structures located on the subject property shall not be issued until building plans for the proposed infill project have been submitted to the City of Fresno's Building and Safety Services Division for plan check.

ii) All reusable architectural details and elements of the Crichton Home shall be salvaged.

i) The Operational Statement for Conditional Use Permit Application No. C-11-014 shall be revised to identify a program for material salvage prior to, or concurrent with, the demolition of the Crichton Home.

- NOTE: The material salvage program/plan shall be approved by the Development and Resource Management Department and shall identify characteristic elements and material components that are reusable, as well an implementation program for material removal, storage/stockpiling, and reuse.

4. POPULATION DENSITY

a) There shall be a minimum of 1,500 square feet of lot area for each dwelling unit.

- NOTE: The subject property is approximately 1.29 net acres in area, providing approximately 2,000 (±) square feet of area per unit.

5. BUILDING HEIGHT

a) No building or structure erected on the subject property shall have a height greater than 35 feet.

b) No accessory building erected on the subject property shall have a height greater than one story, not to exceed 12 feet in height. All accessory buildings on the subject property are subject to the provisions of Section 12-306-N-1 (Accessory Buildings) of the FMC.

- NOTE: Exceptions. Over height structures may be approved by the City of Fresno Planning Commission or Director of the Development Department. However, no roof structure or any space above the height limit shall be allowed for the purpose of providing additional living or floor space.

6. BUILDING AND YARD SETBACKS AND SPACES BETWEEN BUILDINGS

Setbacks shall be provided in accordance with Exhibit(s) "A" of Conditional Use Permit Application No. C-11-014, the Conditions of Approval for Vesting Tentative Tract Map No. 5994; and, the following:

a) All required yards shall extend the full width or depth of the lot and shall be open from the ground to the sky, except as provided in Sections 12-105-L-4 (landscaping), 12-105-Y (yard) and 12-216.5-E-5 of the FMC.

- NOTE: Any proposed deviation from the building setbacks established by Exhibit "A" of Conditional Use Permit Application No. C-11-014 requires a revision to Conditional Use Permit Application No. C-11-014.

b) Proposed structures are required to be found in compliance with the fire resistive standards of the Uniformed Building Code. In the event structures do not comply they must be modified so as to meet the requirement.

7. OPEN SPACES AND LANDSCAPING

The subdivider shall provide and maintain all landscaping (and irrigation systems) in accordance with the Conditions of Approval of Vesting Tentative Tract Map No. 5994; and, the following:

a) A landscape and irrigation plan, prepared by a landscape professional, shall be submitted to the Development Services (Planning) Division and approved for all open space and recreational areas within the development. These plans must be reviewed and approved prior to obtaining building permits.

b) Outlots of Vesting Tentative Tract Map No. 5994, which are proposed to be dedicated for open space purposes shall be landscaped by the developer in accordance with the approved landscape and irrigation plans and shall thereafter be maintained by the property owner/subdivider in a manner which provides appropriate security and is deemed acceptable to both the City of Fresno Development and Resource Management and Public Works Departments.

c) All yards (including private) and areas designated for open space purposes shall be landscaped and maintained in accordance with Sections 12-306-N-24 of the FMC.

i) All yards and landscaped areas located adjacent to street frontage shall be provided automatic irrigation systems.

iii) All yards (including private) and areas designated for open space purposes shall comply

with the water efficient landscape standards in accordance with Section 12-306-N-23 of the FMC.

d) All required Walls or fences, which are accessible to the public, shall incorporate an adjacent landscaped buffer area pursuant to the City of Fresno "Anti-Graffiti Landscaped Buffer Development and Planting Standards."

e) Provide a minimum of 56 medium sized trees on-site per FMC Section 12-306-N-24-g and in accordance with the following:

   i) Provide a minimum of one medium size tree for each required parking space, plus one medium sized tree for each residential unit.

      - NOTE: One medium size tree is defined as attaining a height of 30-60 feet at maturity. Two small size trees, up to 30 feet high at maturity may be substituted for one medium size tree.

f) No building permit shall be issued for any development for which a special permit has been issued until the requirements for street trees as provided in Article 3 of Chapter 11 of the FMC have been met and street tree inspection fees paid pursuant to the Master Fee Schedule.

   - NOTE: Street trees shall be planted by the property owner and shall be inspected by the City pursuant to the payment of street tree inspection fees.

   i) Fresno Municipal Code requires one (1) street tree per 60 linear feet of public street frontage.

      - NOTE: The Department of Public Works may approve a request for waiver of street tree requirements if the applicant agrees to plant a minimum of one (1) tree (of similar type and size) for every 60 linear feet of street frontage on private property within ten feet of the back of the sidewalk.

      - NOTE: An approved landscape plan, properly scaled and dimensioned, shall serve as a street tree planting permit for on-site trees not in the public right of way. A copy of this plan shall be kept at the job site at all times.

   ii) Call (559) 621-5600 to notify the Public Works Department Construction Management Division 72 hours prior to tree hole drilling/tree planting in the public right-of-way, in order to verify tree locations, to obtain inspection of drilling operations, and to check backfilling procedures and safety barriers.

   iii) All planting, irrigation and related work within the city right-of-way shall comply with the City of Fresno Public Works Department Standard Specifications, Section 25 and 26.

   iv) All landscaping and related work to be performed within the city right-of-way shall be done by a qualified contractor and requires a street encroachment permit from the Public Works Department prior to commencement. Call (559) 621-8685 for information on encroachment

permits and required insurance and bonding.

g) All trees shall be maintained in good health. Trees may not be trimmed or pruned to reduce the natural height or overall crown of the tree, except as necessary for the health of the tree and public safety; or as may otherwise be approved by the Development and Resource Management Department. **(Include this note on the site plan and landscape plan.)**

h) All vegetation shall be maintained free of physical damage or injury from lack of water, excess chemical fertilizer or other toxic chemical, blight, or disease, and any such vegetation which shows signs of such damage or injury at any time shall be replaced by the same, similar, or substitute vegetation of a size, form, and character, which will be comparable at full growth.

i) Landscaping shall be kept free from weeds and undesirable grasses.

j) Landscaping must be in place before issuance of the certificate of occupancy for each individual dwelling.

i) A Hold on Occupancy shall be placed on the proposed development until such time that landscaping has been approved and verified for proper installation by the Development and Resource Management Department. **(Include this note on the site and landscape plans.)**

- NOTE: The hold on occupancy may be released at the discretion of the Development and Resource Management Department to subjectively accommodate inappropriate planting conditions, which are outside of the control of the developer/subdivider (e.g. weather conditions which may be prohibitive to planting in a timely and appropriate manner, etc.).

- NOTE: The use of utilities for temporary occupancy may be allowed by the Building Official pursuant to FMC Section 13-100.110.1.2 et seq.

ii) Prior to granting of final occupancy, a written certification, signed by a landscape professional approved by the Development and Resource Management Department Director, shall be submitted stating that the required landscaping and irrigation system have been installed in accordance with the landscaping and irrigation plans approved by the Development and Resource Management Department. **(Include this note on the site and landscape plans.)**

8. FENCES, HEDGES, AND WALLS

Fences, hedges and walls shall be provided in accordance with the Conditions of Approval of Vesting Tentative Tract Map No. 5994; and, the following:

a) All proposed fences, hedges and walls, etc. shall be reviewed and approved prior to installation by the City of Fresno, Development and Resource Management Department. **(Include this note on the site plan.)**

i) Clearly depict any proposed/existing fences, hedges and walls on Exhibit(s) "A" of Conditional Use Permit Application No. C-11-014. Note that all proposed/existing fences, hedges and walls must comply with all policies, ordinances, regulations, etc. of the City of Fresno, Development and Resource Management Department.

ii) Submit a rendering depicting the fence, hedge or wall height, material, location etc. for review and approval.

- NOTE: Only those fences, hedges and walls as shown on the site plan shall be reviewed for approval.

b) All fences, hedges and walls shall conform to the provisions of Section 12-306-H of the FMC except as may be modified herein below.

- NOTE: Without exception, all present and future fences, hedges, and walls shall not exceed three feet in height within the corner cut-off area defined at Section 12-306-H-3-e of the FMC; and, shall conform to all aspects of the corner cut-off provisions of Section 13-227 (Obstruction to Visibility at Intersection) and 13-228 (Intersection Visibility, Investigation and Enforcement. Lien.) of the FMC.

c) All fences, hedges and walls shall conform to the Fulton/Lowell Design Guidelines; specifically as follows:

i) Front yard fencing proposed along "L" and San Joaquin Streets should be semi-transparent and set back from the back of the sidewalk at least 18" to allow a planting area. Fencing style should enhance the architectural style of the house.

- NOTE: Chain link fences are unacceptable. Only wrought iron, wood, or masonry will be considered acceptable fencing materials.

ii) Gates shall be attractive and in keeping with the fence style.

iii) Overheight fences are prohibited pursuant to the Fresno Municipal Code.

d) The proposed wood fence along the northwest boundary of the subject property and the proposed block wall along the northeast boundary of the subject property shall be terminated within the front yard setback areas of the adjacent residential properties abutting proposed Lots 1 & 18 of Vesting Tentative Tract Map No. 5994, respectively.

i) A wrought iron fence shall be utilized within front yard setback of the adjacent residential properties. The wrought iron fence may continue at a maximum height of 6 feet along the respective property lines to a point which is even with the principal façades (vs. the front porches) of the structures proposed on the subject property.

- NOTE: Aesthetic enhancements shall be incorporated on proposed lots within the front yard setback area of abutting residential properties in accordance with the requirements included herein below respective to building standards and elevations.

e) A minimum 6-foot high solid masonry wall or equivalent double sided, two-ply wood fence (in accordance with City of Fresno Fence Standard No. F-1) shall be erected adjacent to and within the limits of that portion of the private street and off-street parking area located within proposed Outlot "A" of Vesting Tentative Tract Map No. 5994.

f) Temporary fences to secure projects under construction are allowed. Any temporary fence shall be adequately secured and constructed to prevent overturning due to wind, vandalism, and/or casual contact by the general public. The construction shall be performed in such a manner as to minimize any potential safety hazard, which may occur as a result of improper fence installation or damage to the fence.

9. OFF-STREET PARKING

a) Off-street parking on the subject property shall be provided and maintained in accordance with Exhibit(s) "A" of Conditional Use Permit Application No. C-11-014; and, the Conditions of Approval for Vesting Tentative Tract Map No. 5994.

10. ACCESS

a) There shall be vehicular access from a dedicated and improved street, alley or recorded private access to off-street parking facilities, the design of which shall be approved by the Director of Public Works.

b) There shall be pedestrian access from a dedicated and improved street, alley or recorded private access to property used for residential purposes.

i) In accordance with City Council Resolution No. 2010-280, the proposed project shall provide sidewalks on both sides of private streets; or as an alternative, the applicant may submit a Pedestrian Access Plan.

ii) An alternative pedestrian access plan shall be included and approved as an element of Exhibit(s) "A" of Conditional Use Permit Application No. C-11-014; and, shall be provided in accordance with Policy E-1-o of the 2025 Fresno General Plan.

c) Vehicular and/or pedestrian access shall be maintained and remain clear at all times.

d) Provide vehicular and/or pedestrian access as noted on Exhibit(s) "A" of Conditional Use Permit Application No. C-11-014 and as indicated per Conditions of Approval for Vesting Tentative Tract Map No. T-5994.

11. OUTDOOR ADVERTISING AND MARKETING

a) Signs, *other than directional signs, if applicable*, are not approved for installation as part of this special permit. Submit for a separate Master Sign Program or Sign Review Application. Applications and requirements for submittal are available at the Planning Division's Public Front Counter. **(Include this note on the site plan)**.

12. BUILDING STANDARDS AND ELEVATIONS

Building plans and elevations for all residential dwellings in the subject planned development shall be subject to review and approval by the Development and Resource Management Department in accordance with the following:

a) Clearly identify all condensing units, air conditioning and heating units on the site plans and elevations.

   i) Mechanical equipment placed on the ground within side yard areas shall not obstruct or impede access for emergency service personnel. Maintain minimum 3-foot wide clear paths around equipment; or, provide approval from the City of Fresno Fire Department respective to mechanical equipment locations.

   ii) Roof mounted mechanical equipment shall be recessed and shall not be visible from the public right-of-way. When placed on the ground outside of required yards, condensing units and mechanical equipment shall be screened from view of the public right-of-way with structures, fencing and/or landscaping as may be appropriate.

b) Pursuant to Policy numbers C-20-f, C-21-a, C-21-b and C-21-c of the 2025 Fresno General Plan, all proposed buildings shall include design features and decorative treatments. Visible sides of buildings shall not be developed with featureless "blank" walls. Design measures should be utilized to avoid large scale, massive, monolithic, and repetitive "institutional" visual appearances. This may be accomplished by varying the building footprint with indentations, projections, offsets, different building materials, or adding polyfoam with a stucco finish to add visual interest and to break up monotonous walls. Submit elevations inclusive of modifications for review and approval.

   i) Side elevations which are visible from the public streets rights-of-way or which are adjacent to common areas or paths of travel should incorporate aesthetic enhancements to reinforce the quality and character of the development. At minimum, aesthetic enhancements and/or landscaped setbacks shall be provided and utilized for the side elevations of proposed Lots 1, 8, 9, 13 & 18 of Vesting Tentative Tract Map No. 5994 to achieve continuity of façade treatments and the streetscape.

      - NOTE: Aesthetic enhancements may include a variety of elements including incorporation of architectural character defining features, details and materials, landscaping, decorative fencing, etc. Contact the Development and Resource Management for further information and/or recommendations. Development and Resource Management Department approval shall be obtained for respective elevations for proposed Lots specifically mentioned herein above prior to issuance of building permits.

   ii) Roofing material shall consist of: architectural grade composition roofing guaranteed by the manufacturer for at least 20 years; cement or clay tile; treated wood shakes; and/or, architectural-grade metal and coated non-glare decorative metal roofing products.

iii) Where proposed, attic vents shall be decorative, consistent with the style and character of each structure.

c) In accordance with the Fulton/Lowell Design Guidelines and recommendations from the Fresno Police Department for crime prevention through design, appropriate lighting shall be provided on-site to enhance the appearance of the neighborhood while simultaneously providing a sense of security and safety in order to make it possible to use outdoor living spaces after nightfall.

ii) Residential lighting fixtures should be scaled to be in keeping with the residential nature of the neighborhood.

iii) Lighting should be designed to make front yards more livable and to allow neighbors to gather and socialize in the evening hours.

iv) Lighting fixtures should complement the architectural style of the homes in terms of both color and style. Industrial type fixtures are discouraged. Fixtures attached to homes and complementing their style are preferred.

v) Yard Lights are discouraged in this district, and eave-mounted spotlights should be limited to rear yards and used only to illuminate after-dark activities. The light from these spotlights should be shielded or aimed to eliminate glare escaping into neighbors' yards and windows.

PART E - CITY AND OTHER SERVICES

1. STREET TREES, BUFFER, PARKWAY AND MEDIAN ISLAND LANDSCAPING

a) Comply with all of the requirements included within the attached Department of Public Works, Streets Division memorandum from the Parks Supervisor dated October 31, 2010; with the following exceptions:

i) Based upon the proposed front yard setbacks of proposed residential units, street trees may not be required to be planted within a 10-foot Public Planting and Utility Easement. Locations of street trees for the proposed project shall be approved by the Department of Public Works, Parks Supervisor prior to issuance of a street tree planting permit or prior to approval of landscape plans, which are required to be submitted to serve as a street tree planting permit for on-site trees, which may alternatively be planted outside of street rights-of-way and within ten feet of the back of the sidewalk.

2. TRANSPORTATION/TRAFFIC PLANNING REQUIREMENTS

a) Comply with all of the requirements included within the attached Public Works Department, Traffic and Engineering Services Division memorandum dated July 19, 2011.

3. PUBLIC UTILITIES REQUIREMENTS

   a) Comply with all of the requirements included within the attached Department of Public Utilities, Planning and Engineering Division (Sanitary Sewer) memorandum dated March 25, 2011.

   b) Comply with all of the requirements included within the attached Department of Public Utilities, Water Division memorandum dated August 16, 2011.

4. SOLID WASTE COLLECTION

   a) Comply with all of the requirements included within the attached Department of Public Utilities, Solid Waste Division memorandum dated April 12, 2011.

5. FIRE PROTECTION REQUIREMENTS

   a) Comply with all of the requirements included within the attached City of Fresno Fire Department memorandum dated April 04, 2011.

6. FLOOD CONTROL REQUIREMENTS

   a) Comply with all of the requirements stipulated within the attached Fresno Metropolitan Flood Control District memorandum dated April 12, 2011.

7. COUNTY OF FRESNO, DEPARTMENT OF COMMUNITY HEALTH

   a) Comply with all of the requirements included within the attached County of Fresno Department of Public Health memorandum dated April 06, 2011.

8. SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT

   a) Comply with all of the requirements included within the attached San Joaquin Valley Air Pollution Control District (SJVAPCD) memorandum dated March 14, 2011.

      i) The subdivider/developer shall comply with all regulations and rules applicable to the development of the subject property in accordance with SJVAPCD requirements.

         - NOTE: These rules and regulations may include, but not be limited to, compliance with Regulation VIII for the control of particulate matter and fugitive dust during construction of this project and Rule 8060 for the control of fugitive dust from paved and unpaved roads.

9. REDEVELOPMENT AGENCY OF THE CITY OF FRESNO

   a) Comply with all requirements included within the attached City of Fresno Redevelopment Agency memorandum dated March 18, 2011.

10. FRESNO UNIFIED SCHOOL DISTRICT

a) Attached for the subdivider's records and/or consideration is the memorandum from Fresno Unified School District dated March 11, 2011.

PART F - MISCELLANEOUS

Approval of this site plan is contingent upon the submittal of corrected site plans showing all existing/proposed on-site conditions as reflected on all exhibits and the following:

1. If archaeological and/or animal fossil material is encountered during project surveying, grading, excavating, or construction, work shall stop immediately.

2. If there are suspected human remains, the Fresno County Coroner shall be immediately contacted. If the remains or other archaeological material is possibly Native American in origin, the Native American Heritage Commission (Phone: 916/653-4082) shall be immediately contacted, and the California Archaeological Inventory/Southern San Joaquin Valley Information Center (Phone: 805/644-2289) shall be contacted to obtain a referral list of recognized archaeologists. An archaeological assessment shall be conducted for the project, the site shall be formally recorded, and recommendations made to the City as to any further site investigation or site avoidance/preservation.

3. If animal fossils are uncovered, the Museum of Paleontology, U.C. Berkeley shall be contacted to obtain a referral list of recognized paleontologists. A paleontologist shall conduct an assessment and, if the paleontologist determines the material to be significant, it shall be preserved.

Unless the Planning Commission decision is set for hearing to the Council in accordance with Section 12-406-J of the FMC, the decision of the Commission shall be final and effective at 12:01 a.m. on the sixteenth day after the date of the decision, subject to writ of administrative mandamus under 1094.6 of the Code of Civil Procedures.

GROWTH COORDINATOR
UNITED STATES POSTAL SERVICE

UNITED STATES
POSTAL SERVICE

MARCH 11, 2011

To the City of Fresno – Planning and Development Department:

It is recommended that at least 6 months prior to the first occupancy, the Developer shall contact the local United States Postal Service representative to complete a Mode of Delivery Agreement for New Construction. The Mode of Delivery Agreement must have a District approval signature to be valid.

In addition to completing the Agreement, the Developer shall provide a final map (with address detail) to the local USPS representative. The Developer shall, at their own expense, procure, construct and install all mail receptacle facilities for each location as specified and approved by the USPS.

Sincerely,

Cathy S. Gilles
New Growth Coordinator
559 4404267

755 E NEES AVE
FRESNO CA 93720-2196
559-442-4267
FAX: 559-440-4287

MODE OF DELIVERY AGREEMENT - NEW CONSTRUCTION
United States Postal Service - Sacramento District

Project Information

Name of Project:		ZIP CODE:			
Location:	Estimated # Deliveries:	Route Type/Number			
Unit/Office:		City #	Rural#	Contract#	To Be Determined
Estimated Delivery Date (Month and Year)*					

USPS Contact Information

Contact Made By:	Date:	Telephone #:

Builder/Developer Contact Information

Name:	Title:	Phone:
Firm:	Address:	

Equipment Information

TYPE OF PROJECT				TYPE & QUANTITY OF EQUIPMENT				
✓ check type		Deliveries	Floors	QTY	Centralized Equipment		QTY	Non-Centralized Equipment
	Office Bldg.				CBU Type 1 (8)			Curbside 2/post
	Shopping/Strip Mall				CBU Type II (12)			Curbside 3/post
	Apt. / Condo				CBU Type III (16)			Curbside 4/post
	Townhomes				CBU Type IV (13)			Other (Specify)
	Modular Homes				Wallmount Std4C			
	Single Family				Parcel Lockers			
	Other (Specify)							

Purchase/Installation Responsibility

[X] Owner / Developer [ ] U.S.P.S. [ ] Other: See Comments

Issue Key Responsibility

[X] Owner / Developer [ ] U.S.P.S. [ ] Other: See Comments

Comments:

See attached maps for designated locations.

(√)Builder/Developer/Property Owner understands that he/she must comply with USPS Cement Pad Specifications. Copy provided.

This Agreement will document that the builder/developer will purchase and install the centralized delivery equipment as indicated above at the specified locations. Locations must be clearly designated on plat maps provided by the builder or developer. Any changes must be approved jointly by both undersigned individuals.

USPS REPRESENTATIVE:

Name: **Cathy Gilles**
Title: **Growth Coordinator**
Signature: Date:
Phone # 559-440-4267
FAX # 559-440-4286

PROPERTY OWNER/DEVELOPER/MANAGER:

*Name:
*Title:
*Signature: Date:
*Telephone #:
*FAX #:

DISTRICT APPROVAL: DATE:

DEPARTMENT OF PUBLIC WORKS

TO: Will Tackett, Planner III
Planning Division

FROM: Hilary Kimber, Parks Supervisor II (559.621.1345)
Streets Division

DATE: March 15, 2011 REVISED 4/17/11

SUBJECT: Tract 5994 (APN: 466-103-04; 09; 10; 12; 29) located on the northwest corner of the intersection of "L" and San Joaquin Streets. The Department of Public Works has reviewed the Tentative Tract Subdivision Map proposed by Gary G. Gianetta., on engineering plans dated March 3, 2011 for Granville Homes/FFDA Properties, LLC. The Department of Public Works offers the following comments regarding the requirements for landscaping and irrigation in the street right-of-way.:

GENERAL REQUIREMENTS

STREET TREE REQUIREMENTS

1. The subdivider is required to provide street trees on all public street frontages per Fresno Municipal Code. Street trees shall be planted at the minimum rate of one tree for each 24' of street frontage as per the Downtown Plan, by the Developer. The subdivider is required to provide irrigation for all street trees. The irrigation system shall comply with FMC 12-306-23, Water Efficient Landscape Standards and AB 1881.

   The Preliminary Landscape Plan by Lynn Hays Kyle, dated January 31, 2011 proposes nine (9) 4' x 6' tree wells on "L" Street and six (6) 4' x 6' tree wells on San Joaquin Street with Arbutus x 'Marina' as the street tree on both streets.

   There has been some discussion concerning the sidewalk pattern on 'L' Street as to whether or not it will be a 14' or 10' pattern. Traffic Engineering is only requirement the 10' pattern. There is also some question as to whether or not there will be tree wells or a parkstrip on San Joaquin St. The landscape/irrigation plans will need to match the street plans once they are approved.

   The designated street trees for both "L" and San Joaquin Streets are:

Zelkova serrata 'Wireless'	**Sawleaf Zelkova**
alternating with:	
Elaeocarpus decipiens	**Japanese Blueberry Tree**

2. Street Tree Planting by Developer: Tree planting shall be within a 10' Public Planting and Utility Easement.

   a. Street tree inspection fees shall be collected for each 24' of public street frontage. There are approximately 405 lineal feet of street frontage along "L" Street resulting in the requirement of seventeen (17) street trees. There are approximately 220 lineal feet of street frontage along San Joaquin Street resulting in the requirement of nine (9) street trees.

   b. Street trees shall be planted in accordance with the City of Fresno, Department of Public Works "Standard Specifications."

   c. Landscape plans for all public use areas shall be reviewed and approved by the

Department of Public Works, Engineering Services. A street tree planting permit shall be required for all street tree planting.

d. Performance and payment securities, paid with final map, will be released when all landscaping installed on public and/or city controlled property is in conformance with the Specifications of the City of Fresno.

e. Upon acceptance of the required work, warranty security shall be furnished to or retained by the city for guaranty and warranty of the work for a period of ninety days following acceptance.

MAINTENANCE REQUIREMENTS

1. The subdivider shall provide long term maintenance for all proposed landscaped areas by either petitioning for annexation in a Community Facilities District or by forming a Home Owner's Association.

2. Maintenance Service Through Annexation into the Community Facilities District. Landscape and Irrigation plans are required and shall be submitted to the Department of Public Works for review and approval prior to a Council approval of the final map. Plans shall be numbered to conform to and be included in the Department of Public Works street construction plan set for the final map. Fees are applicable when the subdivider elects to have landscaping maintained by annexing into the City's Community Facilities District.

A. Landscape and irrigation plans shall comply with Sections 12-306-23 & 24 and 14-121 of the Fresno Municipal Code and AB 1881 regarding Water Efficient Landscaping.

D. The water meter(s) serving tree wells shall be sized for the anticipated service flows.

E. No private flags, signs or identification of any kind shall be permitted in the right-of-way, within the City - controlled easement or on the fence or wall facing the street.

F. Landscaping in the right-of-way and landscape setback adjacent to water well sites shall be the responsibility of the City of Fresno Water Division and may not be included in the CFD.

City of FRESNO

DATE: ~~April 12, 2011~~ **July, 19, 2011 Revision**

TO: Will Tackett, Planner III
Development and Resource Management Department

THROUGH: Bryan Jones, TE, PTP, AICP City Traffic Engineer, Division Manager
Public Works Department, Traffic & Engineering Services Division

FROM: Louise Gilio, Traffic Planning Supervisor
Public Works Department, Traffic & Engineering Services Division

SUBJECT: Public Works Conditions of Approval
TT 5994 / C-11-014 1702 L Street
FFDA Properties, LLC / Gary G. Giannetta

The Public Works Department, Traffic and Engineering Services Division, has completed its review and the following requirements are to be placed on this tentative map as a condition of approval by the Public Works Department.

Provide the following information on the tentative map and / or complete the following:

1. Provide the proposed street elevations for L Street and San Joaquin Street **prior** to the Final Map.
2. The construction of any overhead, surface or sub-surface structures and appurtenances in the public rights-of-way is prohibited unless an encroachment permit is approved by the City of Fresno Public Works Department, Traffic and Engineering Services Division, (559) 621-8693. Encroachment permits must be approved **prior** to Final Map.
3. See the required corrections noted on Exhibit A of C-11-014. Provide a revised exhibit **prior** to the Planning Commission Hearing. Provide a smooth transition that meets the City's minimum requirements for pedestrians at both ends of the project.
4. The parcel configuration depicted for the proposed development does not conform to record information: a **Lot Line Adjustment** is required to establish this configuration **prior** to Final Map. Contact the Planning and Development Department for details or submit a revised exhibit confining the proposed development within existing parcel lines.

General Conditions:

1. Curb Ramps: Provide curb ramps at all corners within the limits of this subdivision.
2. Overhead Utilities: Underground all existing offsite overhead utilities with the limits of this map in accordance with Fresno Municipal Code Section 12-1011 and Resolution No. 78-522/88-229.
3. Intelligent Transportation Systems (ITS): Street work on major streets shall be designed to include ITS in accordance with the Public Works ITS Specifications, where not existing.
4. Outlots: If the subdivider seeks to dedicate to the City, in fee, an outlot for open space purposes, subdivider shall prove to the City that the outlot is free of toxic or hazardous materials pursuant to the requirements of City Administrative Order 8-1, including, but not limited to, performing a Phase I Soils Investigation. The soils Investigation report shall be submitted to the Public Works Department for review and approval. The subdivider must obtain Public Works approval of the soils investigation report and complete any mitigation work identified by the soils investigation

prior to subdivider's submittal of the Final Map to the Development Department. Any and all costs associated of the soils investigation and any required mitigation work shall be performed at the sole expense of the subdivider.

5. Plan Submittal: Submit the following plans, as applicable, in a single package, to the Development and Resource Management Department for review and approval: Street: construction, signing, striping, traffic signal and streetlight and Trail: construction, grading, lighting, striping, signing, landscape and irrigation.
6. Street widening and transitions shall also include utility relocations and necessary dedications.

Frontage Improvement Requirements:

Public Streets:

L Street: Local

~~1.~~ Remove existing and construct concrete curb, gutter and sidewalk to Public Works Standard **P-5**. The curb shall be constructed to a 10' residential pattern. ~~Construct a 6' residential sidewalk per Public Works Standard P-53. A 2' Pedestrian Easement is required. Identify on the map.~~

2. If not existing, construct 20' of permanent paving (measured from face of curb) within the limits of this sub-division. Transition paving, as needed.
3. Construct an underground street lighting system to Public Works Standard **E-2** within the limits of this subdivision. Spacing and design shall conform to Public Works Standard **E-9** for Local Streets.

~~4. Relinquish direct vehicular access rights to L Street from all lots within this subdivision.~~

San Joaquin Street: Local

1. Construct an underground street lighting system to Public Works Standard **E-2** within the limits of this subdivision. Spacing and design shall conform to Public Works Standard **E-9** for Local Streets.

~~2. Relinquish direct vehicular access rights to San Joaquin Street from all lots within this subdivision, except those adjacent to outlot A,.~~

Interior Streets: Private
Construct sidewalks on both sides of the street or as otherwise required by a pedestrian access plan approved by the City of Fresno, in accordance with Resolution No. 2010-280.

Specific Mitigation Requirements: This tract will generate **21 a.m. / 28 p.m.** peak hour trips; therefore, a Traffic Impact Study (TIS) is not required. ~~The first order of work shall include a minimum of two points of vehicular access to the major streets for any phase of this development.~~

1. A feasibility study for all **proposed** vacations of existing public rights of way is required to be completed **prior** to the approval of the final map. See Alan James' comments.

Traffic Signal Mitigation Impact (TSMI) Fee:

This project shall pay the current Traffic Signal Mitigation Impact Fee (TSMI Fee) at the time of building permit based on the trip generation rate(s) as set forth in the latest edition of the ITE Generation Manual for single family units (fee rate as shown in the Master Fee Schedule).

This TSMI fee is credited against signal installation and Intelligent Transportation System (ITS) improvements (constructed at their ultimate location) anticipated to build out the 2025 General Plan circulation element and included in the Nexus Study for the TSMI fee. Project specific impacts that are not consistent with the 2025 General Plan, Public Works P69 standards, and/or already incorporated into the TSMI fees infrastructure costs are not reimbursable unless the City Engineer and City Traffic Engineer include the new traffic signal and/or ITS infrastructure in the next update and the applicant agrees to pay the new calculated TSMI fee that includes the new infrastructure. Failure to pay this fee or construct improvements that are credited/reimbursable with this fee will result in a significant unmitigated impact as this fee is applied to all projects within the City Sphere of Influence. If the applicant is conditioned with improvements that are credited/reimbursable with this fee they should work with the Department of Public Works and identify with a Professional Engineers estimate the costs associated with the improvements prior to paying the TSMI fee at time of building permit.

Fresno Major Street Impact (FMSI) Fee :

This Map is in the **Infill Area**; therefore pay all applicable City-wide regional street impact fees.

Regional Transportation Mitigation Fee (RTMF):

Pay all applicable **RTMF** fees to the Joint Powers Agency located at 2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148 ext. 200; www.fresnocog.org. Provide proof of payment or exemption **prior** to issuance of building permits.

Landscape and Feature Maintenance: (within the boundary of the subdivision and adjacent to the remainders)

1. The owner/developer shall be responsible for the long term maintenance and operating costs of all the items listed below:
    a. Landscaping and Irrigation systems within:
        - Street right-of-ways, landscape easements, trail easements and outlots. Some of these items include, but are not limited to the following: one half of median islands (in Major Streets), parkways, buffers, trails, median island entry treatments, street trees, paseos and open spaces. All outlots used for open spaces shall be dedicated to the City of Fresno in fee.
    b. Feature Improvements:
        - **Major Streets**: median islands, sidewalk, decorative concrete, curb, gutter, street furniture, street lights, hardscapes and special features within trails and outlots.
        - **Local Streets**: paving, median islands, sidewalk, decorative concrete, curb, gutter, valley gutter, street lights, street signs, street furniture, pilasters, hardscapes and special features within trails and outlots
        - **Optional Features:** Items not listed above shall be submitted in writing to the Public Works Department for review and approval.
2. The developer/owner shall do one or both of the following:
    a. Place the above items into a Community Facilities District **(CFD)** - An Annexation Request Package shall be submitted to the Public Works Department to be reviewed for acceptance. Any special features requested require Public Works Department approval prior to acceptance. If you have any questions contact Traffic and Engineering Services Division at (559)621-8690.

–AND/OR-

    b. If the Council or property owner/developer chooses not to include all of the items or certain

items listed in a CFD, the property owner/developer shall be responsible for providing a mechanism approved by the City of Fresno for the maintenance of such items. Contact the Development and Resource Management Department at (559)621-8277.

SEE STD DWG'S DATED AUG 2010 - Numbers have changed - Revise Notes

NOTES:

1. CONTACT SOLID WASTE DIVISION FOR APPOINTMENT TO ESTABLISH ACCESS AND IMPROVEMENTS REQUIRED AS CONDITIONS OF PROVIDING DISPOSAL SERVICE. 621-8659
2. THE SANITARY SEWER SERVICES, WATER, GAS AND ANY OTHER UNDERGROUND SERVICE CONNECTIONS SHALL BE COMPLETED IN ALL AREAS TO BE PAVED PRIOR TO PLACEMENT OF ASPHALT CONCRETE ON SITE.
3. ALL HANDICAPPED PARKING STALLS SHALL BE PLACED ADJACENT TO FACILITY ACCESS RAMPS OR IN STRATEGIC AREAS WHERE THE HANDICAPPED SHALL NOT HAVE TO WHEEL OR WALK BEHIND PARKING VEHICLES WHILE TRAVELING TO OR FROM HANDICAPPED PARKING STALLS AND RAMPS.
4. ALL COMPACT AND/OR EMPLOYEE PARKING STALLS SHALL BE IDENTIFIED WITH APPROPRIATE SIGNAGE AND/OR PAVEMENT MARKINGS.
5. ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA.
6. LIGHTING WHERE PROVIDED TO ILLUMINATE PARKING, SALES OR DISPLAY AREAS SHALL BE HOODED AND SO ARRANGED AND CONTROLLED SO AS NOT TO CAUSE A NUISANCE EITHER TO HIGHWAY TRAFFIC OR TO THE LIVING ENVIRONMENT. THE SPECIFICATIONS AND TYPES OF LIGHTING FIXTURES TO BE INSTALLED ON THE SITE SHALL BE SUBMITTED AND APPROVED BY THE PLANNING DEPARTMENT PRIOR TO ISSUANCE OF THE BUILDING PERMITS. THE AMOUNT OF LIGHT SHALL BE PROVIDED ACCORDING TO THE STANDARDS OF THE DEPARTMENT OF PUBLIC WORKS, THE PLANNING AND DEVELOPMENT DEPARTMENT AND THE FRESNO POLICE DEPARTMENT.
8. ALL SIGN PROPOSALS TO BE SUBMITTED TO PLANNING DEPARTMENT FOR SEPARATE SIGN REVIEW PRIOR TO INSTALLATION FOR VERIFICATION OF COMPLIANCE WITH ZONING ORDINANCES.
10. ALL CONSTRUCTION WORK ON THIS PROJECT IS SUBJECT TO INTERRUPTION IF THE ROAD SYSTEM BECOMES IMPASSABLE FOR FIRE APPARATUS DUE TO RAIN OF OTHER OBSTACLES.
11. REPAIR ALL DAMAGED AND/OR OFF-GRADE CONCRETE STREET IMPROVEMENTS AS DETERMINED BY THE CONSTRUCTION MANAGEMENT ENGINEER PRIOR TO OCCUPANCY.
12. TWO MEANS OF INGRESS/EGRESS MUST BE MAINTAINED DURING ALL PHASES OF DEVELOPMENT.
13. ANY UTILITIES REQUIRING RELOCATION SHALL BE THE RESPONSIBILITY AND AT THE EXPENSE OF THE DEVELOPER. FIRE HYDRANTS WILL BE RELOCATED BY CITY FORCES. DEVELOPER IS RESPONSIBLE TO NOTIFY CITY WATER DIVISION AT 621-5300 TO ARRANGE AND COORDINATE WORK.
14. NO USES OF LAND, BUILDING OR STRUCTURES OTHER THAN THOSE SPECIFICALLY APPROVED PURSUANT TO THIS SITE PLAN SHALL BE PERMITTED.
15. ALL GATES ON COMMON ACCESS DRIVES AND ALL PEDESTRIAN GATES, WHERE REQUIRED SHALL BE EQUIPPED WITH APPROVED POLICE/FIRE BYPASS LOCKS (BEST LOCKS: PADLOCK 21B700 SERIES OR CYLINDER LOCK 1W783).
16. LANDSCAPING SHALL BE MAINTAINED IN GOOD HEALTH. TREES MAY NOT BE TRIMMED OR PRUNED TO REDUCE THE NATURAL HEIGHT OR OVERALL CROWN OF THE TREE, EXCEPT AS NECESSARY FOR THE HEALTH OF THE TREE AND PUBLIC SAFETY, OR AS MAY OTHERWISE BE APPROVED BY THE DEVELOPMENT DEPARTMENT.
17. LANDSCAPING MUST BE IN PLACE BEFORE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY. A HOLD ON OCCUPANCY SHALL BE PLACED ON THE PROPOSED DEVELOPMENT UNTIL SUCH TIME THAT LANDSCAPING HAS BEEN APPROVED AND VERIFIED FOR PROPER INSTALLATION BY THE PLANNING DIVISION.
18. SIGNS, OTHER THAN DIRECTIONAL SIGNS, ARE NOT APPROVED FOR INSTALLATION AS PART OF THIS SPECIAL PERMIT. SUBMIT FOR A SEPARATE MASTER SIGN PROGRAM OR SIGN REVIEW APPLICATION. APPLICATIONS AND REQUIREMENTS FOR SUBMITTAL ARE AVAILABLE AT THE PLANNING DIVISION'S PUBLIC FRONT COUNTER.
19. SURFACE DRAINAGE OVER DRIVEWAY APPROACHES AND SIDEWALK IS NOT PERMITTED WHEN THE AREA TO BE DRAINED EXCEEDS 1/4 ACRE. SHOW METHOD OF CONNECTING ON-SITE STORM WATER TO STREET. DETAIL CATCH BASINS AND PIPE OR CHANNEL SIZES TO BE USED. PER PUBLIC WORKS STDS. P-82 & P-82 — Revise P-22 + P-23
20. A BACKFLOW PREVENTION DEVICE IS REQUIRED. CONTACT WATER DIVISION AT 621-5300 FOR REQUIREMENTS. DEVICES MUST BE INSTALLED ON-SITE IN A LOCATION APPROVED BY THE CROSS CONNECTION CONTROL OFFICER. A PLUMBING PERMIT IS REQUIRED TO INSTALL DEVICE. BACKFLOW PREVENTION DEVICES REQUIRED SHALL BE INSTALLED AT OWNER'S EXPENSE BY A QUALIFIED JOURNEYMAN PLUMBER CERTIFIED AS COMPETENT FOR SUCH PURPOSES BY THE WATER SYSTEMS MANAGER. BACKFLOW DEVICES MUST BE TESTED AND ACCEPTED BY THE WATER DIVISION PRIOR TO OBTAINING BUILDING FINAL. DEVELOPER IS RESPONSIBLE TO CONTACT THE WATER DIVISION A MINIMUM OF 5 DAYS PRIOR TO REQUEST FOR FINAL BUILDING INSPECTION.
21. TWO WORKING DAYS BEFORE COMMENCING EXCAVATION OPERATIONS WITHIN THE STREET RIGHT-OF-WAY AND/OR UTILITY EASEMENTS, ALL EXISTING UNDERGROUND FACILITIES SHALL HAVE BEEN LOCATED BY UNDERGROUND SERVICES ALERT (USA), CALL 1-800-642-2444
22. AS REQUIRED BY THE CALIFORNIA ADMINISTRATION CODE (TITLE 24), AN UNOBSTRUCTED 4-FOOT MINIMUM PATH OF TRAVEL ALONG THE PUBLIC SIDEWALK WITHIN THE LIMITS OF THE PROPERTY IS PROVIDED.
23. RAMP AND SIDE SLOPES SHALL BE ROUGH BROOM FINISH PARALLEL TO GROOVING.
24. EACH CURB RAMP SHALL HAVE A DETECTABLE WARNING DEVICE AS PER PW STD. DROS. P-88 & P-89. P-92
25. DESIGN AND CONSTRUCT PARKING LOT PAVEMENT TO PUBLIC WORKS STANDARDS P-61, P-62 AND P-63. P-21, P-22 + P-23
26. IF ARCHAEOLOGICAL AND/OR ANIMAL FOSSIL MATERIAL IS ENCOUNTERED DURING PROJECT SURVEYING, GRADING, EXCAVATING, OR CONSTRUCTION, WORK SHALL STOP IMMEDIATELY.
27. UNDERGROUND ALL EXISTING OFFSITE OVERHEAD UTILITIES WITHIN THE LIMITS OF THIS STREAMAP AS PER FMC SECTION 12-1011, SECTION 61-[illegible] AND RES. NO. 78-522/88-228.
29. INSTALL 30" STATE STANDARD "STOP" SIGN (S) AT LOCATION (S) SHOWN. SIGN SHALL BE MOUNTED ON A 2" GALVANIZED POST WITH THE BOTTOM OF THE SIGN 7' ABOVE GROUND, LOCATED BEHIND CURB AND IMMEDIATELY BEHIND MAJOR STREET SIDEWALK. N/A
28. APPROVAL OF THIS SPECIAL PERMIT MAY BECOME NULL AND VOID IN THE EVENT THAT DEVELOPMENT IS NOT COMPLETED IN ACCORDANCE WITH ALL THE CONDITIONS AND REQUIREMENTS IMPOSED ON THIS SPECIAL PERMIT, THE ZONING ORDINANCE, AND ALL PUBLIC WORKS STANDARDS AND SPECIFICATIONS. THE PLANNING AND DEVELOPMENT SHALL NOT ASSUME RESPONSIBILITY FOR ANY DELETIONS OR OMISSIONS RESULTING FROM THE SPECIAL PERMIT REVIEW PROCESS OR FOR ADDITIONS OR ALTERATIONS TO CONSTRUCTION PLAN NOT SPECIFICALLY SUBMITTED AND REVIEWED AND APPROVED PURSUANT TO THIS SPECIAL PERMIT OR SUBSEQUENT AMENDMENTS OR REVISIONS.
30. NO STRUCTURES OF ANY KIND (INCLUDING SIGNS, TRASH AND RECYCLING, ETC.) MAY BE INSTALLED OR MAINTAINED WITHIN THE LANDSCAPED AREAS. NO EXPOSED UTILITY BOXES, TRANSFORMERS, METERS, PIPING (EXCEPTING THE BACKFLOW PREVENTION DEVICE), ETC. ARE ALLOWED TO BE LOCATED IN THE LANDSCAPE AREAS OR SETBACKS OR ON THE STREET FRONTAGES OF THE BUILDINGS. ALL TRANSFORMERS, ETC., SHALL BE SHOWN ON THE SITE PLAN. THE BACKFLOW DEVICE SHALL BE SCREENED BY LANDSCAPING OR SUCH OTHER MEANS AS MAY BE APPROVED.
44. ALL FUTURE PROPOSED FENCES, HEDGES AND WALLS, ETC. SHALL BE REVIEWED AND APPROVED BY THE CITY OF FRESNO, PLANNING AND DEVELOPMENT DEPARTMENT PRIOR TO INSTALLATION.
32. IF ANIMAL FOSSILS ARE UNCOVERED, THE MUSEUM OF PALEONTOLOGY, U.C. BERKELEY SHALL BE CONTACTED TO OBTAIN A REFERRAL LIST OF RECOGNIZED PALEONTOLOGISTS. A PALEONTOLOGIST SHALL CONDUCT AN ASSESSMENT AND, IF THE PALEONTOLOGIST DETERMINES THE MATERIAL TO BE SIGNIFICANT, IT SHALL BE PRESERVED.
33. INSTALL STREET LIGHTS ON ALL FRONTAGES TO CITY STANDARDS AS DETERMINED BY THE CITY TRAFFIC ENGINEER. STREET LIGHTING PLANS ARE REQUIRED AND MUST BE APPROVED BY THE PUBLIC WORKS DEPARTMENT/TRAFFIC ENGINEERING PRIOR TO COMMENCEMENT OF THE WORK. NO NEW LIGHTS
34. CONTACT PUBLIC WORKS DEPARTMENT, TRAFFIC/ENGINEERING @ 621-8800...10 WORKING DAYS PRIOR TO ANY OFF-SITE CONCRETE CONSTRUCTION. 488-2171
35. IF THERE ARE SUSPECTED HUMAN REMAINS, THE FRESNO COUNTY CORONER SHALL BE IMMEDIATELY CONTACTED. IF THE REMAINS OF OTHER ARCHAEOLOGICAL MATERIAL IS POSSIBLY NATIVE AMERICAN IN ORIGIN, THE NATIVE AMERICAN HERITAGE COMMISSION (PHONE: 916/653-4082) SHALL BE IMMEDIATELY CONTACTED, AND THE CALIFORNIA ARCHAEOLOGICAL INVENTORY/SOUTHERN SAN JOAQUIN VALLEY INFORMATION CENTER (PHONE: 805/644-2289) SHALL BE CONTACTED TO OBTAIN A REFERRAL LIST OF RECOGNIZED ARCHAEOLOGISTS. AN ARCHAEOLOGICAL ASSESSMENT SHALL BE CONDUCTED FOR THE PROJECT. THE SITE SHALL BE FORMALLY RECORDED, AND RECOMMENDATIONS MADE TO THE CITY AS TO ANY FURTHER SITE INVESTIGATION OR SITE AVOIDANCE/PRESERVATION.
36. CONSTRUCT CONCRETE DRIVEWAY APPROACH TO PUBLIC WORKS STANDARD(S) P-6 AND P-7. P-6
37. CONSTRUCT CONCRETE CURB RAMP TO PUBLIC WORKS STANDARD(S) P-25.
38. ALL CONSTRUCTION WORK ON THIS PROJECT IS SUBJECT TO INTERRUPTION IF THE ROAD SYSTEM BECOMES IMPASSABLE FOR FIRE APPARATUS DUE TO RAIN OR OTHER OBSTACLES. ALL REQUIRED FIRE ACCESS LANES SHALL BE PROVIDED AND MAINTAINED WITH AN APPROVED "ALL WEATHER" SURFACE CAPABLE OF SUPPORTING 60,000 LB. VEHICLES (MINIMUM 4" OF BASE ROCK OVER COMPACTED OR UNDISTURBED SOIL OR PER APPROVED ENGINEERED PLANS) YEAR-ROUND AND WITH 24 FEET MINIMUM WIDTH OR OTHER APPROVED METHOD THAT WOULD PREVENT SHOULDER DEGRADATION.
39. VACATE 4' OF RIGHT-OF-WAY ON SAN JOAQUIN STREET AND 9' OF RIGHT-OF-WAY ON L STREET ADJACENT TO THIS APPLICATION PRIOR TO BUILDING PERMITS. FINAL MAP
40. PRIOR TO GRANTING OF FINAL OCCUPANCY, A WRITTEN CERTIFICATION, SIGNED BY A LANDSCAPE PROFESSIONAL APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT DIRECTOR, SHALL BE SUBMITTED STATING THAT THE REQUIRED LANDSCAPING AND IRRIGATION SYSTEM HAVE BEEN INSTALLED IN ACCORDANCE WITH THE LANDSCAPING AND IRRIGATION PLANS APPROVED BY THE PLANNING DIVISION.
41. LIGHTING WHERE PROVIDED TO ILLUMINATE PARKING AREAS SHALL BE HOODED AND SO ARRANGED AND CONTROLLED SO AS NOT TO CAUSE A NUISANCE EITHER TO HIGHWAY TRAFFIC OR TO THE LIVING ENVIRONMENT. THE AMOUNT OF LIGHT SHALL BE PROVIDED ACCORDING TO THE STANDARDS OF THE DEPARTMENT OF PUBLIC WORKS.
42. WALKWAYS CONNECTING ACCESSIBLE ENTRANCES AND OTHER FEATURES CANNOT SLOPE MORE THAN 5% IN THE DIRECTION OF TRAVEL NOR HAVE A CROSS SLOPE EXCEEDING 2%.
43. TRUNCATED DOMES TO BE PLACED ON THE FULL WIDTH AND LENGTH OF ALL ON-SITE CURB RAMPS.
44. PROPOSED CURB & GUTTER PER PW. STD P-5
45. PROPOSED S.W PER PW STD P-5 ?

2ND

NOTE:

1. PLANNED LAND USE: COMMERCIAL MIXED USE LEVEL 2
2. EXISTING AND PROPOSED ZONING: C-4 & C-P
3. PROJECT SITE AREA:
   NET AREA = 1.29 ACRES
   GROSS AREA = 1.81 ACRES

IDENTIFY: PROPOSED STREET LIGHTS PER PW STDS

SCALE: 1" = 20'

47 PROPOSED TREEWELL PER PW STD. P-8 IDENTIFY 3' OVERHANG FROM VEHICLES AND MOVE TREEWELLS FROM CONFLICT

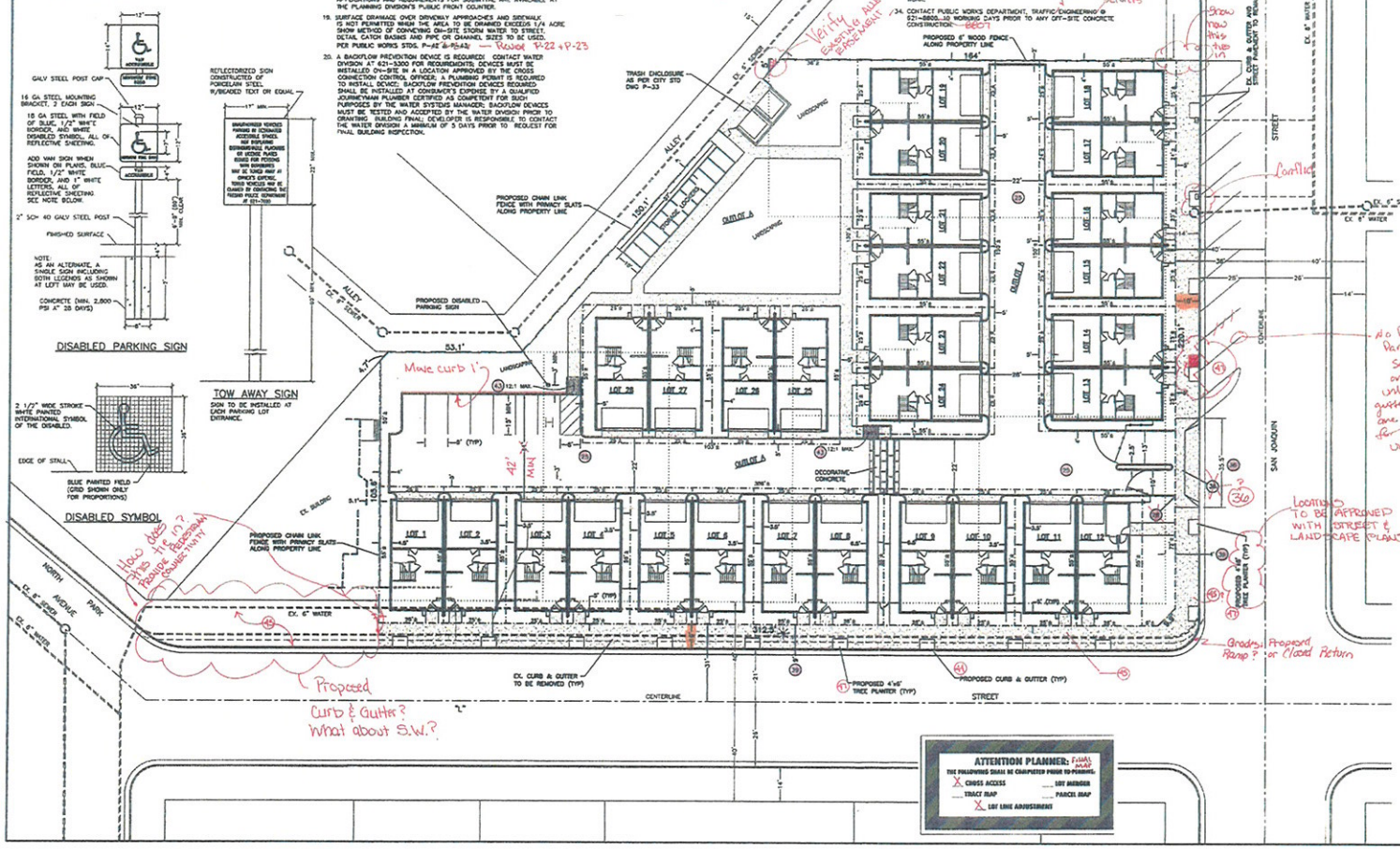
LEGEND:

- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- EXISTING PROPERTY LINE TO BE ADJUSTED
- CENTERLINE
- EXISTING CURB TO REMAIN
- EXISTING CURB & GUTTER TO REMAIN
- PROPOSED 6" CURB
- EXISTING STREET LIGHT TO REMAIN

APPL. NO. C-11-014	EXPIRED A	DATE 4/26/11	
PROJ. ENG.		DATE	
TRAFFIC ENG. LG		DATE 4-5-11	
COND. APPROVED BY		DATE	

CITY OF FRESNO DEVELOPMENT DEPARTMENT

VICINITY MAP:



ATTENTION PLANNER: FINAL MAP
THE FOLLOWING SHALL BE COMPLETED PRIOR TO PERMIT:
X CROSS ACCESS ___ LOT MERGER
___ TRACT MAP ___ PARCEL MAP
X LOT LINE ADJUSTMENT

SITE PLAN

2221 SAN JOAQUIN

APN 466-103-04, 09, 10, 12 & 29

C-11-014

TRACT 5994

"A PLANNED DEVELOPMENT"

GARY G. GIANNETTA
CIVIL ENGINEERING & LAND SURVEYING
1110 "N" STREET
FRESNO, CA 93721
(559) 264-0080 FAX (559) 264-0080

DATE: 3/24/11

City of
FRESNO

DEPARTMENT OF PUBLIC UTILITIES

Providing Life's Essential Services

Date: March 25, 2011

To: WILL TACKETT, Planner III
Planning and Development

From: DOUG HECKER, Supervising Engineering Technician
Department of Public Utilities, Planning and Engineering Division

Subject: SEWER REQUIREMENTS FOR VESTING TENTATIVE TRACT 5994 & CONDITIONAL USE PERMIT 11-014

General

T-5994 & C-11-014 were filed by Jeffrey Roberts, on behalf of Granville Homes, Inc., GV Urban, and pertain to 1.29 acres of property located on the northeast corner of L and San Joaquin Streets in downtown Fresno, 1702 L Street, APN 466-103-04, 09, 10, 12, 29. T-5994 proposes to subdivide the property into a planned unit development of 28 single family residential two story townhouse units consisting of 12 two story duplex or triplex buildings. C-11-014 proposes a gated planned unit development with private streets and modified property development standards, lot area, lot dimensions, lot coverage, and building setbacks. All 28 residential units are proposed to have an attached two-car garage, and there will be 7 on-site parking stalls and 34 off-site diagonal parking stalls.

Sanitary Sewer Service

The nearest sanitary sewer main to serve the proposed project is an 8-inch main located in North San Pablo Avenue. The following sewer improvements shall be required prior to providing City sewer service to the project:

1. Construct an 8-inch sanitary sewer main in San Joaquin Street from the existing 8-inch main located in North San Pablo Avenue southwest across the project frontage.

2. On-site sanitary sewer facilities shall be private.

3. Engineered improvement plans prepared by a Registered Civil Engineer shall be submitted for Department of Public Utilities review and approvals for proposed additions to the City Sewer System.

4. All public sanitary sewer facilities shall be constructed in accordance with City Standards, specifications, and policies.

5. The Project Developer shall contact Wastewater Management Division/Environmental Services at (559) 621-5100 prior to pulling building permits regarding conditions of service for special users.

Sanitary Sewer Fees

The following Sewer Connection Charges are due and shall be paid for the Project:

1. Sewer Lateral Charge
2. Oversize Sewer Charge
3. Wastewater Facilities Charge (Residential Only)

City of
FRESNO

DEPARTMENT OF PUBLIC UTILITIES – WATER DIVISION

Providing Life's Essential Services

DATE: August 16, 2011

TO: WILL TACKETT, Planner III
Development and Resource Management Department – Current Planning Division

FROM: MICHAEL CARBAJAL, Chief Engineering Technician
Department of Public Utilities – Water Division

SUBJECT: WATER REQUIREMENTS FOR VESTING TENTATIVE TRACT NO. 5994 AND CONDITIONAL USE PERMIT NO. C-11-014

General

T-5994 & C-11-014 were filed by Jeffrey Roberts, on behalf of Granville Homes, Inc., GV Urban, and pertain to 1.29 acres of property located on the northeast corner of L and San Joaquin Streets in downtown Fresno, 1702 L Street, APN 466-103-04, 09, 10, 12, 29. T-5994 proposes to subdivide the property into a planned unit development of 28 single family residential two story townhouse units consisting of 12 two story duplex or triplex buildings. C-11-014 proposes a gated planned unit development with private streets and modified property development standards, lot area, lot dimensions, lot coverage, and building setbacks. All 28 residential units are proposed to have an attached two-car garage, and there will be 7 on-site parking stalls and 34 off-site diagonal parking stalls.

Water Service

The following water improvements shall be required prior to providing City water service to the project:

1. Construct an 8-inch water main (including installation of City fire hydrants) from the existing 8-inch main located in San Joaquin Street at the L-M Alley southwest in San Joaquin Street to 'L' Street, northwest in 'L' Street to North Park Avenue, then north connecting to the existing 8-inch main in East Divisadero Street. The developer shall pay one hundred percent of the cost to construct the 8-inch main where no water main exists along the frontage of the tract. The City shall reimburse the developer for the construction of the 8-inch main that will replace the existing 6-inch water main in 'L' Street and North Park Avenue. The developer shall construct all improvements under this condition and shall be reimbursed by a Developer Reimbursement Agreement. The Developer and City staff have agreed to the terms of the reimbursement agreement which shall be subject to City Council approval in its sole discretion.

2. Abandon the existing 6-inch water mains located in 'L' Street and North Park Avenue.

3. Separate water services with meters shall be provided to each lot created.

4. Provide water service to the existing building to remain at 1758 'L' Street.

5. On-site water facilities shall be private.

6. Seal and abandon any existing on-site well in compliance with the State of California Well Standards, Bulletin 74-90 or current revisions issued by California Department of Water Resources and City of Fresno standards.

7. The developer shall provide a detailed water usage analysis identifying water fixture, landscape, and laundry efficiencies to document water conservation design characteristics, subject to approval by the Director of Public Utilities.

8. The development shall incorporate water use efficiency for landscaping including the use of artificial turf and native plant materials, reducing turf areas, and discouraging the development of artificial lakes, fountains and ponds unless only untreated surface water or recycled water supplies are used for these decorative and recreational water features as appropriate and sanitary.

9. Engineered improvement plans prepared by a Registered Civil Engineer shall be submitted for Department of Public Utilities review and approvals for proposed addition and/or modification to the City Water System. Depict neighboring parcels and proposed plans for their continued service.

10. All Public water facilities shall be constructed in accordance with The Department of Public Works standards, specifications, and policies.

Water Fees

The following Water Connection Charges are due and shall be paid for the Project:

1. Wet-tie(s), water service(s) and/or meter(s) installation(s).

City of
FRESNO
DEPARTMENT OF PUBLIC UTILITIES

April 12, 2011

TO: Will Tackett, Planner III
Development Department, Planning Division

FROM: Chris Weibert, Management Analyst II
Department of Public Utilities, Administration

SUBJECT: TT 5994 & C-11-014, Solid Waste Conditions of Approval
Location: Northeast corner of L Street and San Joaquin Street (APN 466-103-04, 09, 10, 12, 29)

The Department of Public Utilities, Solid Waste Division has completed a review of the Vesting Tentative Tract Map 5994 & C-11-014 that was submitted by Gary G. Giannetta Civil Engineering and Land Surveying, on behalf of FFDA Properties, LLC. The following requirements and conditions are to be placed on this vesting tentative tract map and conditional use permit as a condition of approval by the Department of Public Utilities.

General Requirements:

- Tract 5994 will be serviced as Multi-Family Residential bin service.
- Developer shall provide a minimum of one 2-cell trash enclosure constructed to current standards. The developer shall provide signage to clearly identify all recycling or solid waste collection and the materials accepted therein.
- Owner shall provide a minimum of 14 cubic yards of solid waste and recycling services per week.
- The enclosure shall be level with the adjoining roadway (with no ramps, slopes, etc.).
- There will be no separate billing for Solid Waste services. The City of Fresno shall be provided with the name and address of a property management company or homeowners association for billing purposes.

City of FRESNO

FIRE DEPARTMENT

Date: April 04, 2011

To: WILL TACKETT, Planner II
Planning and Development Department , Advance Planning

From: MIKE SCHMIDT, Supervising Fire Prevention Inspector
Fire Department, Fire Prevention & Investigative Services

Subject: T-5994 & C-11-014 were filed by Jeffrey Roberts, on behalf of Granville Homes, Inc., GV Urban, and pertain to 1.29 acres of property located on the northeast corner of L and San Joaquin Streets in downtown Fresno, 1702 L Street, APN 466-103-04, 09, 10, 12, 29. T-5994 proposes to subdivide the property into a planned unit development of 28 single family residential two story townhouse units consisting of 12 two story duplex or triplex buildings. C-11-014 proposes a gated planned unit development with private streets and modified property development standards, lot area, lot dimensions, lot coverage, and building setbacks. All 28 residential units are proposed to have an attached two-car garage, and there will be 7 on-site parking stalls and 34 off-site diagonal parking stalls.

General

All openings in the perimeter of a building shall be accessible from within 150 feet of a public street or private driveway.

All private streets and driveways that are provided for common access and are required for Fire Department access shall be constructed to a minimum unobstructed width of 20 feet. For drives separated by a median, 15 foot minimum lanes are required.

Streets highlighted on the plan shall be identified as fire lanes as provided in the California Vehicle Code, Section 22500.1. Designate highlighted curbs as fire lanes (red curb with "Fire Lane" in 3" white letters every 50 feet or approved signs every 50 feet).

Provide sign(s) (17" X 22" minimum) at all public entrance drives to the property "Warning - Vehicles stopped, parked or left standing in fire lanes will be immediately removed at owner's expense - 22658 California Vehicle Code - Fresno Police Department 621-2300."

All gates on common access drives shall be equipped with approved Police/Fire bypass locks (BEST LOCKS: Padlock 21B700 series or Cylinder lock 1W7B2). Gates/fences shall not obstruct the minimum width required for fire lanes.

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

File No. 210.45

PUBLIC AGENCY

WILL TACKETT
DEVELOPMENT SERVICES/PLANNING
CITY OF FRESNO
2600 FRESNO STREET, ROOM 3043
FRESNO, CA 93721-3604

DEVELOPER

JEFF ROBERTS, GRANVILLE HOMES
1396 W. HERNDON AVE., SUITE 101
FRESNO, CA 93711

FR TRACT No. 5994

PROJECT NO: **5994**
ADDRESS: **1702 "L" STREET**
APN: **466-103-04, 09T, 10T, 29T**

SENT: 4/12/11

Drainage Area(s)	Preliminary Fee(s)
FF	$7,500.00

TOTAL FEE: $7,500.00

The proposed development will generate storm runoff which produces potentially significant environmental impacts and which must be properly discharged and mitigated pursuant to the California Environmental Quality Act and the National Environmental Policy Act. The District in cooperation with the City and County has developed and adopted the Storm Drainage and Flood Control Master Plan. Compliance with and implementation of this Master Plan by this development project will satisfy the drainage related CEQA/NEPA impact of the project mitigation requirements.

The proposed development shall pay drainage fees pursuant to the Drainage Fee Ordinance prior to approval of the final map at the rates in effect at the time of such approval. The fee indicated above is based on the tentative map. Contact the FMFCD project engineer prior to approval of the final map for the fee.

Considerations which may affect the fee obligation(s) or the timing or form of fee payment:

a.) Fees related to undeveloped or phased portions of the project may be deferrable.

b.) Fees may be calculated based on the actual percentage of runoff if different than that typical for the zone district under which the development is being undertaken and if permanent provisions are made to assure that the site remains in that configuration.

c.) Master Plan storm drainage facilities may be constructed, or required to be constructed in lieu of paying fees.

d.) The actual cost incurred in constructing Master Plan drainage system facilities is credited against the drainage fee obligation.

e.) When the actual costs incurred in constructing Master Plan facilities exceeds the drainage fee obligation, reimbursement will be made for the excess costs from future fees collected by the District from other development.

f.) Any request for a drainage fee refund requires the entitlement cancellation and a written request addressed to the General Manager of the District within 60 days from payment of the fee. A non refundable $300 Administration fee or 5% of the refund whichever is less will be retained without fee credit.

Approval of this development shall be conditioned upon compliance with these District Requirements.

1. X **a.** Drainage from the site shall BE DIRECTED TO ADJACENT ROADWAYS.

____ **b.** Grading and drainage patterns shall be as identified on Exhibit No.

FR TRACT No. 5994

____ c. The grading and drainage patterns shown on the site plan conform to the adopted Storm Drainage and Flood Control Master Plan.

2. The proposed development shall construct and/or dedicate Storm Drainage and Flood Control Master Plan facilities located within the development or necessitated by any off-site improvements required by the approving agency:

____ Developer shall construct facilities as shown on Exhibit No. 1 as "MASTER PLAN FACILITIES TO BE CONSTRUCTED BY DEVELOPER".

X None required.

3. The following final improvement plans shall be submitted to the District for review prior to final development approval:

X Grading Plan

X Street Plan

____ Storm Drain Plan

____ Water & Sewer Plan

X Final Map

____ Other

____ None Required

4. Availability of drainage facilities:

X a. Permanent drainage service is available provided the developer can verify to the satisfaction of the City that runoff can be safely conveyed to the Master Plan inlet(s).

____ b. The construction of facilities required by Paragraph No. 2 hereof will provide permanent drainage service.

____ c. Permanent drainage service will not be available. The District recommends temporary facilities until permanent service is available. TEMPORARY SERVICE IS AVAILABLE THROUGH

____ d. See Exhibit No. 2.

5. The proposed development:

____ Appears to be located within a 100 year flood prone area as designated on the latest Flood Insurance Rate Maps available to the District, necessitating appropriate floodplain management action. (See attached Floodplain Policy.)

X Does not appear to be located within a flood prone area.

6. ____ The subject site contains a portion of a canal or pipeline that is used to manage recharge, storm water, and/or flood flows. The existing capacity must be preserved as part of site development. Additionally, site development may not interfere with the ability to operate and maintain the canal or pipeline.

FR TRACT No. 5994

7. The Federal Clean Water Act and the State General Permits for Storm Water Discharges Associated with Construction and Industrial Activities (State General Permits) require developers of construction projects disturbing one or more acres, and discharges associated with industrial activity not otherwise exempt from National Pollutant Discharge Elimination System (NPDES) permitting, to implement controls to reduce pollutants, prohibit the discharge of waters other than storm water to the municipal storm drain system, and meet water quality standards. These requirements apply both to pollutants generated during construction, and to those which may be generated by operations at the development after construction.

   a. State General Permit for Storm Water Discharges Associated with Construction Activities, approved August 1999, (modified December 2002) A State General Construction Permit is required for all clearing, grading, and disturbances to the ground that result in soil disturbance of at least one acre (or less than one acre\ if part of a larger common plan of development or sale). Permittees are required to: submit a Notice of Intent to be covered and must pay a permit fee to the State Water Resources Control Board (State Board), develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, and complete an annual certification of compliance.

   b. State General Permit for Storm Water Discharges Associated with Industrial Activities, April, 1997 (available at the District Office). A State General Industrial Permit is required for specific types of industries described in the NPDES regulations or by Standard Industrial Classification (SIC) code. The following categories of industries are generally required to secure an industrial permit: manufacturing; trucking; recycling; and waste and hazardous waste management. Specific exemptions exist for manufacturing activities which occur entirely indoors. Permittees are required to: submit a Notice of Intent to be covered and must pay a permit fee to the State Water Resources Control Board, develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, sample storm water runoff and test it for pollutant indicators, and annually submit a report to the State Board.

   c. The proposed development is encouraged to select and implement storm water quality controls recommended in the Fresno-Clovis Storm Water Quality Management Construction and Post-Construction Guidelines (available at the District Office) to meet the requirements of the State General Permits, eliminate the potential for non-storm water to enter the municipal storm drain system, and where possible minimize contact with materials which may contaminate storm water runoff.

8. A requirement of the District may be appealed by filing a written notice of appeal with the Secretary of the District within ten days of the date of this Notice of Requirements.

9. The District reserves the right to modify, reduce or add to these requirements, or revise fees, as necessary to accommodate changes made in the proposed development by the developer or requirements made by other agencies.

10. X See Exhibit No. 2 for additional comments, recommendations and requirements.

Gerald E. Lakeman
District Engineer

Rick Lyons
Project Engineer

CC:

GARY GIANNETTA

1119 "S" STREET

FRESNO, CA 93721

FR TRACT No. 5994

OTHER REQUIREMENTS
EXHIBIT NO. 2

No surface runoff shall be directed towards the alley.

In an effort to improve storm runoff quality, outdoor storage areas shall be constructed and maintained such that material that may generate contaminants will be prevented from contact with rainfall and runoff and thereby prevent the conveyance of contaminants in runoff into the storm drain system.

The District encourages, but does not require that roof drains from non-residential development be constructed such that they are directed onto and through a landscaped grassy swale area to filter out pollutants from roof runoff.

Development No. Tract 5994

County of Fresno
Department of Public Health
Edward L. Moreno, M.D., M.P.H., Director-Health Officer

April 6, 2011

999999999
LU0015977
PE 2602

Will Tackett
City of Fresno
Development Department
2600 Fresno Street
Fresno, CA 93721

Dear Mr. Tackett:

PROJECT NUMBER: T-5994, C-11-014

Vesting Tentative Map of Tract No. 5994 and Conditional Use Permit Application No. C-11-014 was filed by Jeffrey Roberts, on behalf of Granville Homes, Inc./GV Urban, and pertain to 1.29 acres of property located on the northeast corner of L and San Joaquin Streets in downtown Fresno. **Vesting Tentative Map of Tract No. 5994** proposes to subdivide the property into a planned unit development of 28 single family residential two story townhouse units consisting of 12 two-story duplex or triplex buildings. **Conditional Use Permit Application No. C-11-014** proposes a gated planned unit development with private streets and modified property development standards (lot area, lot dimensions, lot coverage, and building setbacks). Al128 residential units are proposed to have an attached two-car garage, and there will be 7 on-site parking stalls and 34 off-site diagonal parking stalls.

APN: 466-103·04, 09, 10, 12, 29
ZONING: C-4 & C-P
ADDRESS: 1702 L ST

Recommended Conditions of Approval:

The following comments pertain to the removal/demolition/relocation of existing structures:

- Should any of the structures have an active rodent or insect infestation, the infestation should be abated prior to removal/demolition of the structures in order to prevent the spread of vectors to adjacent properties.

- In the process of removing/demolishing the existing structures, the contractor may encounter asbestos containing construction materials and materials coated with lead based paints.

- If asbestos containing materials are encountered, contact the San Joaquin Valley Air Pollution Control District at (559) 230-6000 for more information.

- If the structures were constructed prior to 1979 or if lead-based paint is suspected to have been used in these structures, then prior to demolition and/or remodel work the contractor should contact the following agencies for current regulations and requirements:

- California Department of Public Health, Childhood Lead Poisoning Prevention Branch, at (510) 620-5600.
- United States Environmental Protection Agency, Region 9, at (415) 947-8000
- State of California, Industrial Relations Department, Division of Occupational Safety and Health, Consultation Service (CAL-OSHA) at (559) 454-5302.

- Any construction materials deemed hazardous as identified in the removal/demolition process must be characterized and disposed of in accordance with current federal, state, and local requirements.

REVIEWED BY:

Janet Gardner Digitally signed by Janet Gardner
DN: cn=Janet Gardner, o=Environmental Health Division, ou=Fresno County Public Health Department, email=jgardner@co.fresno.ca.us, c=US
Date: 2011.04.06 16:05:36 -07'00'

R.E.H.S., M.P.H.
Environmental Health Specialist III

---

(559) 445-3271

---

jg

T-5994 C-11-014 Granville

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

March 14, 2011

Will Tackett
City of Fresno
Development and Resource Management
2600 Fresno St., Third Floor
Fresno, CA 93721

Agency Project: Vesting Tentative Tract Map 5994 & CUP Application # C- 11-014

District CEQA Reference No: 20110096

Dear Mr. Tackett:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above and finds:

1. The project is expected to have no significant adverse impact on air quality.

2. At full build-out the proposed project would be less than 50 residential dwelling units and would not be subject to District Rule 9510 (Indirect Source Review).

3. The proposed project may be subject to the following District rules: Regulation VIII, (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations), and Rule 4901 (Wood Burning Fireplaces and Wood Burning Heaters). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888. Current District rules can be found at www.valleyair.org/rules/1ruleslist.htm

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

www.valleyair.org www.healthyairliving.com

Printed on recycled paper.

If you have any questions or require further information, please call Cherie Clark at (559) 230-5934.

Sincerely,

Dave Warner
Director of Permits Services

Cherie Clark for:

Arnaud Marjollet
Permit Services Manager

DW: cc

REDEVELOPMENT AGENCY OF THE CITY OF FRESNO
2344 Tulare Street, Suite 200, Fresno, CA 93721 (559) 621-7600

Application No.:	TM 5994, C-11-014 (Will Tackett)	Date:	3/18/2011
Assessor Parcel No.:	466-103-04, 09, 10, 12, 29	Reviewer:	Jeff Findley, Senior Project Coordinator
Site address:	1702 "L" Street	Telephone:	621-7609
Redevelopment Area:	Fulton		

Agency Staff Recommendation:

APPROVE PROJECT WITH THE FOLLOWING CONDITIONS:

1. The property identified in Application No. C-11-014 is located within the adopted Fulton Redevelopment Project area and is subject to all requirements of the Redevelopment Plan.

2. The Redevelopment Agency does not object to the proposed Conditional Use Permit Application (C-11-014), and Vesting Tentative Tract Map Application (5994) for the creation of a gated, 28-unit, gated single family residential planned unit development and modified property development standards (lot area, lot dimensions, lot coverage, and building setbacks). Agency support of this project is conditioned on the ability of the development to be in conformance with all requirements of the Redevelopment Plan and the C-4 (Central Trading) and C-P (Administrative and Professional Office) zone districts and Section 12-304 (including subsequent applicable Sections of the Fresno Zoning Ordinance).

3. The project shall be developed in accordance with the Operation Statement, Landscape Plan, Tract Map/CUP Site Plan, Floor Plans and Exterior Elevations (or as revised by the City of Fresno) submitted for Applications No. C-11-014 and Tract No. 5994.

4. The use of dense landscaping is encouraged along San Joaquin and "L" Streets to facilitate and soften its visual impact.

5. All landscaped areas shall be properly maintained and any dead plants, trees or ground cover will be removed and immediately replaced with the appropriate landscaping. All landscaping irrigation systems on site shall be properly maintained or repaired to ensure the healthy growth of plants and trees.

6. All outdoor storage on-site shall be screened from view of public streets and in conformance with requirements of City code.

7. Approval of this entitlement applies only to the development identified in Application No. C-11-014, any modifications or additions shall not be allowed without the modification of this Conditional Use Permit Application with prior approval from the City of Fresno Development Department and the Redevelopment Agency.

PLEASE MAKE APPLICANT AWARE OF AGENCY COMMENTS

Fresno Unified
School District

Preparing Career Ready Graduates

BOARD OF EDUCATION
Valerie F. Davis., President
Michelle A. Asadoorian, Clerk
Lindsay Cal Johnson
Carol Mills, J.D.
Larry A. Moore
Janet Ryan
Tony Vang., Ed.D.

SUPERINTENDENT
Michael E. Hanson

March 11, 2011

Will Tackett
City of Fresno
Development and Resource Management
2600 Fresno Street, Third Floor
Fresno, CA 93721-3604

SUBJECT· **REVIEW OF VESTING TENTATIVE MAP OF TRACT NO. 5994**
CONDITIONAL USE PERMIT C-11-014
1702 'L' STREET
(APN #466-103-04, 09, 10, 12, 29)

Dear Mr Tackett,

In response to your request for review and comment on the Tentative Parcel Map Review No. 5994, Fresno Unified School District submits the following.

Any urban residential development occurring as a result of project approval will have an impact on the District's student housing capacity The District, through local funding, is in a position to mitigate its shortage of classrooms to accommodate planned population growth for the foreseeable future. However, the District recognizes that the legislature, as a matter of law, has deemed, under Government Code Section 65996, that all school facilities impacts are mitigated as a consequence of SB 50's Level 1, 2 and 3 developer fee legislative provisions.

Any new development on the subject property or conversion of non-habitable to habitable space is subject to development fees of $2.97 per square foot for residential and $0.47 per square foot for commercial development. However, per Government Code section 65995, "a 'credit' is to be given per square foot to all commercial and industrial construction for any structures (commercial, industrial, or residential) that were demolished on the site after the beginning of a project," therefore only the difference of increased square footage for the proposed project would be charged. Any new development on the property will be subject to the development fee prior to issuance of a building permit.

Attendance area information. The project is presently within the attendance areas of the schools identified below

Elementary School:	Lowell
Intermediate School·	Tehipite
High School:	Edison

Thank you for the opportunity to comment. Please contact me at 457-3074 if you have any questions or require additional information regarding our comments.

Sincerely,

Lisa LeBlanc, Executive Director
Facilities Management and Planning

LL.hh DWC

DRAFT

Initial Study and Mitigated Negative Declaration
Conditional Use Permit Application No. C-11-014
Vesting Tentative Map No. 5994
Granville Homes "L" Street Project
Fresno, California

Prepared for:

City of FRESNO

City of Fresno
2600 Fresno Street, Room 3043
Fresno, CA 93721-3604
559.621.8277

Contact: Will Tackett, Planner

Prepared by:

Michael Brandman Associates
2444 Main Street, Suite 150
Fresno, CA 93721
559.497.0310

Contact: Trevor Macenski, REA, MS

Michael Brandman Associates

June 6, 2011

DRAFT

Initial Study and Mitigated Negative Declaration
Conditional Use Permit Application No. C-11-014
Vesting Tentative Map No. 5994
Granville Homes "L" Street Project
Fresno, California

Prepared for:

City of Fresno
2600 Fresno Street, Room 3043
Fresno, CA 93721-3604
559.621.8277

Contact: Will Tackett, Planner

Prepared by:

Michael Brandman Associates
2444 Main Street, Suite 150
Fresno, CA 93721
559.497.0310

Contact: Trevor Macenski, REA, MS

June 6, 2011

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SECTION 1: INTRODUCTION

1.1 - Purpose

The purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to identify the potential environmental impacts associated with the development of the Granville Homes "L" Street Project (Conditional Use Permit Application No. C-11-014, Vesting Tentative Map No. 5994) and to describe measures that will avoid or mitigate impacts to a less than significant level. The IS/MND includes information to substantiate the conclusions made regarding the potential of the proposed project to result in significant environmental impacts and provides the basis for input from public agencies, organizations, and interested members of the public. Pursuant to Section 15367 of the California Environmental Quality Act (CEQA) Guidelines, the City of Fresno is the Lead Agency for the proposed project and, as such, has primary responsibility for approval or denial of the proposed project.

This IS/MND has been prepared in accordance with CEQA Statutes and Guidelines, including Section 15070-15075 of the CEQA Guidelines. The environmental analysis contained in this IS/MND is tiered from the Master Environmental Impact Report (MEIR) No. 10130 (SCH # 2001071097) prepared for the City of Fresno 2025 General Plan EIR; and, Mitigated Negative Declaration No. A-09-02 (SCH # 2009051016) prepared for the 2025 Fresno General Plan ("Air Quality MND"). A copy of the MEIR and Air Quality MND may be reviewed in the City of Fresno Development and Resource Management Department. The proposed project has been determined to be a subsequent project that is not fully within the scope of the MEIR or Air Quality MND. Pursuant to Public Resources Code (PRC) Section 21157.1 and CEQA Guidelines Section 15177, this project has been evaluated with respect to each item on the CEQA Guidelines Appendix G environmental checklist to determine whether this project may cause any additional significant effect on the environment that was not previously examined in the MEIR.

After conducting a review of the adequacy of the MEIR pursuant to PRC Section 21157.6(b)(1), the City of Fresno finds that no substantial changes have occurred with respect to the circumstances under which the MEIR was certified, and that no new information which was not known and could not have been known at the time that the MEIR was certified as complete, has become available. The IS/MND has concluded that the purposed project would not result in any adverse effects which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the CEQA Guidelines.

1.2 - Project Location

The proposed project is located at the northeast corner of "L" Street and San Joaquin Street in the Cultural Arts District of the City of Fresno, Fresno County, California (Exhibit 1). The project site

includes five parcels, totaling 1.29 acres and consists of Assessor Parcel Numbers 466-103-04, 466-103-09, 466-103-10, 466-103-12, and 466-103-29 (Exhibit 2). The project site is located on the Fresno South 7.5 minute USGS topographical map, Township 14 south, Range 20 east, Section 4.

1.2.1 - Existing Site Conditions

The project site includes undeveloped vacant lands and two single-family structures, both of which are in a state of disrepair. The single-family residence closest to the corner of "L" and San Joaquin Street is currently occupied by Habitat for Humanity as office space. This structure is also know as the Julia Sayre Home and is specifically located at 2219 San Joaquin Street. The second existing structure on the project site is the vacant Judge William D. Crichton Home, located at 1718 "L" Street. This structure was previously designated as a Heritage Property by the City's Historic Preservation Commission (as defined within Section 12-1603 of the Fresno Municipal Code) on May 22, 2006. However, neither of the existing structures on the project site is eligible or currently listed on the local, state, or federal listings of historical properties database. More specifically, the Crichton Home has been vacant for the past 5 years and is in a state of great disrepair requiring a majority of the property and project site to be closed off to all public access with a chain-link fence for public safety purposes. Exhibit 3 provides site photographs of the project site's existing condition.

1.2.2 - Existing General Plan and Zoning Designations

The project site is currently designated Commercial Mixed Use-Level 2 (Central Area) by the 2025 Fresno General Plan, Central Area Community Plan and Fulton/Lowell Specific Plan . The project site is zoned C-P (Administrative and Professional Office District) and C-4 (Central Trading District) by the City of Fresno Zoning Code.

The project site is located within the Central Area Community Plan, Fulton-Lowell Specific Plan, and Fulton Redevelopment Plan and Cultural Arts District. The Cultural Arts District is not a City-defined planning district or historic district, but a self-identified community that has emerged in the area bordered by Tuolumne Street on the south, H Street on the west, and Divisadero Street on the north and east. The Cultural Arts District Association is formed of members who are stakeholders in the area, property owners, businesspersons, organizations and residents. However, the Cultural Arts District Association does not have land use or permitting approval authority over the project. The Cultural Arts District contains many community and cultural organizations as well as artist studios and residences, which have been established and developed sporadically over time. It is anchored by the Warnor's Center for the performing Arts, Arte Americas, Valley Public Television, the African American Museum, and the Broadway Studios/Cultural Arts Building. The area is also home to a number of new downtown housing developments, including the Pear Building, the Vagabond Lofts, the H Street Lofts, and the Fulton Plaza Project. Several of these housing developments provide live/work spaces and cater to local artists (PBID Partners of Downtown Fresno 2011). As a result of sporadic interest and investments within the area, the localized neighborhood has an eclectic mix of structural design and architectural styles that encapsulate both traditional design features and modern

elements, including architectural examples of Mission Revival, Colonial Revival, Arts and Craft-influenced vernacular to modern commercial and multi-family complexes constructed in the 1960s.

1.2.3 - Surrounding Land Uses and Designations

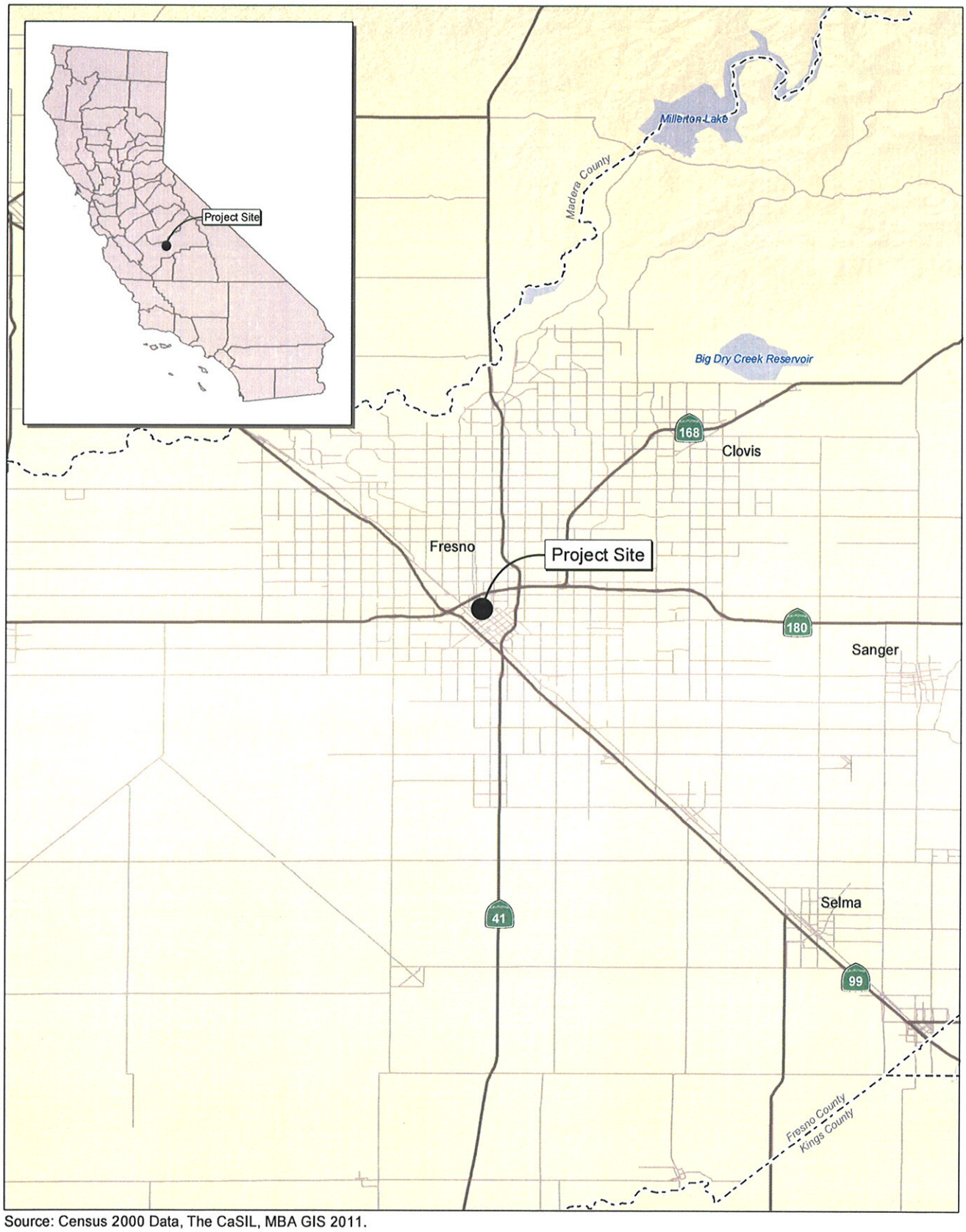
Table 1 provides the land uses and designations surrounding the project site.

Table 1: Surrounding Land Uses and Designations

Location	Existing Land Use	Existing Zoning	Planned Land Use
North	Residential and office	C-P and C-4	Commercial Mixed Use Level 1 (Central Area) and Commercial Mixed Use Level 2 (Central Area)
East	Residential and office	C-P and C-4	Commercial Mixed Use Level 1 (Central Area) and Commercial Mixed Use Level 2 (Central Area)
South	Office	C-4	Commercial Mixed Use Level 2 (Central Area)
West	Residential and office	C-4	Commercial Mixed Use Level 2 (Central Area)

Notes:
CP = Administrative and Processional Office District (FMC Section 12-216)
C4 = Central Trading District (FMC Section 12-220)
Source: City of Fresno Municipal Code (FMC).

Exhibit 1: Regional Location Map



Source: Census 2000 Data, The CaSIL, MBA GIS 2011.

Michael Brandman Associates

NORTH

5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

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GRANVILLE HOMES • L STREET PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Exhibit 2: Local Vicinity Map

Michael Brandman Associates

NORTH

200 100 0 200 Feet

Exhibit 2
Local Vicinity Map

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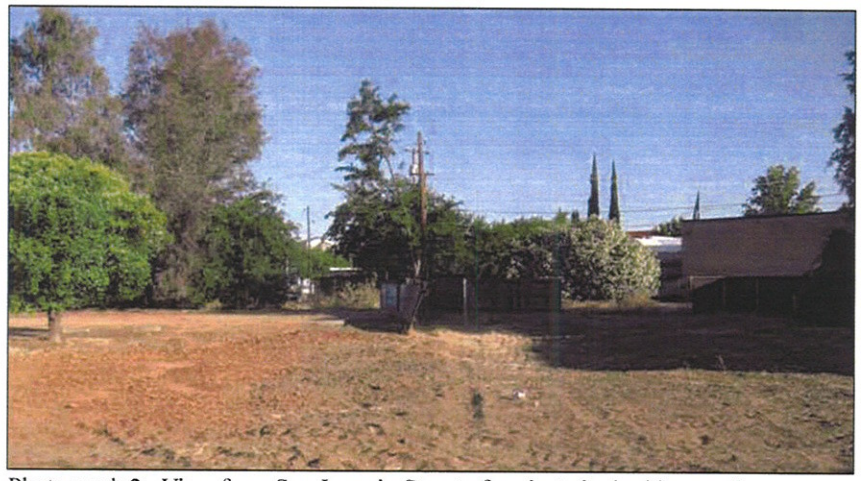
GRANVILLE HOMES • L STREET PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

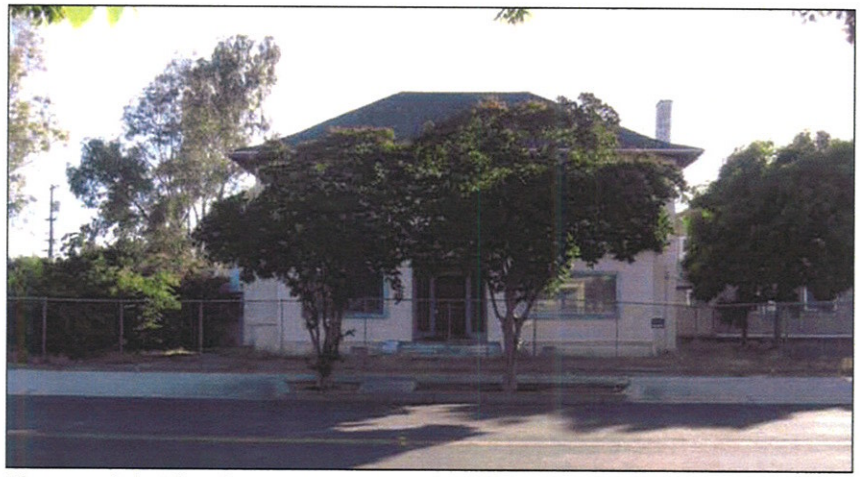
Exhibit 3: Site Photographs – Existing Conditions

Photograph 1: View from L Street of Sayre Home and associated parking lot.



Photograph 2: View from San Joaquin Street of project site looking north.

Photograph 3: View from alley located north of project site looking south. Hope Manor can been seen to the left and the Sayre Home to the far right.



Photograph 4: View from L Street of Crichton Home.

Source: Michael Brandman Associates, 2011.

Michael Brandman Associates

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Exhibit 3
Site Photographs - Existing Conditions

1.3 - Project Description

FFDA Properties, LLC., (Granville Homes) has submitted a Vesting Tentative Map of Tract No. 5994 and a Conditional Use Permit Application No. C-11-014 for the construction of 28 two-story town home units consisting of 14 multiple dwelling (duplex) structures (Exhibit 4). The resulting density of the proposed project would be approximately 21.71 dwelling units per acre. Nine of the 28 units will be affordable to moderate income households. The project would infill five parcels, four of which are currently vacant and one that will require the demolition of two structures, also known as the Sayre and Crichton Homes. Demolition of the Crichton Home will require the approval of the City's Historic Preservation Commission, which is a discretionary action.

The proposed project will include a number of onsite improvements, including a private security gate, private driveway, and landscaping and lighting improvements. The project will also include onsite parking to accommodate the anticipated occupants and guests, trash and recycling enclosures, a 7,000-foot green space area, and storage lockers.

The surrounding property perimeter will be secured utilizing a block wall along the eastern property boundary. The wall would be 3 feet in height from the sidewalk to where the neighboring residence building envelope begins, at which point the wall would gradually transition to 6 feet in height, terminating at the alley located at the northern boundary of the project site. The block wall would also act as a retaining wall. As such, it would be between 7.5 and 8 feet in height as measured from the adjacent property to the northeast. Additional security along the property perimeter may be incorporated, dependant upon review and approval of the project design by the City's design review committee.

Portions of the existing public street rights-of-way adjacent to the project site are proposed to be vacated to facilitate development of the proposed project. These vacations include 9 feet of the existing "L" Street right-of-way width and 5 feet of the existing San Joaquin Street right-of-way width. This would allow the proposed project to construct new sidewalks, curbs, and gutters.

The proposed project would include the construction and use of both public and private facilities and infrastructure in accordance with standards, specifications, and policies of the City of Fresno.

1.3.1 - Architectural Design

The project design would complement the existing eclectic design and appearance of the Cultural Arts District and adjacent downtown area. The project's architectural detailing is designed to be complementary with the surrounding neighborhood, which includes examples of Mission Revival, vernacular Prairie, Colonial Revival, Arts and Crafts-influenced vernacular, American Foursquare, as well as 1960s modern commercial and multi-family complexes.

The project has been designed to maximize the use of the project site's compact and triangular orientation by creating an urban street screen complete with pedestrian-friendly walkways, street trees, narrow streets to calm traffic flow, and multi-story structures. Buildings would be highly articulated on all four sides to maximize architectural interest and minimize building massing. As mentioned in the above project component descriptions, Exhibit 5a and 5b provide example drawings of town home components of the project. As shown on the site plan, the project has been designed to allow for open green spaces and amenities.

As stated, the town homes have been designed to reflect many of the architectural features and characteristics of the immediate neighborhood and Cultural Arts District. As stated above, the Cultural Arts District is not a specific City-designated planning district or historic district, but is the community identity that has evolved over time in the project area. The project's exterior elevations offer a mix of both Arts and Crafts and bungalow architectural styles. To create a rich environment, four different exterior elevations would be implemented throughout the development. The following is a brief description of the different features in the design of the buildings. Exhibit 5a and Exhibit 5b illustrate the building elevations.

One of three different front entries, including a 7:12 pitched gable, a 5:12 pitched shed roof, and shed porches would occupy the entire length of each front facade. Each entry would have a 5-foot-deep, private front porch. The porch areas would be delineated with decorative wrought iron fences and landscaped hedges that help define the personal spaces. The gable porches would have tapered columns, while the shed roofs would have the twin posts on a column base. Some units would have front porches with at least one step. Front entries would utilize Craftsmen style doors with panel glass inserts. The exterior finishes would vary from stucco with wood lap siding (at exterior cantilevered second story bedroom) to shake siding and stucco finish. The cantilevered second stories would have large trim edges with decorative corbels beneath. The windows are all single-hung with sill and header trim details. There would be at least three different color schemes used for the elevations to provide further definition and visual interest.

The corner building would be unique from all other buildings. It would include a 4:12 pitched hip roof at the main body of the building with a decorative cornice. The exterior finish would consist entirely of shake siding with a trim band. The front entry would have a full-length shed roof with twin posts and base column, a common motif of the bungalow style. The porch would be 5 feet deep with a step at entry.

1.3.2 - Parking

Each of the 28 town home units would have an attached two-car garage. An additional seven parking spaces would be located in the western corner of the project site for guests and visitors. As such, total available onsite parking would consist of 63 spaces.

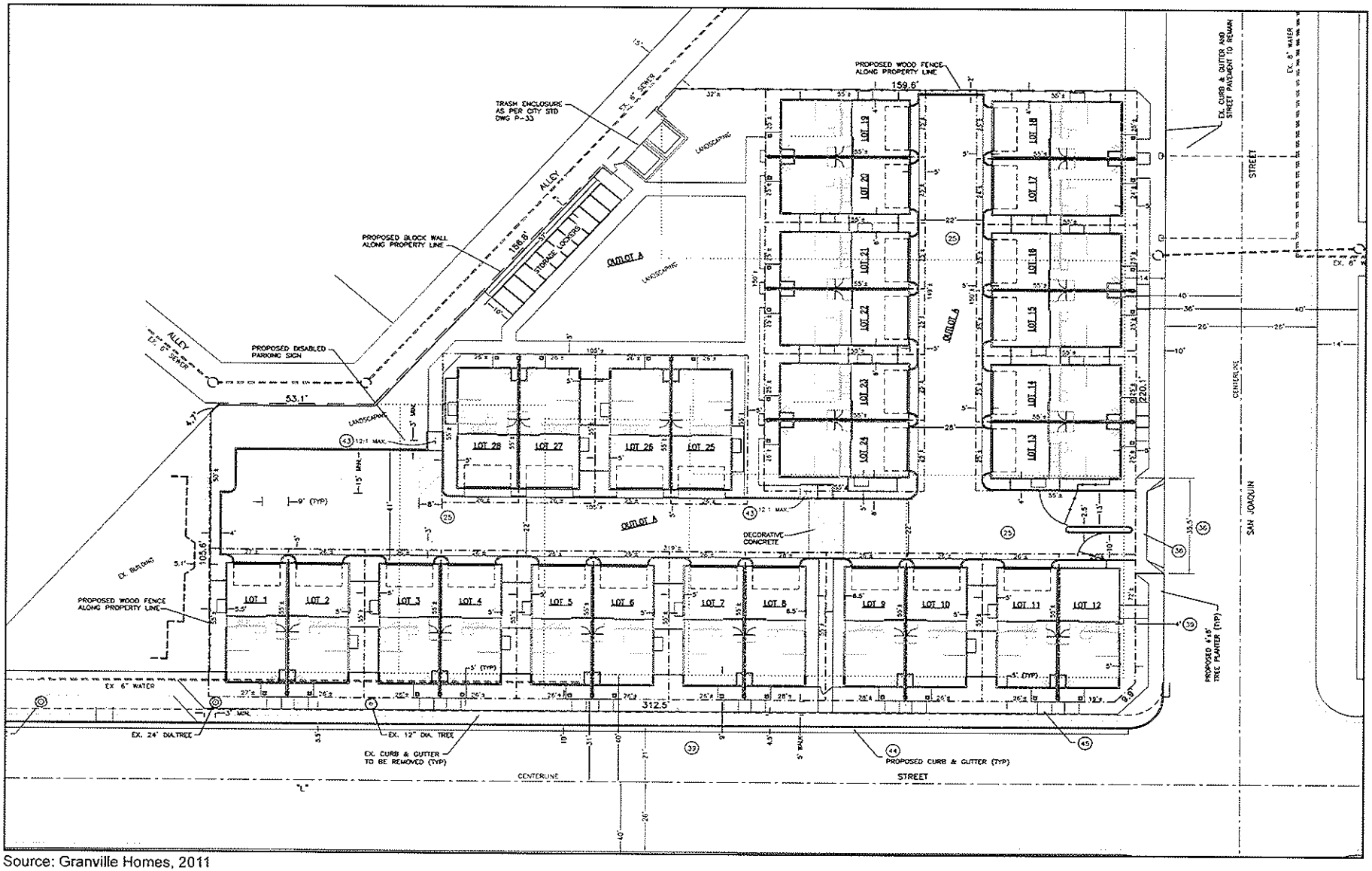
1.3.3 - Landscaping

Exhibit 5c illustrates the preliminary landscaping plan. As shown, a variety of trees, shrubs, and ground cover would be planted throughout the project site. Trees would be placed at regular intervals along both the "L" Street and San Joaquin Street frontages. Trees, shrubs, and ground cover would be placed along each town home frontage and between each town home building. The proposed landscaping would complement existing landscaping in the area and work to further integrate the proposed project into the adjacent land uses.

1.3.4 - Circulation and Traffic

The proposed project would generate an estimated 280 vehicle trips per day with peak hour flows (7 to 9 a.m. and 4 to 6 p.m.) estimated to be 28 trips during each peak hour. The proposed project would be accessed via a single private and gated driveway off San Joaquin Street. Pedestrian routes would be differentiated by patterned or concrete cut sidewalks, courtyards, and greenways, throughout the project site. A courtyard/landscape area would be located in the northwest corner of the site adjacent to the storage lockers and trash and recycling enclosures.

Exhibit 4: Site Plan



Source: Granville Homes, 2011

NORTH

NOT TO SCALE

Michael Brandman Associates

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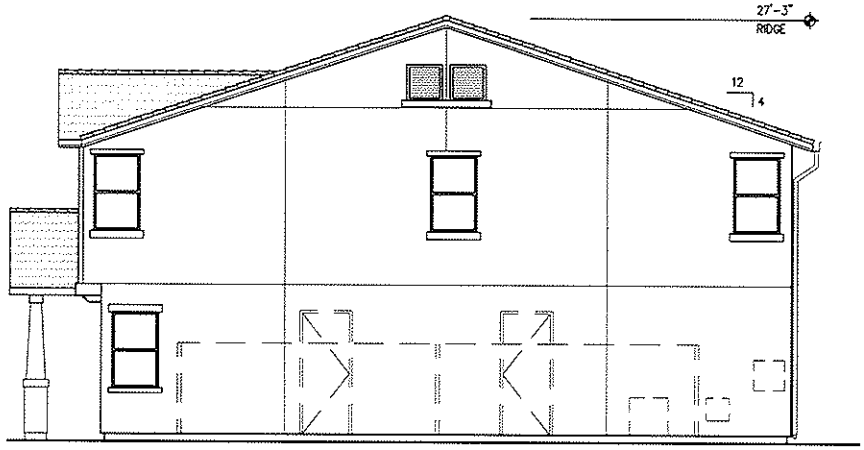
Exhibit 4
Site Plan

GRANVILLE HOMES • L STREET PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

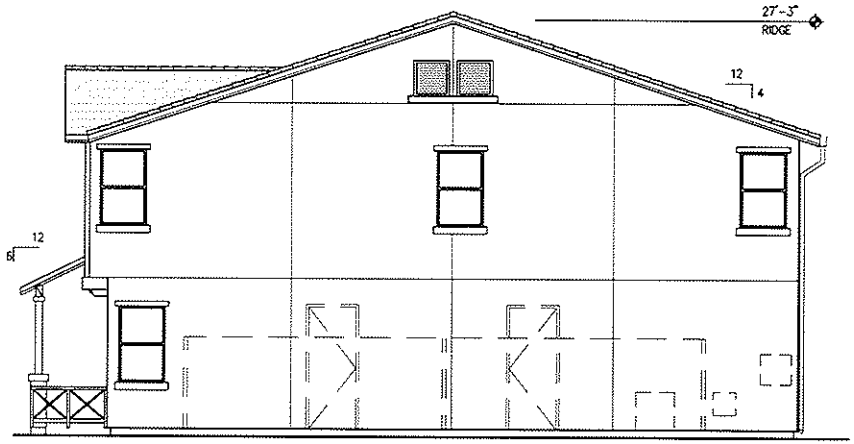
Exhibit 5a: Building Elevations

'L' STREET FRONT ELEVATIONS - SCHEME 1



'L' STREET SIDE ELEVATIONS - SCHEME 1

'L' STREET FRONT ELEVATIONS - SCHEME 2



SIDE ELEVATION - SCHEME 2

Source: Granville Homes 2011.

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Michael Brandman Associates

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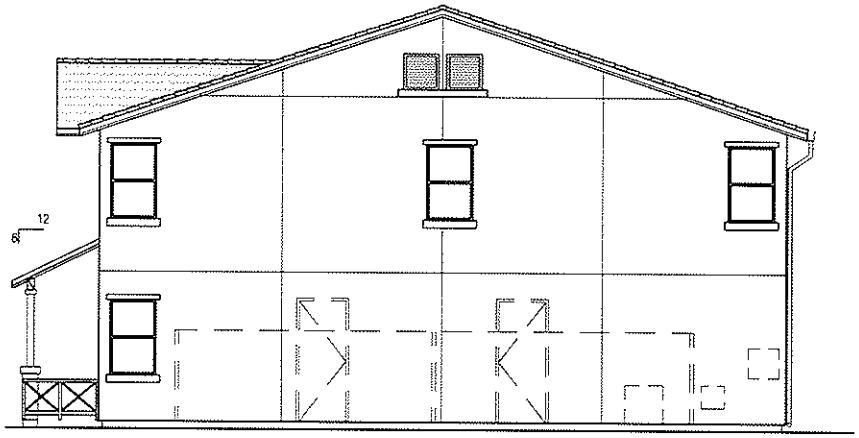
Exhibit 5a
Building Elevations

GRANVILLE HOMES • L STREET PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Exhibit 5b: Building Elevations

'L' STREET FRONT ELEVATIONS - SCHEME 3



SIDE ELEVATION - SCHEME 3

'L' STREET FRONT ELEVATIONS - SCHEME 4

SIDE ELEVATION - SCHEME 4

Source: Granville Homes 2011.

NOT TO SCALE

Michael Brandman Associates

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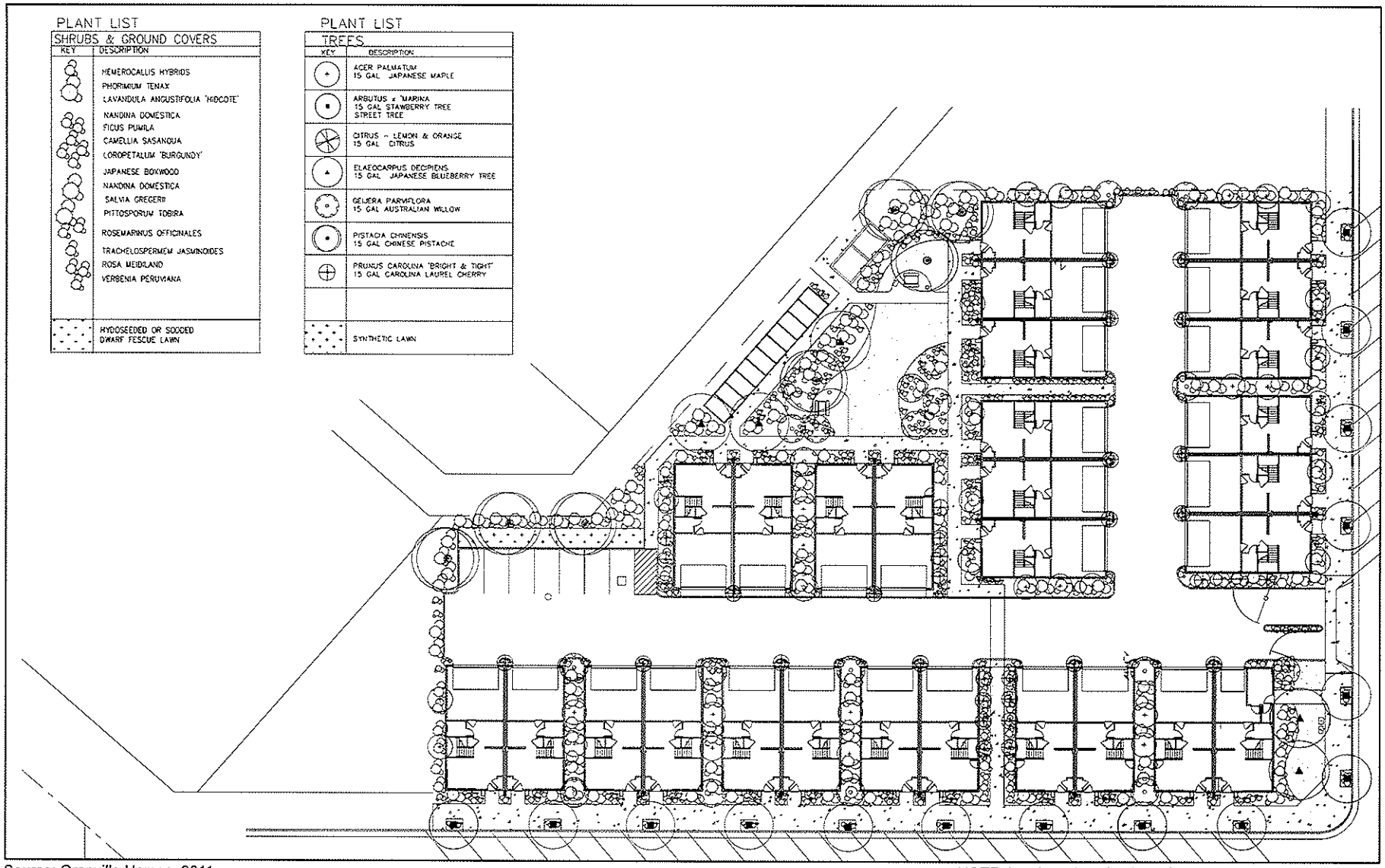
Exhibit 5b
Building Elevations

GRANVILLE HOMES • L STREET PROJECT
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Exhibit 5c: Landscaping Plan



Source: Granville Homes, 2011

NOTE: Landscaping plan is preliminary and subject to change.

NORTH

NOT TO SCALE

Michael Brandman Associates

Exhibit 5c
Landscaping Plan

1.3.5 - Utilities

The City of Fresno currently provides water, wastewater, and solid waste services to the project site and would continue to do so for the proposed project. An existing 6-inch sewer line is located in the San Joaquin Street right-of-way and is of sufficient size to serve the proposed project.

An existing 6-inch water line is located in the "L" Street right-of-way and is of sufficient size to serve the proposed project. However, a Capital Improvement Program (CIP) project has been established for the expansion of the existing water line. This expansion would occur as a part of the proposed project. The expansion would eventually increase water availability to the surrounding areas. However, additional segments of the water line would require expansion prior to increased water availability to the surrounding areas.

Stormwater services would continue to be provided by the Fresno Metropolitan Flood Control District. Existing infrastructure is of sufficient size to serve the proposed project.

1.3.6 - Project Construction

Construction is scheduled to begin in summer 2011 with the project anticipated to open in 2012. Construction work shifts would generally occur between 7 a.m. and 4 p.m. The construction staging area for the proposed project would be located onsite, in the proposed parking lot area on the east side of the property. Small amounts of fuels, lubricants, and solvents may be stored in these areas. Parking for construction workers would be provided onsite as well. Earth-moving equipment, including backhoes, front-end loaders, and dump trucks, would be used during excavation for utilities and building foundations. Concrete trucks and pumpers would be onsite during concrete pours for foundations and slabs; forklifts would be used during erection of walls and delivery of materials from storage yards.

1.4 - Project Objectives

1. Provide an affordable infill community for downtown Fresno residence.
2. Construct an environmentally friendly, residential community close to Fresno's downtown and alternative transportation infrastructure.

1.5 - Summary of Public Agency Approvals

The proposed project would require approval from the following public agencies:

- City of Fresno Development and Resource Management Department
- City of Fresno Historic Preservation Commission
- City of Fresno Department of Public Works
- City of Fresno Department of Public Utilities
- City of Fresno Building and Safety Services Division
- City of Fresno Fire Department
- City of Fresno Redevelopment Agency

- Fresno Metropolitan Flood Control District
- San Joaquin Valley Air Pollution Control District

SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected					
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.					
☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology/Soils
☐	Greenhouse Gas Emissions	☐	Hazards /Hazardous Materials	☐	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☐	Noise
☐	Population/Housing	☐	Public Services	☐	Recreation
☐	Transportation/Traffic	☐	Utilities/Services Systems	☐	Mandatory Findings of Significance

Environmental Determination

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☒ I find that with the project specific mitigation imposed, the project will not have additional significant adverse effects on the environment that were not identified in the 2025 Fresno General Plan Master Environmental Impact Report No. 10130 ("MEIR"), SCH No. 2001071097 and Mitigated Negative Declaration No. A-09-02/SCH No. 2009051016. Pursuant to CEQA Guidelines Section 15178, a Mitigated Negative Declaration will be prepared.

Signed _____ Date 06/07/11

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Aesthetics *Would the project:*				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Environmental Evaluation

Setting

2025 Fresno General Plan MEIR

The project will be subject to the aesthetics mitigation measures identified in MEIR No. 10130 prepared for the 2025 Fresno General Plan. Conditions to ensure the project is aesthetically appealing will be further defined during the conditional use permit process to ensure that the development is consistent with all plans and design guidelines.

Visual Distance Zones

The following distance zones (foreground, middle ground, and background) are used to characterize the dominant visual character from each vantage point and describe views in terms that can be analyzed and compared. As discussed below, sensitivity of views modified from the natural environment is defined in order to establish thresholds for analysis of potential visual impacts resulting from the implementation of the proposed project.

Foreground Views. These views include elements that can be seen at a close distance and that dominate the entire view. Impacted views at this distance are generally considered potentially adverse when viewed by a sensitive viewer group, such as surrounding residents, workers, pedestrians, or regular motorists.

Middle Ground Views. These views include elements that can be seen at a middle distance and that partially dominate the view. Impacted views at this distance are generally considered potentially adverse when viewed by a sensitive viewer group.

Background Views. These views include elements that are seen at a long distance and typically do not dominate the view but are parts of the overall visual composition of the view. Impacted views at this distance are generally considered not to be an adverse impact when viewed by a sensitive viewer group. This distance is generally considered not to be an adverse impact when viewed by a sensitive viewer group.

Regional Setting

Fresno is located in the central San Joaquin Valley, approximately 200 miles north of Los Angeles and 170 miles south of Sacramento. The City of Fresno is approximately 111 square miles in area and is characterized by urban and suburban development, with the downtown area featuring low-rise development and historic structures. The west, northwest, and south sides of Fresno are dominated by mostly flat relief and urban developments within the city limits. The unincorporated areas surrounding the city limits generally transition from urban uses to semi-rural and agricultural uses. Fresno is the fifth-largest city in California, with an official estimated population in 2010 of 494,665, as estimated by the California Department of Finance. The Sierra Nevada mountain range to the east and the Fresno River bluff are the most prominent visual resources in the Fresno area.

Visual Setting

The proposed project is located in the Fulton Lowell Specific Plan area within the larger Central Area Community Plan area. The Central Area consists of approximately 1,500 acres bounded by Highways 41, 99, and 180. The Fulton Lowell area consists of approximately 493 acres and is generally bounded by Highway 180, Abby Street, P Street, O Street, Tulare Street, Van Ness Avenue, Tuolumne Street, Merced Street, Fresno Street, H Street, and the Southern Pacific Railroad right-of way (City of Fresno 1996). It is characterized by a wide spectrum of land uses, including single-family residential, commercial, and light industrial.

The Fulton Lowell Specific Plan area is divided into two distinct areas, separated by Divisadero Street. The project site is located south of Divisadero Street in the area known as Fulton. This area is described in the Specific Plan as predominately non-residential and characterized by a mix of commercial, office, group residential, and industrial uses.

Exhibit 2 provides an aerial perspective of the project site and surrounding areas. The project site consists of developed and undeveloped lots. Undeveloped areas contain ruderal (weedy) vegetation and disturbed land. Two residences are located on the project site, the Sayre and Crichton Homes, both of which are in various states of disrepair. The Sayre residence is currently being used as office space for Habitat for Humanity, which includes a small service parking lot. The Judge William D.

Crichton Home was designated as a Heritage Property by City's Historic Preservation Commission (as defined within Section 12-1603 of the Fresno Municipal Code) on May 22, 2006 but has stood vacant for the past 5 years and has continued to deteriorate during that time.

Exhibit 3 provides photographs of the site's existing conditions. As illustrated in the photographs, the site currently contains areas of tilled soil, overgrown vegetation, and the two residences. A chain-link fence surrounds portions of the project site not currently being used in conjunction with the Sayre Home office space.

The project site is surrounded by older residences on "L" and San Joaquin Streets, and a single story commercial building facing Divisadero Street to the north. Southeast of the project site is a five-story assisted living facility.

Exhibit 6 provides photographs of land uses as seen from the project site. As illustrated in the photographs, land uses consist of commercial office buildings, a multi-story assisted living facility, and older homes in various states of upkeep, ranging from restored or maintained to states of disrepair including boarded windows. Exhibit 7 provides additional photographs of land uses in the neighborhood surrounding the project site.

The proposed project would construct 14 two-story multiple dwelling (duplex) structures that would be similar to the massing and scale of nearby existing two-story homes and similar infill projects within the greater downtown Fresno area. The town homes would be articulated with architectural detail reminiscent of the Arts and Crafts era, including porch elements and pitched roof lines. Exhibit 8 illustrates the approximate building massing of the proposed project.

Views

The existing visual character of the project vicinity is defined by residential and commercial uses. The project site is surrounded by older residences to the east and west, and commercial uses to the north and south.

Below is a description of views of surrounding land uses as seen from the project site as well as views of the project site as seen from surrounding land uses.

North. Views in the foreground from the northern edge of the project site consist of an alleyway, the rear fence and storage area of a small residence and a single story commercial building which faces Divisadero Street. The commercial building's covered parking area is directly adjacent to the alleyway. Middleground and background views further to the north are mostly obstructed by these buildings. Views of the project site from the previously described land uses are minimal due to the lack of windows on the south side of the buildings.

East. Views in the foreground from the project site's eastern portion are dominated by the five-story assisted living facility building. Other surrounding views consist of residential structures of various architectural styles, ages, and states of upkeep. Middleground and background views further to the east are mostly obstructed by these buildings. Views of the project site from these structures consist of the existing residence (Sayre Home) on San Joaquin Street.

Exhibit 6: Site Photographs – Surrounding Views

Photograph 1: View of commercial building and alley north of project site.

Photograph 2: View from project site looking south across L Street.

Photograph 3: View from project site of Hope Manor on San Joaquin Street.

Photograph 4: View of commercial building south of project site on corner of San Joaquin Street and L Street.

Source: Michael Brandman Associates, 2011.

Michael Brandman Associates

Exhibit 6
Site Photographs - Surrounding Views

Exhibit 7: Site Photographs – Views of Surrounding Neighborhood

Photograph 1: View of southern corner of San Joaquin Street and L Street as seen from project site.

Photograph 2: View of homes along L Street accross from projec site.

Photograph 3: View of residence east of project site on San Joaquin Street.

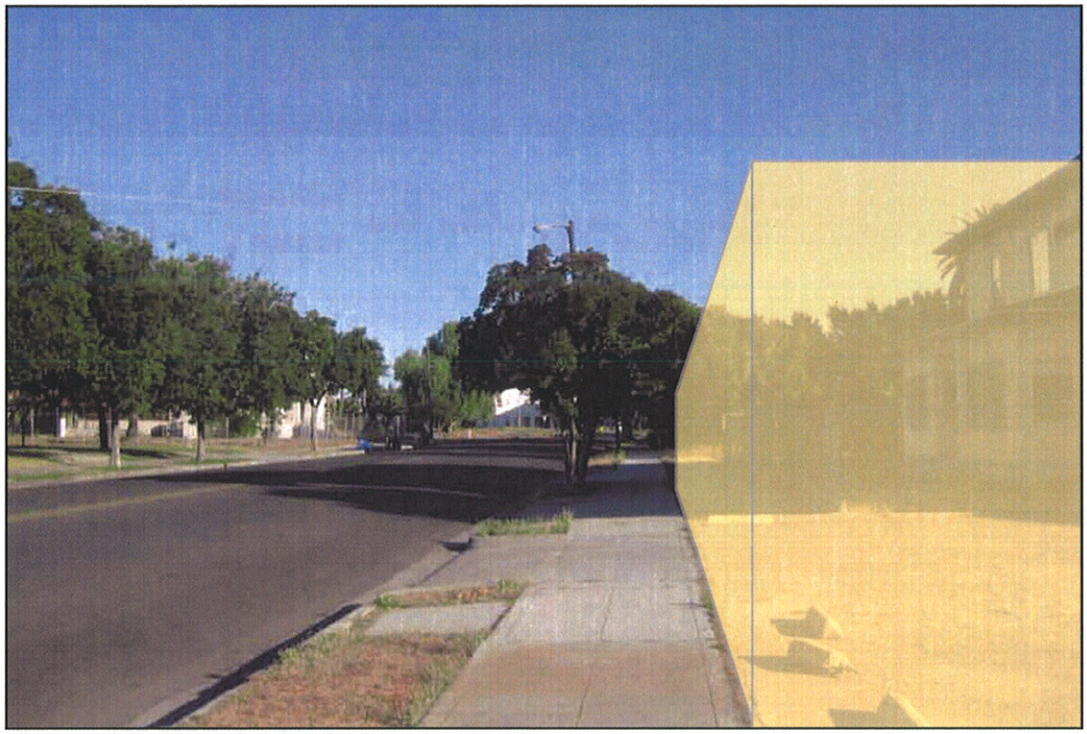
Photograph 4: View of residence on M Street, east of and visible from project site.

Source: Michael Brandman Associates, 2011.

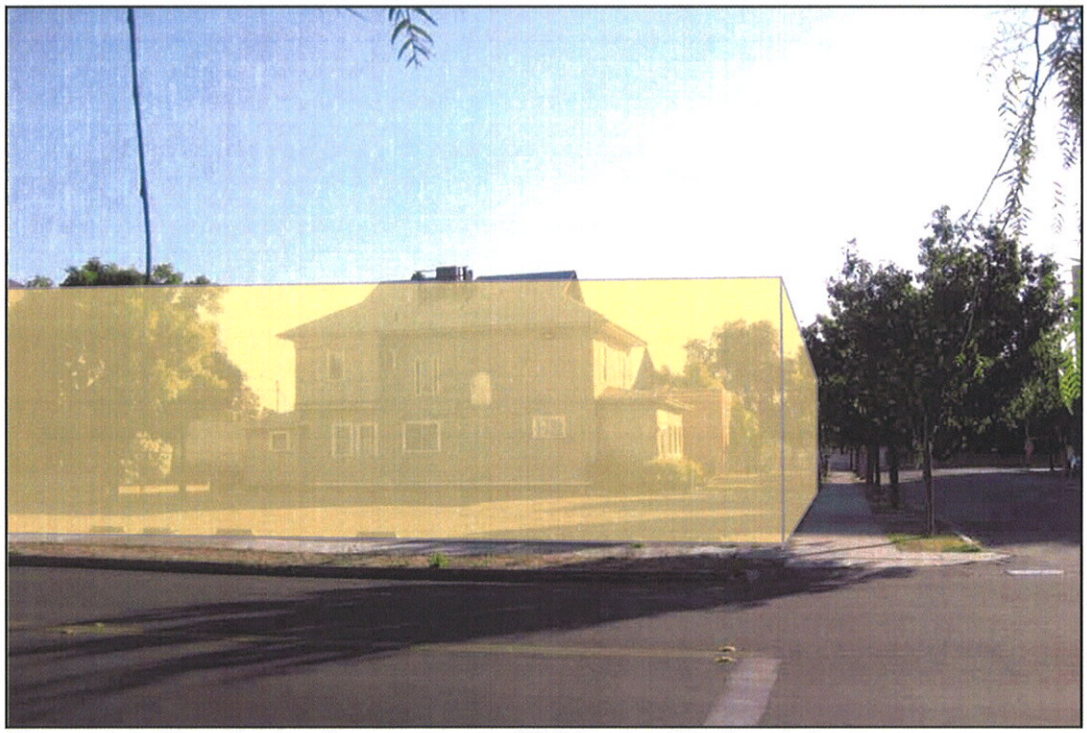
Michael Brandman Associates

Exhibit 7
Site Photographs - Views of Surrounding Neighborhood

Exhibit 8: Illustrative Building Massing



Photograph 1: View of project frontage along "L" Street.



Photograph 2: View of project frontage at corner of "L" Street and San Joaquin Street.

Source: Michael Brandman Associates, 2011.

NOTE: Building mass is approximate and shown here only for illustrative purposes.

Michael Brandman Associates

Exhibit 8
Illustrative Building Massing

South. Views from the project's southern tip consist of the same views as seen from the east and west (consisting mostly of various residential structures). A two-story and a single-story commercial building are located to the south, after which residential land uses continue. Middleground views consist of residential land uses and background views are mostly obstructed by the existing two-story residences and vegetation. Background views include the upper portions of multi-story structures located to the south of the project's neighborhood. Views from the commercial building and residences of the project site consist of a parking lot area and the two residences located on the project site near the corner of "L" and San Joaquin Streets.

West. Views in the foreground from the project site's eastern edge consist of five large residences of various architectural styles, one of which has boarded windows. Middleground and background views are mostly obstructed by these residences, but intermittently consist of developed areas to the west of the project area, including multiple story office buildings.

Light and Glare

Onsite nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments; however, these lights have the potential to produce spillover light and glare, waste energy, and if designed incorrectly, could be considered unattractive. Light that falls beyond the intended area is referred to as "light trespass." Types of light trespass include spillover light and glare. Minimizing all these forms of obtrusive light is an important environmental consideration. A less obtrusive and well-designed energy efficient fixture would face downward, emit the correct intensity of light for the use, and incorporate energy timers. Public street lights, constructed in accordance with applicable adopted standards are generally not considered to result in light trespass.

Spillover light is light emitted by a lighting installation that falls outside the boundaries of the property on which the installation is sited. Spillover light can adversely affect light sensitive uses, such as residential neighborhoods at nighttime. Because light dissipates as it travels from the source, the intensity of a light fixture is often increased at the source to compensate for the dissipated light. This can further increase the amount of light that illuminates adjacent uses. Spillover light can be minimized by using only the level of light necessary, and by using cutoff type fixtures or shielded light fixtures, or a combination of fixture types.

Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying, referred to as discomfort glare, or it may diminish the ability to see other objects in the darkened environment, referred to as disability glare. Glare is particularly associated with high light intensity, as measured in candelas, emitted at angles near horizontal (75 to 90 degrees from straight down). Glare can be reduced by design features that block direct line of sight to the light source and that direct light downward, with little or no light emitted at high (near horizontal) angles, since this light would travel

long distances. Cutoff-type light fixtures minimize glare because they emit relatively low-intensity light at these angles.

The project site is located adjacent to urban areas and therefore, is exposed to some form of light trespass and glare from the surrounding land uses. Existing nighttime lighting sources near the site consist of exterior light fixtures on the commercial and residential land uses adjacent to the project site, as well as street lighting. Vehicles traveling along "L" Street and San Joaquin Street are also sources of light and glare.

Would the project:

a) Have a substantial adverse effect on a scenic vista?

Less than significant impact. The Fulton Lowell Specific Plan and the Central Area Community Plan do not specifically identify the presence of any scenic vistas. A scenic vista is generally considered a view of an area that has remarkable scenery or a resource that is indigenous to the area. The project site itself does not provide any visual resources that would be considered a scenic vista because it primarily consists of previously developed lands or currently vacant lands in a downtown urban setting limiting the expansive nature of a subject view shed. Scenic vistas in the surrounding area may include views of the Sierra Nevada Mountains. However, as previously mentioned, the project site is surrounded by existing residential structures, commercial buildings, and vegetation that obstruct background (distant views), and, therefore, views of the Sierra Nevada Mountains from the project site are obstructed. Neither the project site nor any of the surrounding land uses contains features typically associated with scenic vistas (e.g., ridgelines, peaks, overlooks). Therefore, little opportunity exists for project activities to obscure views of scenic vistas. Impacts would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?

No impact. The California Department of Transportation Scenic Highways Program does not designate any nearby roadways as state scenic highways or as eligible for such designation. This condition precludes the possibility of adverse impacts resulting from implementation of the proposed project. Therefore, no impact would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less than significant impact. The proposed project would result in the construction and use of 28 two-story residential town homes and associated infrastructure (e.g., landscaping and parking areas) on a project site that currently contains two older residences, only one of which is currently in use as

office space. Below are the descriptions of the onsite views, architectural design, and landscaping components being proposed as part of the project.

Views

The project site is located at the north corner of the "L" Street and San Joaquin Street intersection. Views along both roads consist of a mix of residential and commercial land uses. The proposed project would consist of 14 buildings containing 28 two-story residential town homes on the 1.29-acre project site. As shown in Exhibit 3, a majority of the town homes would be located directly on the street frontage with parking, garage, and internal driveways located behind the town homes. Landscaping and sidewalks would be constructed or maintained along the project's street frontages. Onsite views would change from that of two residences (one of which is unoccupied, and one of which is currently used as office space), associated parking areas, and minimal landscaping to that of a newly developed residential property. The two-story town homes would be similar in building massing to the existing surrounding homes.

Architectural Design

Residential properties in the immediate neighborhood are an eclectic mix of architectural styles and include Mission Revival, vernacular Prairie, Colonial Revival, Arts and Crafts influenced vernacular, American Foursquare, and Streamline Moderne, as well as 1960s modern commercial and multifamily complexes (City of Fresno 2011). While the surrounding residences do not generally share a common architectural theme, they do share the use of horizontal wood cladding, 1/1 double-hung sash windows, full or partial porches with turned posts or columns, and various Arts and Crafts detailing.

A design charrette was held on April 15, 2011 with the project applicant, city staff, and two members of the Historic Preservation Commission, during which the architectural designs were updated to further blend with surrounding buildings. In addition, a noticed meeting of the Historic Preservation Commission which included a communitycharrette was held on L Street on April 25, 2011. The meeting was well attended by neighborhood and preservation stakeholders who provided valuable input and comments on project design and site plan. The elevations of the proposed town homes would incorporate architectural details reminiscent of the Arts and Crafts style. Each façade would be symmetrically built with three 1/1 single-hung sash windows on each story and with additional smaller windows on the second floor. Two cantilevered, cross-gabled dormers are located on each façade, and these dormers would be articulated with horizontal plank lap siding. Each façade would include a porch that would be cross-gabled and include a Craftsman-style door for each town home entrance. A simple, tapered column resting on a square pier would separate each entrance and porch area. The building located at the corner of "L" Street and San Joaquin Street would include differentiated architectural elements, including deepened porches and roof pitches, to provide a strong connection to the street and increased pedestrian scale. The project driveway would include an arch or arbor to complement site architecture.

On May 23, 2011 a publicly noticed meeting of the Historic Preservation Commission afforded an additional opportunity for public review and comment on the proposed project. Questions regarding building elevations, massing, architectural and stylistic features, open space, set back and the overall site plan were addressed. In particular, the proposed project's compatibility with the surrounding neighborhood was discussed at length. Public participation in the design phase of the proposed project has been critical.

Furthermore, prior to implementation of the proposed project, the Fulton/Lowell Design Review Committee will also be required to review the proposed project's design, thereby further ensuring compatibility with the existing neighborhood.

Landscaping

The proposed project's landscape design would use planting materials throughout the project's shared spaces to provide an aesthetically integrated development. In addition, as indicated in Exhibit 5c, the project site will strategically place vegetative screening to minimize the surrounding property owners' views of the project site.

Summary

Although the proposed project would alter the visual character of the site, the design and appearance of the proposed town homes would be a positive improvement to the vacant and un-maintained structures on site. In addition, the project would be visually consistent—in terms of mass, scale, texture, and style—with the existing neighborhood and infill developments in downtown Fresno and the Cultural Art's District. The proposed project would include high-quality architectural design and landscaping and would improve the appearance of the existing streetscape. The project applicant and the City of Fresno have conducted design charrettes including an internal meeting at the City on April 15th, a community charrette held on L Street on April 25, 2011, and an additional public forum at the May 23, 2011 meeting of the Historic Preservation Commission, to ensure there was a comprehensive review of the project's design by the public. Furthermore, prior to implementation of the proposed project, the Fulton/Lowell Design Review Committee will also be required to review the proposed project's design, thereby further ensuring compatibility with the existing neighborhood. As such, the proposed project would not degrade the existing visual character or quality of the site and its surroundings and impacts would be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than significant impact. The project site currently contains minimal light and glare sources. Lighting is present on the exterior of the residence used as office space. Minimal sources of glare existing on the project site consist of cars utilizing the parking lot at the corner of "L" Street and San Joaquin Street. Areas adjacent to the project site contain multiple sources of lighting, including exterior lighting on residences and office buildings, street lighting, and lights from cars passing on

nearby streets. Glare from adjacent land uses emanates from parked cars, passing cars, and windows on nearby buildings.

The proposed project would include exterior building lighting and security lighting. In addition, use of glass windows would introduce new sources of daytime glare and nighttime glow. These additional sources of light and glare are expected to be incremental and visible from surrounding land uses, in particular, from the residences to the west and east and commercial land uses to the north and south. These sources may potentially degrade daytime and nighttime views. However, as referenced in the MEIR, the City of Fresno requires that lights be shielded so that adjoining properties are not illuminated With the implementation of this requirement, the proposed project would minimize the amount of light and added to the ambient environment. Furthermore, the proposed project would not use building materials, beyond the typical use of windows, that would result in substantial amounts of glare. Therefore, impacts related to light and glare would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Agriculture and Forestry Resources *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Environmental Evaluation

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and

forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No impact. The project site is currently developed with urban uses and does not contain active agricultural land. Based upon a review of maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, the project site does not contain any land designated as "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance." The project site is designated as "Urban and Built-up Land." The development of the proposed project would not result in the conversion of Important Farmland to non-agricultural use. No impacts would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No impact. The project site is zoned C-P and C-4 by the City of Fresno Zoning Code, these are non-agricultural zoning designations. The project applicant has submitted a Conditional Use Permit Application to be consistent with the purpose of this zoning district; as such, no conflicts with agricultural zoning would occur. There are no Williamson Act contracts for the project site. Therefore, no conflicts with a Williamson Act contract would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No impact. The project site is designated C-P and C-4 by the Fresno Zoning Code, which is a non-forest zoning designation. In addition, the proposed project is an infill development and replaces existing uses. This condition precludes the possibility of the proposed project conflicting with a forest zoning designation. No impacts would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No impact. The project site and surrounding areas are currently developed with urban uses. This precludes the project site from containing any forestland or timberland. In addition, the proposed project is an infill development and replaces existing uses. Therefore, land use and development activities contemplated by the proposed project would not impact these resources. No impacts would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No impact. The project site and surrounding areas do not contain active agricultural land. The project site and surrounding areas are designated as "Urban and Built-up Land" and is largely developed with urban uses. The development of the proposed project would not result in the conversion of Farmland to non-agricultural use. No impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. Air Quality *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.* *Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Environmental Evaluation

Setting

The project site is located in the City of Fresno and within the San Joaquin Valley Air Basin. This region has had chronic non-attainment of federal and state clean air standards for ozone and particulate matter due to a combination of topography, climate, and pollutants generated within the San Joaquin Valley Air Basin.

Airflow in the San Joaquin Valley Air Basin is primarily influenced by marine air that enters through the Carquinez Strait where the Delta empties into San Francisco Bay. The San Joaquin Valley Air Basin is contained by mountain ranges on the east, south, and western boundaries, with prevailing winds carrying pollutants and pollutant precursors from urbanized areas to the north. Consequently, the region's topographic features restrict air movement through and out of the basin. The Mediterranean climate of this region, with a high number of sunny days and little or no measurable precipitation for several months of the year, fosters photochemical reactions in the atmosphere, creating ozone and particulate matter. As a result, the San Joaquin Valley Air Basin is highly susceptible to pollutant accumulation over time.

The U.S. Environmental Protection Agency (EPA) sets national ambient air quality standards and is the agency that has ultimate approval authority for air quality attainment plans in air basins that have chronically or seriously failed to attain the federal air quality standards. Primary federal standards are the levels of air quality necessary, with an adequate margin of safety, to protect public health.

The California Air Resources Board (ARB), a component of the California Environmental Protection Agency, sets statewide air quality standards and adopts statewide air pollution control measures such as standards for off-road vehicles, smog-testing requirements applicable to on-road vehicles in the various air basins in the State, fuel formulation requirements for California and so forth. ARB evaluates and approves air pollution attainment plans proposed by local/regional air pollution control agencies in the state. The San Joaquin Valley Air Pollution Control District (SJVAPCD) is the regional jurisdictional entity charged with attainment planning, rule making, rule enforcement, and monitoring under federal and state Clean Air Acts and Clean Air Act Amendments.

The pollutants of concern for the San Joaquin Valley Air Basin, primarily ozone and particulate matter (PM), are seasonal in nature. Ozone is not emitted directly into the air, but is a regional pollutant formed by a photochemical reaction in the atmosphere. Ozone precursors, which include reactive organic gases (ROG) and oxides of nitrogen (NO_x), react in the atmosphere in the presence of sunlight to form ozone. Significant ozone formation generally requires an adequate amount of ozone precursors in the atmosphere and several hours in a stable atmosphere with strong sunlight. The conditions for ozone formation are prevalent during the summer when thermal inversions are most likely to occur.

PM contains PM_{10} (particles less than 10 microns in diameter) and $PM_{2.5}$ (particles less than 2.5 microns in diameter). PM levels tend to be highest during the winter months when the meteorological conditions favor the accumulation of localized pollutants. This occurs when relatively low inversion levels trap pollutants near the ground and concentrate the pollution. PM exceedances may be caused by photochemical reactions, but are mainly generated by direct emissions such as fireplace smoke, agricultural waste wood burning, roadway tire wear, and fugitive dust (the effect of wind on open areas of disturbed soil, unpaved and dirty roadways). PM is also emitted from automobile and truck exhaust. Despite the dry climate and potential for dust during the summer, PM exceedances have occurred more often during winter months, attributable to residential wood burning and cotton plow-down activities. Residential wood burning has been partially curtailed by local building ordinances that prohibit fireplace and wood stove installation in new homes since the early part of this decade, and by wood burning control rules adopted by the SJVAPCD. Control efforts over the past decade have been alleviating PM to the point where the San Joaquin Valley Air Basin is in attainment of the federal PM standard.

The region's high incidence of asthma, particularly childhood asthma, is primarily attributed to ozone and PM exceedances, but may also be in part due to the nature of the pollutants encountered in the

Valley, such as defoliants and pollen associated with agricultural operations. Household exposures to tobacco smoke, allergens, and respiratory irritants are also being investigated as causal in the development of asthma.

In response to the San Joaquin Valley's chronic nonattainment status for ozone and PM, the SJVAPCD has adopted air quality attainment plans. Table VC 1 of MEIR No. 10130 lists the air quality attainment plans that have been adopted by the SJVAPCD as of the date of MEIR certification. The SJVAPCD adopted an attainment plan for the federal $PM_{2.5}$ standard in April of 2008. The EPA released final designations for the 2006 $PM_{2.5}$ standards in December 2008 (effective in 2009) designating the Valley as nonattainment for the 2006 $PM_{2.5}$ standards. Air quality attainment and implementation plans are periodically adopted and updated in response to area needs and federal and state mandates. These attainment and implementation plans prepared in response to the federal Clean Air Act are also intended to fulfill requirements of the California Clean Air Act, with emphasis on meeting California ambient air quality standards.

The MEIR prepared for the 2025 Fresno General Plan requires that that the most current version of the URBEMIS computer model be used to analyze development projects and estimate future air pollutant emissions that can be expected to be generated from operational emissions (vehicular traffic associated with the project), area-wide emissions (sources such as ongoing maintenance activities and use of appliances), and construction activities. URBEMIS modeling was conducted for the project in accordance with the MEIR requirement, and is attached as Appendix A. However, per the analysis contained below, emissions modeling was not required to make a significance finding for the project, consistent with guidance from the SJVAPCD.

The construction and operation of the proposed project would be subject to SJVAPCD rules and requirements, including any applicable permitting requirements. Compliance with the SJVAPCD's Regulation VIII (Fugitive PM10 Prohibitions), Rule 4604 (Architectural Coatings), and Rule 4102 (Nuisance), would be required. The SJVAPCD's Rule 9510 (Indirect Source Review) will not apply to this project; the applicability threshold of Rule 9510 is 50 residential units, this project would construct 28 residential units.

Sensitive Receptors

Certain populations, such as children, the elderly, and persons with preexisting respiratory or cardiovascular illness, are particularly sensitive to the health impacts of air pollution. For purposes of CEQA, the SJVAPCD considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools. A review of the locale surrounding the project site indicates that the nearest residential buildings are located approximately 2 feet northeast and 5 feet north of the project boundary. Lowell Elementary

and the School of Unlimited Learning are located approximately 0.13 mile north and 0.12 mile east of the project, respectively. The project itself would construct a sensitive land use.

Impact Analysis

The SJVAPCD has established thresholds of significance for construction impacts, project operations, and cumulative impacts. The SJVAPCD's Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) contains significance criteria for evaluating operational-phase emissions from direct and indirect sources associated with a project. Indirect sources include motor vehicle traffic associated with the proposed project and do not include stationary sources covered under permit with the SJVAPCD. Where available, the significance criteria established by the SJVAPCD may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than significant impact. The SJVAB is designated nonattainment of state and federal health-based air quality standards for ozone and $PM_{2.5}$. In addition, the SJVAB is designated nonattainment of state PM_{10}. To meet Federal Clean Air Act (CAA) requirements, the SJVAPCD has multiple air quality attainment plan (AQAP) documents, including:

- Ozone Attainment Demonstration Plan (EOADP) for attainment of the 1-hour ozone standard (2004);
- 2007 Ozone Plan for attainment of the 8-hour ozone standard;
- 2007 PM_{10} Maintenance Plan and Request for Redesignation; and,
- 2008 $PM_{2.5}$ Plan.

The SJVAPCD's AQAPs account for projections of population growth and vehicle miles traveled (VMT) provided by the Council of Governments (COG) in the SJVAB and identify strategies to bring regional emissions into compliance with federal and state air quality standards. Because population growth and VMT projections are the basis of the AQAPs' strategies, a project would conflict with the plans if it results in more growth or VMT than the plans' projections. The primary way of determining if a project would result in more growth or vehicle miles traveled than in the AQAPs is to determine consistency with the applicable General Plan.

Growth estimates used in a General Plan often come from the State of California's Department of Finance. The regional COG then uses the growth projections and land use information in adopted general plans to estimate future average daily trips and VMT, which is then provided to the SJVAPCD to estimate future emissions in an AQAP. It is assumed that the existing and future

pollutant emissions computed in the AQAPs were based on land uses from area general plans that were prepared prior to the AQAP's adoption.

The applicable General Plan for the proposed project is the City of Fresno 2025 General Plan (General Plan) that was adopted in 2002, prior to the SJVAPCD's adoption of the applicable AQAPs. As stated in the Introduction of this IS/MND, the project site is currently designated Commercial Mixed use-Level 2 (Central Area) by the General Plan. The proposed project would construct 28 single-family town homes and generate an estimated 280 vehicle trips per day. Assuming 2.8 persons per household, the project would result in an estimated population of 78 persons.

As discussed in Impact b in Section 2.10, Land Use and Planning, of this IS/MND, the project would not conflict with the General Plan. Therefore, the proposed project would not conflict with the population growth and VMT as projected by the General Plan.

The project would comply with all applicable rules and regulations. In addition, project emissions would not exceed the SJAVPCD's significance thresholds (as shown in Impacts b through e, below). Therefore, the proposed project is consistent with the applicable AQAPs.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than significant Impact. There are two pollutants of concern for this impact: CO and localized PM_{10}. $PM_{2.5}$ is not assessed in this impact, as the main source of localized PM impacts would be generated by fugitive dust, which consists mainly of the coarse fraction of PM. The proposed project would not result in localized CO hotspots or PM_{10} impacts, as discussed below. Therefore, the proposed project would not violate an air quality standard or contribute to a violation of an air quality standard in the project area.

Localized PM_{10}

Localized PM_{10} would be generated by project construction activities, which would include earth-disturbing activities. The proposed project would comply with the SJVAPCD's Regulation VIII dust control requirements during construction and demolition (including Rules 8011, 8031, 8041, and 8071). Compliance with this regulation would reduce the potential for significant localized PM_{10} impacts to less than significant levels.

CO Hotspot

Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. Because increased CO concentrations are usually associated with roadways that are congested and with heavy traffic volume, the SJVAPCD has established that preliminary screening can be used to determine with a fair degree of certainty that the effect a project has on any given intersection would not cause a potential CO hotspot. Therefore, the SJVAPCD has established that if

all project-affected intersections are negative for both of the following criteria, then the project can be said to have no potential to create a violation of the CO standard:

- A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F; or
- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity.

This proposed project would construct 28 single-family town homes and appurtenant structures. Construction of the proposed project would result in minor increases in traffic for the surrounding road network. A traffic study was not prepared for the project. However, operation of the project is estimated to generate 280 vehicle trips per day. The project is estimated to generate 28 trips during the peak-hour flows (AM and PM). Nearby local and major streets are currently operating at a LOS C or better during peak hours, as documented by the City of Fresno Traffic Engineer. The minor increase in trips would not substantially lower the LOS of adjacent roadways. Therefore, the project would not generate, or substantially contribute to, additional traffic that would exceed state or federal CO standards.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Less than significant impact. The nonattainment pollutants for the SJVAPCD are ozone, PM_{10} and $PM_{2.5}$. Therefore, the pollutants of concern for this impact are ozone precursors, regional PM_{10}, and $PM_{2.5}$. Ozone is a regional pollutant formed by chemical reaction in the atmosphere, and the project's incremental increase in ozone precursor generation is used to determine the potential air quality impacts as set forth in the GAMAQI. The SJVAPCD's GAMAQI (page 29) states, "Any proposed project that would individually have a significant air quality impact . . . would also be considered to have a significant cumulative air quality impact."

The SJVAPCD's GAMAQI has a threshold for ozone precursors generated by project operation, but does not have thresholds for regional PM_{10} or $PM_{2.5}$. This document proposes a PM_{10} threshold using the same basis as the ozone precursor thresholds. Although the GAMAQI does not recommend PM_{10} quantification from construction or operation, a threshold of 15 tons per year is used in this analysis to gauge potential PM_{10}-related impacts. The proposed PM_{10} threshold is consistent with the GAMAQI's NO_x and ROG thresholds, which are based on the SJVAPCD's New and Modified Stationary Source Review offsets threshold. However, a similar basis of threshold is not available for $PM_{2.5}$ emissions. Therefore, for the purposes of this analysis, the project will be considered less than significant for $PM_{2.5}$ emissions if it is less than significant for PM_{10} emissions.

For this evaluation, the proposed project would be considered to have a significant effect on the environment if it would exceed the following thresholds:

- Ozone Precursors: Cause an increase in pollutant emissions of ROG or NO_x exceeding 10 tons per year.
- Regional PM_{10}: Cause an increase in pollutant emissions of PM_{10} exceeding 15 tons per year.

Construction

The project would involve demolition of existing structures, and installation of new buildings. The construction schedule for the project is currently unknown; therefore, for the purposes of estimating the potential construction-generated impact, this analysis assumes that construction would begin as early as September 2011 and be completed within 1 year of the start of construction. The project would remove two existing residences and approximately 0.3 acre of existing pavement, and it would construct 28 new single-family town homes on 1.29 acres. Based on MBA's recent experience on a project that similarly removed existing pavement for which demolition activity was known, it is assumed that the pavement would be removed at a rate of 7 days per acre, or approximately 2 days total.

As discussed in the GAMAQI, large construction projects lasting many months may exceed the SJVAPCD's annual threshold for NO_x. At 1.29 acres and 28 single-family town homes, the project is not a large project. Furthermore, the majority of NO_x emissions from construction occur during the grading phase, which is assumed to last the URBEMIS default length of 42 days. Therefore, the project would not exceed the SJVAPCD's annual thresholds, and would result in a less than significant impact for regional pollutants.

Operation

The SJVAPCD provides screening criteria for determining when project-specific operational emissions analysis is required. The "Small Project Analysis Level" criteria are based on pre-calculated emissions for various types of project, below which a project has no possibility of exceeding the ozone precursor regional significance thresholds. The Small Project Analysis Level for residential projects is 1,453 trips per day, or 152 units (single-family). By contrast, it is estimated that the 28-unit project would generate an average of 280 trips per day. Therefore, the project is less than the applicable Small Project Analysis Level, and would not generate a significant quantity of ozone precursors. Generally, operational emissions of PM_{10} are less than operational emissions of ozone precursors. Because the threshold of significance is greater for PM_{10} than ozone precursors, and because the project would not exceed the ozone precursor threshold, the project would not exceed the PM_{10} threshold and would result in a less than significant impact for PM_{10} and $PM_{2.5}$.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. The proposed project would not expose sensitive receptors to substantial concentrations of asbestos, localized PM_{10}, carbon monoxide, diesel particulate matter, or hazardous pollutants after incorporation of mitigation, as discussed below.

Asbestos-Containing Material

Asbestos is a fibrous mineral that is both naturally occurring in ultramafic rock (a rock type commonly found in California), and used as a processed component of building materials. Because asbestos has been proven to cause a number of disabling and fatal diseases, such as asbestosis and lung cancer, it is strictly regulated in its use as a building material. The proposed project would involve some demolition activity. Therefore, the proposed project is required to comply with SJVACPD Rule 4002 (National Emissions Standards for Hazardous Air Pollutants) and Rule 3050 (Asbestos Removal Fees). Rule 3050 is applicable to all demolitions whether or not asbestos is present.

The proposed project is required to submit a Demolition Permit Release form to the SJVAPCD prior to the issuance of a demolition permit. The purpose of the form is to verify compliance with or exemption from the National Emission Standards for Hazardous Air Pollutants (NESHAP) asbestos notification requirements. It is the Applicant's responsibility to obtain the required signature from the SJVACPD and return this form to the appropriate city or county building department prior to obtaining a demolition permit.

NESHAP requires that a thorough inspection for asbestos be conducted before any regulated facility is demolished or renovated. Inspections must include the collection and microscopic analysis of samples of all materials that might contain asbestos. Consultants who perform inspections must be certified by Cal-OSHA and provide a written report containing the inspection results. If asbestos-containing materials are present, the applicant must follow the SJVAPCD requirements and, potentially, California Occupational Safety and Health Administration and Cal-EPA regulations. Compliance with these regulations reduces the potential for exposure to asbestos-containing material to less than significant.

Localized PM_{10}

As shown in Impact b, above, the project would not generate a significant impact for construction-generated, localized PM_{10}. Therefore, the project would not expose sensitive receptors to unhealthy levels of PM_{10}.

Carbon Monoxide Hotspot

As shown in Impact b, above, the project would not generate a CO Hotspot. Therefore, the project would not exceed the ambient air quality standards, and would not expose sensitive receptors to unhealthy levels of CO.

Diesel Particulate Matter

There are no distribution centers, loading docks, or similar sources of diesel particulate matter close to (within 300 feet) of the project boundary. Areas directly surrounding the project site include existing residential developments. There are residences located approximately 5 feet north and 3 feet east of the proposed project.

Construction equipment generates diesel particulate matter (DPM), identified as a carcinogen by the ARB. The State of California has determined that DPM from diesel-fueled engines poses a chronic health risk with chronic (long-term) inhalation exposure. The California Office of Environmental Health Hazard Assessment (OEHHA) recommends using a 70-year exposure duration for determining residential cancer risks.

Although construction of the project would involve the use of diesel-fueled vehicles, construction risks were not analyzed because of the short duration of the construction phase. OEHHA provides exposure variants for 9-, 30-, and 70-year exposures in The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. These exposures are chosen to coincide with EPA's estimates of the average (9 years), high-end estimates (30 years) of residence time, and a typical lifetime (70 years). OEHHA states its support for the use of cancer potency factors for estimating cancer risk for these exposure durations. However, as the exposure duration decreases, the uncertainties introduced by applying cancer potency factors derived from very-long-term studies increases. Short-term high exposures are not necessarily equivalent to longer-term lower exposures even when the total dose is the same. OEHHA therefore does not support the use of current cancer potency factor to evaluate cancer risk for exposures of less than 9 years (refer to page 8-4 of The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments).

Construction phase risks would be considered acute health risks as opposed to cancer risks, which are long-term. OEHHA has yet to define acute risk factors for diesel particulates that would allow the calculation of a hazards risk index; thus, evaluation of this impact would be speculative and no further discussion is necessary.

e) Create objectionable odors affecting a substantial number of people?

Less than significant impact. According to the GAMAQI, analysis of potential odor impacts should be conducted for the following two situations:

- Generators – projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate, and
- Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people locating near existing odor sources.

The proposed project does not contain land uses typically associated with emitting objectionable odors. Diesel exhaust and ROGs would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not be at a level to induce a negative response.

The project site is not located within the screening distances from the common odor-producing facilities presented in Table 4-2 of the GAMAQI. Therefore, development of the project would not create a significant odor impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. Biological Resources *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than significant impact with mitigation incorporated. The project site and the surrounding area have been altered by urban development. Existing vegetation includes a few mature trees and shrubs presumably landscaped as part of the existing development. Given the urban character of the area, it is highly unlikely that there are any sensitive wildlife species on the project site. However, there could be a potential for roosting bats in the two dilapidated residences. Because the project site contains existing mature trees onsite, the proposed project has the potential to impact migratory nesting birds protected by the Federal Migratory Bird Treaty Act. Mitigation is proposed to reduce this impact to a less than significant level.

MM BIO-1 In order to avoid impacts to roosting bats, a tree and building survey shall be conducted 15 days prior to commencing with tree or structure removal. Tree canopies and cavities and any structures slated for removal should be examined for evidence of bat roosting. All bat surveys should be conducted by a biologist with known experience surveying for bats. If no bats are found during the survey, structure demolition and tree removal work shall be conducted within 1 month of the survey. If a maternity colony is found during the surveys, no eviction/exclusion shall be allowed during the maternity season (typically between April 15 and July 30), and impacts to this tree or structure shall be avoided until the young have reached independence. If a non-reproductive group of bats are found within a building or roost tree, they shall be evicted by a qualified biologist and excluded from the roost site prior to work activities during the suitable time frame for bat eviction/exclusion (February 20 to April 14, and July 30 to October 15).

MM BIO-2 If proposed construction activities are to occur during the nesting bird season, which extends from February 15 to August 31, a qualified biologist shall conduct a survey for ground-dwelling nesting birds at least 3 days prior to grading activities. If active nests are observed, construction activity shall be prohibited within a 100-foot buffer around the nest. In the presence of a qualified biologist, it may be determined that construction activities may continue; however, a biological monitor shall be present during the construction activities. In addition, any activity that may potentially cause a nest failure, including soil disturbance, shall require a biological monitor during the construction activities.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No impact. There are no riparian habitats or other sensitive natural communities located within the project site. This condition precludes the possibility of project impacts to these features. No impacts would occur.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No impact. The project site is developed with urban uses and disturbed by human activities. This condition precludes the possibility of federally protected wetlands as defined by Section 404 of the Clean Water Act found on the project site. The proposed project would not impact any federally protected wetlands. As such, no impacts would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

No impact. Existing development and major roadways essentially surround the project site, which minimizes the opportunity for wildlife to move freely across the property. In addition, the property does not represent a corridor linking areas of open space lands. As such, the site is not considered to support wildlife movement, either regionally or locally. No impacts would occur to wildlife movement corridors.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than significant impact with mitigation incorporated. Chapter 13, Article 3 of the City of Fresno municipal code includes ordinances that requires preservation of all city trees to the extent feasible. The project site does contain a few mature trees that would be removed for the proposed project. Mitigation is proposed to reduce any impacts from tree removal to less than significant.

MM BIO-3 Prior to any tree removal activity, the project applicant shall obtain a permit from the City of Fresno Public Works Department and submit a Landscaping Plan for approval. The Landscaping Plan will specifically identify those trees being removed and all replacement trees; furthermore, all replacement and landscaping trees shall be from the City of Fresno's Master Tree List or as determined by the Director of Public Works.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No impact. The project site is not within the boundaries of any adopted Habitat Conservation Plans or Natural Community Conservation Plans. The proposed project is an infill development and

replaces existing urban uses. The General Plan designates the project site as Commercial Mixed Use-Level 2 (Central Area), and has zoned the site as C-P and C4. As such, no impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Cultural Resources *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Environmental Evaluation

The project will be subject to the cultural resources mitigation measures identified in MEIR No. 10130 prepared for the 2025 Fresno General Plan. THE MEIR found impacts to cultural resources would significant and unavoidable. The City of Fresno adopted a Statement of Overriding Considerations to address this significant and unavoidable impacts to cultural resources:

- Increased development within the City's sphere of influence may impact cultural resources (unknown at this time); and
- Historic building surveys have not been completed to sufficiently assess potentially significant resources within the City's sphere of influence.

MEIR cultural resources mitigation measures are incorporated by reference into this IS/MND and are required. MEIR mitigation measures J-1, J-2, J-3 for minimizing significant effects on cultural resources are applicable and relevant to the project, and are further discussed in the impact discussions below.

Setting

At the time of European contact, most of the San Joaquin Valley and the foothills of the western slope of the Sierra Nevada were occupied by the Yokuts, who are generally recognized as having three major subgroups: the Northern Valley, the Foothill, and the Southern Valley. Each of these ethnolinguistic groups was composed of autonomous, culturally and linguistically related tribes or tribelets. Ethnographic evidence suggests the project area was part of the Southern Valley Yokuts

territory that spanned from the area north of Tulare Lake to the Tehachapi Mountains in the south, and from the Tehachapi foothills in the east to the base of the Coastal Ranges on the west.

California's coast was initially explored by Spanish (and a few Russian) military expeditions during the late 1500s. However, European settlement did not occur until the arrival into southern California of land-based expeditions originating from Spanish Mexico starting in the 1760s. Early settlement in the Fresno area focused on ranching. In 1872, the Central Pacific Railroad entered Fresno, connecting the San Joaquin Valley with markets in the north and east. About the same time, valley settlers constructed a series of water conveyance systems (canals, dams, and ditches) across the valley. With ample water supplies and the assurance of rail transport for commodities such as grain, row crops, and fruit, a number of farming colonies soon appeared throughout the region.

Project Site

The project site contains existing residences and vacant land. Currently, the project site does not contain any resources currently listed on local, state, or national registers. A single residence within the project site, known as the Judge William D. Crichton Home (circa 1906) is a City of Fresno-designated Heritage Property. A residential structure, known as the Julia A. Sayre Home (constructed in 1910) is also located within the project site and is currently used as commercial office space. The Sayre Home has not been recognized as a Heritage Property (Appendix B). Neither the Crichton Home nor Sayre Home would be considered a historic resource under the definition contained within Public Resources Code Section 21084.1.

As defined by the Fresno Municipal Code (Section 12-1603(n)), a Heritage Property is defined as a "resource **which is worthy** of preservation because of its historical, architectural or aesthetic merit but which is not proposed for and is not designated as an Historic Resource . . . (emphasis added)" As indicated by the Historic Preservation Commission (City of Fresno 2011 [Appendix B]), designation as a Heritage Property, unlike Local Register of Historic Resources designations, does not require the property in question to meet any age requirements, nor are there specific criteria for designation as such, other than the general considerations contained in the definition The owner of the authorized representative may amend or rescind the designation of a Heritage Property in, "the same manner and procedure as were followed in the original designation" (FMC 12-1612(d)). Requests to demolish the Crichton Home due to its deteriorating condition have been submitted to the Historic Preservation Commission due to the building's lack of integrity, and a lack of adequate financial resources to rehabilitate the home, as discussed in the April 25, 2011 City of Fresno Staff Report to the Historic Preservation Commission. This request, as well as the history and current conditions of the Crichton house, is further discussed below.

Judge William D. Crichton was an attorney elected to Justice of the Peace in 1890 and re-elected in 1892. Judge Crichton retired from active practice in 1935 and died in his home in 1938. His obituary eulogized him as one of the oldest members of the Fresno County Bar Association. The Judge

William D. Crichton Home located on "L" Street, was constructed in 1906 and is an example of the Prairie vernacular style. It is located in what was once a prestigious neighborhood on the northern edge of Fresno. The Crichton Home was designated as a Heritage Property by the Historic Preservation Commission on May 22, 2006 at the request of the then current property owner. The Sayre Home was also considered by the Historic Preservation Commission for designation as a Heritage Property at that time. However, it was determined that a number of modern alterations had affected the residence such that it did not qualify as a Heritage Property. .

The Crichton Home is vacant and in poor condition. According to the May 23, 2011, City of Fresno Staff Report to the Historic Preservation Commission, inspections of the Crichton Home indicate that inappropriate rehabilitation has affected the integrity of the exterior of the building, that the interior is mostly demolished, the upstairs ceiling is collapsing, and the original woodwork has been removed (City of Fresno 2011). It currently is estimated that the restoration cost of the building outweighs the potential value after rehabilitation (City of Fresno 2011).

On March 31, 2010, the Crichton Home was acquired by the project applicant. A series of studies were conducted, including a structural inspection by a licensed contractor, an asbestos and lead paint inspection, and an estimate by PARC Environmental for the cost to abate the human and animal feces found inside the home at that time. The studies indicated that lead paint, asbestos-containing materials, fungus, feces, and dry rot are present within the building.

On June 11, 2010, the project applicant/property owner submitted a letter requesting that the Historic Preservation Commission consider rescinding the Heritage Property designation of the Crichton Home. On July 12, 2010, at a special meeting the Historic Preservation Commission reviewed the request. A resulting vote tally of 4 to 3 denied the request to remove the Crichton Home from the Heritage Property designation list. As such, the project will require the Historic Preservation Commission to approve the issuance of the demolition permit for the Crichton Home, pursuant to FMC, section 12-1619.

Surrounding Area

Several properties (residences) in the immediate vicinity of the project site are listed on Fresno's Local Register of Historic Resources. Directly west of the project site are five designated Local Register resources:

- The Kutner Home (1651 "L" Street)--circa 1901
- The Bean Home (1705 "L" Street)—circa 1904
- The Towne Apartments (1717 "L" Street)—circa 1902
- The Long (Black) Home (1727 "L" Street)—circa 1907
- The Helm Home (Alamo House) (1749 "L" Street)—circa 1901

As noted, these five designated historic buildings were built in the early 1900s. They were part of an urban landscape that has changed considerably over time and now includes various architectural styles and land uses. In addition to the historic buildings, in the area surrounding the project site are vacant lots, newer commercial buildings, and residential apartments.

The project site is located within an area that has been recommended for designation as a Historic District on several occasions. A proposed "L" Street Historic District has been proposed in three separate reports spanning over the past 40 years. The reports include the Historic Districts Plan: Historic Structures Plan (prepared sometime in the early 1980s), the Ratkovich Plan Historic Resources Survey (1994), and the Upper Triangle Areas Historic Property Survey (2007). However, neither the Historic Preservation Commission nor the City Council has taken action to designate an "L" Street historic District. Furthermore, none of the reports or surveys proposing an "L" Street Historic District meet the requirements of Public Resources Code, section 5024.1(g).

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less than significant impact with mitigation incorporated. As part of the proposed project, the two existing residences located within the project site would be demolished. However, neither the Crichton Home nor the Sayre Home is considered a historical resource as defined in Section 15064.5 of the CEQA Guidelines for the following reasons:

1) Neither the Crichton Home nor the Sayre Home is listed or considered eligible for listing in the California Register of Historic Resources (Pub. Res. Code Section 5024.1, Title CCR, Section 4852).

2) Neither the Crichton Home nor the Sayre Home is listed on a local Register of Historical Resources. The Crichton Home is listed as a Heritage Property by the City's Historic Preservation Commission; however, as defined by the City of Fresno Municipal Code, a designated Heritage Property is not proposed for and is not designated as a Historical Resource. Furthermore, the Crichton Home has lost the majority of its historic integrity because of the loss of its original woodwork, enclosure of the original front porch, alteration of a character-defining bay window, new vinyl sash windows, replacement of its original roof, and other inappropriate restoration and alteration elements. Therefore, because of its lack of historic integrity, the Crichton Home is not considered a Historical Resource. In 2006, the Sayre Home was considered for listing on the Local Register of Historic Resources as a Heritage Property, but, similar to the Crichton Home, it was determined that numerous alterations and additional elements had reduced the historic integrity of the residence to the point where it did not meet the standard for inclusion as a Heritage Property.

Demolition of the Crichton and Sayre homes would not impact other historic resources within the project vicinity because those resources do not rely on the Crichton and Sayre homes for the characteristics that make them historic. Furthermore, the construction of the proposed project near the historic resources would not take away or detract from their historic characteristics, as the proposed project would result in building massing similar to the existing surrounding structures and would utilize architectural elements of the Arts and Crafts vernacular that would allow the new buildings to be visually consistent with the general surrounding area.

As indicated by the April 25, 2011 Report to the Historic Preservation Commission, there have been claims that the proposed "L" Street Historic District qualifies as a "historic resource" for purposes of CEQA. However, as previously noted, the City Council has not officially adopted or certified a defined "L" Street Historic District as a Local Historic District. Furthermore, the surveys and reports that identified a proposed "L" Street Historic District do not meet the requirements of Public Resources Code, section 5024.1(g).

In light of these facts and the existing residences' ineligibility for listing as historical resources, the proposed project would not result in a significant change of a historical resource as defined in Section 15064.5.

However, subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered historic resources. As stated above, the project will be subject to the cultural resources mitigation measures identified in

MEIR mitigation measures J-1 and J-2, to minimize direct impacts to unique archaeological or paleontological resources, are required:

> J-1. If the site of a proposed development or public works project is found to contain unique archaeological or paleontological resources, and it can be demonstrated that the project will cause damage to these resources, reasonable efforts shall be made to permit any or all of the resource to be scientifically removed, or it shall be preserved in situ (left in an undisturbed state). In situ preservation may include the following options or equivalent measures:
>
> > a. Amending construction plans to avoid the resources;
> >
> > b. Setting aside sites containing these resources by deeding them into permanent conservation easements;
> >
> > c. Capping or covering these resources with a protective layer of soil before building on the sites;

d. Incorporating parks, green space, or other open space into the project to leave these resources undisturbed and to provide a protective cover over them; and

e. Avoiding public disclosure of the location of these resources until or unless the site is adequately protected from vandalism or theft.

J-2. An archaeological assessment shall be conducted for the project if prehistoric human relics are found that were not previously assessed during the environmental assessment for the project. The site shall be formally recorded, and archaeologists' recommendations shall be made to the City regarding further site investigation or site avoidance/preservation measures.

In addition, the following mitigation is proposed to reduce this potentially significant impact to a less than significant level.

MM CUL-1 If potentially significant cultural resources are encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease until a qualified archaeologist determines whether the resource requires further study. The City of Fresno shall require the project applicant to include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist and recorded on appropriate California Department of Parks and Recreation (DPR) forms, if needed. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also conduct appropriate technical analyses, prepare a comprehensive report, file it with the appropriate Information Center, and provide for the permanent curation of the recovered materials.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than significant impact with mitigation incorporated. No previously recorded archaeological resources are known to be present within the project site. However, subsurface construction activities such as trenching and grading associated with the proposed project could potentially damage or destroy previously undiscovered archaeological resources. Mitigation is proposed to mitigate possible impacts to undiscovered subsurface archaeological resources.

Implement MEIR mitigation measures J-1 and J-2, and MM CUL-1.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than significant impact with mitigation incorporated. No recorded paleontological resources are known to be present within the project site. In addition, the flat terrain and disturbed condition of the project site reduce the probability of encountering previously unknown paleontological resources near the surface. For these reasons, the probability of finding paleontological resources both at the surface and subsurface is low. It is possible, however, that buried paleontological resources could be uncovered during project development.

Implementation of MEIR mitigation measure J-1, as discussed in Impact a, above, is required. In the event that paleontological resources are inadvertently uncovered during project development, implementation of MEIR mitigation measure J-1 and the following proposed mitigation measure would reduce impacts to a less than significant level.

MM CUL-2 If animal or plant fossils are encountered during subsurface earthwork activities, all work within 50 feet of the discovery shall cease until a qualified paleontologist has determined the significance of the find and provides recommendations. Project personnel shall not collect or remove any paleontological material. If the paleontological finds are found to be significant, the area shall be avoided by project activities. The recommendations of the paleontologist shall be incorporated into construction plans.

Implement MEIR mitigation measure J-1.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less than significant impact with mitigation incorporated. There are no known human remains or burial sites within the project site. However, subsurface construction activities such as trenching and grading associated with the proposed project could potentially damage or destroy previously undiscovered human remains. Accordingly, this is a potentially significant impact.

MEIR mitigation measure J-3 is required:

> J-3. If there are suspected human remains, the Fresno County Coroner shall be contacted immediately. If the remains or other archaeological materials are possibly of Native American in origin, the Native American Heritage Commission shall be contacted immediately, and the California Archeological Inventory's Southern San Joaquin Valley Information Center shall be contacted to obtain a referral list of recognized archaeologists.

In addition, the following mitigation is proposed to reduce this potentially significant impact to a level of less than significant.

MM CUL-3 In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 must be followed. In this instance, once project-related earthmoving begins and if there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the Fresno County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. The City of Fresno shall also be notified of any discoveries of human remains.

2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance:

    - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission.
    - The descendant identified fails to make a recommendation.
    - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. Geology and Soils *Would the project:*				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Environmental Evaluation

Environmental Setting

The Fresno metropolitan area has no known active earthquake faults and is considered by the State to be an area of low seismic risks. The site is not located in an Alquist-Priolo Earthquake Fault Zone or a potential liquefaction zone mapped by California Geological Survey. The nearest known active faults or potential active faults are the Nunez fault, located approximately 50 miles southwest of the project site, and the Ortigalita Fault Zone, located approximately 60 miles west of the project site. The City of Fresno lies on a deep alluvial basin; the principle earthquake hazard is related to ground

shaking. The City of Fresno is in Uniform Building Code Seismic Zone III; this zone indicates that the area is subject to ground motions from earthquakes. The most common type of damage from ground shaking is structural damage to buildings, which can range from cosmetic cracks to total collapse. The overall level of structural damage from a nearby large earthquake would likely be moderate to heavy, depending on the characteristics of the earthquake, the type of ground, and the condition of the building. Besides damage to buildings, strong ground shaking can cause severe damage from falling objects or broken utility lines. Fire and explosions are also hazards associated with strong ground shaking. As a standard practice, all new structures are required to conform to current seismic protection standards in the California Building Code.

The Natural Resource Conservation Service indicates that Hanford sandy loam (Hc) underlines the project site. The soil properties are summarized in Table 2.

Table 2: Soil Characteristics Summary

Soil Mapping Symbol	Soil	Soil Surface Texture	Drainage Class	K-Factor*	pH	Percent of Clay
Hc	Hanford sandy loam	Sandy loam, 0-2 percent slopes	Well drained	0.32	6.7	12.5

Note:
* K-Factor = Measurement of soil erodibility: values less than 0.25 indicate low erosion potential; values of 0.25 to 0.40 indicate moderate erosion potential; values ranging from 0.40 to 0.69 indicate high erosion potential.
Source: USDA, 2011.

Hanford sandy loam soils are well drained and have a moderate erosion potential. In addition, Hanford sandy loam soils have a low clay content (approximately 12.5 percent), which indicates that they have low shrink-swell potential and, therefore, are not considered expansive soils. Furthermore, County of Fresno General Plan Background Report Figure 7-1 shows the project area is not located in an area with expansive soils (Fresno County 2000).

There are no geologic hazards or unstable soil conditions known to exist on the project site. Unique or significant landforms such as vernal pools do not exist on the project site. Although overdrafting of groundwater has lowered the static groundwater level under Fresno by as much as 100 feet over the past century, there has not been surface subsidence noted in the vicinity of the city. In 2009, the average depth from the ground surface to groundwater in the City of Fresno was more than 128 feet (City of Fresno Website 2011).

Development of this property requires compliance with grading and drainage standards of the City of Fresno, Fresno Metropolitan Flood Control District, and Fresno Irrigation District.

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No impact. The project site and its vicinity are located in an area characterized by relatively low historic seismic activity and are not located within a currently established Alquist-Priolo Earthquake Fault Zone. This condition precludes the possibility of fault rupturing occurring on the project site. No impacts would occur.

ii) Strong seismic ground shaking?

Less than significant impact. The project site is in an area of low probability for exposure to strong ground shaking, and no anticipated geotechnical factors at this site exist that are unique and would necessitate special seismic consideration for design of the structures. In addition, prior to issuance of building permits, the project applicant shall provide documentation to the City of Fresno demonstrating that all project structures are designed in accordance with the California Building Standards Code. As such, ground-shaking impacts are less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact. The potential for seismic related ground failure (liquefaction, lateral spreading, and lurching) occurring on the project site is minimal because of the absence of high groundwater levels and saturated loose granular soil on the project site. In addition, the intensity of ground shaking from a large, distant earthquake is expected to be relatively low on the project site and, therefore, would not be severe enough to induce liquefaction onsite. Accordingly, potential ground failure hazards would be less than significant.

iv) Landslides?

No impact. There are no unstable geologic units or soils present on the project site. Landslides and other forms of slope failure form in response to long-term uplift, mass wasting, and disturbance of slopes. The project site and surrounding area contain naturally flat relief (slopes of no more than 3 percent), which precludes the possibility of landslides onsite. No impacts would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less than significant impact. Construction activities associated with the proposed project would involve minor vegetation removal and grading activities that could expose soils to wind or water, resulting in the potential for erosion and sedimentation on or off the project site.

National Pollutant Discharge Elimination System (NPDES) stormwater permitting programs regulate stormwater quality from construction sites, which includes erosion and sedimentation. Under the NPDES permitting program, the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) are required for construction activities that would disturb an area of 1 acre or more. The SWPPP must identify potential sources of erosion or sedimentation that may be reasonably expected to affect the quality of stormwater discharges as well as identify and implement Best Management Practices (BMPs) that ensure the reduction of these pollutants during stormwater discharges. Typical BMPs intended to control erosion include sand bags, detention basins, silt fencing, storm drain inlet protection, street sweeping, and monitoring of water bodies. The implementation of an SWPPP and its associated BMPs would reduce potential erosion impacts to a level of less than significant.

Development of the property also requires compliance with grading and drainage standards of the City of Fresno, the Fresno Metropolitan Flood Control District (FMFCD), and the Fresno Irrigation District (FID). Compliance with these standards and conditions of approval would reduce potential impacts to a less than significant level.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than significant impact. The project is located on quaternary alluvial materials. According to the Fresno County General Plan Background Report, the City of Fresno is not located within a landslide hazard zone or area of subsidence. As stated in Impact a.iii, above, the project's potential impact from seismic ground failure, including liquefaction, is less than significant. The project would not increase the site's potential for lateral spreading, subsidence, liquefaction, or collapse.

As part of the proposed project, the project site would be graded and the area underlying the building pads would be soil engineered in accordance the requirements of the California Building Standards Code. Therefore, the development of the proposed project would not expose persons or structures to hazards associated with unstable geologic units or soils. Impacts would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than significant impact. Soils that are considered expansive contain significant amounts of clay materials. In contrast, the onsite soils have a clay content of 12.5 percent. As such, onsite soils do not contain high fractions of expansive clays, which shrink and swell in response to moisture content. Furthermore, the project is required to adhere to the grading and foundation requirements of the International Buildings Code. Therefore, the impacts would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No impact. The project would be served by City of Fresno sanitary sewers and would not require the installation of septic or alternative wastewater disposal systems. No impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. Greenhouse Gas Emissions *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Evaluation

Regulatory Setting

Greenhouse gases (GHGs) are any gas that absorbs infrared radiation in the atmosphere. GHGs include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), halogenated fluorocarbons (HCFCs), ozone (O_3), perfluorinated carbons (PFCs), hydrofluorocarbons (HFCs), and sulfur hexafluoride (SF_6). On December 7, 2009, the EPA issued an Endangerment Finding on the above referenced key well-mixed GHGs. These GHGs are considered "pollutants" under the Endangerment Finding. However, these findings do not themselves impose any requirements on industry or other entities.

The Global Warming Solutions Act (AB 32) was passed by the California Legislature and signed into law by the Governor in 2006. AB 32 requires that GHG emissions in 2020 be reduced to 1990 levels. The California Air Resources Board (ARB) is the state agency charged with monitoring and regulating sources of emissions of GHGs that cause global warming in order to reduce emissions of GHGs. The ARB Governing Board approved the 1990 GHG emissions level of 427 million metric tons of CO_2 equivalent ($MMTCO_2e$) on December 6, 2007. Therefore, in 2020, annual emissions in California are required to be at or below 427 $MMTCO_2e$.

The ARB Board approved the Climate Change Scoping Plan in December 2008. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health." The measures in the Scoping Plan are under development through rule development at the ARB and other agencies and are expected to be in place by 2012.

As noted in the Scoping Plan, the projected total business-as-usual emissions for year 2020 (estimated as 596 $MMTCO_2e$) must be reduced approximately 29 percent to achieve the ARB's approved 2020

emission target of 427 $MMTCO_2e$. The Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors.

In August 2008, the SJVAPCD Governing Board adopted the Climate Change Action Plan (CCAP). The CCAP directed the SJVAPCD's Air Pollution Control Officer to develop guidance to assist the SJVAPCD staff, valley businesses, land use agencies, and other permitting agencies in addressing GHG emissions as part of the CEQA process. In support of this guidance, the SJVAPCD released a staff report titled "Addressing Greenhouse Gas Emissions under the California Environmental Quality Act" on December 17, 2009. The staff report provided a summary of background information on global climate change, the current regulatory environment surrounding GHG emissions, and the various concepts in addressing the potential impacts of Global Climate Change under CEQA. The report also evaluated different approaches for estimating impacts and summarized potential GHG emission reduction measures. SJVAPCD staff concluded in the report that existing science is inadequate to support quantification of impacts that project-specific GHG emissions have on global climatic change.

The SJVAPCD has developed an approach intended to streamline the process of determining if project-specific GHG emissions would have a significant effect. The methodology relies on the use of best performance standards (BPSs) that would be applicable to projects that result in increased GHG emissions. Use of performance-based standards is not a method of mitigating emissions; rather, it is a method of determining significance of project-specific GHG emission impacts using established specifications or project design elements. Establishing BPSs would help project proponents, lead agencies, and the public by proactively identifying effective, feasible GHG emission reduction measures. Emission reductions achieved through implementation of BPS would be pre-quantified, thus negating the need for project-specific quantification of GHG emissions.

For development projects, BPS means, "Any combination of identified GHG emission reduction measures, including project design elements and land use decisions that reduce project specific GHG emission reductions by at least 29 percent as compared to business as usual." The SJVAPCD proposes to create a list of all approved BPSs to help determine whether a proposed project has reduced its GHG emissions by 29 percent. No timeline has been established for the development of said list.

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than significant impact. The project would construct 28 single-family town homes on 1.29 acres in downtown Fresno. Existing Class II Bike Lanes are located within 0.25 mile of the project on Divisadero Street and M Street. In addition, a high-level of bus service exists within 0.25 mile of the project, including three Fresno Area Express routes (Line 22, 26, and 28) with stops on M Street, Van Ness Avenue, Fulton Street, Broadway Street, Amador Street, Calaveras Street, and Stanislaus Street.

The proposed project would contribute to climate change impacts through its contribution of greenhouse gases (GHG). The proposed project would emit greenhouse gases such as carbon dioxide (CO_2), methane, and nitrous oxide from the exhaust of vehicles for residents and onsite combustion of natural gas, as well as indirect emissions of GHG from water consumption, electricity consumption.

Project Emissions Inventory

GHG emissions for project construction and operation were estimated using URBEMIS 2007 software, which is recommended by the SJVAPCD for use in calculating air emissions for this type of project. The project's inventory of greenhouse gas emissions for construction and operation are presented below. The emissions are converted to metric tons of carbon equivalents ($MTCO_2e$) using the formula:

$$MTCO_2e = \text{(tons of gas)} \times \text{(global warming potential)} \times \text{(0.9072 metric tons of gas)}$$

Construction

Construction equipment such as bulldozers, forklifts, backhoes, and water trucks are expected to be used on the project site and would result in exhaust emissions consisting of carbon dioxide, methane, and nitrous oxide. Exhaust emissions of carbon dioxide generated during construction of the project are presented in Table 3.

Table 3: Construction Greenhouse Gas Emissions

Construction Year	Carbon Dioxide Emissions (tons)	Emissions ($MTCO_2e$)
2011	197	178
2012	116	105
Total	312	283

Note:
$MTCO_2e$ = metric tons of carbon dioxide equivalent, converted from tons by multiplying by 0.9072 and the global warming potential of 1.
Source: Michael Brandman Associates, 2011. As shown in Appendix A.

The proposed project would also be associated with the emissions of GHGs from upstream emission sources. An upstream emission source (also known as life cycle emissions) refers to emissions that were generated during the manufacture of products to be used for construction of the project. Upstream emission sources for the project include but are not limited to the following: emissions from the manufacture of cement; emissions from the manufacture of steel; and/or emissions from the transportation of building materials. The upstream emissions were not estimated because they are not within the control of the project and to do so would be speculative at this time. Additionally, the California Air Pollution Control Officer's Association White Paper on CEQA & Climate Change (CAPCOA 2008) supports this conclusion by stating, "The full life-cycle of GHG emissions from construction activities is not accounted for and the information needed to characterize [life-cycle emissions] would be speculative at the CEQA analysis level." Therefore, pursuant to CEQA Guidelines Sections 15144 and 15145, upstream/life cycle emissions are speculative and no further discussion is necessary.

Operation

Operational or long-term emissions occur over the life of the project. Sources include:

- **Motor Vehicles**: Motor vehicle emissions refer to greenhouse gas emissions contained in the exhaust from the cars and trucks that would travel to and from the project site. Carbon dioxide emissions were estimated using URBEMIS 2007. Methane and nitrous oxide emissions were estimated using emission factors as discussed in Appendix A. Absent of regulations adopted after the year 2004, pursuant to AB 32, greenhouse gas emissions from motor vehicles are assumed to remain the same over time because the emission factors used to estimate emissions from the motor vehicles that would access the project site are currently calculated as remaining constant.

- **Natural Gas**: Natural gas emissions refer to the emissions that occur when natural gas is burned on the project site. Natural gas may be used for heating water, space heating, dryers, stoves, or other uses. Carbon dioxide, methane, and nitrous oxide emissions were estimated using the procedures outlined in Appendix A.

- **Indirect Electricity**: Indirect electricity refers to the emissions generated by offsite power plants to supply the electricity required for the project. Electricity usage was converted to greenhouse gas emissions using emission factors as shown in Appendix A.

- **Water Transport**: There would be greenhouse gas emissions generated from the electricity required to transport and treat the water to be used on the project site. The per-capita-per-day water consumption for residences was derived for year 2012 from the City of Fresno's Urban Water Management Plan (Fresno 2008). With an estimated 78 residents (2.8 persons per household), and an estimated 267.2 gallons per capita per day consumed, the project would use 20,841.6 gallons per day, or approximately 7.6 million gallons per year.

- **Air Conditioning**: Refrigeration refers to fugitive hydrofluorocarbons emissions from normal operation of refrigeration systems and the heating and ventilation and cooling systems. It was assumed that each residence would have one HVAC unit and one refrigerator.

The emissions estimations from operating the proposed project during the AB 32 target year of 2020 are presented in Table 4. This list is not exhaustive and does not contain all GHG emissions associated with the project, such as emissions from solid waste transfer, and landfills. The City of Fresno has one of the highest rates of recycling in the State. The project will be able to take advantage of the City's recycling program and will implement its own internal recycling program. Further, ARB has established and proposes to increase methane capture requirements for all major landfills. Thus, at this time, waste generation is not included in the inventory. The emissions inventory does attempt to present the major sources of GHG emissions, which are from motor vehicles.

Table 4: Operational Greenhouse Gas Emissions

Emission Source	CO_2 Emissions ($MTCO_2e$ per year)
Motor Vehicles	413
Natural Gas	45
Electricity	52
Water	14
Refrigeration	706
Total	1,230

Source: Michael Brandman Associates, 2011; see Appendix A.

Reduction Assumptions

Project Design Features and Location

URBEMIS provides trip reductions for incorporating specific design and locational features into a project. URBEMIS classifies these features as mitigation measures; however, they are not really mitigation in the sense that many of the features are required by municipal code or are a result of the project's location. The project was able to benefit from trip reductions as a result of the following URBEMIS mitigation measures:

- Bicycle/Pedestrian Friendliness: The project will provide pedestrian-friendly measures such as sidewalks and pedestrian access from nearby development (100 Percent Sidewalk Coverage on Both Sides, 534 intersection nodes per square mile).
- Transit: The project is located near existing transit stops (five bus lines, 26 physical bus stops, 867 service stops).
- Local Serving Retail: The project is located near existing local-serving retail.

The URBEMIS mitigation measures are consistent with the California Air Pollution Control Officer's measures detailed in their report entitled "Quantifying Greenhouse Gas Mitigation Measures" released in August 2010. The report provides detailed methodologies quantifying emission reductions for a large number of mitigation measures that could be used to reduce greenhouse gas impacts. Additionally, the URBEMIS mitigation measures are consistent with the SJVAPCD's draft list of mitigation measures for development projects.

The URBEMIS mitigation is calculated to reduce project trips by 16.85, with a corresponding GHG emission reduction of 16.13 percent for mobile sources.

Regulation Reductions

Under the SJVAPCD proposed approach, projects implementing best performance standards and reducing greenhouse gas emissions by 29 percent compared with business as usual emissions in the year 2020 would be considered to have a less than significant individual and cumulative impact on global climate change. The 29-percent emission reductions may be achieved through any combination of greenhouse gas emission reduction measures, including greenhouse gas emission reductions achieved as a result of changes in building and appliance standards occurring since the 2002–2004 baseline period.

It is appropriate to include standards and regulations that reduce emissions by the AB 32 Scoping Plan's 2020 target year because the energy used by the project purchased from the grid will result in much lower emissions as the renewable energy portfolio standard is implemented over time. Motor vehicle greenhouse gas emissions associated with the project will also decline over time as state and federal fuel efficiency standards are implemented. The ARB adopted a regulation to control emissions of refrigerants in commercial refrigeration systems (Regulation for the Management of High Global Warming Potential Refrigerants for Stationary Sources) that is expected to reduce emissions from this source by 50 percent by 2020. Finally, the project's emissions related to electricity consumption are expected to be substantially lower than the forecasted amounts, due to meeting 2008 Title 24 Building Energy Efficiency Standards.

The following describes the applicable regulatory measures that would reduce the proposed project's business as usual emissions:

- Motor Vehicles, Regulations: The EPA recently granted the waiver for California for its GHG emission standards for motor vehicles. AB 1493 (Pavley) requires GHG emission reductions from vehicles equivalent to approximately 30 percent by 2016. Although new vehicle emissions factors will be reduced by 30 percent in 2016, the fleet average emissions reduction in 2020 will be less than that, due to vehicle phase in. The Pavley standards are expected to reduce total emissions for automobiles and light trucks by 19.7 percent relative to the scenario without Pavley or corporate average fuel economy by the year 2020.

- Vehicle Efficiency Regulations: ARB is proposing vehicle fuel efficiencies that will reduce GHG emissions from heavy/medium duty vehicles and passenger/light truck vehicles. The estimated reductions are 2.9 percent for heavy/medium duty vehicles and 2.8 percent for passenger/light truck vehicles.

- Low-Carbon Fuel Standard, Regulations: According to the adopted Low-Carbon Fuel Standard (LCFS) Rule adopted by ARB in April 2009, the LCFS rule is expected to result in approximately 10 percent reduction in the carbon intensity of transportation fuels. However, a portion of the emission reductions required from the LCFS would be achieved over the life cycle of transportation fuel production rather than from mobiles source emission factors. Based on ARB's estimate of nearly 16 MMT reductions in on-road emissions from implementation of the LCFS and comparison to the statewide on-road emissions sector, the LCFS is assumed to result in a 7.2-percent reduction compared to 2020 BAU conditions.

- Natural Gas, Regulations: A 9.5-percent reduction from the 2020 GHG emissions inventory is estimated from ARB Scoping Plan measure 3, Energy Efficiency.

- Electricity Generation, Regulations: ARB Scoping Plan measure 3, Energy Efficiency, and measure 4 estimates a 15.7-percent reduction from the 2020 GHG emissions inventory and ARB Scoping Plan Measure 4 Renewables Portfolio Standard estimates a 15.3-percent reduction from the 2020 GHG emissions inventory.

- Refrigerants, Regulations: On December 9, 2009, the ARB adopted the Management of High Global Warming Potential Refrigerants for Stationary Sources in the California Code of Regulations. Beginning in 2011, the rule will require leak inspection, repairs, required service practices, and record keeping for large commercial and industrial systems that use more than 50 pounds of refrigerant for a single unit, about the equivalent of the refrigerant found in 100 household refrigerators. Therefore, the rule would apply to the project. Leak inspections will vary from continuous leak monitoring to quarterly or annual leak inspections, depending on the type and size of refrigeration systems. It is estimated that this rule would reduce refrigerant emissions by approximately 53 percent. The reduction is calculated from data presented in the ARB Statement of Reasons. The document states that business as usual fugitive emissions in 2020 would total 15.8 $MMTCO_2e$ from refrigeration systems and 1.4 $MMTCO_2e$ from air conditioning systems, totaling 17.2 $MMTCO_2e$. Reductions from this regulation would be approximately 8.1 $MMTCO_2e$; the percent reduction is 52.9 percent. This percentage is also realized when assuming the leak rate for business as usual is 21 percent and the leak rate for the regulation scenario is 10 percent, pursuant to the ARB.

Emissions Summary

The operational emissions after incorporation of future regulations and project reductions are shown in Table 5. With implementation of project design, locational features, and regulations, greenhouse gas emissions from project operations would be reduced by 593 $MMTCO_2e$, a 48-percent reduction

from the BAU emissions of 1,230 $MMTCO_2e$. Therefore, the project would meet the SJVAPCD's recommended threshold of a 29-percent reduction in emissions. Impacts are less than significant.

Table 5: Project Greenhouse Gas Emissions Reductions from Regulations and Project Design

Source (Sector)	Emission Inventory After Project Design Features ($MTCO_2e$/year)	Percent Subject to Regulation	Project Emissions Subject to Regulation	Percent Reduction from Regulation	Emission Reductions $MTCO_2e$ from BAU[1]
Mobile					
On-road passenger vehicles	341	89.0	303	25.3	149
Heavy/Medium Duty vehicles		6.5	22	9.1	74
Area					
Natural gas	45	100.0	45	9.2	4
Indirect					
Electricity	52	100.0	52	26.2	14
Water transport (electricity for pumping)	14	100.0	14	15.3	2
Stationary					
Refrigerants (HVAC)	706	100.0	706	50.0	353
Total Operational	1,158	—	1,143	—	596

Notes:
[1] Emission reductions from project design, locational features, and regulation.
BAU = Business as Usual
$MTCO_2e$ = metric tons of carbon dioxide equivalents
Source of business as usual emissions: Table 3 and Table 4
Source: Michael Brandman Associates, 2011.

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant impact. The City of Fresno does not have a greenhouse gas reduction plan or climate action plan.

As discussed in Impact a, above, the project would be consistent with the SJVAPCD's recommendations in its guidance for addressing greenhouse gases in CEQA. The SJVAPCD's guidance is based on a minimum of 29-percent reduction from business as usual, which is the same reduction that California would need to reduce greenhouse gas emissions to 1990 levels by the year 2020. The proposed project would not obstruct attainment of any of the goals established under AB 32. The project would comply with all present and future regulatory measures developed in accordance with AB 32 and ARB's Scoping Plan.

It should be noted that, with regard to AB 32 and ARB's Scoping Plan, reductions in GHG emissions need not be equal amongst all sectors (e.g., the 1990-based reduction levels apply on a statewide basis and are not independently required of every individual project, or sector for that matter). The project reductions and applicable laws are estimated to result in a 48-percent reduction from business-as-usual levels for project operations, which not only shows compliance with SJVAPCD thresholds, but also promotion of AB 32 goals for 2020.

Accordingly, taking into account the proposed project's emissions, project reductions, and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the proposed project furthers the State's goals of reducing greenhouse gas emissions to 1990 levels by 2020, and does not obstruct the Scoping Plan's emission reduction goal. Impacts are less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. Hazards and Hazardous Materials *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Environmental Evaluation

Environmental Setting

Hazardous materials, as defined by the California Code of Regulations, are substances with certain physical properties that could pose a substantial present or future hazard to human health or the

environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties:

- Toxic – causes human health effects
- Ignitable – has the ability to burn
- Corrosive – causes severe burns or damage to materials
- Reactive – causes explosions or generates toxic gases

A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. The criteria that define a material as hazardous also define a waste as hazardous. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The California Code of Regulations, Title 22, Sections 66261.20-24 contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

The criteria that define a material as hazardous also define a waste as hazardous. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. The project site is currently not listed on any federal, State, regional or local hazardous materials databases.

Hazardous materials and waste regulations are implemented by a number of government agencies, including but not limited to the following:

- United States Environmental Protection Agency (EPA)
- California Environmental Protection Agency (EPA - Department of Toxic Substances Control
- California Division of Industrial Safety
- California State Fire Marshall
- California Highway Patrol
- Fresno County Sheriff's Department
- Fresno County Department of Public Health
- Fresno Fire Department

Each agency has established regulations regarding the proper transportation, handling, management, use, storage, and disposal of hazardous materials for specific operations and activities.

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than significant impact. Project construction activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction. In addition, federal and state regulations require the project applicant to implement a Stormwater Pollution Prevention Plan during construction activities to prevent contaminated runoff from leaving the project site. The existing residences may contain asbestos or lead. Demolition of the buildings may therefore expose workers to asbestos and lead.

However, the project would not create a significant hazard to the public or the environment, because project construction would be in compliance with applicable federal, state, and local laws pertaining to the safe handling and transport of hazardous materials. Compliance would ensure that human health and the environment are not exposed to hazardous materials. Therefore, no significant impacts would occur during construction activities.

The proposed project would not be a large-quantity user of hazardous materials. Small quantities of household hazardous materials would be used onsite, including cleaning solvents (e.g., degreasers, paint thinners, and aerosol propellants), paints (both latex- and oil-based), acids and bases (such as many cleaners), and disinfectants. These substances would likely be stored within the homes. The potential risks posed by the use and storage of these hazardous materials are primarily limited to the immediate vicinity of the materials. Transport of these materials would be performed by residents. As such, these materials are not expected to expose human health or the environment to undue risks associated with their use.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than significant impact. As discussed in Impact a, above, the project would not use, transport, or store large quantities of hazardous materials. The project would involve small quantities of household hazardous wastes, which would be transported, stored, used, and disposed of by residents of the project. Therefore, the project would not create a significant hazard through the release of hazardous materials; this impact is less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than significant impact. Lowell Elementary and the School of Unlimited Learning are located approximately 0.13 mile north and 0.12 mile east of the project, respectively. As discussed above, the

project would not involve the storage, transport, use, or disposal of large quantities of hazardous materials. The project would involve small quantities of household hazardous materials, such as disinfectants and cleaners. Therefore, this impact is less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No impact. Pursuant to CEQA, the California Department of Toxic Substances Control (DTSC) maintains a Hazardous Waste and Substances Sites List (Cortese List). DTSC maintains an hazardous substance release sites, known as the EnviroStor database, which contains federal, state, military and other response and cleanup site information, including sites where corrective action has occurred.

The project is not included in the DTSC Cortese List or EnviroStor. The closest listed site is the "A Place for You Foundation," 0.1 mile south of the project site on Stanislaus Street, which is a Leaking Underground Fuel Tank cleanup site (DTSC 2011). Therefore, no impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Less than significant impact. The project is located approximately 1.4 miles east of the Fresno Chandler Downtown Airport. As shown in Fresno General Plan Exhibit 5-C, the project site is not located within the approach or take-off pattern of the airport and is not located within restricted land use areas for aviation. Therefore, the proposed project would not create aviation safety hazards for persons residing in the project's residences. Impacts would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No impact. The project is not located in the vicinity of a private airstrip. As discussed in Impact e, above, the project is located approximately 1.4 miles east of the Fresno-Chandler Downtown Airport, a municipally-owned airport. The Fresno Yosemite International airport is located approximately 4.5 miles east of the project site, and is also municipally owned. There are no known private airstrips within a 5-mile radius of the project site. Therefore, no impacts would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than significant impact. The project site is located in an area where existing emergency response times for fire protection, emergency medical services, and law enforcement meet adopted

standards. The proposed project is required to adhere to the standards set forth in the Uniform Fire Code, which identifies the design standards for emergency access during both the project's construction and operational phases. The City of Fresno Fire Department will review site plans for consistency with the Uniform Fire Code. Less than significant impacts would occur to emergency response or evacuation plans.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No impact. The project site is located in an urban, built-up area and is not adjacent to the urban-wildland interface. Therefore, the proposed project would not expose persons or structures to wildland fire hazards. No impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. Hydrology and Water Quality *Would the project:*				
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Environmental Evaluation

Environmental Setting

Regional Setting

The San Joaquin Valley is surrounded on the west by the Coast Ranges, on the south by the San Emigdio and Tehachapi mountains, on the east by the Sierra Nevada Mountains, and on the north by the Sacramento-San Joaquin Delta and Sacramento Valley. The northern portion of the San Joaquin Valley drains toward the Delta by the San Joaquin River and its tributaries—the Fresno, Merced, Tuolumne, and Stanislaus rivers. The southern portion of the valley is internally drained by the Kings, Kaweah, Tule, and Kern rivers, which flow into the Tulare drainage basin, including the beds of the former Tulare, Buena Vista, and Kern lakes.

Surface Water Bodies

San Joaquin River

The San Joaquin River, 330 miles long, is the second-longest river in California and drains 32,000 square miles of the San Joaquin Valley. The river originates high on the western slopes of the Sierra Nevada and drains most of the area from the southern border of Yosemite National Park, south to Kings Canyon National Park. The San Joaquin River has eight major tributaries, including the Stanislaus River, Tuolumne River, Merced River, Calaveras River, and Mokelumne River.

The San Joaquin River is listed on the 303(d) List of Impaired Water Bodies.

Drainage

Stormwater runoff is collected and disposed of through an integrated system of curbside gutters, underground pipelines, drainage ditches, and creeks. Fresno Metropolitan Flood Control District (FMFCD)'s stormwater system incorporates detention facilities that minimize potential downstream impacts such as erosion or flooding. The project site lies within Drainage Area "FF".

Groundwater

The City of Fresno obtains the majority of its delivered water supply from its groundwater sources. A portion of this water, which is gradually increasing as the City annexes agricultural lands that were provided surface water from the Fresno Irrigation District, comes from surface water contractual allocation from the Kings River. The City lies within the Kings Subbasin of the San Joaquin Valley Groundwater Basin of the Tulare Lake Hydrologic Region. The following description of the Kings Subbasin was obtained from California Department of Water Resources Bulletin 118.

> The surface area of the Kings Subbasin encompasses 1,530 square miles in Fresno, Kings, and Tulare counties. The Kings Subbasin is bounded on the north by the San Joaquin River. The northwestern corner of the subbasin is formed by the intersection of the east line of the Farmers Water District with the San Joaquin River. The western boundary of the Kings Subbasin comprises the eastern boundaries of the

Delta- Mendota and Westside subbasins. The southern boundary runs easterly along the northern boundary of the Empire West Side Irrigation District, the southern fork of the Kings River, the southern boundary of Laguna Irrigation District, the northern boundary of the Kings County Water District, the southern boundaries of Consolidated and Alta Irrigation Districts, and the western boundary of Stone Corral Irrigation District. The eastern boundary of the subbasin is the alluvium-granitic rock interface of the Sierra Nevada foothills.

Groundwater flow is generally to the southwest. Two notable groundwater depressions exist. One is centered in Fresno-Clovis urban area. The other is centered approximately 20 miles southwest of Fresno in the Raisin City Water District.

Depth to groundwater in the project vicinity is approximately 105 to 145 feet below ground surface. Groundwater storage was estimated at 93 million acre-feet in 1961, with water located at depths of 1,000 feet or less.

The groundwater is predominantly of bicarbonate type. The major cations are calcium, magnesium, and sodium. Sodium appears higher in the western portion of the subbasin, where some chloride waters are also found.

Dibromochloropropane (DBCP), a soil fumigant nematicide, and nitrates can be found in groundwater along the eastern side of the subbasin. Shallow brackish groundwater can be found along the western portion of the subbasin. Elevated concentrations of fluoride, boron, and sodium can be found in localized areas of the subbasin.

All of the major public water purveyors that rely on Kings Subbasin groundwater have adopted Assembly Bill 3030 groundwater management plans. This includes the Alta Irrigation District, Consolidated Irrigation District, County of Fresno, Fresno Irrigation District, James Irrigation District, Kings River Conservation District, Kings River Water District, Liberty Canal Company, Liberty Water District, Liberty Mill Race Company, Mid Valley Water District, Orange Cove Irrigation District, Raisin City Water District, and Riverdale Irrigation District.

Regulatory Setting

Federal

Clean Water Act

Section 303 of the Clean Water Act requires states to adopt water quality standards for all surface waters of the United States. Water quality standards consist of beneficial uses of the waters to be protected, water quality objectives to protect the designated beneficial uses, and a program of implementation needed for achievement of water quality objectives. Beneficial uses are the types of activities for which the receiving water may be protected, and they include but are not limited to municipal supply; agricultural and industrial supply; recreation; and the preservation and

enhancement of fish, wildlife, and other aquatic resources. Water quality objectives are the numeric or narrative water quality levels established for the reasonable protection of the beneficial uses and the prevention of nuisance. (See further description of State Porter-Cologne Water Quality Control Act, below.)

Section 402 of the Clean Water Act establishes the National Pollutant Discharge Elimination System (NPDES) permit program, and Section 301 of the Clean Water Act prohibits discharges of pollutants to waters of the United States without first obtaining an NPDES permit. Section 402(p) prescribes requirements for certain types of stormwater discharges, and the California State Water Resources Control Board (SWRCB) implements these requirements in NPDES stormwater permits. Construction activities that disturb land equal to or greater than 1 acre must comply with the SWRCB's General Permit for Discharges of Storm Water Associated with Construction Activity, SWRCB Order No. 99-08-DWQ, (General Permit), which was revised by the SWRCB on September 2, 2009, and reissued as a wholly new General Permit (the specific SWRCB Order No. is still pending). Implementation and enforcement of the General Permit is overseen by the nine Regional Water Quality Control Boards (RWQCBs). The project site is within the boundaries of the Central Valley RWQCB (Region 5).

Where construction activity disturbs 1 or more acres, the General Permit requires all dischargers of stormwater associated with construction activity to take the following measures:

1. Develop and implement a SWPPP, which specifies BMPs that will minimize or prevent pollutants associated with construction activity from contacting stormwater and with the intent of minimizing sediment from moving offsite into receiving waters.
2. Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States.
3. Perform inspections of all BMPs.

To obtain coverage, the landowner must file a Notice of Intent (NOI) with the SWRCB, and certify compliance with the requirements listed above. When project construction is completed, the landowner must file a notice of termination.

Would the project:

a) Violate any water quality standards or waste discharge requirements?

Less than significant impact with mitigation incorporated. The City of Fresno has obtained a Municipal Separate Storm Sewer Systems (MS4) National Pollution Discharge Elimination System (NPDES) permit with the Regional Water Quality Control Board (RWQCB). This permit outlines the

regulations promulgated by the EPA and the State, and prescribes the programs that the City must implement in order to control pollution to the maximum extent practicable (MEP).

Construction

Project implementation would require grading and construction activities. During these activities, there would be the potential for surface water to carry sediment from onsite erosion and small quantities of pollutants into the stormwater system and local waterways. Soil erosion may occur along project boundaries during construction in areas where temporary soil storage is required. Small quantities of pollutants have the potential for entering the storm drainage system, thereby potentially degrading water quality.

Construction of the proposed project would also require the use of gasoline and diesel-powered heavy equipment such as bulldozers, backhoes, water pumps, and air compressors. Chemicals such as gasoline, diesel fuel, lubricating oil, hydraulic oil, lubricating grease, automatic transmission fluid, paints, solvents, glues, and other substances would be utilized during construction. An accidental release of any of these substances could degrade the water quality of the surface water runoff and add additional sources of pollution into the drainage system.

The NPDES stormwater permitting programs regulate stormwater quality from construction sites. Under the NPDES permitting program, the preparation and implementation of SWPPPs are required for construction activities more than 1 acre in area. The SWPPP must identify potential sources of pollution that may be reasonably expected to affect the quality of stormwater discharges as well as identify and implement BMPs that ensure the reduction of these pollutants during stormwater discharges. The implementation of the existing regulations would ensure that potential, short-term, construction water quality impacts are reduced to a level of less than significant.

Operation

Long-term operation of the proposed project would increase impervious surfaces on the project site compared to existing conditions. The proposed project may result in varying levels of long-term pollutants compared with existing conditions. Pollutants associated with residential developments include nutrients, pathogens, pesticides, sediment, metals, trash, and debris, oxygen-demanding substances, oil, and grease. Therefore, treatment control BMPs are required to remove pollutants typically associated with urban runoff. Mitigation Measures HYD-1 and HYD-2 would reduce potential operational impacts to water quality to less than significant.

MM HYD-1 Applicant shall prepare a preliminary and final Storm Water Mitigation Plan (SWMP) consistent with the City's Storm Water Ordinance. The Plan shall include water quality management source control and treatment control measures to mitigate identified pollutants of concern. Low Impact Development (LID) strategies and hydromodification control Best Management Practices (BMPs) are recommended and may be required by the Regional Water Quality Board. The plan shall be

reviewed and approved by the City of Fresno Department of Public Utilities, Water Division prior to issuance of grading permits.

MM HYD-2 Treatment Control Best Management Practices (BMPs): The treatment control devices will not be permitted in the public right-of-way without approval of the City of Fresno. The applicant/owner will be responsible for the costs of construction or installation and maintenance of any structural BMPs. Prior to the issuance of a grading permit, the applicant/owner's civil engineer shall identify the appropriate source control and structural treatment BMPs to treat identified pollutants of concern, and design for and depict on the precise grading plans the approved structural treatment best management practices (BMPs) and route all urban runoff and stormwater flows to these structural BMPs prior to such waters exiting the site and entering the City's storm drain system. The applicant shall propose a maintenance mechanism for maintenance of BMPs that are within the City's right-of-way, subject to city acceptance and approval.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?

Less than significant impact. In accordance with the provision s of the 2025 Fresno General Plan and MEIR mitigation measures, project-specific water supply and distribution requirements must assure than an adequate source of water is available to serve the project. The mitigation measures of the MEIR are incorporated herein by reference and are required to be implemented.

The proposed project's potable water needs would be served by the City of Fresno Department of Public Utilities, Water Division. Fresno is one of the largest cities in the United States still relying primarily on groundwater for its public water supply. Surface water treatment and distribution has been implemented in the northeastern part of the City, but the City is still subject to an EPA Sole Source Aquifer designation. While the aquifer underlying Fresno typically exceeds a depth of 300 feet and is capacious enough to provide adequate quantities of safe drinking water to the metropolitan area well into the twenty-first century, groundwater degradation, increasingly stringent water quality regulations, and historic high consumptive use of water on a per capita basis (some 300 gallons per day per capita in 2007) have resulted in a general decline in aquifer levels, increased cost to provide potable water, and localized water supply limitations (City of Fresno 2008).

Fresno has attempted to address these issues through metering and revisions to the City's water plans: The Fresno Metropolitan Water Resource Management Plan (Phase I) was completed in December of 2007 and the Urban Water Management Plan was adopted in August of 2008. The purpose of these

management plans is to provide safe, adequate, and dependable water supplies to meet the future needs of the metropolitan area in an economical manner; protect groundwater quality from further degradation and overdraft; and provide a plan of reasonably implementable measures and facilities. City water wells, pump stations, recharge facilities, and water treatment and distribution systems have been expanded incrementally to mitigate increased water demands and respond to groundwater quality challenges.

Implementation of the 2025 Fresno General Plan policies, the Water Resources Management Plan, its Urban Water Management Plan, and the applicable mitigation measures of approved environmental review documents will address the issues of providing an adequate, reliable, and sustainable water supply for the project's urban domestic and public safety consumptive purposes. While the proposed project may be served by conventional groundwater pumping and distribution systems, full development of the 2025 Fresno General Plan boundaries is expected to require utilization of treated surface water due to inadequate groundwater aquifer recharge capabilities.

Mitigation measures for the Fresno 2025 General Plan Master EIR require that projects estimate future water demand. The City's Urban Water Management Plan provides an analysis of water demands on a per capita basis and land use basis. For this analysis, the per capita basis is used.

As shown below, the estimated water demand of the project is approximately 23.4-acre feet per year. The project is consistent with the land uses accounted for in the growth scenario analyzed in the Urban Water Management Plan, therefore the estimated water demand is within the levels allocated for residential development, according to the Urban Water Management Plan. Therefore, the project would result in a less than significant impact.

Table 6: Project Water Demands

Dwelling Units	Persons per Household	Total Persons	Daily Consumption Rate (gpcd)	Total Annual Demand (AFY)
28	2.8	78	267.2	23.4

Notes:
Gpcd = gallons per capita per day
AFY = acre feet per year
Source: MBA, 2011. City of Fresno, 2008

c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less than significant impact. No streams or rivers are located on the project site. The proposed project would alter approximately 1.29 acres of land that have previously been disturbed and contains impervious surfaces. Implementation of NPDES permit requirements would ensure that potential

construction erosion and siltation would not affect offsite drainages. The project is relatively flat and would remain so after project implementation. As such, impacts would be less than significant.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than significant impact. There are no rivers or streams located on the project site. Implementation of NPDES General Construction Permit requirements would ensure that construction activities would not indirectly impact nearby water bodies. Upon project completion, all stormwater would be directed to the City's stormwater facilities. Therefore, because no streams or rivers are located on the project site, no project-level impacts related to erosion, siltation, or on- or offsite flooding would result from the alteration of a stream or river. Implementation of the proposed project would alter the drainage pattern through the minor change in topography from site grading and with the increase of impervious surfaces. These changes would increase the onsite stormwater runoff rate. However, as previously indicated, all onsite stormwater would be directed to existing City stormwater facilities. Accordingly, impacts would be less than significant.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than significant impact. The proposed project would increase impervious surface coverage on the project site. The increase in impervious surface coverage would create the potential for greater runoff to leave the project site and enter downstream waterways. The Fresno Metropolitan Flood Control District's (FMFCD) would review and have approval authority of the overall grading plan inclusive of the project. Development of the property also requires compliance with grading and drainage standards of the City of Fresno, the FMFCD, and the FID. Compliance with these standards and Agency-imposed conditions of approval would reduce potential impacts to a less than significant level.

f) Otherwise substantially degrade water quality?

Less than significant impact. As discussed in Impact a, above, the proposed project has the potential to impact both short-term and long-term water quality. However, the project applicant is required to prepare and implement a SWPPP as a NPDES General Construction Permit requirement. The implementation of the NPDES requirements would ensure that potential, short-term, construction water quality impacts are reduced to a level of less than significant. Additionally, the proposed project is required to adhere to grading and drainage standards of the City of Fresno, the FMFCD, and the FID. The implementation of these requirements would ensure that potential, long-term, operational water quality impacts are less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Less than significant impact. The project site has been mapped outside the 100-year flood plain by the Federal Emergency Management Agency (Community Panel No. 06019C2110H). Therefore, the project would not place housing within a 100-year flood hazard area. In addition, the project site is not located in an area subject to levee failure.

According to the Fresno County General Plan Background Report Figure 9-8, Big Dry Creek Dam and the Redbank-Fancher Creek projects located approximately 12 miles northeast of the project site could result in flooding extending to downtown Fresno in the event of dam failure.

A dam breach analysis indicates that a failure of either dam in the Redbank-Fancher Creek projects would result in a broad sheet flow of approximately 2 feet over much of north-central and central Fresno. The actual amount of time it would take to reach any specific property, as well as the extent of inundation that would occur, is subject to many variables; however, the dam breach analysis estimated that flood waters would reach the Fashion Fair Mall within 6 hours, and the Fresno Yosemite International air terminal within 10 hours. Both of those facilities are located between the project site and the source of flooding; therefore, there would be sufficient time for emergency evacuation. The proposed project's site improvements will require an increase of greater than 2 feet of elevation from existing grade to structural flooring, thereby reducing risks to project structures and occupants associated with dam failure; impacts are considered less than significant.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No impact. The project site has been mapped outside the 100-year flood plain by the Federal Emergency Management Agency (Community Panel No. 06019C2110H). Therefore, the proposed project would not place any structures within a 100-year flood hazard area. No impacts would occur.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less than significant impact. As discussed in Impact g, above, the project is located within an identified dam inundation area. However, in the event of a dam failure, the estimated time between failure and inundation is greater than 6 hours for the project site. Furthermore, flooding would occur as sheet flow approximately 2 feet deep. The proposed project's site improvements will require an increase of greater than two feet of elevation from existing grade to structural flooring, thereby reducing the risk of structural damage from flooding. Therefore, risks to project structures and occupants associated with dam failure are considered less than significant.

j) Inundation by seiche, tsunami, or mudflow?

No impact. The project site does not contain or is not located near any large inland bodies of water that could be susceptible to a seiche. The project site is more than 100 miles from the Pacific Ocean and, therefore, is not prone to tsunami hazards. The project site is located in a flat, urbanized area and would not be susceptible to mudflow inundation. Therefore, no impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. Land Use and Planning *Would the project:*				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	☒

Environmental Evaluation

Environmental Setting

Project Site

The 1.29-acre project site consists of a vacant lands and two residential structures. One of the residential structures is vacant, while the residence nearest to the corner of "L" Street and San Joaquin Street is used for commercial office space.

Surrounding Area

The project site is surrounded by a mix of single-family residential, multi-family residential, and commercial office space. Single-family residential land uses are located west and east of the project site. A mixture of single-family residential, multi-family residential (specifically, the assisted living facility), and commercial office space is located south of the project site. One single-family residence and a single-story commercial office building are located to the north of the project site beyond an alley.

Land Use Designations

Table 7 provides the existing land uses, zoning and planned land use designations for the project site and surrounding areas.

Table 7: Land Uses and Designations

Location	Existing Land Use	Existing Zoning	Planned Land Use
Project Site	Vacant residential and office	C-P and C-4	Commercial Mixed Use Level 2 (Central Area)
North	Residential and office	C-P and C-4	Commercial Mixed Use Level 1 (Central Area) and Commercial Mixed Use Level 2 (Central Area)
East	Residential and office	C-P and C-4	Commercial Mixed Use Level 1 (Central Area) and Commercial Mixed Use Level 2 (Central Area)
South	Office	C-4	Commercial Mixed Use Level 2 (Central Area)
West	Residential and office	C-4	Commercial Mixed Use Level 2 (Central Area)

Notes:
CP = Administrative and Professional Office District
C4 = Central Trading District
Source: City of Fresno, 2011.

Would the project:

a) Physically divide an established community?

No impact. The physical division of an established community refers to construction of a physical feature or the removal of a means of access that would impair mobility within an existing community. Examples include the construction of a highway or the removal of a bridge. The proposed project site currently contains existing structures and is surrounded by residential and commercial land use. The proposed project would remove the existing residential structures and construct 28 town homes on the 1.29-acre project site. The project site is located in an area that could be defined as an established community of residential and commercial uses. However, the project site does not contain any roadways, bridges, or passable corridors that could be considered as used for access to surrounding areas. Furthermore, the construction of the 28 town homes would not impair mobility within the community, as it would not involve the removal or closure of adjacent roadways. As such, implementation of the proposed project would not physically divide an established community. No impact would occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less than significant impact. The proposed project's consistency with the applicable and relevant goals and policies of the 2025 Fresno General Plan is analyzed below. As shown in Table 8, the proposed project is consistent with the appropriate and relevant goals.

Table 8: General Plan Consistency Analysis - Goals

Goal No.	Goal	Consistency Determination
1	Enhance the quality of life for the citizens of Fresno and plan for the projected population within the moderately expanded Fresno urban boundary in a manner which will respect physical, environmental, fiscal, economic, and social issues.	**Consistent:** The proposed project consists of infill development of residential land uses on a site located in an urbanized portion of Fresno. The project would create would provide new residential structures, 9 of which would be designated as affordable to moderate income households. The proposed structures would implement architectural details and building massing that would complement the appearance of nearby architectural styles. The proposed project would be accessible to vehicles, bicycles, pedestrians, and public transit and would include features to enhance the pedestrian scale along the project road frontages. As such, the proposed project would enhance the quality of life for Fresno residents in manner that respects physical, environmental, fiscal, economic, and social issues.
2	Pursue coordinated regional planning with Fresno and Madera Counties and the City of Clovis.	**Consistent:** The project site is contemplated for urban development by the General Plan and, therefore, the development of urban uses on the project site would be considered planned growth.
3	Preserve and revitalize neighborhoods, the downtown, and historical resources.	**Consistent:** The proposed project would redevelop an existing underutilized site located near the downtown area. Implementation of the development would revitalize the neighborhood by infusing new residents and reducing vacant housing and lands. Furthermore, the increase in population would likely build the existing community, thereby increasing the awareness of nearby historical resources.
6	Coordinate land uses and circulation systems to promote a viable and integrated multi-modal transportation network.	**Consistent:** The proposed project is located adjacent to an existing public transportation bus stop.
7	Manage growth to balance Fresno's urban form while providing an adequate public service delivery system, which is fairly and equitably financed.	**Consistent:** The proposed project would pay impact fees to provide for planned incremental buildout of planned utility infrastructure networks. In addition, the proposed project is an infill development that promotes the efficient use of such resources.

11	Protect, preserve, and enhance significant biological, archaeological, paleontological resources, and critical natural resources, including, but not limited to, air, water, agricultural, soils, minerals, plants, and wildlife resources.	**Consistent:** The proposed project includes mitigation to ensure that biological, archaeological, paleontological, and water resources are protected.

Table 8 (cont.): General Plan Consistency Analysis - Goals

Goal No.	Goal	Consistency Determination
12	Develop urban design strategies to improve Fresno's visual image and enhance its form and function.	**Consistent:** The proposed project would comply with City design requirements. Documents and drawings will be submitted for review and approval by City staff. Quality building materials would be used throughout development. The proposed structures would implement architectural details and building massing that would complement the appearance of nearby architectural styles.
13	Plan for a healthy business and diversified employment environment, and provide adequate timely services to ensure Fresno is competitive in the marketplace	**Consistent:** The proposed project would provide housing including housing for affordable to moderate income households. As such, housing for local employees would be provided.
14	Protect and improve public health and safety	**Consistent:** The proposed project does not possess any characteristics that could potentially harm public health and safety (e.g., handling hazardous materials). In addition, the project would pay its fair share of citywide police and fire fees.
15	Recognize, respect, and plan for Fresno's cultural, social, and ethnic diversity	**Consistent:** The proposed project would construct new residences in the Cultural Arts District. The proposed structures would implement architectural details and building massing that would complement the appearance of adjacent architectural styles, thereby recognizing and respecting the cultural significance of the surrounding area.
16	Work cooperatively with the local agricultural industry to conserve prime farmland and respect its importance as Fresno County's base economic resource	**Consistent:** The project site is surrounded by urban development on four sides and does not contain any prime farmland. Accordingly, the proposed project would contribute to farmland conservation by facilitating infill growth.
17	Encourage fiscal and local agency planning policies that will assist in the annexation of the unincorporated county islands within the City of Fresno's Sphere of Influence.	**Consistent:** The project is within the City of Fresno's Sphere of Influence and will not require annexation.

Source: City of Fresno, 2002; Michael Brandman Associates, 2011.

The project's consistency with the applicable Urban Form objectives and policies of the General Plan is provided below. As shown in Table 9, the proposed project is consistent with all applicable objectives and policies.

Table 9: General Plan Consistency Analysis – Urban Form Objectives and Policies

Objective/ Policy No.	Objective/Policy	Consistency Determination
C-5. Objective	Improve the overall image, building appearance, landscape character, and spatial relationships of physical elements in the Central Plan Area to provide a unique, high-quality urban environment.	**Consistent:** The proposed project would implement architectural details and building massing that would complement the appearance of nearby buildings. Landscaping would be provided throughout the project site. As such, the project would contribute positively to the Central Plan Area's urban environment.
C-5-e. Policy	Provide and maintain an urban image which creates a "sense of place" for Fresno's Central Area and promotes a greater concentration of buildings and people.	**Consistent:** The proposed project would implement architectural details and building massing that would complement the appearance of nearby architectural styles and help create a "sense of place" in the project vicinity. The project would construct 28 dwelling units where only two dwelling units are currently located thereby promoting a greater concentration of buildings and people.
C-5-j. Policy	Promote a balanced system of recreation facilities and landscaped open space areas to meet the passive and active needs of Central Area employees, visitors and residents.	**Consistent:** The proposed project would include a 7,000-square-foot green space area for use by project residents. In addition, the project roadway frontages would include landscaping and sidewalks.
C-6-a. Policy	Continue the current redevelopment and renewal activities in the Central Area (removal of substandard buildings, reduced area devoted to streets and alleys, and assembly of smaller parcels) to continue the regeneration of the area.	**Consistent**. The proposed project would involve the removal of two onsite residential structures, one of which is currently uninhabitable and the other of which is used for commercial office space. In their place, the propose project would construct 28 town homes. In addition, the proposed project would be expanded into portions of the "L" Street and San Joaquin Street rights-of-way to allow for the construction of new sidewalks, curbs, and gutters. As such, the proposed project would contribute to the regeneration of the Central Area.
C-7. Objective	Use incentives, planning strategies, and development standards to guide and support the provision and preservation of quality housing and safe, well-designed and	**Consistent**. The proposed project would abide by all applicable development standards and would use quality materials and design throughout the

	maintained neighborhoods.	project. Implementation of the proposed project would provide 28 new town homes in a well-designed development thereby contributing to the existing neighborhood.

Table 9 (cont.): General Plan Consistency Analysis – Urban Form Objectives and Policies

Objective/ Policy No.	Objective/Policy	Consistency Determination
C-7-a. Policy	Provide for safe, clean, and aesthetically pleasing neighborhoods free from excessive traffic and noise.	**Consistent:** The proposed project would implement architectural details and building massing that would complement the appearance of nearby architectural styles thereby contributing to an aesthetically pleasing neighborhood. The proposed project would not be a significant noise or traffic generator and would not be located adjacent to a significant traffic or noise generating land use. The project would be a gated community and would provide security lighting to ensure a safe environment.
C-7-e. Policy	Develop and provide public services maintenance, and capital improvement projects for older neighborhoods as funding is available.	**Consistent:** As a part of the proposed project and as included in the City's CIP, an existing waterline serving the project site would be upgraded.
C-7-q. Policy	Support the development of market rate, high quality housing in the inner-city, to achieve a better economic mix.	**Consistent:** The proposed project would result in the construction of 28 town homes, nine of which would be reserved for affordable to moderate income households, thereby providing quality housing in the inner city and promoting an economic mix of households.
C-9. Objective	Plan for the diversity and quality of residential housing, at locations necessary to provide for adequate and affordable housing opportunities. Housing patterns should support balanced urban growth, and should make efficient use of resources and public facilities.	**Consistent:** The proposed project would provide 28 new town homes, 9 of which would be reserved for affordable to moderate household incomes. Since the project is infill development, it would support balanced urban growth and make efficient use of existing resources and public facilities.
C-10-c. Policy	Encourage the development of two-story homes as a means to conserve land, maintain open space on residential lots, and provide adequate living space.	**Consistent**. The proposed project consists of 28 two-story town homes. A 7,000-square-foot green space would be provided on the project site for use by future residents. As such, adequate living space would be provided.
C-15. Objective	Provide infill opportunities that will revitalize the built-up urban core communities and neighborhoods of Fresno, provide residential	**Consistent**. The proposed project would construct 28 town homes on a site currently occupied by two residential

Table 9 (cont.): General Plan Consistency Analysis – Urban Form Objectives and Policies

Objective/ Policy No.	Objective/Policy	Consistency Determination
	development for diverse population, and improve the overall quality of the urban environment.	buildings, one which is uninhabitable and the other of which is used for commercial office space. Nine of the town homes would be reserved for affordable to moderate household incomes. Implementation of the proposed project, therefore, would provide residential development for an economically diverse population and improve the overall quality of the project site's urban environment.
C-19 Objective	Develop and implement streetscape plans to establish cohesive and aesthetic major and local street design patterns by using distinctive features.	**Consistent:** The proposed project would provide landscaped street frontages and sidewalk areas including street trees.
C-19-a Policy	Use a well-balanced variety and spacing of trees with standards established by the city's Parks Division to establish a visual continuity for each streetscape and to achieve coherent linkages between public and private spaces.	**Consistent:** Landscape design will use planting materials throughout to provide an integrated development with the surrounding properties. Trees would be planted and spaced in accordance with the standards established by the city's Parks Division.
C-20. Objective	As part of the city's project review process, major emphasis will be given to site and building design in order to preserve functionality and community aesthetics.	**Consistent:** The proposed project's design has been previously reviewed by the City of Fresno, including the Historic Preservation Commission. Furthermore, the proposed project would be reviewed by the Fulton/Lowell Design Review Committee. Revisions to the project appearance have been made to ensure it will complement surrounding neighborhood aesthetics and function coherently with adjacent land uses. The project, as proposed, would provide landscaping on the project site and along project frontages that would increase the aesthetic appeal of the site. The integrated design and aesthetic nature of the proposed project would preserve functionality and community aesthetics.
C-20-b Policy	Consider implementation of the recommendations of the Architectural Review Committee as contained in the Design Review Guidelines manual of January 2002 submitted to the Planning and Development Department	**Consistent:** The project considered appropriate elements of the Design Review Guidelines in the design of the project. Quality building materials will be used throughout development. Furthermore, the proposed project would be reviewed by the Fulton/Lowell Design Review Committee.

Table 9 (cont.): General Plan Consistency Analysis – Urban Form Objectives and Policies

Objective/ Policy No.	Objective/Policy	Consistency Determination
C-20-c. Policy	Consider innovative lot designs and patterns to enhance community livability in residential projects and to most efficiently utilize land for all types of projects.	**Consistent:** The proposed project utilizes innovative lot design to efficiently utilize the project site and provide a well designed residential development.
C-20-e. Policy	Development projects shall include aesthetic measures which support functionality and add to the appearance and livability of the community.	**Consistent:** The proposed project's design has been previously reviewed by the City and the Historic Preservation Commission at publicly noticed hearings. Revisions to the project appearance have been made to ensure it will complement existing aesthetics and function coherently with adjacent land uses thereby adding to the appearance and livability of the community.
C-20-f. Policy:	The project developer shall provide a set of documents and drawings that will allow assessment of the final building product. Materials, texture, and colors shall be noted on the original special permit drawings and on construction plans. Development projects shall appropriately interface with adjacent properties. High-contrast or gaudy building facades, lighting, and signage which create disharmony with adjacent properties, or which draw undue attention, should be avoided. Locate service truck access, loading zones, and waste storage/recycling areas at the maximum practical distance from residences and other living quarters. Shopping centers shall have internally unified building design, landscaping, and signage. Building facades shall include design features and decorative treatments. Visible sides of buildings shall not develop with featureless, "blank" walls. Adequately screen roof-mounted mechanical equipment, and ensure that such equipment adheres to noise standards as set forth in the General Plan Noise Element and City Noise Ordinance. Apply and enforce the city's Sign and Outdoor Advertising Ordinances. Pursue the amortization and removal of nonconforming	**Consistent:** The proposed project would comply with city design requirements, and documents and drawings will be submitted to the city for approval. Quality building materials will be used throughout development. Revisions to the project appearance have been made to ensure it will complement existing aesthetics and function coherently with adjacent land uses thereby adding to the appearance and livability of the community. Exterior lighting would be properly installed to provide security on site and shielded to reduce spillover onto adjacent properties.

Table 9 (cont.): General Plan Consistency Analysis – Urban Form Objectives and Policies

Objective/ Policy No.	Objective/Policy	Consistency Determination
	and illegal signs and outdoor advertising structures. Landscaping and parking lot shading shall be employed for environmental and aesthetic improvement, while observing safe lines of-sight along access routes. Exterior lighting shall not create glare for neighboring properties, but shall provide adequate onsite lighting for safety and security purposes.	
C-21-a. Policy	An architectural theme shall be established for each development including visually enhanced architectural features and building materials (which shall be applied throughout the development, particularly where visible to street frontages and adjacent properties).	**Consistent:** The town homes would be articulated with architectural detail reminiscent of the Arts and Crafts era. Such detailing would be used throughout the development.
C-12b. Policy	In order to promote attractive external appearances and appealing living environments, design measures should be utilized to avoid large scale massive and repetitive "institutional" visual appearances, and to provide a more carried, small scale appearance suggestive of single-family residential development.	**Consistent:** The elevations of the proposed town homes would incorporate architectural details reminiscent of the Arts and Crafts style. Each façade would be symmetrically composed with three 1/1 single-hung sash windows on each story with additional smaller windows on the second floor. Two cantilevered cross gabled dormers are located on each façade, and these dormers would be articulated with horizontal plank lap siding. Each façade would include a porch that would be cross-gabled and include a Craftsman-style door for each town home entrance. A simple tapered column resting on a square pier would separate each entrance and porch area. As such, the proposed buildings would not appear "institutional" and would maintain an appearance suggestive of single family residential development.
C-21-g. Policy	Ensure adequate covered parking and overall supply of parking to reflect the actual parking demand of these residential projects and permit an evaluation of a variety of measures such as fully enclosed garages, multi-story parking structures, underground parking and shared facilities. [...]	**Consistent:** Each of the 28 town homes would have an attached two-car garage. An additional seven parking spaces would be located in the western corner of the project site. As such, total available onsite parking would consist of 63 spaces.

Source: City of Fresno, 2002; Michael Brandman Associates, 2011.

Central Area Community Plan

The project site is located within the boundaries of the Central Area Community Plan and, therefore, is subject to the goals and policies of the plan. Table 10 evaluates the proposed project's consistency with the applicable goals and policies of the Central Area Community Plan. Note that to avoid redundancy, goals and policies that are consistent with General Plan goals and policies are not restated. As shown below, the proposed project is consistent with the Community Plan.

According to the Central Area Community Plan, the Commercial Mixed Use (Level 2) land use designation permits a mixed-use concept to enhance the development potentials of the existing environment within the Central Area and permits the most flexible range of development options. As such, the proposed project would be consistent with the land use designation as defined by the Central Area Community Plan.

Table 10: Community Plan Consistency Analysis

Goal/Policy No.	Goal/Policy	Consistency Determination
Implementation Action Residential 1-3	Encourage comprehensive planning and design of residential environments to provide such amenities as usable private open space, units with street frontage, and functional open spaces.	**Consistent:** The proposed project would include a 7,000-square-foot private green space area for use by project residents. In addition, the project roadway frontages would include landscaping and sidewalks.
Implementation Action Historic 1-2	Encourage compatible infill developments in historically and architecturally significant areas.	**Consistent:** The proposed project represents compatible infill located within an area that contains historically and architecturally significant features.

Source: City of Fresno, 1989; Michael Brandman Associates, 2011.

Fulton Lowell Specific Plan

The Fulton Lowell Specific Plan provides detailed and precise planning strategies explicitly designed to address the area's particular needs and priorities. The Fulton Lowell Specific Plan is a refinement of the plans and policies included in the Fresno General Plan and the Central Area Community Plan. As discussed in the Fulton Lowell Specific Plan, the Commercial Mixed Use Level 2 land use designation allows residential and nonresidential uses. It is designed for the already built-up areas that contain the most diverse land uses.

Table 11 evaluates the proposed project's consistency with the applicable goals and policies of the Central Area Community Plan. Note that to avoid redundancy, goals and policies that are consistent with General Plan goals and policies are not restated.

Table 11: Specific Plan Consistency Analysis

Goal/Policy/ Implementation Action No.	Goal/Policy	Consistency Determination
Goal 1	Provide a safe, positive, and attractive residential environment that encourages neighborhood pride, identity, and active involvement from both residents and property owners in the Fulton/Lowell Area.	**Consistent:** The proposed project would implement a well-designed residential environment that would be compatible with surrounding land uses and architectural styles. The project would include porches along the street frontages, thereby encouraging residents to be aware of and involved in their surrounding neighborhood.
Implementation Action 1-1-4	Promote the location of in-fill structures that are compatible (age, architectural design, and historic significance) with the existing neighborhoods.	**Consistent:** The proposed project would represent in-fill development and has been specifically designed to be compatible with the architecture and historic significance of the surrounding neighborhood.
Implementation Action 1-2-2	Improve design of residential environments to provide such amenities as usable private/common open spaces and units with front porches oriented to street frontages.	**Consistent:** The proposed project would include a 7,000-square-foot private green space area for use by project residents and front porches oriented to street frontages.
Policy 1-4	Promote architectural compatibility through the establishment of design guidelines and a design review process for all residential developments.	**Consistent:** The architectural details of the proposed project have been specifically reviewed and designed to be compatible with existing design guidelines and the surrounding neighborhood.
Implementation Action 1-4-1	Promote design as a vital element in planning and development	**Consistent:** Design has been considered and refined throughout the planning process of the proposed development. Furthermore, an internal charrette was held on April 15, 2010 to review the project design with the applicant, city staff, and two members of the Fresno Historic Preservation Commission. As such, design has been included as a vital element in planning and development of the proposed project.

Table 11 (cont.): Specific Plan Consistency Analysis

Goal/Policy/ Implementation Action No.	Goal/Policy	Consistency Determination
Implementation Action 1-4-2	Encourage architectural compatibility in all residential developments and in-fill structures.	**Consistent:** Architectural compatibility has been considered and incorporated into the proposed residential development.
Implementation Action 7-4-1	Encourage development of pedestrian environments along major and local streets (canopy street trees, benches, etc.).	**Consistent:** The proposed project would include landscaping and the construction of new sidewalks along the street frontages.

Source: City of Fresno, 1996; Michael Brandman Associates, 2011.

Fresno Municipal Code

The Zoning Ordinance is the relevant portion of the Fresno Municipal Code that is most applicable to the proposed project. Below is an evaluation of the proposed project consistency with the allowable uses within the project site's zoning designation.

The project site is zoned as a mixture of C-P (Administrative and Professional Office District) and C-4 (Central Trading District) Pursuant to Exhibit No. 8 (Central Area Land Use Association Matrix) the existing C-P and C-4 zone district designations are consistent with the Central Area Commercial Mixed Use Level 2 planned land use designation for the subject property.

The C-P zoning designation is intended to provide for the development of an integrated professional district wherein all of the related types of uses and facilities, including a residential/commercial mixed use project, may be located. Multiple dwellings are a permitted use within the C-P zoning designation, subject to a conditional use permit. As such, the proposed project would be consistent with existing zoning.

The C-4 (Central Trading District) designation is intended to serve as a central trading district area for an urbanized area. Single-family attached and detached dwellings as well as multi-family dwellings are allowed uses within the C-4 district. Development standards for the C-4 district require that no structure is greater than 60-feet and new buildings shall be a minimum of two stories. The proposed project would meet both of these requirements. There are no specified population density, lot dimension, yard, or lot coverage requirements. Buildings within the C-4 designation are subject to site plan review. The project applicant has provided site plans to the City for review and approval. As such, the proposed project would comply with the applicable regulations of the Fresno Zoning Ordinance and Municipal Code.

In summary, the proposed project would be consistent with the Fresno General Plan, Central Area Community Plan, Fulton Lowell Specific Plan, and Fresno Municipal Code. Impacts would be less than significant.

c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?

No impact. The project site is not within the boundaries of a habitat conservation plan or natural community conservation plan. This condition precludes the possibility of the proposed project conflicting with the provisions of such a plan. No impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. Mineral Resources *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Environmental Evaluation

The California Surface Mining and Reclamation Act (SMARA) was enacted to preserve areas for viable mineral extraction activities close to cities, in order to support economic development. SMARA mandates that a "classification/designation" analysis be done to provide information on future mineral resource availability to urban population centers which depend on these resources for construction and growth. The California Department of Conservation Division of Mines and Geology is required to periodically map high-quality concrete aggregate deposits and to compile periodic statistics on the amount of aggregate minerals available and consumed within designated Production-Consumption (P-C) regions located throughout the State and organized around major metropolitan areas.

Most of eastern Fresno County and south-central Madera County are included in the Fresno P-C Region. Two riparian areas in the Fresno P-C Region have been given special resource Area designation for their concentration of aggregate materials: the upper Kings River and the San Joaquin River.

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

This impact addresses checklist items a) and b).

No impact. The project site is not located in an area designated for mineral resource extraction by the Fresno General Plan 2025. In addition, the project site is not located in a mineral resource zone

designated by the California Division of Geology and Mines. The proposed project is an infill development and replace existing urban uses. Therefore, the project would not result in the loss of availability of a known mineral resource or affect a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. Noise *Would the project result in:*				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Evaluation

Setting

This section describes the existing noise setting and potential effects from project implementation on the site and its surrounding area.

Noise is defined as unwanted sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Sound is produced by the vibration of sound pressure waves in the air. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels. The decibel (dB) is a logarithmic unit, which expresses the ratio of the sound pressure level being measured to a standard reference level. A-weighted decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against very low and very high frequencies of the

audible spectrum. They are adjusted to reflect only those frequencies that are audible to the human ear.

Noise-equivalent sound levels are not measured directly, but are calculated from sound pressure levels typically measured in dBA. The hourly average equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The peak traffic hour L_{eq} is the noise metric used by California Department of Transportation (Caltrans) for all traffic noise impact analyses. The L_{eq} measurement is the foundation of the day-night average sound level (L_{dn}), which adds a 10-dBA penalty on sounds occurring between 10 p.m. and 7 a.m. because of peoples' increased sensitivity while sleeping. Therefore, the L_{dn} is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. Community Noise Equivalent Level (CNEL) is similar to the L_{dn}, except that it has another addition of 4.77 dB to sound levels during the evening hours between 7 p.m. and 10 p.m.

Research into the human perception of increased sound level indicates the following:

- An increase of 1-dBA or less is difficult to perceive.
- A 3-dBA increase is just perceptible.
- A 5-dBA increase is clearly perceptible.
- A 10-dBA increase is perceived a being twice as loud.

City of Fresno Noise Element Standards

The 2025 Fresno General Plan Noise Element provides maximum allowable noise exposure levels based on the type of receptor land use and the type of noise sources. Table 12 and Table 13 contain the applicable maximum exposures levels allowed by the 2025 General Plan.

Table 12: Maximum Allowable Noise Exposure –Residential Receivers Transportation Noise Sources

Land Use Category	Outdoor Activity Areas[1] L_{dn} dB	Interior Spaces	
		L_{dn} dB	L_{eq} dB
Residential	60[2]	45	—

Note:
[1] Where the location of outdoor activity areas is unknown or is not applicable, the exterior noise level standard shall be applied to the property line of the receiving land use.
[2] Noise levels up to 65 db L_{dn} adjacent to the Burlington Northern Santa Fe and Union Pacific Mainline Tracks may be allowed by the project approving authority when it is determined that it is not possible to achieve 60 db L_{dn} in outdoor activity areas using a practical application of the best-available noise reduction technology, and when all feasible exterior noise reduction measures have been proposed.
Source: City of Fresno 2002

Table 13: Maximum Allowable Noise Exposure Stationary Noise Sources

Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly Equivalent Sound Level (L_{eq}), dB	50	45
Maximum Sound Level (L_{max}), dB	70	65

Note:
As determined at outdoor activity areas. Where the location of outdoor activity areas is unknown or not applicable, the noise exposure standard shall be applied at the property line of the receiving land use. When ambient noise levels exceed or equal the levels in this table, mitigation shall only be required to limit noise to the ambient plus five (5) dB.
Source: Fresno 2002.

Construction Noise Assumptions

The Federal Highway Administration (FHWA) compiled noise measurement data related to the noise generating characteristics of several different types of construction equipment used during the Central Artery/Tunnel project in Boston. Table 14 provides a list of the construction equipment measured along with the associated noise emissions and measured percentages of typical equipment use per day. From this acquired data, the FHWA developed the Roadway Construction Noise Model (RCNM), which may be used for the prediction of construction noise. For the purposes of this analysis, the RCNM will be used to calculate the construction equipment noise emissions.

Table 14: Construction Equipment Noise Emissions and Usage Factors

Equipment	Acoustical Use Factor (Percent)	Spec 721.560 L_{max} @ 50 feet (dBA, slow)	Actual Measured L_{max} @ 50 feet (dBA, slow)
Backhoe	40	80	78
Bar Bender	20	80	N/A
Compactor (ground)	20	80	83
Compressor (air)	40	80	78
Concrete Batch	15	83	N/A
Concrete Mixer Truck	40	85	79
Concrete Pump	20	82	81
Concrete Saw	20	90	90
Crane	16	85	81
Dozer	40	85	82
Dump Truck	40	84	76
Excavator	40	85	81
Flat Bed Truck	40	84	74
Front End Loader	40	80	79

Table 14 (cont.): Construction Equipment Noise Emissions and Usage Factors

Equipment	Acoustical Use Factor (Percent)	Spec 721.560 L_{max} @ 50 feet (dBA, slow)	Actual Measured L_{max} @ 50 feet (dBA, slow)
Generator	50	82	81
Grader	40	85	N/A
Paver	50	85	77
Pneumatic Tools	50	85	85
Pumps	50	77	81
Roller	20	85	80
Tractor	40	84	N/A
Vibrating Hopper	50	85	87
Vibratory Concrete Mixer	20	80	80
Welder/Torch	40	73	74

Source: Federal Highway Administration, 2006.

Construction-Related Vibration Level Prediction

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. Table 15 gives approximate vibration levels for particular construction activities. The data in the table provide reasonable estimates for a wide range of soil conditions.

Table 15: Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity (inches/second)	Approximate Vibration Level (L_v) at 25 feet
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall)	0.008 (in soil) 0.017 (in rock)	66 75
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Federal Transit Administration, 1995.

Existing Conditions

State Routes 41, 180 and 99 are the primary sources of noise in the project area, but each is located approximately 0.5 mile or more from the project site. In addition, two existing rail lines are located approximately 0.5 mile from the project, one east and one west of the project site. The nearest location of potential noise is Divisadero Street, located approximately 80 feet north of the project boundary.

Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than significant impact. Construction of the proposed project could generate significant noise, corresponding to the building construction and the noise-generating equipment used. Since certain pieces of construction equipment can generate noise levels of 85 dBA or louder at a distance of 50 feet, project-related construction activities would temporarily raise ambient noise levels in the project vicinity. However, compliance with the Fresno City Noise Regulations and implementation of the following mitigation measure would reduce this impact to a less than significant level.

Mitigation Measure

MM NOI-1 The Applicant shall implement the following measures during project-related construction:

- Construction activities shall be limited to between 7 a.m. and 6 p.m., Monday through Saturday, to avoid noise-sensitive hours of the day. Construction activities shall be prohibited on Sundays and holidays.
- Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from the nearest residence, unless safety or technical feasibility takes precedence, which will be determined by the Construction Site Manager.
- Construction equipment noise shall be minimized by muffling and shielding intakes and exhaust on construction equipment (in accordance with the manufacturer's specifications) and by shrouding or shielding impact tools.
- Construction contractors shall locate fixed construction equipment (such as compressors and generators) and construction staging areas as far as possible from nearby residences.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact. The metric for measuring groundborne noise and vibration is peak ground velocity (measured in inches per second). The commonly accepted perception threshold for ground vibration is 0.01 inch per second. During the site preparation and construction phase, which includes site grading activities, groundborne vibration and groundborne noise may occur. However, these activities are not known to induce strong vibration effects, such as those produced by tunneling or blasting. Therefore, site preparation and construction-related vibration levels are expected to be well below the 0.01 inch-per-second perception threshold at nearby properties.

Once the site preparation and construction phase are complete, these activities would cease. As such, less than significant impacts related to groundborne vibration and noise would result from the proposed project's implementation during the short-term construction period, and no impact would result during the long-term operation of the proposed project.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than significant impact. The project's potential to substantially increase ambient noise levels at nearby properties is defined by using the term "substantial." The term "substantial" is not defined in the CEQA Guidelines. However, research into the human perception of sound level increases indicates the following:

- A 1-dBA or less increase is difficult to perceive;
- A 3-dBA increase is just perceptible;
- A 5-dBA increase is clearly perceptible, and
- A 10-dBA increase is perceived a being twice as loud.

Therefore, under typical outdoor ambient conditions, where constantly varying noise levels occur over time, people typically cannot clearly perceive increases in ambient noise levels until they reach approximately +3 dBA. Therefore, 3 dBA is generally accepted as the threshold beyond which increases to local ambient noise levels resulting from projects are considered "substantial."

The project would construct 28 residential town homes. Residential land uses are not known generators of substantial noise. Furthermore, the project area has a strong mixture of existing residential and commercial land uses, with the commensurate noise generation of typical residential and commercial facilities. Therefore, the incremental noise from operation of the proposed new residences to be constructed would not result in a substantial increase in ambient noise levels in the project vicinity above levels existing without the project.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than significant impact with mitigation incorporated. As described in Impact a, above, the project's construction may result in a substantial temporary increase in ambient noise levels. However, implementation of Mitigation Measure NOI-1 would reduce impacts to less than significant.

Implementation of Mitigation Measure NOI-1 is required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less than significant impact. The project is located approximately 1.4 miles east of the Fresno Chandler Downtown Airport. As shown in Fresno General Plan Exhibit 5-C, the project site is not located within the approach or take-off pattern of the airport and is not located within restricted land use areas for aviation. The project is not located within the CNEL exposure contours for the airport. Therefore, the proposed project would not create expose people residing at the project residences to excessive noise levels. Impacts would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No impact. The project is not located within the vicinity of a private airstrip. Therefore, no impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. Population and Housing *Would the project:*				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Evaluation

Environmental Setting

The City of Fresno has experienced steady growth over the past 10 years. According to the California State Department of Finance, the incorporated City of Fresno had an estimated population of 494,665 in 2010. The 2010 estimate represents a 15.6-percent increase over the City's population in 2000 (427,652). The General Plan projects the population of the City to reach 790,955 by 2025.

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than significant impact. The proposed project would result in the construction of 28 town homes where there are currently only two older homes. Assuming a rate of 2.8 persons per household, the estimated population for the project would be 78 persons, an increase of 74 persons over the existing use. As previously noted, the City of Fresno is expected to grow to 790,955 persons by 2025. Assuming that all 74 additional persons would be from outside the City of Fresno, the project would account for a fraction of a percent of the projected population growth. As such, the proposed project would not directly induce substantial population growth.

The project would include the expansion of an existing water line, as planned for in the City's CIP. However, the existing 6-inch water line is located in the "L" Street right-of-way and is of sufficient size to serve the proposed project. The expansion would increase water availability to the surrounding

areas as planned for in the City's CIP, thereby potentially allowing increased development in the project area. However, additional segments of the water line would require expansion prior to increased water availability to the surrounding areas. The expansion of the water line completed as a part of this project would only increase water provision capabilities near the project site. As such, the proposed project would not indirectly induce substantial population growth. Impacts would be less than significant.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Less than significant impact. The proposed project would require the removal of two single-family residential structures, neither of which is currently being used as housing. Implementation of the proposed project would result in the provision of 28 town homes, thereby providing a net increase of 26 residential units. As such, the proposed project would not displace a substantial number of existing housing or necessitate the construction of replacement housing elsewhere. Impacts would be less than significant.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No impact. The proposed project would require the removal of two single-family residential structures, neither of which is currently being used as housing or has been used as housing in the recent past. These conditions preclude the potential for the displacement of people, requiring the construction of replacement housing elsewhere. No impact would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Environmental Evaluation

The project would pay a variety of applicable impact fees, including for: utility infrastructure networks, fair share of citywide police and fire, and parks and recreation.

Fire Protection and Emergency Medical Services

The Fresno Fire Department provides fire protection to the City of Fresno and surrounding unincorporated areas. The Fire Department's service area encompasses a 336-square-mile area that includes the North Central Fire Protection District and the Fig Garden Fire Protection District. The Department serves a population of approximately 525,000. The Fire Department is headquartered at 911 H Street in downtown Fresno. The project is located within 3 miles of four fire stations. The closest fire station is Number 3, located 0.75 mile south of the project site at 1406 Fresno Street.

Emergency Medical Services

American Ambulance provides emergency medical services on a contractual basis for the City of Fresno. American Ambulance paramedics and emergency medical technicians respond to over 80,000 calls originating from 4,000 square miles in Fresno and Kings counties annually. American Ambulance employs 450 personnel and maintains more than 70 ambulances.

Police Protection

The Fresno Police Department provides police protection within the City of Fresno. The Police Department is organized into seven divisions, including Patrol, Administrative Services, Personnel, Planning and Research, Support, Investigative Services, and Special Operations. The Police Department is headquartered at 2323 Mariposa Mall. The Police Department is divided into four policing districts. The project site is located in the Southwest Policing District. The District office is located 0.85 mile southwest of the project site at 1211 Fresno Street.

Parks

The City of Fresno maintains over 75 parks. The City of Fresno Parks, After School, Recreation and Community Services Department offers numerous parks, including regional parks, neighborhood parks, action sports facilities, play structures, and golf courses.

Schools

The project site is located within the attendance boundaries of Lowell Elementary School, Tehipite Middle School, and Edison High School in the Fresno Unified School District.

Libraries

The Fresno County Public Library provides collections and services through its Central Resource Library and 34 branches. The Fresno County Library is part of the San Joaquin Valley Library System, a cooperative network of nine public library jurisdictions in the counties of Fresno, Kern, Kings, Madera, Mariposa, and Tulare. The Fresno County Public Library offers a variety of classes, events, and other enrichment opportunities to the citizens of Fresno County. The Central Library and the West Fresno Branch Library are within 2 miles of the project site.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less than significant impact. The proposed project would result in 28 additional homes than what currently exists on the project site. Therefore, the project would generate calls for emergency medical services and fire response over and above the existing condition.

The structures of the proposed project would be designed in accordance with the applicable standards of the California Building Standards Code. These standards include provisions relating to fire suppression systems (e.g., sprinklers), building access, electrical wiring, and other measures related to fire safety. Compliance with these standards would ensure that the structures meet adopted fire safety standards and do not pose a health and safety risk to occupants. Compliance with these standards would dramatically reduce the potential for fires at the proposed project. In addition, General Plan policy requires all development proposals to be reviewed by the Fire Department to ensure the inclusion of adequate onsite and offsite fire protection provisions.

The proposed project would be required to pay its fair share for impacts to fire facilities at the time building permits are sought. These fees are one-time payments and can only be used to fund capital improvements to Fire Department facilities. Additionally, the entitlement of this project has been

conditioned upon approval by the Fresno Fire Department and City of Fresno Public Utilities (to ensure fire suppression water flow). Compliance with standards and payment of impact fees will ensure that project has a less than significant impact on fire protection resources.

b) Police protection?

Less than significant impact. The proposed project would develop 24 additional residential units that would contribute to an increase in calls over and above the existing condition. The Fresno General Plan includes policies that require all development proposals to be reviewed by the Police Department, with subsequent recommendations for crime prevention design and operational measures being conditions of project approval. Furthermore, the proposed project would be required to pay citywide police fees to the City of Fresno at the time building permits are sought. These fees are one-time payments and will be used to assure adequate police services. As such, impacts related to police services would be less than significant.

c) Schools?

Less than significant impact. The proposed project would develop 24 additional residential units, which would contribute to an increase in student population. The California Department of Education indicates that 193,737 students were enrolled in the Fresno Unified School District in 2010–11.

State School Funding

California Education Code Section 17620 authorizes school districts to levy a fee, charge, dedication, or other requirement against any development project for the construction or reconstruction of school facilities, provided that the district can show justification for levying of fees. California Government Code Section 65995 limits the fee to be collected to the statutory fee unless a school district conducts a Facility Needs Assessment (California Government Code Section 65995.6) and meets certain conditions.

Senate Bill 50 (Chapter 407, Statutes of 1998) instituted a new school facility program by which school districts can apply for state construction and modernization funds. This legislation imposed limitations on the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development. It also provided the authority for school districts to levy fees at three different levels:

- **Level I fees** are the current statutory fees allowed under Education Code Section 17620. As mentioned above, this code section authorizes school districts to levy a fee against residential and commercial construction to fund school construction or reconstruction. These fees are adjusted every 2 years in accordance with the statewide cost index for Class B construction as determined by the State Allocation Board. The maximum Level I fees are $2.97 per square foot for residential construction and $0.47 per square foot for commercial/industrial

construction. Every other year at its January meeting, the State Allocation Board considers adjustments to the Level I fees. On January 27, 2010, the State Allocation Board elected to leave the Level I fee unchanged (Office of Public School Construction 2010).

- **Level II developer fees** are outlined in Government Code Section 65995.5. This code section allows a school district to impose a higher fee on residential construction if certain conditions are met. These conditions include having a substantial percentage of students on multi-track, year-round scheduling, having an assumed debt equal to 15 to 30 percent of the district's bonding capacity (the percentage is based on revenue sources for repayment), having at least 20 percent of the district's teaching stations housed in relocatable classrooms, and having placed a local bond on the ballot in the past 4 years that received at least 50 percent plus one of the votes cast. A facility needs assessment must demonstrate that the need for new school facilities for unhoused pupils is attributable to projected enrollment growth from the construction of new residential units over the next 5 years.
- **Level III developer fees** are outlined in Government Code Section 65995.7. This code section authorizes a school district that has been approved to collect Level II fees to collect a higher fee on residential construction if state funding becomes unavailable. This fee is equal to twice the amount of Level II fees. However, if a district eventually receives state funding, this excess fee may be reimbursed to the developers or subtracted from the amount of state funding.

Pursuant to California Education Code Section 17620, the applicant shall pay the applicable City development impact fee consistent with the Fresno Unified School District planning requirements and defray the cost of increased demand for schools attributable to project implementation. As such, less than significant impacts would occur.

d) Parks?

Less than significant impact. The proposed project would develop 28 additional residential units, which would contribute to an increase in population resulting in need for additional parks.

Quimby Act

The Quimby Act (California Government Code Section 66477) was established by the California legislature in 1965 to ensure provision of open space and parkland in urbanizing areas of the State. The Quimby Act authorizes local governments to establish ordinances requiring developers of new subdivisions to dedicate land for parks, pay an in-lieu fee, or perform a combination of the two.

The Quimby Act provides two standards for the dedication of land for use as parkland. If the existing area of parkland in a community is greater than 3 acres per 1,000 persons, then the community may require dedication based on a standard of up to 5 acres per 1,000 persons residing in the subdivision. If the existing amount of parkland in a community is less than 3 acres per 1,000 persons, then the community may require dedication based on a standard of only 3 acres per 1,000 persons residing in

the subdivision. The Quimby Act requires a city or county to adopt standards for recreational facilities in the general plan if it is to adopt a parkland dedication or fee ordinance.

According to the City of Fresno general Plan, an open space standard of 3.0 acres of public park land for every 1,000 persons residing in the city's planning area should be implemented. Pursuant to California Education Code Section 66477, the applicant shall pay the applicable City development impact fee consistent with the City of Fresno parks and Recreation Department's planning requirements and defray the cost of increased demand for parks attributable to project implementation. As such, less than significant impacts would occur.

e) Other public facilities?

Less than significant impact. The project would generate approximately 78 new residents and result in an increased demand for public services in general. The City does require that new developments pay mitigation fees for public service impacts. Residents who buy homes in a new development will generate local taxes that fund the required incremental increase in City services. The project will generate new tax revenues that will fund the required augmentation of the City's public services; it follows that impacts to public services would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Environmental Evaluation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

This impact addresses checklist items a) and b).

Less than significant impact. The proposed project includes the development of up to 28 new residences in the City of Fresno whose inhabitants (up to 78 new residents) would increase demand on existing park and recreational facilities in the City of Fresno. However, this new demand will be offset by the developer impact fees. As such, impacts would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. Transportation/Traffic *Would the project:*				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Environmental Evaluation

The proposed project would generate an estimated 280 vehicle trips per day with peak hour flows (7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.) estimated to be 28 trips each. The proposed project would have a single driveway located on San Joaquin Street. San Joaquin Street and "L" Street are designated as Local Streets by the Fresno General Plan and are designed to provide direct access to properties while discouraging through traffic between major streets. Local Streets are not subject Level of Service (LOS) designations as outlined by the General Plan.

Would the project:

a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Less than significant impact. The proposed project is located at the corner of "L" Street and San Joaquin Street and would have a single access point on San Joaquin Street. San Joaquin Street and "L" Street are designated as Local Streets by the Fresno General Plan and are designed to provide direct access to properties while discouraging through traffic between major streets. Local Streets are not subject to Level of Service (LOS) designations as outlined by the General Plan. However, both "L" Street and San Joaquin Street, as well as nearby downtown local and major streets, are operating at LOS C or better during the peak hours.

Traffic Impact Studies are required only for those projects that are projected to produce more than 100 or more peak hour trips. The proposed project is projected to produce only 28 AM and 28 PM peak-hour trips and therefore is not required to prepare a Traffic Impact Study. Furthermore, the Department of Public Works reviewed the proposed project and has determined that the traffic generation characteristics of the proposed project based upon these traffic projections do not warrant further study. The Department of Public Works determined that traffic volume increases resulting from project implementation would be insignificant with respect to the total volume that adjacent roadways were designed and built to accommodate. Therefore, the adjacent public street network is sufficient to accommodate and serve the quantity and kind of traffic expected as a result of the proposed project.

The project site is located in an area that is well served by the Fresno Area Express (FAX) and is less than 0.5 mile from the Downtown Transit Mall where bus transfers can be made to several bus routes. Bus Route 22 serves the project area and runs along M Street and Calaveras Street, both within a block of the project.

According to data provided by the U.S. Census 2005–2009 American Community Survey for the City of Fresno, approximately 12 percent of the population use public transportation to commute to work. Assuming the proposed project would result in 78 persons (2.8 persons per household), FAX readership could be expected to increase by nine people from the project site. This is a relatively small number of additional riders and would not be expected to negatively affect the effectiveness or performance of the existing public transportation system.

The proposed project would not include features that would affect existing bicycle routes. Existing and recently completed bicycle lanes are located on M Street and Divisadero Street near the project site. These bicycle lanes are well connected to regional bicycle lanes throughout the project vicinity.

The proposed project would include the installation of new sidewalks along both project street frontages and would therefore encourage pedestrian transit in the project vicinity. The proposed project would not include any features that would affect local pedestrian mobility.

In summary, the proposed project would not conflict with established policies or the effectiveness of the existing vehicular, mass transit, bicycle, or pedestrian transit systems. Impacts would be less than significant.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less than significant impact. The Council of Fresno County Governments (Fresno COG) is the designated Regional Transportation Planning Agency for Fresno County and maintains the Regional Transportation Plan (RTP). The RTP prioritizes transportation needs in Fresno County for the next 25 years. The 2011 RTP provides goals, objectives, and policies for improving mobility on Fresno County's streets, highways, transit system, and bicycle/pedestrian facilities. Some of the goals of the RTP include improved bicycle pedestrian facilities and safety, transit service and facilities, land uses, traffic flow, and system maintenance and expansion. The City of Fresno's General Plan provides goals and implementation programs to insure an efficient circulation system to accommodate the movement of people and goods, including rail, vehicular, pedestrian, and cyclist movement.

As discussed above, the proposed project would not cause unacceptable congestion on adjacent roadways and would not conflict with transit, bicycle, or pedestrian facilities. As such, impacts would be less than significant.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Less than significant impact. The Chandler Downtown Airport is located 1.2 miles southeast of the project site. The Fresno Yosemite International Airport is located approximately 4.3 miles west of the project site. Impacts would be less than significant, given the distance from the project site to the area airports.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than significant impact. The project does not propose to make changes to roadways that would create road hazards or alter design features developed to mitigate such hazards. Furthermore, alterations to "L" Street and San Joaquin Street would be required to adhere to City standards for roadway construction, including geometrics (land curvature and turning radii), number and widths of travel and turn lanes, signalization and signage, bikeways, sidewalks, trails, and bus turnouts, as applicable. As such, impacts would be less than significant.

e) Result in inadequate emergency access?

Less than significant impact. Construction or operation of the project would not affect streets or otherwise affect emergency access routes. The project would be designed to incorporate all required City of Fresno Fire Department standards to ensure that its implementation would not result in hazardous design features or inadequate emergency access to the site or areas surrounding the site. Therefore, impacts would be less than significant.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less than significant impact. As discussed in the previous checklist questions, the proposed project would not interfere with existing public transit, bicycle, or pedestrian facilities. As such, the proposed project would not decrease their performance or safety. Impacts would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. Utilities and Service Systems *Would the project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☒	☐	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☒	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Environmental Evaluation

Potable Water

The City of Fresno Department of Public Utilities, Water Division provides potable water service within the city limits and neighboring unincorporated areas. The potable water service area encompasses an area approximately 110 square miles and a population of 502,657. The service area includes the entire area encompassed by its city limits and sphere of influence, including all lands planned to be annexed by the City by 2025, with the exception of the Bakman Water Company, Pinedale County Water District, Herndon Water Company, Park Van Ness Mutual Water Company, California State University Fresno, and various county islands served by private groundwater wells.

Water Supply

The City's water supplies come from three primary sources: groundwater pumped from the Kings Subbasin, surface water from a contractual allocation of the Fresno Irrigation District's (FID's) Kings River entitlement, and from the federal Friant Division Central Valley Project from the San Joaquin River.

Wastewater

The City of Fresno Department of Public Utilities, Wastewater Management Division provides wastewater collection and treatment to the City of Fresno.

Collection

The wastewater collection system consists of a network of sewer pipes ranging from 6 to 84 inches in diameter. The collection system totals more than 1,400 miles of sewer lines and includes 15 lift stations.

Fresno/Clovis Regional Water Reclamation Facility

Wastewater is treated at the Fresno/Clovis Regional Water Reclamation Facility (Water Reclamation Facility), located southwest of the City of Fresno near the intersection of Polk Avenue and Jensen Avenue. The Water Reclamation Facility provides wastewater treatment for the urbanized portion of the Fresno/Clovis metropolitan area in accordance with a Joint Powers Agreement between Fresno County, the City of Fresno, and the City of Clovis. Under the Joint Powers Agreement, the City of Fresno was designated as the operator of the plant.

The Water Reclamation Facility has a designated treatment capacity of 80 million gallons per day (mgd) and average dry weather flows of 68 mgd. The facility treats effluent generated by the cities of Fresno and Clovis. The City of Clovis pays the City of Fresno for its proportionate share of the construction and operation cost of the plant.

Storm Drainage

The project site lies within the jurisdictional boundaries of the Fresno Metropolitan Flood Control District (FMFCD). The FMFCD is responsible for planning, constructing, and maintaining the urban storm drainage collection and disposal facilities necessary to meet the needs of urban development, as well as to control runoff from areas outside the metropolitan area. The project site is developed and contains impervious surfaces.

Solid Waste

The City of Fresno Department of Public Utilities, Solid Waste Division provides solid waste, recycling, and green waste collection services to commercial and residential customers within the city limits.

Landfill Capacity

The California Integrated Waste Management Board indicates that the City of Fresno's solid waste is primarily landfilled at the American Avenue Landfill in Tranquility. The American Avenue landfill is permitted to receive 2,200 tons per day and has a remaining capacity of 29.3 million cubic yards. The anticipated closure date is 2031.

Waste Diversion

Fresno was named the number one recycling city in California in 2009 by the California Integrated Waste Management Board (CIWMB), diverting 74 percent of its waste from piling up in landfills. The City has committed to achieving a waste diversion rate of 75 percent by 2012 and a zero-waste goal by 2025.

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

This impact addresses checklist items a), b), and e).

Less than significant impact. The estimate is based on a conservative assumption that wastewater generation represents 90 percent of water consumption. This assumption is conservative because outdoor irrigation represents a significant percentage of water consumption. As shown in Table 16, the proposed project would generate an estimated 18,757 gallons of wastewater on a daily basis.

Table 16: Wastewater Generation

Annual Water Demand	Daily Water Demand	Daily Wastewater Generation (90 percent of Daily Water Demand)
23 acre-feet	0.063 acre-feet (20,842 gallons)	18757 gallons (0.018 million gallons)

Source: Michael Brandman Associates, 2011

The Waste Water Reclamation Facility has a designated treatment capacity of 80 mgd and has current average dry weather flows of 68 mgd. The addition of 0.018 mgd to the average dry weather flow would not represent a significant decrease in available treatment capacity. The proposed project will

be required to pay its fair share of wastewater fees at the time building permits are issued. Therefore, impacts would be less than significant.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than significant impact. The proposed project would comply with the Urban Storm Water Quality Management and Discharge Control Ordinance of the City of Fresno (Section 6, Article 7 of the Fresno Municipal Code. Compliance with this ordinance would ensure that the proposed project would include appropriate stormwater drainage facilities that would connect to existing stormwater drainage facilities, as managed by the Fresno Metropolitan Flood Control District. The proposed project would increase impervious surface coverage on the project site, resulting in greater runoff. However, because the project site is located in a previously developed area and there are no documented occurrences of localized flooding resulting from the local stormwater drainage system, and because the City has verified the existing infrastructure has capacity accommodate stormwater from the proposed project, it would not require the expansion of existing or construction of new facilities. As such, impacts would be less than significant.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less than significant impact with mitigation incorporated. The proposed project's water demand consists of potable water and landscape irrigation demands. The proposed project's water demand is estimated from the City's Urban Water Management Plan (UWMP) water demand estimates. Based on estimated demand of 267.2[1] gallons per day per resident for 2012 (the anticipated completion date for the project), the proposed project would result in demand for 20,841.6 gallons per day (23 acre-feet per year [af/yr]) of water. Please note that this is a conservative estimate as the project site is already developed with two residences. As determined from the UWMP, the available water supplies in 2012 would be 173,700 af/yr. The proposed project's demand would be .013 percent of the available supplies, which does not represent a significant impact on available water supplies. Because the proposed project is considered an allowable use under the existing zoning and land use designations, such water use was taken into account by the UWMP. As such, sufficient water supplies would be available to serve the proposed project and impacts would be less than significant.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than significant impact with mitigation incorporated. Solid waste would be generated by demolition, construction, and operational activities. Each is discussed below.

[1] Projected per capita water use as a result of 5 percent conservation by all customers.

Construction Waste Generation

Short-term construction waste generation is summarized in Table 17. The estimate of 898 tons was calculated using demolition and residential construction waste generation rates provided by the U.S. Environmental Protection Agency.

Table 17: Demolition and Construction Solid Waste Generation

Activity	Waste Generation Rate	Square Feet	Waste Generation (Tons)
Demolition	155 pounds/square foot	10,000*	775
Construction	4.38 pounds/square foot	56,000**	123
Total	—	—	**898**

Notes:
* Project site buildings estimated to total approximately 10,000 square feet based on visual observation.
** Because exact square footage for residential dwelling is not known at this time, an average square footage of 2,000 was used for the 28 dwelling units.
1 ton = 2,000 pounds
Source: U.S. Environmental Protection Agency, 1998; Michael Brandman Associates, 2010.

Given the amount of construction waste that would be generated, there may be potential that this could impair the City's ability to meet its state-mandated solid waste targets. As such, mitigation is proposed that would require construction and demolition debris recycling to be implemented. The implementation of this mitigation measure would reduce potential impacts to a level of less than significant.

Operational Waste Generation

Operational solid waste generation estimates were calculated using a standard residential waste generation rate provided by Cal Recycle. As shown in Table 18, the proposed project is estimated to generate 51 tons of solid waste annually.

Table 18: Operational Solid Waste Generation

Land Use	Waste Generation Rate	Units	Waste Generation	
			Daily	Annually
Single-Family Residential	10 pounds/dwelling unit/day	28	280 pounds (0.14 tons)	51 tons

Note:
1 ton = 2,000 pounds
Source: Cal Recycle, 2010; Michael Brandman Associates 2011

Given the amount of operational waste that would be generated, there is a little potential that this could impair the City's ability to meet its state-mandated solid waste targets. The American Avenue landfill is permitted to receive 2,200 tons per day. The proposed project's estimated solid waste represents approximately .006 percent of the allowed daily limit. In addition, the single-family

residential dwelling units would be served with curbside solid waste and recycling collection service, which is a standard municipal service provided to all single-family residences. As such, it can be reasonably assumed that the single-family dwelling units would have convenient access to recycling services. Therefore, impacts would be less than significant.

MM PU-1 Prior to issuance of building permits, the project applicant shall provide the City of Fresno with a demolition and construction recycling statement indicating the location and methodology to reduce construction waste and separate out those construction and demolition materials that will be recycled. Following the completion of construction and demolition activities, the project applicant shall provide documentation to the satisfaction of the City of Fresno (such as landfill receipts, donation receipts, or photographed separations) demonstrating that construction and demolition debris was recycled.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less than significant impact. Solid waste disposal must follow the requirements of the contracted waste hauler, which follows federal, state, and local statutes and regulations related to the collection of solid waste. The proposed project would comply with all state and local waste diversion requirements regarding trash and recycling areas. Less than significant impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. Mandatory Findings of Significance				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Environmental Evaluation

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less than significant impact with mitigation incorporated. As evaluated in this Initial Study, the proposed project would not substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant of animal community; reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history of prehistory. Mitigation measures have been included herein to lessen the significance of potential impacts to wildlife species and previously unknown cultural resources. The applicant has agreed to implement all required mitigation measures; therefore, less than significant impacts from project implementation would occur.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than significant impact with mitigation incorporated. As discussed in the previous sections, impacts resulting from construction and implementation of the proposed project would be reduced to a less than significant level by implementing mitigation measures included in this Initial Study. The mitigation measures prescribed in each respective section and imposed as provisions included in the project would render the project's contribution less than cumulatively considerable.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than significant impact with mitigation incorporated. The proposed project would not directly or indirectly cause substantial adverse effects on human beings. Air quality, hazardous materials, and noise would have the only potential effects through which the project could have a substantial effect on human beings. However, all potential effects of the proposed project related to air quality, hazardous materials, and noise are identified as less than significant or less than significant with mitigation incorporated. The impact analysis included in this Initial Study indicates that for all other resource areas, the proposed project would have either no impact, no significant impact, or—for impacts that would not affect human beings—less than significant impact with mitigation incorporated.

SECTION 3: REFERENCES

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San Joaquin Valley Air Pollution Control District (SJVAPCD). 2002. Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI).

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Appendix A:
Air Quality Data

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mba\Desktop\Granville Homes L Street Project.urb924

Project Name: Granville Homes L Street

Project Location: Fresno County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2011 TOTALS (tons/year unmitigated)	0.20	1.56	1.13	0.12	0.09	0.21	0.03	0.09	0.11	196.63
2012 TOTALS (tons/year unmitigated)	0.29	0.84	0.65	0.03	0.05	0.08	0.01	0.05	0.05	115.69

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.24	0.05	0.44	0.05	0.04	57.33

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.42	0.74	4.95	0.38	0.09	450.29

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.66	0.79	5.39	0.43	0.13	507.62

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

ROG	NOx	CO	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

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2011	0.20	1.56	1.13	0.12	0.09	0.21	0.03	0.09	0.11	196.63
Building 01/11/2011-08/22/2012	0.15	1.15	0.89	0.00	0.07	0.07	0.00	0.07	0.07	152.86
Building Off Road Diesel	0.14	1.08	0.59	0.00	0.07	0.07	0.00	0.06	0.06	113.46
Building Vendor Trips	0.00	0.06	0.05	0.00	0.00	0.00	0.00	0.00	0.00	13.16
Building Worker Trips	0.01	0.01	0.24	0.00	0.00	0.00	0.00	0.00	0.00	26.24
Demolition 11/30/2011-12/31/2011	0.01	0.12	0.08	0.04	0.01	0.05	0.01	0.01	0.02	14.95
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Off Road Diesel	0.01	0.08	0.05	0.00	0.01	0.01	0.00	0.01	0.01	8.05
Demo On Road Diesel	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.00	5.72
Demo Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	1.18
Fine Grading 11/30/2011-01/11/2012	0.03	0.27	0.15	0.07	0.01	0.09	0.02	0.01	0.03	27.02
Fine Grading Dust	0.00	0.00	0.00	0.07	0.00	0.07	0.02	0.00	0.02	0.00
Fine Grading Off Road Diesel	0.03	0.27	0.14	0.00	0.01	0.01	0.00	0.01	0.01	25.84
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	1.18
Asphalt 12/28/2011-01/11/2012	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	1.79
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	1.47
Paving On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05
Paving Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27

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2012	0.29	0.84	0.65	0.03	0.05	0.08	0.01	0.05	0.05	115.69
Asphalt 12/28/2011-01/11/2012	0.01	0.04	0.03	0.00	0.00	0.00	0.00	0.00	0.00	4.77
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.01	0.04	0.03	0.00	0.00	0.00	0.00	0.00	0.00	3.92
Paving On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.14
Paving Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.72
Building 01/11/2011-08/22/2012	0.09	0.70	0.56	0.00	0.04	0.04	0.00	0.04	0.04	101.11
Building Off Road Diesel	0.09	0.66	0.38	0.00	0.04	0.04	0.00	0.04	0.04	75.04
Building Vendor Trips	0.00	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0.00	8.71
Building Worker Trips	0.00	0.01	0.15	0.00	0.00	0.00	0.00	0.00	0.00	17.36
Fine Grading 11/30/2011-01/11/2012	0.01	0.09	0.05	0.03	0.00	0.03	0.01	0.00	0.01	9.40
Fine Grading Dust	0.00	0.00	0.00	0.03	0.00	0.03	0.01	0.00	0.01	0.00
Fine Grading Off Road Diesel	0.01	0.09	0.05	0.00	0.00	0.00	0.00	0.00	0.00	8.99
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41
Coating 08/08/2012-09/05/2012	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41
Architectural Coating	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41

Phase Assumptions

Phase: Demolition 11/30/2011 - 12/31/2011 - Default Demolition Description

Building Volume Total (cubic feet): 190600

Building Volume Daily (cubic feet): 8900

On Road Truck Travel (VMT): 123.61

Off-Road Equipment:

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1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 11/30/2011 - 1/11/2012 - Default Fine Site Grading Description

Total Acres Disturbed: 1.29

Maximum Daily Acreage Disturbed: 0.32

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 12/28/2011 - 1/11/2012 - Default Paving Description

Acres to be Paved: 0.32

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 1/11/2011 - 8/22/2012 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

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Phase: Architectural Coating 8/8/2012 - 9/5/2012 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 130

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 130

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	PM10	PM2.5	CO2
Natural Gas	0.00	0.04	0.02	0.00	0.00	49.20
Hearth	0.03	0.01	0.28	0.05	0.04	7.88
Landscape	0.01	0.00	0.14	0.00	0.00	0.25
Consumer Products	0.18					
Architectural Coatings	0.02					
TOTALS (tons/year, unmitigated)	0.24	0.05	0.44	0.05	0.04	57.33

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 0% to 9%

Percentage of residences with natural gas fireplaces changed from 0% to 91%

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Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	PM10	PM25	CO2
Condo/townhouse general	0.42	0.74	4.95	0.38	0.09	450.29
TOTALS (tons/year, unmitigated)	0.42	0.74	4.95	0.38	0.09	450.29

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse general	1.29	10.00	dwelling units	28.00	280.00	2,393.92
					280.00	2,393.92

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	44.3	0.9	98.9	0.2
Light Truck < 3750 lbs	10.7	1.9	93.4	4.7
Light Truck 3751-5750 lbs	21.9	0.9	98.6	0.5
Med Truck 5751-8500 lbs	12.0	0.8	99.2	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	76.2	23.8
Lite-Heavy Truck 10,001-14,000 lbs	0.8	0.0	50.0	50.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Med-Heavy Truck 14,001-33,000 lbs	1.4	0.0	14.3	85.7
Heavy-Heavy Truck 33,001-60,000 lbs	2.3	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	60.0	40.0	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mba\Desktop\Granville Homes L Street Project_2020.urb924

Project Name: Granville Homes L Street - 2020

Project Location: Fresno County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	CO2
TOTALS (tons/year, unmitigated)	57.33

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	CO2
TOTALS (tons/year, unmitigated)	448.24

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	CO2
TOTALS (tons/year, unmitigated)	505.57

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	CO2
Natural Gas	49.20
Hearth	7.88
Landscape	0.25
Consumer Products	
Architectural Coatings	
TOTALS (tons/year, unmitigated)	57.33

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 0% to 9%

Percentage of residences with natural gas fireplaces changed from 0% to 91%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	CO2
Condo/townhouse general	448.24
TOTALS (tons/year, unmitigated)	448.24

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

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Analysis Year: 2020 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse general	1.29	10.00	dwelling units	28.00	280.00	2,393.92
					280.00	2,393.92

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	44.2	0.0	100.0	0.0
Light Truck < 3750 lbs	10.7	0.0	98.1	1.9
Light Truck 3751-5750 lbs	22.0	0.0	100.0	0.0
Med Truck 5751-8500 lbs	12.1	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	76.2	23.8
Lite-Heavy Truck 10,001-14,000 lbs	0.8	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	1.4	0.0	21.4	78.6
Heavy-Heavy Truck 33,001-60,000 lbs	2.2	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	40.0	60.0	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

Summary of Operational Greenhouse Gases

Project:	Granville Homes L Street Project
Prepared by:	Michael Brandman Associates
Prepared on:	1-Jun-11
Year of analysis:	2020

	Emissions (tons per year)				
Source	**Carbon Dioxide**	**Nitrous Oxide**	**Methane**	**Other**	**Metric Tons CO2e**
Motor vehicles	448	0.02	0.04		413
Natural gas (Residential)	49	0.00	0.01		45
Indirect electricity	57	0.00	0.00	0.00	52
Water transport	15	0.00	0.00		14
Refrigerants				0.51	706
Total	569	0.02	0.05	0.51	1,230

Total	517	0.02	0.05	0.47	metric tons per year
GWP	1	310	21	varies	
Total	517	6	1	706	MTCO2E per year
Total	0.0005	0.0000	0.0000	0.0007	MMTCO2E per year

Total - all gases	1,230	MTCO2e per year
	0.0012	MMTCO2e per year

Notes:

Emissions converted from tons per year to metric tons of carbon dioxide equivalents (MTCO2e) per year by using the formula: (tons of gas) x (global warming potential) x (0.9072 metric tons)

Emissions converted to million metric tons of carbon dioxide equivalents (MMTCO2E) using the formula: MMTCO2e = (metric tons of gas) / (1,000,000).

Mobile Emissions - Methane
Granville Homes L Street Project
Prepared by Michael Brandman Associates

1-Jun-11

Vehicle Miles Traveled 2,394
Vehicle Trips 280

	Pounds/day	Tons/day	Tons/year
Starting Emissions	0.03	0.0000	0.00
Running Emissions	0.18	0.0001	0.03
Total	0.21	0.0001	0.04

Vehicle Percentages

Vehicle Type	Percent	Non-Catalyst	Catalyst	Diesel
Light Auto	44.2	0.0	100.0	0.0
Light Truck < 3,750 lbs	10.7	0.0	98.1	1.9
Light Truck 3,751- 5,750	22.0	0.0	100.0	0.0
Med Truck 5,751- 8,500	12.1	0.0	100.0	0.0
Lite-Heavy 8,501-10,000	2.1	0.0	76.2	23.8
Lite-Heavy 10,001-14,000	0.8	0.0	50.0	50.0
Med-Heavy 14,001-33,000	1.4	0.0	21.4	78.6
Heavy-Heavy 33,001-60,000	2.2	0.0	0.0	100.0
Line Haul > 60,000 lbs	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	40.0	60.0	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Running Emission Factors (g/mile)

Vehicle Type	Type	Non-Catalyst	Catalyst	Diesel
Light Auto	LDA	0.3250	0.0250	0.0080
Light Truck < 3,750 lbs	LDT1	0.3310	0.0330	0.0040
Light Truck 3,751- 5,750	LDT2	0.3300	0.0300	0.0060
Med Truck 5,751- 8,500	MDV	0.3910	0.0370	0.0030
Lite-Heavy 8,501-10,000	LHDT1	0.2500	0.0280	0.0070
Lite-Heavy 10,001-14,000	LHDT2	0.2500	0.0330	0.0100
Med-Heavy 14,001-33,000	MHDT	0.3210	0.0720	0.0100
Heavy-Heavy 33,001-60,000	HHDT	0.7950	0.2250	0.0480
Line Haul > 60,000 lbs	LHV	0.7950	0.2250	0.0480
Urban Bus	UB	0.3680	0.0920	0.0280
Motorcycle	MCY	0.2230	0.1620	0.0000
School Bus	SBUS	0.3210	0.1260	0.0130
Motor Home	MH	0.3210	0.0560	0.0050

Running Emissions (pounds per day)

Vehicle Type	Non-Catalyst	Catalyst	Diesel
Light Auto	0.00	0.06	0.00
Light Truck < 3,750 lbs	0.00	0.02	0.00
Light Truck 3,751- 5,750	0.00	0.03	0.00
Med Truck 5,751- 8,500	0.00	0.02	0.00
Lite-Heavy 8,501-10,000	0.00	0.00	0.00
Lite-Heavy 10,001-14,000	0.00	0.00	0.00
Med-Heavy 14,001-33,000	0.00	0.00	0.00
Heavy-Heavy 33,001-60,000	0.00	0.00	0.01
Line Haul > 60,000 lbs	0.00	0.00	0.00
Urban Bus	0.00	0.00	0.00
Motorcycle	0.02	0.02	0.00
School Bus	0.00	0.00	0.00
Motor Home	0.00	0.00	0.00
Total	0.02	0.16	0.01

Mobile Emissions - Methane

Granville Homes L Street Project
Prepared by Michael Brandman Associates

Total Trips 280

Starting Emission Factors (g/start)

Vehicle Type	Type	Non-Catalyst	Catalyst	Diesel
Light Auto	LDA	0.384	0.032	0
Light Truck < 3,750 lbs	LDT1	0.381	0.038	0.000
Light Truck 3,751- 5,750	LDT2	0.377	0.034	0.000
Med Truck 5,751- 8,500	MDV	0.463	0.044	0.000
Lite-Heavy 8,501-10,000	LHDT1	0.615	0.106	0.000
Lite-Heavy 10,001-14,000	LHDT2	0.615	0.123	0.000
Med-Heavy 14,001-33,000	MHDT	0.923	0.277	0.000
Heavy-Heavy 33,001-60,000	HHDT	1.756	0.829	0.000
Line Haul > 60,000 lbs	LHV	1.756	0.829	0.000
Urban Bus	UB	1.127	0.314	0.000
Motorcycle	MCY	0.183	0.155	0.000
School Bus	SBUS	0.923	0.313	0.000
Motor Home	MH	0.923	0.200	0.000

Trip Distribution

Vehicle Type	Type	Non-Catalyst	Catalyst	Diesel
Light Auto	LDA	0.0	123.8	0.0
Light Truck < 3,750 lbs	LDT1	0.0	29.4	0.6
Light Truck 3,751- 5,750	LDT2	0.0	61.6	0.0
Med Truck 5,751- 8,500	MDV	0.0	33.9	0.0
Lite-Heavy 8,501-10,000	LHDT1	0.0	4.5	1.4
Lite-Heavy 10,001-14,000	LHDT2	0.0	1.1	1.1
Med-Heavy 14,001-33,000	MHDT	0.0	0.8	3.1
Heavy-Heavy 33,001-60,000	HHDT	0.0	0.0	6.2
Line Haul > 60,000 lbs	LHV	0.0	0.0	0.3
Urban Bus	UB	0.0	0.0	0.0
Motorcycle	MCY	3.9	5.9	0.0
School Bus	SBUS	0.0	0.0	0.3
Motor Home	MH	0.0	2.0	0.3
Total		3.9	262.9	13.2

Starting Emissions (pounds per day)

Vehicle Type	Type	Non-Catalyst	Catalyst	Diesel
Light Auto	LDA	0.0000	0.0087	0.0000
Light Truck < 3,750 lbs	LDT1	0.0000	0.0025	0.0000
Light Truck 3,751- 5,750	LDT2	0.0000	0.0046	0.0000
Med Truck 5,751- 8,500	MDV	0.0000	0.0033	0.0000
Lite-Heavy 8,501-10,000	LHDT1	0.0000	0.0010	0.0000
Lite-Heavy 10,001-14,000	LHDT2	0.0000	0.0003	0.0000
Med-Heavy 14,001-33,000	MHDT	0.0000	0.0005	0.0000
Heavy-Heavy 33,001-60,000	HHDT	0.0000	0.0000	0.0000
Line Haul > 60,000 lbs	LHV	0.0000	0.0000	0.0000
Urban Bus	UB	0.0000	0.0000	0.0000
Motorcycle	MCY	0.0016	0.0020	0.0000
School Bus	SBUS	0.0000	0.0000	0.0000
Motor Home	MH	0.0000	0.0009	0.0000
Total		0.0016	0.0238	0.0000

- Source of vehicle percentages: URBEMIS.
- Source of emission factors: EMFAC2007, Statewide average, year 2010, temperature 60F, relative humidity 50%

Mobile Emissions - Nitrous Oxide

Project: Granville Home **Vehicle Miles Traveled** 2,394

Prepared by: Michael Brandman Associates

	Pounds/day	Tons/day	Tons/year
Starting Emissions	0.03	0.0000	0.01
Running Emissions	0.07	0.0000	0.01
Total	0.10	0.0001	0.02

Vehicle Percentages

Vehicle Type	Percent	Non-Catalyst	Catalyst	Diesel
Light Auto	44.2	0.0	100.0	0.0
Light Truck < 3,750 lbs	10.7	0.0	98.1	1.9
Light Truck 3,751- 5,750	22.0	0.0	100.0	0.0
Med Truck 5,751- 8,500	12.1	0.0	100.0	0.0
Lite-Heavy 8,501-10,000	2.1	0.0	76.2	23.8
Lite-Heavy 10,001-14,000	0.8	0.0	50.0	50.0
Med-Heavy 14,001-33,000	1.4	0.0	21.4	78.6
Heavy-Heavy 33,001-60,000	2.2	0.0	0.0	100.0
Line Haul > 60,000 lbs	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	40.0	60.0	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Running Emission Factors (mg/km)

Vehicle Type	Non-Catalyst	Catalyst	Diesel
Automobile	8	20	1
Light duty truck	9	26	1
Heavy duty trucks and buses	20	55	3
Motorcycle	3	3	3

Running Emission Factors (g/mile)

Vehicle Type	Type	Non-Catalyst	Catalyst	Diesel
Light Auto	LDA	0.0050	0.0124	0.0006
Light Truck < 3,750 lbs	LDT1	0.0056	0.0162	0.0006
Light Truck 3,751- 5,750	LDT2	0.0056	0.0162	0.0006
Med Truck 5,751- 8,500	MDV	0.0056	0.0162	0.0006
Lite-Heavy 8,501-10,000	LHDT1	0.0124	0.0342	0.0019
Lite-Heavy 10,001-14,000	LHDT2	0.0124	0.0342	0.0019
Med-Heavy 14,001-33,000	MHDT	0.0124	0.0342	0.0019
Heavy-Heavy 33,001-60,000	HHDT	0.0124	0.0342	0.0019
Line Haul > 60,000 lbs	LHV	0.0124	0.0342	0.0019
Urban Bus	UB	0.0124	0.0342	0.0019
Motorcycle	MCY	0.0019	0.0019	0.0019
School Bus	SBUS	0.0124	0.0342	0.0019
Motor Home	MH	0.0124	0.0342	0.0019

Running Emissions (pounds per day)

Vehicle Type	Non-Catalyst	Catalyst	Diesel
Light Auto	0.00	0.03	0.00
Light Truck < 3,750 lbs	0.00	0.01	0.00
Light Truck 3,751- 5,750	0.00	0.02	0.00
Med Truck 5,751- 8,500	0.00	0.01	0.00
Lite-Heavy 8,501-10,000	0.00	0.00	0.00
Lite-Heavy 10,001-14,000	0.00	0.00	0.00
Med-Heavy 14,001-33,000	0.00	0.00	0.00
Heavy-Heavy 33,001-60,000	0.00	0.00	0.00
Line Haul > 60,000 lbs	0.00	0.00	0.00
Urban Bus	0.00	0.00	0.00
Motorcycle	0.00	0.00	0.00
School Bus	0.00	0.00	0.00
Motor Home	0.00	0.00	0.00
Total	0.00	0.07	0.00

Mobile Emissions - Nitrous Oxide

Total Trips 280

Starting Emission Factors (mg/start)

Vehicle Type	Non-Catalyst	Catalyst	Diesel
Automobile	**28**	72	0
Light duty truck	**9**	26	-1
Heavy duty trucks and buses	**70**	194	-2
Motorcycle	**12**	12	0

Starting Emission Factors (g/start)

Vehicle Type	Type	Non-Catalyst	Catalyst	Diesel
Light Auto	LDA	0.028	0.072	0
Light Truck < 3,750 lbs	LDT1	0.009	0.026	-0.001
Light Truck 3,751- 5,750	LDT2	0.009	0.026	-0.001
Med Truck 5,751- 8,500	MDV	0.009	0.026	-0.001
Lite-Heavy 8,501-10,000	LHDT1	0.070	0.194	-0.002
Lite-Heavy 10,001-14,000	LHDT2	0.070	0.194	-0.002
Med-Heavy 14,001-33,000	MHDT	0.070	0.194	-0.002
Heavy-Heavy 33,001-60,000	HHDT	0.070	0.194	-0.002
Line Haul > 60,000 lbs	LHV	0.070	0.194	-0.002
Urban Bus	UB	0.070	0.194	-0.002
Motorcycle	MCY	0.012	0.012	0.000
School Bus	SBUS	0.070	0.194	-0.002
Motor Home	MH	0.070	0.194	-0.002

Trip Distribution

Vehicle Type	Type	Non-Catalyst	Catalyst	Diesel
Light Auto	LDA	0.0	123.8	0.0
Light Truck < 3,750 lbs	LDT1	0.0	29.4	0.6
Light Truck 3,751- 5,750	LDT2	0.0	61.6	0.0
Med Truck 5,751- 8,500	MDV	0.0	33.9	0.0
Lite-Heavy 8,501-10,000	LHDT1	0.0	4.5	1.4
Lite-Heavy 10,001-14,000	LHDT2	0.0	1.1	1.1
Med-Heavy 14,001-33,000	MHDT	0.0	0.8	3.1
Heavy-Heavy 33,001-60,000	HHDT	0.0	0.0	6.2
Line Haul > 60,000 lbs	LHV	0.0	0.0	0.3
Urban Bus	UB	0.0	0.0	0.0
Motorcycle	MCY	3.9	5.9	0.0
School Bus	SBUS	0.0	0.0	0.3
Motor Home	MH	0.0	2.0	0.3
Total		3.9	262.9	13.2

Starting Emissions (pounds per day)

Vehicle Type	Type	Non-Catalyst	Catalyst	Diesel
Light Auto	LDA	0.0000	0.0196	0.0000
Light Truck < 3,750 lbs	LDT1	0.0000	0.0017	0.0000
Light Truck 3,751- 5,750	LDT2	0.0000	0.0035	0.0000
Med Truck 5,751- 8,500	MDV	0.0000	0.0019	0.0000
Lite-Heavy 8,501-10,000	LHDT1	0.0000	0.0019	0.0000
Lite-Heavy 10,001-14,000	LHDT2	0.0000	0.0005	0.0000
Med-Heavy 14,001-33,000	MHDT	0.0000	0.0004	0.0000
Heavy-Heavy 33,001-60,000	HHDT	0.0000	0.0000	0.0000
Line Haul > 60,000 lbs	LHV	0.0000	0.0000	0.0000
Urban Bus	UB	0.0000	0.0000	0.0000
Motorcycle	MCY	0.0001	0.0002	0.0000
School Bus	SBUS	0.0000	0.0000	0.0000
Motor Home	MH	0.0000	0.0008	0.0000
Total		0.0001	0.0305	-0.0001

Sources: Vehicle percentages: URBEMIS2007.
Emission Factors (mg/km and mg/start): 2006 IPCC Guidelines for National Greenhouse Gas Inventories, Volume 2: Energy, Table 3.2.3, www.ipcc-nggip.iges.or.jp/EFDB/find_ef_main.php

Electricity - Indirect Emissions

Project: Granville Homes L Street Project
Prepared by: Michael Brandman Associates
Prepared on: 6/1/2011

Land Use	square feet (sf)	Residential Units	Electricity Use (kWh/sf-year) or (kWh/unit-year)	Electricity Use (kWh/year)
Residential		28	5,626.50	157,542.00
				0
Total (kWh/year)				**157,542**
Total (MWh/year)				**158**

Greenhouse Gas	Emission Factor (pounds per MWh)	Emissions (pounds/year)	Emissions (tons/year)	Global Warming Potential	Emissions (MTCO2e)
Carbon dioxide	724.12	114,079	57	1	52
Methane	0.0302	5	0.00	21	0
Nitrous oxide	0.0081	1	0.00	310	0
SF6	0.00031	0	0.000	23900	1

Emission factor source: California Climate Action Registry. General Reporting Protocol. Reporting Entity-Wide Greenhouse Gas Emissions. Version 3.1, January 2009. Table C.2 www.climateregistry.org/resources/docs/protocols/grp/GRP_3.1_January2009.pdf

SF6 emissions refer to sulfur hexafluoride emissions, which are released over electricity transmission lines. The emission factor was calculated by dividing California SF6 emissions from transmission lines (ARB 2010) by the total electricity generated in California in 2008 (CEC 2010), 0.96 MMTCO2e divided by 287782 millions of kWh * 2205 pounds/MT * 23900 *1000.
- ARB 2010: California Air Resources Board. May 12, 2010. California Greenhouse Gas Inventory for 2000-2008 by Category as Defined in the Scoping Plan.
- CEC 2010: California Energy Commission. Energy Consumption Data Management System. Electricity Consumption by County. http://www.ecdms.energy.ca.gov/elecbycounty.aspx

Water Conveyance, Treatment, Distribution

Project: Granville Homes L Street Project
Prepared by: Michael Brandman Associates
Prepared on: 6/1/2011

	kWh per million gallons	
Electricity Requirements	**Northern California**	**Southern California**
Water Supply, Conveyance	2,117	9,727
Water Treatment	111	111
Water Distribution	1,272	1,272
Wastewater Treatment	1,911	1,911
Total	*5,411*	*13,021*

Project

Water Usage	20,841.60	gallons per day
Water Usage	7.607184	million gallons per year
Energy Usage	41,162	kWh
Energy Usage	41	MWh

Greenhouse Gas	Electricity Emission Factor (pounds per MWh)	Emissions (pounds/year)	Emissions (tons/year)
Carbon dioxide	724.12	29,807	15
Methane	0.0302	1.24	0.001
Nitrous oxide	0.0081	0.33	0.000

Source for electricity emission factor:
California Climate Action Registry. General Reporting Protocol. Reporting Entity-Wide Greenhouse Gas Emissions. Version 3.1, January 2009. Table C.2.
www.climateregistry.org/resources/docs/protocols/grp/GRP_3.1_January2009.pdf

Source for electricity requirements:
Navigant Consulting, Inc. 2006. Refining Estimates of Water-Related Energy Use in California. California Energy Commission, PIER Industrial/Agricultural/Water End Use Energy Efficiency Program. CEC-500-2006-118. www.energy.ca.gov/pier/project_reports/CEC-500-2006-118.html

Natural Gas Combustion - Residential Units

Project: Granville Homes L Street Project
Prepared by: Michael Brandman Associates
Prepared on: 6/1/2011

Gas	Units	Natural Gas Usage Factor* (SCF/unit/month)	Natural Gas Usage for Project (SCF/month)	Natural Gas Usage for Project (MMBTU/year)	Emission Factor (kg/MMBTU)**	Emissions (kg/year)	Emissions (tons per year)	Emissions (MTCO2e/year)
Methane	28	6,665	186,620	2,307	0.005	11.533	0.013	0.24
Nitrous Oxide	28	6,665	186,620	2,307	0.0001	0.2307	0.000	0.07
Total								

Greenhouse Gas	Global Warming Potentials
Methane	21
Nitrous Oxide	310

* Natural gas usage factor from URBEMIS2007 default: 6665 SCF/unit/month for single family residential units; 4011.5 for multi-family residential units

** Emission factors: Table C.8 from California Climate Action Registry, General Reporting Protocol. Version 3.1, January 2009. www.climateregistry.org/tools/protocols/general-reporting-protocol.htm

Conversion factor for stationary combustion calculations from Table III.8.1 in California Climate Action Registry, General Reporting Protocol. Version 3.1, January 2009. www.climateregistry.org/tools/protocols/general-reporting-protocol.html. A thousand cubic feet of natural gas = 1.03 MMBTU (one million British thermal units)

Air Conditioning and Refrigeration Fugitive Emissions

Project: Granville Homes L Street Project
Prepared by: Michael Brandman Associates
Prepared on: 6/1/2011

Type of Unit	Units	Capacity of Unit (pounds)	Capacity of Unit (kg)	Annual Leak Rate in percent of capacity	Emissions (kg/year)	Emissions (tons/year)	Global Warming Potential	MTCO2e per year
Without Regulations								
Domestic Refrigeration	28	1	0.5	0.5%	0	0.00	2065	0
Small Refrigeration Condensing Unit	0	122	55	14%	0	0.00	2065	0
Packaged chiller air conditioning (medium)	28	526	239	7%	468	0.51	1513	706
Total						**0.51**		**706**
With Regulation and Mitigation								
Domestic Refrigeration	28	1	0.5	0.5%	0	0.00	2065	0
Small Refrigeration Condensing Unit	0	122	55	5%	0	0.00	2065	0
Packaged chiller air conditioning (medium)	28	526	239	4%	234	0.26	1513	353
Total						**0.26**		**353**

Sources:
- U.S. Environmental Protection Agency, Climate Leaders. May 2008. Direct HFC and PFC Emissions from Use of Refrigeration and Air Conditioning Equipment. EPA430-K-03-004. http://www.epa.gov/stateply/documents/resources/mfgrfg.pdf
- California Air Resources Board. Appendix B, California Facilities and Greenhouse Gas Emissions Inventory - High-Global Warming Potential Stationary Source Refrigerant Management Program. www.arb.ca.gov/cc/reftrack/APPENDIX_B_10_22_.pdf
- Global warming potential is an average of the refrigerants used. Source: Bay Area Air Quality Management District Greenhouse Gas Model, version 1.1.9 Beta.
- With regulation refers to a change in the annual leak rate pursuant to California Air Resources Board Stationary Equipment Refrigerant Management Program. http://www.arb.ca.gov/cc/reftrack/reftrack.htm

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mba\Desktop\Granville Homes L Street Project_2020_Mit.urb924

Project Name: Granville Homes L Street - 2020 - Locational Mitigation

Project Location: Fresno County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.24	0.05	0.44	0.00	0.05	0.04	57.33
TOTALS (tons/year, mitigated)	0.24	0.05	0.44	0.00	0.05	0.04	57.33
Percent Reduction	0.00	0.00	0.00	NaN	0.00	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.23	0.33	2.54	0.00	0.37	0.08	448.24
TOTALS (tons/year, mitigated)	0.20	0.28	2.13	0.00	0.31	0.07	375.94
Percent Reduction	13.04	15.15	16.14	NaN	16.22	12.50	16.13

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.47	0.38	2.98	0.00	0.42	0.12	505.57
TOTALS (tons/year, mitigated)	0.44	0.33	2.57	0.00	0.36	0.11	433.27
Percent Reduction	6.38	13.16	13.76	NaN	14.29	8.33	14.30

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.00	0.04	0.02	0.00	0.00	0.00	49.20
Hearth	0.03	0.01	0.28	0.00	0.05	0.04	7.88
Landscape	0.01	0.00	0.14	0.00	0.00	0.00	0.25
Consumer Products	0.18						
Architectural Coatings	0.02						
TOTALS (tons/year, unmitigated)	0.24	0.05	0.44	0.00	0.05	0.04	57.33

Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Mitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.00	0.04	0.02	0.00	0.00	0.00	49.20
Hearth	0.03	0.01	0.28	0.00	0.05	0.04	7.88
Landscape	0.01	0.00	0.14	0.00	0.00	0.00	0.25
Consumer Products	0.18						
Architectural Coatings	0.02						
TOTALS (tons/year, mitigated)	0.24	0.05	0.44	0.00	0.05	0.04	57.33

Area Source Changes to Defaults

Percentage of residences with wood stoves changed from 0% to 9%

Percentage of residences with natural gas fireplaces changed from 0% to 91%

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Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Condo/townhouse general	0.23	0.33	2.54	0.00	0.37	0.08	448.24
TOTALS (tons/year, unmitigated)	0.23	0.33	2.54	0.00	0.37	0.08	448.24

Operational Mitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Mitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Condo/townhouse general	0.20	0.28	2.13	0.00	0.31	0.07	375.94
TOTALS (tons/year, mitigated)	0.20	0.28	2.13	0.00	0.31	0.07	375.94

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2020 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse general	1.29	10.00	dwelling units	28.00	280.00	2,393.92
					280.00	2,393.92

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	44.2	0.0	100.0	0.0

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Truck < 3750 lbs	10.7	0.0	98.1	1.9
Light Truck 3751-5750 lbs	22.0	0.0	100.0	0.0
Med Truck 5751-8500 lbs	12.1	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	76.2	23.8
Lite-Heavy Truck 10,001-14,000 lbs	0.8	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	1.4	0.0	21.4	78.6
Heavy-Heavy Truck 33,001-60,000 lbs	2.2	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	40.0	60.0	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

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Urbemis 2007 Version 9.2.4

Detail Report for Annual Operational Mitigated Emissions (Tons/Year)

File Name: C:\Documents and Settings\mba\Desktop\Granville Homes L Street Project_2020_Mit.urb924

Project Name: Granville Homes L Street - 2020 - Locational Mitigation

Project Location: Fresno County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Annual Tons Per Year, Mitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Condo/townhouse general	0.20	0.28	2.13	0.00	0.31	0.07	375.94
TOTALS (tons/year, mitigated)	0.20	0.28	2.13	0.00	0.31	0.07	375.94

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2020 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Operational Mitigation Options Selected

Residential Mitigation Measures

Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2% (calculated as a % of 9.57 trips/day)))

Note that the above percent is applied to a baseline of 9.57 and that product is

subtracted from the Unmitigated Trips

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Operational Mitigation Options Selected

Residential Mitigation Measures

Inputs Selected:

The Presence of Local-Serving Retail checkbox was selected.

Residential Transit Service Mitigation

Percent Reduction in Trips is 10.62% (calculated as a % of 9.57 trips/day)

Note that the above percent is applied to a baseline of 9.57 and that product is subtracted from the Unmitigated Trips

Inputs Selected:

The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 867

The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0

The Number of Dedicated Daily Shuttle Trips is 0

Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 4.23% (calculated as a % of 9.57 trips/day)

Note that the above percent is applied to a baseline of 9.57 and that product is subtracted from the Unmitigated Trips

Inputs Selected:

The Number of Intersections per Square Mile is 534

The Percent of Streets with Sidewalks on One Side is 0%

The Percent of Streets with Sidewalks on Both Sides is 100%

6/3/2011 10:14:25 AM

Operational Mitigation Options Selected

Residential Mitigation Measures

The Percent of Arterials/Collectors with Bike Lanes or where Suitable,

Direct Parallel Routes Exist is 0%

Nonresidential Mitigation Measures

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse general	1.29	8.39	dwelling units	28.00	234.84	2,007.77
					234.84	2,007.77

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	44.2	0.0	100.0	0.0
Light Truck < 3750 lbs	10.7	0.0	98.1	1.9
Light Truck 3751-5750 lbs	22.0	0.0	100.0	0.0
Med Truck 5751-8500 lbs	12.1	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	76.2	23.8
Lite-Heavy Truck 10,001-14,000 lbs	0.8	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	1.4	0.0	21.4	78.6
Heavy-Heavy Truck 33,001-60,000 lbs	2.2	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	40.0	60.0	0.0
School Bus	0.1	0.0	0.0	100.0

6/3/2011 10:14:25 AM

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Motor Home	0.8	0.0	87.5	12.5

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

Operational Changes to Defaults

Appendix B:
Historic Preservation Commission Agenda and Reports 23 May 2011

City of FRESNO

Development and Resource Management Department

2600 Fresno Street, Third Floor

Historic Preservation Commission Agenda

DON SIMMONS, Ph.D.
Chair
JOE MOORE, Vice Chair

Commission Members
PATRICK BOYD
SALLY CAGLIA
TERESA ESPAÑA, M.A
CHRISTOPHER JOHNSON AIA
MOLLY LM SMITH

CRAIG SCHARTON, M.S.
Assistant Director

KARANA HATTERSLEY-DRAYTON, M.A.
Secretary
Historic Preservation Project Manager

WILL TACKETT, Planner III

Any interested person may appear at the public hearing and present written testimony, or speak in favor or against the matters scheduled on the agenda.

If you challenge these matters in court, you may be limited to raising only those issues you or someone else raised in oral or written testimony at or before the close of the hearing.

The meeting room is accessible to the physically disabled, and the services of a translator can be made available. Requests for additional accommodations for the disabled, signers, assistive listening devices, or translators should be made one week prior to the meeting. Please call the Historic Preservation Project Manager at 621-8520.

The Historic Preservation Commission welcomes you to this meeting.

May 23, 2011 **MONDAY** **5:30 p.m.**

City Hall, Second Floor, CONFERENCE ROOM A, 2600 FRESNO STREET

I. CALL TO ORDER AND ROLL CALL

II. APPROVE MEETING MINUTES

A . There are no minutes to approve.

III. APPROVE AGENDA

IV. CONSENT CALENDAR

V. CONTINUED MATTERS

A. Presentation by Granville Homes on Revised Elevation Drawings for Proposed In-Fill Project Located at 1701 L Street Pursuant to FMC 12-1606(b)(6).

B. Consideration of Application by Property Owner to Demolish the Crichton Home (HR# 005) Located at 1718 L Street Pursuant to FMC 12-1619(b) ***(ACTION ITEM).***

1. Adopt Staff's recommended findings in the Staff report in the Environmental Analysis section.

2. Find that substantial evidence supports: the appropriateness of a Class 32 Categorical Exemption; that none of the exceptions to the exemption set forth in CEQA Guidelines, Section 15300.2, apply; and to the extent that a court might find that the Crichton Home is presumptively a "historic resource" under CEQA, a preponderance of the evidence proves that the building is not historical or culturally significant based upon its loss of integrity.

3. Elect not to treat the Crichton Home or the Sayre Home as a Historic Resource.

4. Make a determination that the project that includes the proposed demolition of the Crichton Home is an in-fill development project that is categorically exempt from the requirements of CEQA pursuant to section 15332 of the CEQA Guidelines.

5. Adopt findings to approve issuance of a permit to demolish the Crichton Home (HR#005) located at 1718 L Street pursuant to FMC 12-1619(a) and (b) and subject to the following conditions being placed on the issuance of the demolition permit:

a. The demolition will not occur until building plans for the proposed in-fill project are submitted to the City's Building and Safety Division for a plan check.

b. All reusable architectural details from the Crichton Home will be salvaged.

Staff Recommendation: Adopt environmental determination, make necessary findings and conditionally approve issuance of demolition permit.

C. Review and Make Findings on a Request by the Property Owner to Designate the William Collins Home (c1900) Located at 1752 L Street as a Heritage Property Pursuant to FMC 12-1612 ***(ACTION ITEM).***

Staff Recommendation: Designate property.

VI. COMMISSION ITEMS

A. Review and Make Findings on Window Materials and Specifications for the Restoration of 764 and 754 P Street (Warehouse Row) HP# 003 Pursuant to FMC 12-1606 (a)(2).

B. Review and Provide Comments on Conceptual Plans to Rehabilitate the Porch on the (former) Wormser Furniture Company Building (HP#003) 764 P Street Pursuant to FMC 12-1606(b)(23).

VII. CHAIRPERSON'S REPORT

VIII. UNSCHEDULED ITEMS

A. Members of the Commission

B Staff
1. "Charting the Future from the Past: Methods and Issues in Historic Preservation" Training and Workshop with the Office of Historic Preservation, April 29, 2011.
2. "Old Fig Garden Community Transportation and Land Use Plan."
3. Update on Hotel Fresno National Register of Historic Places Eligibility.

C. General Public

IX. NEXT REGULAR MEETING: June 27, 2011, Fresno City Hall, Conference Room A.

X. ADJOURNMENT

City of FRESNO

REPORT TO THE HISTORIC PRESERVATION COMMISSION

AGENDA ITEM NO. VA
HPC MEETING: 05/23/11

APPROVED BY

DEPARTMENT DIRECTOR

May 23, 2011

FROM: CRAIG SCHARTON, Assistant Director
Development and Resource Management Department

BY: KARANA HATTERSLEY-DRAYTON
Secretary, Historic Preservation Commission
Historic Preservation Project Manager

SUBJECT: PRESENTATION BY GRANVILLE HOMES ON REVISED ELEVATION DRAWINGS FOR PROPOSED IN-FILL PROJECT LOCATED AT 1701 L STREET PURSUANT TO FRESNO MUNICIPAL CODE SECTION 12-1606(b)(6)

RECOMMENDATION

Staff recommends that the Commission receive the presentation by Granville Homes and provide comments on the revised elevations for the proposed in-fill project located at 1701 L Street.

EXECUTIVE SUMMARY

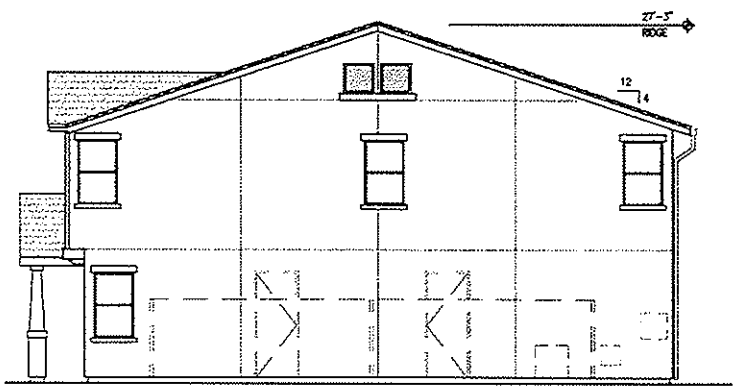
Granville Home is proposing an in-fill project located at the northeast corner of L and San Joaquin Streets in the Cultural Arts District. The Vesting Tentative Map proposes to subdivide the property into a planned unit development of 28 two-story single family townhouses consisting of 14 duplexes. Nine of the 28 units will be affordable to moderate income households. The project is directly east of several early 20th century buildings that are designated properties on Fresno's Local Register of Historic Resources.

The public and Historic Preservation Commission reviewed the tentative elevations for this in-fill project at the April 25th meeting of the Commission and provided comments regarding architectural design, massing, context sensitivity, etc. The developer, Granville Homes, has made several revisions to the preliminary elevation drawings and requests further input by the Commission and public alike.

Pursuant to FMC 12-1606(b)(6), the Historic Preservation Commission has the authority to "review and comment upon the land use, housing, redevelopment, municipal improvement and other types of planning and programs... as they relate to designated Historic Resources, Historic Districts and Heritage Properties as the Commission deems appropriate." The Commission lacked a quorum at the April 25th meeting but a lively discussion occurred, which included considerable community input. The Staff report from the April meeting is attached as reference.

Attachment: Exhibit A - Revised Elevation Drawings for a Proposed L Street In-Fill Project.
Exhibit B - Staff Report from Agenda Item VIA 25 April, 2011.

'L' STREET FRONT ELEVATIONS - SCHEME 1



'L' STREET SIDE ELEVATIONS - SCHEME 1

'L' STREET FRONT ELEVATIONS - SCHEME 2

SIDE ELEVATION - SCHEME 2

Gurban

RESIDENTIAL PROJECT
1718 'L' STREET FRESNO, CALIFORNIA

A1

City of FRESNO

REPORT TO THE HISTORIC PRESERVATION COMMISSION

AGENDA ITEM NO. VIA HPC MEETING: 04/25/11
APPROVED BY
DEPARTMENT DIRECTOR

April 25, 2011

FROM: CRAIG SCHARTON, Assistant Director
Development and Resource Management

BY: KARANA HATTERSLEY-DRAYTON
Secretary, Historic Preservation Commission
Historic Preservation Project Manager

SUBJECT: REVIEW AND PROVIDE COMMENTS ON VESTING TENTATIVE MAP OF TRACT NO. 5994 AND CONDITIONAL USE PERMIT APPLICATION NO. C-11-014 FOR 1.29 ACRES LOCATED AT 1702 L STREET PURSUANT TO FRESNO MUNICIPAL CODE SECTION 12-1606(b)(5)(6)

RECOMMENDATION

Staff recommends that the Historic Preservation Commission review the attached site plan and draft elevations for the infill project proposed for the northeast parcels at L and San Joaquin Streets and provide comments. Questions which the Commission and public may wish to consider include:

1. Is the proposed project context sensitive?
2. Thus, are there architectural features that should be added or deleted to the elevations of the townhouses?

EXECUTIVE SUMMARY

Granville Homes has submitted a Vesting Tentative Map of Tract No. 5994 and a Conditional Use Permit Application No. C-11-014 for a proposed infill project on a 1.29 acre site located at the northeast corner of L and San Joaquin Streets in the Cultural Arts District. The parcels (466-103-4, 09, 10, 12 and 29) currently include both vacant land as well as two former single-family residences, both of which would be removed for this project. The Vesting Tentative Map proposes to subdivide the property into a planned unit development of 28 two-story single family townhouses consisting of 14 duplexes. Nine of the 28 units will be affordable to moderate income households. The Conditional Use Permit Application No. C-11-014 addresses the proposed development as a gated community with private streets and modified property development standards.

Pursuant to FMC Section 12-1606(b)(5) and (6), the Historic Preservation Commission is authorized to "participate in environmental review procedures" by providing comments on permits which may "affect designated Historic Resources, Historic Districts and Heritage Properties as the Commission deems appropriate." In addition the Commission may comment upon land use, housing and redevelopment planning and programs, again as they may relate to designated Historic Resources.

The proposed in-fill project is directly east of four designated Local Register resources: the Bean Home (1705 L, 1904, HP#114), the Towne Apartments (1717 L Street, c1902, HP#118), the Long (Black) Home (1727 L Street, 1907, HP#113), and the Helm Home (Alamo House) (1749 L Street, 1901, HP# 112). In addition, one building within the proposed project footprint, the Judge William D. Crichton Home (1906), is a Heritage Property.

Staff has analyzed the project and has concluded that the proposed infill will not cause a substantial adverse change in the significance of any designated historic resources. City staff and commissioners have for years considered how best to find a balance among designated historic resources, proposed resources and potential new infill in this section of the Cultural Arts District. The Commission should review the proposed project, solicit input from the public, and provide comments.

BACKGROUND

Granville Homes has proposed a project for 28 single-family residential units on the northeast corner of L Street and San Joaquin Street. This project would infill several parcels which are currently vacant or which include residential buildings that are either vacant or in use as offices. One building, the "Judge William D. Crichton Home," was designated as a Heritage Property on May 22, 2006 but has stood vacant for the past five years.

This section of the Cultural-Arts District lies within the original "parent" (railroad) grid for Fresno. Several properties in the immediate vicinity are listed on, or eligible for listing on Fresno's Local Register of Historic Resources. On three separate occasions portions of the neighborhood have also been identified as potentially eligible for designation as a historic district. In addition to numerous older homes, the blocks surrounding the proposed project include several vacant lots and newer commercial buildings and residential apartments. Immediately south of the proposed project is an office complex constructed in 1967 and southeast of the subject property is a 225 unit residential complex (Hope Manor) built in 1965. The project site is currently designated Commercial Mixed Use-Level 2 in the 2025 Fresno General Plan and is zoned CP and C4. The proposed project represents a 4.9 million dollar investment.

Staff suggests that the Commission, and the public, consider the following questions in light of the proposed project:

1. Is the proposed project context sensitive?
2. Thus, are there architectural features that should be added or deleted to the elevations of the townhouses?

The proposed project, with 14 new buildings, will create a visual impact in this community; thus the design and massing need to be sensitive to the built environment. Stylistically, residential properties in the immediate neighborhood are an eclectic mix and include Mission Revival (the Helm Home), vernacular Prairie (the Crichton Home), Colonial Revival (the Long-Black Home), Arts and Crafts influenced vernacular (William Collins Home), American Foursquare (Julia Sayres Home), Streamline Moderne (Charles W. Lowrie Home) as well as 1960s modern commercial and multi-family complexes (1660 L Street, 1967) and 1665 M Street (1965). What many of the older homes do have in common is the use of horizontal wood cladding, 1/1 double hung sash windows, full or partial porches with turned posts or columns and sundry Arts and Crafts detailing. However even these elements are lacking on the Streamline Moderne Charles W. Lowrie Home, which lies directly east of the proposed project.

These new townhouses should first and foremost be "good design," rather than attempting to mimic one particular architectural style. The elevations as presented on April 13, 2011 are for stucco clad buildings. Each façade is symmetrically composed with three 1/1 single hung sash windows on each story with additional smaller windows on the second floor only. Two cantilevered cross gabled

dormers are located on the façade and these dormers are articulated with horizontal hardi plank lap siding. The porches are also cross-gabled and include a Craftsman style door for each entrance, which is separated by a simple tapered stucco column which rests on a square pier.

At a charrette held April 15th with the developer, city staff and two members of the Historic Preservation Commission, the elevations were further modified to address a series of questions. The corner building at San Joaquin and L Street will be redesigned to better meet the street; roof pitches on the rows will be altered; the elevations will be differentiated through a variety of architectural elements; the porches will be deepened to better accommodate social interaction; a welcome arch or arbor will be constructed on the L Street entrance into the site; names of historic buildings will be used to identify the various rows internally and a brighter color palette will be adopted. Commissioners and members of the public at tonight's meeting may have additional recommendations.

The four designated historic buildings west of the proposed infill parcel were all constructed in the early 20th century and were part of an urban landscape that has been considerably altered over time. The proposed project calls for two-story townhouses that in massing will be in scale with the existing two-story historic homes in the neighborhood. The elevations quote aspects of the Arts and Crafts vocabulary. Additional design changes may be warranted to make the townhouses an even better fit in this architecturally diverse neighborhood. But, as submitted, the design and massing of the proposed townhouses will compliment the designated historic buildings. The infill project in fact is anticipated to have a positive impact on the neighborhood. It will provide safe affordable and market rate housing, reduce blight, and put "more eyes on the street" which will help reduce vandalism and encourage a more pedestrian friendly environment.

CEQA CONSIDERATIONS

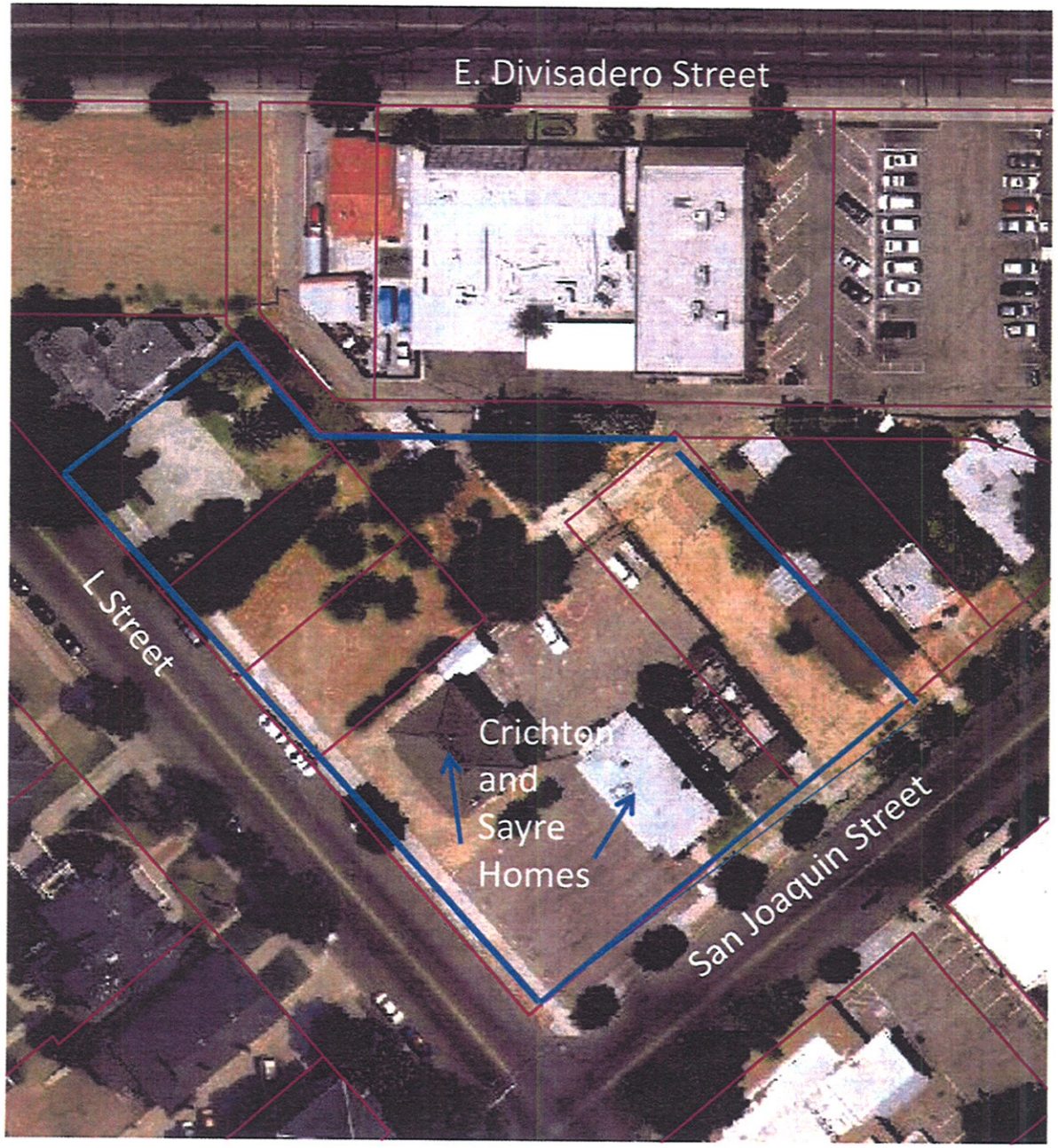
A Categorical Exemption Class 32/CEQA Guidelines 15332 was previously filed for "the development of a 28 unit mixed use residential project located at L and San Joaquin Streets" on March 11, 2011, following presentation to and approval by the City of Fresno's Redevelopment Agency Board at a special meeting of the City Council on March 3, 2011. Class 32 of the CEQA Guidelines refers to in-fill development which meets a series of conditions. The project was analyzed as being consistent with a) applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; b) the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; c) the site has no value as a habitat for endangered, rare or threatened species; d) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and e) the site can be adequately served by all required utilities and public services.

The Historic Preservation Commission will be asked to consider whether a Categorical Exemption applies to the proposed project, as part of the discussion for Agenda item VIB.

Attachment: Exhibit A - 2008 Aerial Map.
Exhibit B - Site Plan and Elevation Drawings for a Proposed L Street Infill Project.

Boundaries of Proposed L Street Residential Infill Project

2008 Aerial



City of FRESNO

REPORT TO THE HISTORIC PRESERVATION COMMISSION

AGENDA ITEM NO. VB HPC MEETING: 05/23/11
APPROVED BY
DEPARTMENT DIRECTOR

May 23, 2011

FROM: CRAIG SCHARTON, Assistant Director
Development and Resource Management Department

BY: KARANA HATTERSLEY-DRAYTON
Historic Preservation Project Manager
Secretary, Historic Preservation Commission

SUBJECT: REVIEW AND MAKE FINDINGS ON APPLICATION BY PROPERTY OWNER TO DEMOLISH THE CRICHTON HOME (HR#005) LOCATED AT 1718 L STREET PURSUANT TO FMC 12-1619(b). ***(Item continued from April 25, 2011 meeting due to a lack of a quorum)***

RECOMMENDATION

Due to a lack of integrity as well as the economic infeasibility of restoration, staff recommends that the Commission approve the request by the property owner to demolish the Judge William D. Crichton Home by taking the following actions:

1. Adopt Staff's recommended findings in this Staff Report in the Environmental Analysis section.

2. Find that substantial evidence supports: the appropriateness of a Class 32 Categorical Exemption; that none of the exceptions to the exemption set forth in CEQA Guidelines, section 15300.2, apply; and to the extent that a court might find that the Crichton Home is presumptively a "historic resource" under CEQA, a preponderance of the evidence proves that the building is not historically or culturally significant based upon its loss of integrity.

3. Elect not to treat the Crichton Home or the Sayre Home as a Historic Resource.

4. Make a determination that the project that includes the proposed demolition of the Crichton Home is an in-fill development project that is categorically exempt from the requirements of CEQA pursuant to section 15332 of the CEQA Guidelines.

5. Adopt findings to approve issuance of a permit to demolish the Crichton Home (HR#005) Located at 1718 L Street Pursuant to FMC 12-1619 (a) and (b) subject to the following conditions being placed on the issuance of the demolition permit:

   a. The demolition will not occur until building plans for the proposed in-fill project are submitted to the City's Building & Safety Division for plan check.
   b. All reusable architectural details from the Crichton Home will be salvaged.

EXECUTIVE SUMMARY

Fresno Housing Authorities of the City and County of Fresno (HACCF) is the current property owner and has requested a demolition permit for the Judge William D. Crichton Home located at 1718 L Street. Their request is predicated on several factors: the building is vacant and in poor condition;

the estimated costs of restoration of the home exceed its after-rehabilitation value; and the home is within the proposed footprint of a 28-unit in-fill project that will provide affordable and market-rate housing for the neighborhood. Discussions over the past years with current and prior property owners have included the possibility of rehabilitating the home, selling it individually or donating it to non-profits, relocating it off-site and incorporating it into a new project. None of these proposals has met with success.

In 2006 the former property owner, One-By-One Leadership, requested that the Judge William D. Crichton Home be designated as a Heritage Property. At that time the property was slated to be restored and it was believed that the Heritage Property listing would facilitate the use of the Historic Building Code which could reduce the restoration costs. Since 2006 the 2-story building has continued to deteriorate. Other than a new roof in March 2007 no further work on the property is evident and it has remained vacant for several years. During recent inspections of the interior, it was observed that there is fungus and dry rot as well as hazardous waste from felines and humans, lead paint and asbestos. The interior is 90% gutted and as documented in 2006, inappropriate rehabilitation has affected the integrity of the exterior. Also considered was the restoration cost of the building which outweighs the potential value after rehabilitation.

At a July 12, 2010 special meeting, the Historic Preservation Commission reviewed a request by the Housing Authorities to delist the Crichton Home as a Heritage Property. On a vote of 4-3 that request was denied.

BACKGROUND

Pursuant to Fresno Municipal Code, the Judge William D. Crichton Home was designated a Heritage Property by the Historic Preservation Commission at the May 22, 2006 public hearing at the property owner's request. Judge William D. Crichton was an early Fresno attorney and was elected a Justice of the Peace in 1890 and then re-elected again in 1892. He retired from active practice in 1935 and died in this home in 1938. His obituary eulogized him as one of the oldest members of the Fresno County Bar Association.

Judge William D. Crichton's 2-story home was built in 1906. The building was constructed as a simple but stately example of the Prairie vernacular and located on L Street, which was once a prestigious and fashionable neighborhood on the northern edge of the City. Other than a new roof which was applied in 2007 using a CDBG grant, no further work on the property is evident and it has remained vacant for several years. During inspections of the interior in 2010, it was observed that there is fungus and dry rot as well as hazardous waste from felines and humans. The interior is 90% gutted and as documented in 2006, inappropriate alterations have severely affected the integrity of the exterior. These inappropriate alterations are addressed below.

On March 31, 2010, the Crichton Home was acquired by the Fresno Housing Authorities (HACCF). HACCF and Granville Homes, who currently have the property in escrow, commissioned a series of studies including an inspection by a licensed contractor, an asbestos and lead paint survey and an estimate by PARC Environmental on the cost to abate the human and animal feces inside the home. As would be expected the studies reveal the presence of lead paint and asbestos, as well as fungus and dry rot. The report by the contractor confirmed the prior changes and poor rehabilitation work to the exterior (as noted in the survey forms of 2006).

On June 11, 2010, the property owner submitted a letter requesting the Historic Preservation Commission consider rescinding the Heritage Property designation of the Judge William D. Crichton home. The request for delisting was considered by the Historic Preservation Commission at a special meeting held on July 12, 2010. On a 4-3 vote the Commission voted to not approve the request. No members of the public spoke in opposition to the delisting.

HERITAGE PROPERTIES:

"Heritage Property" as defined in the FMC 12-1603 (n) is a "resource which is worthy of preservation because of its historical, architectural or aesthetic merit but which is not proposed for and is not designated as an Historic Resource..." Unlike designations to the Local Register of Historic Resources, heritage properties need not meet any age requirement nor are there specific criteria for designation of a Heritage Property other than the general considerations contained in the definition. Requests for listing as a Heritage Property may only be initiated by the property owner or an authorized representative of the owner (12-1612 (a)). The proposed designation of the property does not have to be noticed in the newspaper nor is it reviewed by the City Council. The owner of the authorized representative may amend or rescind the designation of a Heritage Property in "the same manner and procedure as was followed in the original designation" (FMC 12-1612(d).

Fresno Housing Authorities has requested to demolish the Crichton Home due to its deteriorating condition, its lack of integrity and a lack of adequate financial resources. They have indicated that they strongly prefer to place their limited funds towards the restoration of other historic properties such as the Helm Home. It should be noted that the Crichton Home was previously offered for sale at $1, to anyone or any agency that could relocate the property. There were no legitimate offers.

It is the staff opinion that due to the loss of integrity over the past five years the Crichton home no longer satisfies the definition of a heritage resource as a "resource worthy of preservation because of its historical, architectural or aesthetic merit...." (FMC 12-1603(n). Even in 2006 the integrity of the Crichton Home was marginal. The former front porch had previously been enclosed, window piercings (openings) on a character defining bay window on the north elevation altered, and new vinyl sash windows with faux muntins installed throughout the home. Exterior alterations to a property are normally not acceptable. However, there was still original woodwork on the interior and a hope and a promise to restore the property as part of an overall campaign on L Street. As noted in the May 22, 2006 staff report to the HPC, designation as a Heritage Property allows the owners use of the California Historical Building Code, a more flexible code for meeting health and safety issues in historic rehabilitation. Unfortunately the former owners were not financially in a position to take advantage of the CHBC. Other than a new roof in 2007, no further restoration work has been completed since the property was designated.

Inspection of the home on June 23, 2010 indicated that the interior has been further decimated; the ceiling in the upstairs is collapsing, original woodwork removed and, as indicated previously, there is clear evidence of human and animal waste as well as the prevalence of dry rot and fungus.

Additionally, the property owners have prepared an analysis of the cost to renovate the Crichton Home and abate all nuisances. The total estimated cost is $387,813 with an estimated after-rehabilitation value of $192,300. Although the owners have referenced the economic viability section of the Historic Preservation Ordinance (Section 12-1617(14), in fact these provisions only apply to a designated historic resource and not to heritage properties. Nevertheless, it is apparent that the restoration costs for the property far outstrip its potential value after rehabilitation.

PROPOSED L STREET HISTORIC DISTRICT:

A proposed "L" Street Historic District with various boundaries has been identified in three separate survey reports over the past forty years. A *Historic Districts Plan: Historic Structures Plan* (n.d) was prepared by consultant Brenda M. Carter, presumably in the early 1980s and included a "L" Street District" which included 21 properties within a 17-block area. Neither the Crichton Home (nor the Sayre Home) was included within this first proposal. In 1994, the *Ratkovich Plan Historic Resources Survey* redefined a proposed L Street Historic with consolidated boundaries. This proposed District included both the Crichton Home and the Sayre Home as contributors. However as a contiguous District the proposed L Street would have not had the requisite number of contributors (due to vacant parcels and demolished buildings), assuming that each and every property owner supported inclusion of their property in a historic district. Several of the proposed contributing homes to this scenario have since burned and have been demolished. The Ratkovich Plan Historic Survey was never adopted by the City Council and it is also now 17 years old.

Most recently the City's *Upper Triangle Areas Historic Property Survey* of 2007 included a proposed "L Street Residential Historic District" of 21 properties. Of these 21 properties, 8 are already individually designated on Fresno's Local Register of Historic Resources; 1 property is a heritage resource (the Crichton Home) and 4 properties have burned and have been removed. Of the remaining 8 potential contributors to this proposed district, the owners of three properties have been approached regarding designation and have not consented to listing. In addition, the Housing Authorities of the City and County of Fresno, who own both the Crichton Home and the Julia Sayre Home, are requesting to demolish these two potential contributors.

The City's Historic Preservation Ordinance (FMC12-1603(s) allows for districts that are thematic and non-contiguous as well as for districts of resources that are clustered within one boundary. The boundary drawn for the proposed "L Street Residential Historic District" was technically for a non-contiguous District, although not described as such, due to the numerous vacant properties and parking lots that are interspersed among the potential contributors.

The proposed infill project will not adversely impact a Historic District as neither the Commission nor the City Council has taken action to designate an "L Street Historic District." It is also doubtful whether either the Crichton or Sayre Home has maintained sufficient integrity to serve as a contributor, even should a sufficient number of property owners support a District designation for the immediate neighborhood. In addition, if a Historic District is proposed in the future the boundaries can be drawn to include the resources on the ground.

PROPOSED L STREET INFILL PROJECT:

Granville Homes has submitted a Vesting Tentative Map of Tract No. 5994 and a Conditional Use Permit Application No. C-11-014 for a proposed infill project on a 1.29 acre site located at the northeast corner of L and San Joaquin Streets in the Cultural Arts District. The parcels (466-103-4, 09, 10, 12 and 29) currently include both vacant land as well as two former single-family residences, the Crichton Home and the Sayre Home, both of which would be removed for this project. The Vesting Tentative Map proposes to subdivide the property into a planned unit development of 28 two-story single family townhouses consisting of 14 duplexes. Nine of the 28 units will be affordable to moderate income households.

ENVIRONMENTAL ANALYSIS:

An Environmental Assessment/Initial Study related to the Proposed L Street Project has resulted in the following analysis. Furthermore the Board of the Redevelopment Agency of the City of Fresno determined that a Class 32 Categorical Exemption applied to the Proposed L Street Project as part of its approval of an Owner Participation Agreement ("OPA") associated with this project at a special meeting conducted on March 3, 2011. Attached is a copy of the Notice of Exemption that was filed with the County Clerk after the RDA Board made that CEQA Determination and approved the OPA.

City staff has also concluded that a Class 32 Categorical Exemption, set forth in CEQA Guidelines, section 15332 applies to this project.

A Class 32 of the CEQA Guidelines refers to in-fill development which meets the following criteria:

1. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designations and regulations.
2. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
3. The project site has no value as habitat for endangered, rare or threatened species.
4. Approval of the project would not result in any significant effects related to traffic, noise, air quality or water quality.
5. The site can be adequately served by all required utilities and public services.

As set forth in the EA, the proposed project meets all of these criteria. However, that is not the end of the analysis. In addition to meeting the above criteria, none of the applicable exceptions to the exemption, set forth in CEQA Guidelines, section 15300.2 can apply. Staff recommends that the Commission find that none of the exceptions to an exemption under CEQA Guideline section 15300.2 applies to the Project. Working through the section 15300.2 subsections in order, City Staff finds the following:

(a) Location. This exception does not apply related to location because the City is not citing to a Class 3,4,5,6, or 11 exemption.

(b) Cumulative impact. This exception does not apply because the City has no knowledge of any other successive projects of a similar nature to the subject project that will or have occurred over time that will result in cumulative impacts.

(c) Significant effect. This exception does not apply because the City has no knowledge of any **unusual circumstance** related to the Project. For the purposes of this project "unusual circumstance" is defined as when "the circumstances of a particular project (i) differ from the general circumstances of the projects covered by a particular categorical exemption, and (ii) those circumstances create an environmental risk that does not exist from the general class of exempt projects." The demolition of two (former) single family homes in an urbanized area is not unlike other demolitions that occur fairly routinely throughout the City.

(d) Scenic Highway. This exception does not apply because there is no scenic highway anywhere near the Subject Project.

(e) Hazardous Waste Site. This exception does not apply because the Subject Property is not a site listed pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. This exception does not apply because the Project will not cause a substantial adverse change in the significance of a historical resource. Neither the Crichton Home nor the Sayre Home is a historic resource under the definition in Public Resources Code section 21084.1:

(1) Neither home is listed and has not been determined eligible for listing (by the State Historical Resources Commission) on the California Register of Historical Resources.

(2) Neither home is listed on the Local Register of Historic Resources as defined by subdivision (k) of Section 5020.1. Under FMC Section 12-1603(r): "Local Register of Historic Resources" shall mean the inventory of buildings, structures, objects, sites and districts designated by the Council as Historic Resources or Historic Districts pursuant to the provisions of this article.

With regard to the Crichton Home, Heritage Properties are not designated by Council but by the Historic Preservation Commission. Therefore, they are not on the Local Register of Historic Resources. Alternatively, to the extent that a court could find that the Crichton Home is on a "local register" for purposes of Section 21084.1, City staff recommends that the Commission find that by a preponderance of the evidence the Crichton Home is not historically or culturally significant based on the substantial evidence presented in this report and on the record that the Crichton Home has lost its integrity.

(3) Neither home is presumed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1 related to historic resource surveys. Alternatively, to the extent that a court could find that either home meets this test, City staff recommends that the Commission find that by a preponderance of the evidence that the homes are not historically or culturally significant based on the substantial evidence presented in this report and on the record that the homes have lost their integrity.

(4) Pursuant to Section 21084.1, an agency may exercise to treat a building as a historic resource even if it does not meet any of the other criteria listed above. City staff recommends that the Commission elect not to exercise its discretion to treat either the Crichton Home or the Sayre Home as historic resources, despite them not meeting any of the above criteria for listing. Alternatively, to the extent that a court would find that the Commission has an obligation to consider the factors in CEQA Guidelines section 15064.5(a)(3), City staff recommends that the Commission find that there is no substantial evidence in the record to treat either the Crichton Home or the Sayre Home as "historic resources" under the tests expressly provided in 15064.5(a)(3) because of their lack of integrity pursuant to this report and the record.

In addition to the above, to the extent that the court would find that there are adjacent buildings that are listed on the Local Register of Historic Resources, the Historic Preservation Project Manager does not believe the demolition of the Crichton and Sayre Homes and the construction of the Project will adversely impact those resources as those other structures do not rely upon the Subject Buildings for the characteristics that make them historic. Furthermore, the construction of the Project near those buildings will not take away or detract from the historic characteristics of those buildings.

Finally, there have been claims that the proposed "L" Street Historic District qualifies as a "historic resource" for purposes of CEQA. Therefore, it is claimed that both the demolition of these homes and the construction of the development project must assess the potential impacts to the proposed "L" Street Historic District. However, as stated previously, the City Council has not designated the proposed "L" Street Historic District as a Local Historic District. Furthermore, this proposed District does not fall within any of the definitions for "historic resources" set forth is Public Resources Code, section 21084.1 or CEQA Guidelines, section 15064.5. The fact that this proposed Historic District was mentioned in the Master Environmental Impact Report assessing the 2025 Fresno General Plan does not result in it being considered listed on the City's Local Register of Historic Resources, or otherwise designated by the City as a Historic Resource.

Based upon all of the above, Staff recommends that the Commission find that the adoption of a Class 32 Categorical Exemption is appropriate for the Project.

CONCLUSION:

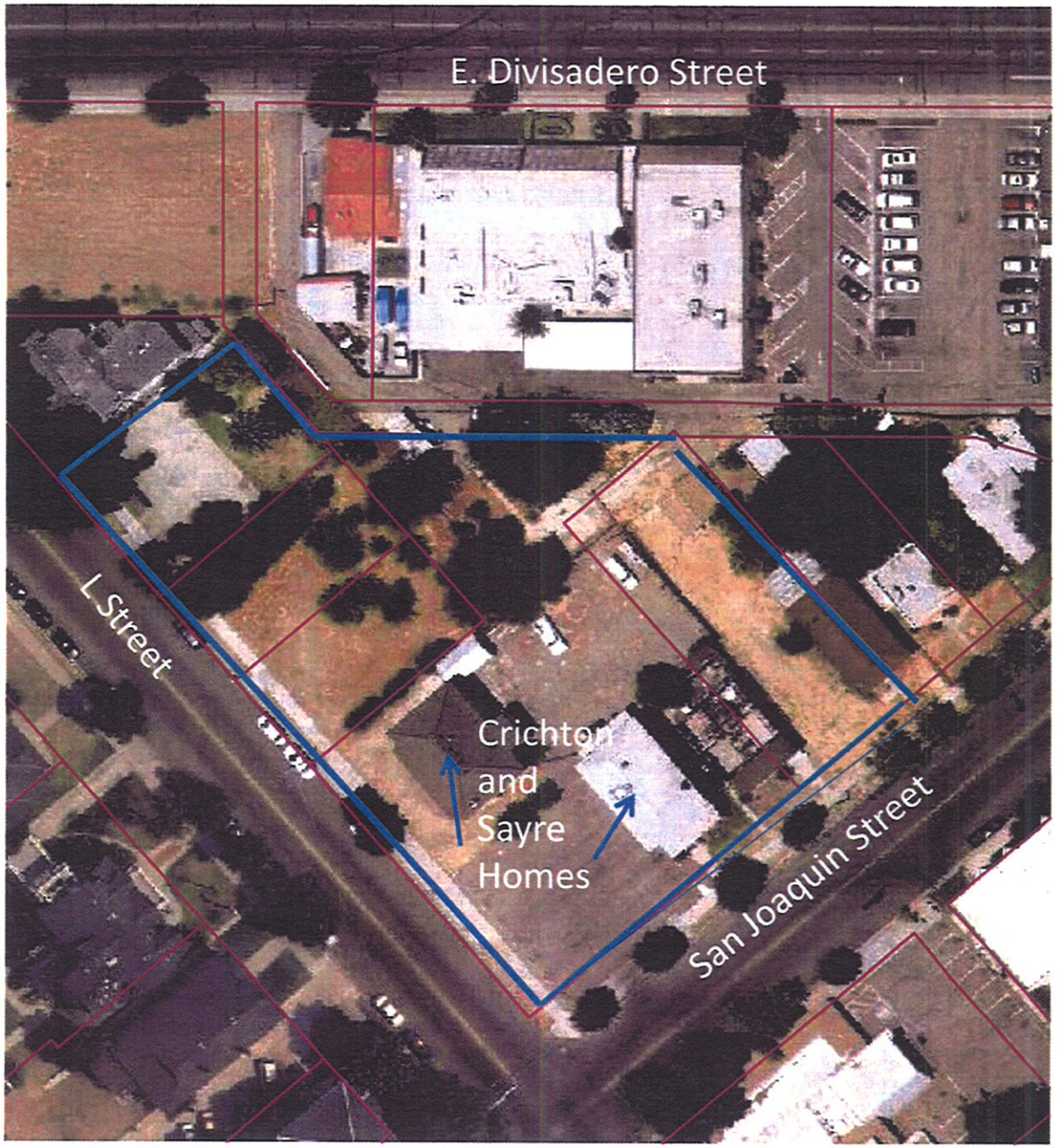
Staff recommends that the Historic Preservation Commission take the actions set forth in the "Recommendations" section of this Staff Report, which includes making a determination that the Project is Categorically Exempt pursuant to the Class 32 Categorical Exemption and conditionally approving the request by the Housing Authorities of the City and County of Fresno to demolish the Judge William D. Crichton Home.

Attachment:

- Exhibit A - Aerial Photograph (2008).
- Exhibit B- Demolition Permit Applications for the Crichton Home and the Sayre Home.
- Exhibit C - Primary and BSO Forms for the Judge William D. Crichton Home, Prepared 8 February 2006 by Karana Hattersley-Drayton.
- Exhibit D - Minutes from July 12, 2010 Historic Preservation Commission Meeting.
- Exhibit E - Notice of Exemption Class 32, 28-unit Residential Project, L and San Joaquin Streets
- Exhibit F - Initial Study, Environmental Checklist Form, Environmental Checklist Form EA No. C-11-014/T-5994.

Boundaries of Proposed L Street Residential Infill Project

2008 Aerial



City of FRESNO

Development and Resource Management Department
Building and Safety Services Division

APPLICATION FOR DEMOLITION PERMIT

Today's Date 4/20/11 **Site Address** 1718 L. Street

Structure(s) to be demolished is/are: (Check all that apply)

☒ Single Family Residence(s) ☐ Multi-Family Residence(s) ☐ Commercial

Address/Location of demolition debris disposal Licensed waste disposal site

Applicant Name Housing Authority of the City of Fresno **Phone Number** 445-8962

Address 1331 Fulton Mall **City, State and Zip** Fresno CA, 93721

Property Owner Housing Authority of the City of Fresno **Phone Number** 445-8962

Address 1331 Fulton Mall **City, State and Zip** Fresno CA, 93721

This application must be **filled out completely before** it will be accepted. It is the responsibility of the applicant to obtain and submit the following forms/documents as indicated below:

Note: Requirements below are applicable to **all** building/structures (Single Family Residential, Multi-Family Residential, and Commercial):

1. The Debris and Excavation Certification Form signed by applicant. **(Form Attached)**
2. A Plumbing Permit for a sewer cap, inspection, and approval of same. (Note: The sewer cap permit may be obtained when the Demolition Permit Application is submitted.) Inspection of, and clearance for, the sewer cap, must be completed **prior to** demolition of the structure(s) as stated in Fresno Municipal Code, Section 13-217; and, in the Debris and Excavation Certification Form.
3. A Demolition Release Certification Form, issued and signed by San Joaquin Valley Air Pollution Control District authorized staff.
4. A site plan, drawn to scale, which **clearly indicates** all structures located on the parcel; and, the parcel's North, South, East and West property lines.
5. A signature from authorized staff at the Planning Division Public Front Counter indicating the requirements of any existing entitlement application(s) are met. **(Signature Block below)**
6. A signature from the Historic Preservation Division indicating that the structure(s) proposed for demolition **are not** of historical significance. **(Signature Block below)**

"The parcel's entitlement history has been reviewed and found to be in compliance with the conditions of the existing entitlement application(s), if any."

Planning Division Public Counter Staff Signature _____ Date _____

"Structure(s) proposed for demolition **are not** considered to be of historical significance."

Historic Preservation Representative _____ Date _____

BSD Staff Member _____ HTE Application No: _____ - _____

City of
FRESNO

DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT
BUILDING AND SAFETY SERVICES DIVISION

CONDITIONS TO BE AGREED TO BY ALL PERSONS MAKING APPLICATION FOR DEMOLITION PERMIT

Any person requesting an application for a Demolition Permit shall agree to comply with section 11-218, DEBRIS AND EXCAVATIONS, of the Fresno Municipal Code:

Section 11-218. DEBRIS AND EXCAVATIONS.

It shall be the duty of any person to whom a permit issued for demolition or for the removal of any building, or any section or portion of any building pursuant to the provisions of this article, and of any person leasing, owning, or occupying or controlling any lot or parcel of ground from which a building is removed or demolished to remove all weeds, concrete or stone foundations, flat concrete, concrete patios, masonry walls, garage floors, driveways, and similar structures and all loose, miscellaneous, and useless material, from such lot or parcel of ground, and to properly cap the sanitary sewer house connection, and to properly fill or otherwise protect all basements, cellars, septic tanks, wells, and other excavations, and said lot or parcel shall be left level and in condition to be disked for control of weeds.

I hereby certify that on this 20th day of April, 20 11 I have read, understand, and agree to abide by the provisions of the above statement.

1718 L. Street Fresno, CA 93721
JOB ADDRESS

ALLYSUNN WILLIAMS
APPLICANT'S NAME (PLEASE PRINT)

Allysunn Williams
APPLICANT'S SIGNATURE

City of FRESNO

Development and Resource Management Department
Building and Safety Services Division

APPLICATION FOR DEMOLITION PERMIT

Today's Date 4/20/2011 **Site Address** 2219 San Joaquin St

Structure(s) to be demolished is/are: (Check all that apply)

☑ Single Family Residence(s) ☐ Multi-Family Residence(s) ☐ Commercial

Address/Location of demolition debris disposal Licensed waste disposal site

Applicant Name Housing Authority of the City of Fresno **Phone Number** 445-8962

Address 1331 Fulton Mall City, State and Zip Fresno CA, 93721

Property Owner Fresno Housing Authorities Phone Number 445-8962

Address 1331 Fulton Mall City, State and Zip Fresno CA, 93721

This application must be **filled out completely before** it will be accepted. It is the responsibility of the applicant to obtain and submit the following forms/documents as indicated below:

Note: Requirements below are applicable to **all** building/structures (Single Family Residential, Multi-Family Residential, and Commercial):

1. The Debris and Excavation Certification Form signed by applicant. **(Form Attached)**
2. A Plumbing Permit for a sewer cap, inspection, and approval of same. (Note: The sewer cap permit may be obtained when the Demolition Permit Application is submitted.) Inspection of, and clearance for, the sewer cap, must be completed **prior** to demolition of the structure(s) as stated in Fresno Municipal Code, Section 13-217; and, in the Debris and Excavation Certification Form.
3. A Demolition Release Certification Form, issued and signed by San Joaquin Valley Air Pollution Control District authorized staff.
4. A site plan, drawn to scale, which **clearly indicates** all structures located on the parcel; and, the parcel's North, South, East and West property lines.
5. A signature from authorized staff at the Planning Division Public Front Counter indicating the requirements of any existing entitlement application(s) are met. **(Signature Block below)**
6. A signature from the Historic Preservation Division indicating that the structure(s) proposed for demolition **are not** of historical significance. **(Signature Block below)**

"The parcel's entitlement history has been reviewed and found to be in compliance with the conditions of the existing entitlement application(s), if any."

Planning Division Public Counter Staff Signature _____ Date _____

"Structure(s) proposed for demolition **are not** considered to be of historical significance."

Historic Preservation Representative _____ Date _____

BSD Staff Member _____ HTE Application No: _____ - _____

City of
FRESNO

DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT
BUILDING AND SAFETY SERVICES DIVISION

CONDITIONS TO BE AGREED TO BY ALL PERSONS MAKING APPLICATION FOR DEMOLITION PERMIT

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I hereby certify that on this 20th day of April, 20 11 I have read, understand, and agree to abide by the provisions of the above statement.

2219 San Joaquin St. Fresno CA 93721
JOB ADDRESS

ALLYSUNN WILLIAMS
APPLICANT'S NAME (PLEASE PRINT)

Allysunn Williams
APPLICANT'S SIGNATURE

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **PRIMARY RECORD**	Primary # HRI # Trinomial NRHP Status Code
Other Listings Review Code Reviewer Date	

P1. Resource Name: Judge William D. Crichton Home
***P2. Location: *a. County:** Fresno
***b. USGS 7.5' Quad:** Fresno South 1963, Photorevised 1981. Parcel located in s/e ¼ of Section 4 T14S R20E
c. Address: 1718 L Street, Fresno
d. Assessor's Parcel Number: 466-103-39

***P3a. Description:** This full two-story rectangular plan home faces "west" onto L Street and is an example of the early vernacular interpretation of the Prairie. It has sustained numerous alterations over time, but original features include the medium pitched hip roof with bellcast flare, wide overhanging eaves and a plain boxed cornice. The façade is symmetrical with three windows on the second story over what is now a fully enclosed one story hipped roof porch and entry way. The home is standard frame construction and is clad in horizontal lapped siding with a stucco veneer on the first story façade. The solid wood front door is centrally located and has sidelights that have been replaced. A brick fireplace is on the "south" elevation. Most original double hung sash windows have been replaced with new inserts that include faux muntins. However a nice series of double hung ribbon windows remain on the first floor and wrap the southeast corner, providing light for what was possibly a sunroom or sitting room. A bay window on the north elevation has been unfortunately in-filled. An early 2-story addition to the rear of the home apparently accommodated a bathroom on the first floor and a sleeping porch on the second. A parking lot is directly behind the home. Off the northeast corner is a one-story wood frame garage with gable roof, exposed rafter tails and lapped wood siding.

***P3b. Resource Attributes:** HP2 (Single-family property); HP4 (detached garage)
***P4. Resources Present:** ● Building ● Element of Proposed L Street District

P5b Photo date: 8.25.05
***P6. Date Constructed/Age and Sources:** 1906, Sanborn Fire Insurance Map; Polk Directories

***P7. Owner and Address:**
Fresno Leadership Foundation
c/o Habitat for Humanity Fresno Inc.
2219 San Joaquin Street
Fresno, CA 93721

***P8. Recorded by:**
Karana Hattersley-Drayton
Historic Preservation Project Manager, City of Fresno

***P9. Date Recorded:**
2.8.06

***P10. Survey Type:**
Intensive

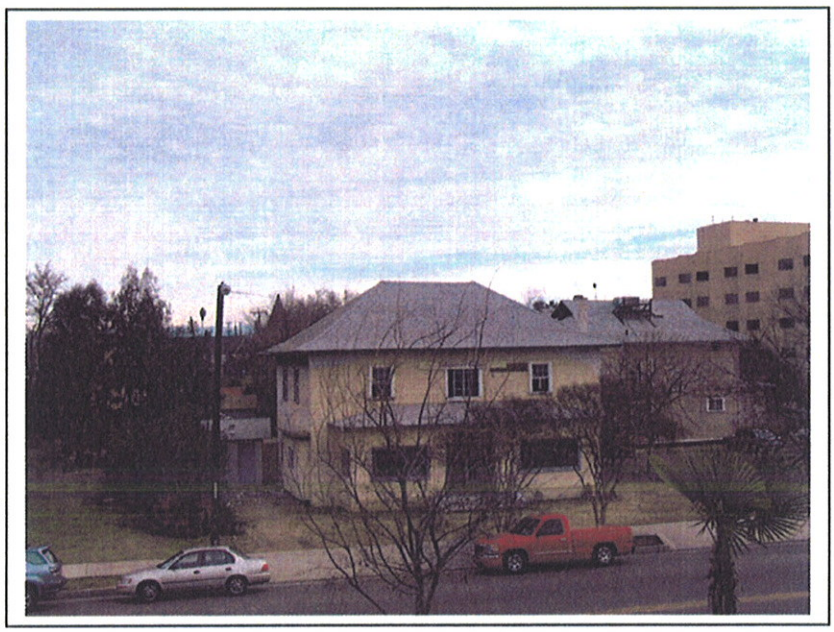
***P11. Report Citation: "Evaluation of the Judge William D. Crichton Home Located at 1718 L Street for the Local Register of Historic Resources."**

***Attachments:** ● Building, Structure and Object Report; ● Continuation Sheet

Resource: Judge William D. Crichton Home 1718 L Street

*Recorded by: Karana Hattersley-Drayton *Date: 2.8.06 ■ Continuation

View From Balcony of the Long/Black Home 12.21.05



Southeast Corner with Ribbon Windows/Sun Porch

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: 5B

*Resource Name: Judge William D. Crichton Home

B3. Original Use: Single-family residence
B4. Present Use: Vacant
*B5. Architectural Style: Prairie vernacular
*B6. Construction History: The home is depicted on the Sanborn map of 1906. The garage was added in 1913 and a "shower bath" in 1915. The property was remodeled for office use in 1958.

*B7. Moved? ■ No
*B8. Related Features: The home is located in the proposed "L Street Historic District" and is one of many early 20th century (former)residences in the immediate area. Also on the parcel is a one-story garage.

B9a. Architect: N/A
B9b. Builder: Unknown
*B10. Significance: Theme: Early Settlement and Development Area: Fresno's parent grid block 341
Period of Significance: 1906-1938 Property Type: Prairie vernacular
Applicable Criteria: Heritage Property; the home may become eligible under Criteria i and ii as a Historic Resource for the Local Register if appropriate rehabilitation occurs.

The home was constructed in 1906 apparently for Judge William D. Crichton who for several years lived across the street from this location in a home that is no longer extant. Judge Crichton was an early Fresno attorney and at his death in 1938 was eulogized as one of the oldest members of the Fresno County Bar Association. Three separate biographical listings for Judge Crichton agree that he was born on July 12th, 1863. However, whether he was born in Australia, on board ship in route to California, or in Eureka, California is unclear. According to his obituary in the Fresno Bee, he came to Fresno in 1877 and studied law in the offices of Weber and Van Meter. He was admitted to the bar in 1891 and was elected a Justice of the Peace in 1890 and then again in 1892. He unsuccessfully ran for Congress in 1890. He married Alice Stevens in Dyersburg Tennessee in 1891. The couple had no children. "Judge" Crichton as he was affectionately called, retired from active practice in 1935 and died in this home in 1938 from heart trouble. The Judge William D. Crichton Home is an early residence in what was once a fashionable and prestigious neighborhood of early Fresno. It is also located within the proposed L Street Historic District. The home is associated with an individual of some importance in the social history of early Fresno. In addition, the house originally was a simple but stately example of the Prairie vernacular. Unfortunately the building has sustained numerous changes over the years including removal of most original windows, unsympathetic infill of piercings, enclosure of the front porch etc. Nevertheless the home appears to be eligible as a Heritage Property, due to the importance of Judge Crichton. Should the property be successfully rehabilitated, the home could well qualify individually for the Local Register as a historic resource.

*B12. References: Fresno County Assessor's Records; 1898, 1906, 1918 and 1950 Sanborn Fire Insurance Maps; Husted-Polk Directories, 1898-1915; Fresno County: The Pioneer Years... p. 274; Building permits on file in the Planning and Development Department; Fresno Bee 2.26.38 iB; Paul E. Vandor, History of Fresno County... 712-713; Davis' Commercial Encyclopedia of the Pacific Southwest, p. 496.

*B14. Evaluator: Karana Hattersley-Drayton
*Date of Evaluation: May 3, 2006

(This space reserved for official comments.)

City of
FRESNO

HISTORIC PRESERVATION COMMISSION
Meeting Minutes of July 12, 2010

I. CALL TO ORDER

The meeting was called to order at 5:36 p.m. by Chair Simmons. Roll call given by Karana Hattersley-Drayton.

Commissioners in Attendance
Patrick Boyd
Sally Caglia
Teresa España, M.A.
Joe Moore
Chris Johnson AIA
Don Simmons, Ph.D.
Molly LM Smith

Commissioners Absent

Staff for the City of Fresno
Karana Hattersley-Drayton, M.A., Historic Preservation Project Manager
Kevin Fabino, Planning and Development Department (Planning Manager)
John W. Fox, City Attorney (Legal Counsel to the Historic Preservation Commission)
Mark Scott, City Manager
Joann Zuniga, Planning and Development Department (Recording Secretary)

II. APPROVE MEETING MINUTES

No Meeting Minutes were submitted for approval.

III. APPROVE AGENDA

Chair Don Simmons stated all items listed under Commission Items on the agenda were matters that would require formal action by the Commission.

Commissioner Molly LM Smith moved for approval of the agenda, second by **Commissioner Patrick Boyd**; the agenda was unanimously adopted (M/S/C, 7 yes, 0 no, 0 absent).

IV. CONSENT CALENDAR

There were no items on the Consent Calendar.

Chair Don Simmons reviewed the Commission meeting procedures, which followed *Roberts Rules of Order*, stated the order in which matters would be considered: (1) staff report and analysis, (2) applicant's presentation, (3) public comments, those in support

speaking first followed by those in opposition, public to state name and address for the record, and for the public to complete a yellow card "Requesting to Address the Commission," and there was a 5-minute limitation on comments, (4) staff summary comments, (5) applicant rebuttal, (6) close of hearing, (7) Commission deliberation, and (8) Commission action.

Disclosure by the Commission: **Commissioner Teresa España** and **Chair Simmons** stated they saw Darius Assemi at the July 8, 2010, ArtHop Show and exchanged pleasantries; **Commissioner Chris Johnson** stated he saw Darius Assemi at a coffee shop on July 9, 2010, and had a conversation with him about the project.

V. CONTINUED MATTERS

A. Consideration of approval of request by the Property Owner to Rescind the Designation of the Judge William D. Crichton Home (HR #005, 1906) located at 1718 L Street as a Heritage Property and adoption of findings necessary to support rescinding the designation pursuant to FMC 12-1612.

Staff presentation given by **Karana Hattersley-Drayton**; stated this matter was continued from June 28, 2010; stated the Judge William D. Crichton Home was constructed in 1906 of a simple Prairie vernacular and was designated a Heritage Property by the Historic Preservation Commission on May 22, 2006, on request by the prior property owner, One by One Leadership Foundation; stated in 2006 the Home had numerous integrity issues, change out windows, front porch enclosure, and much of the interior had been removed; stated marginally it was eligible for listing as Heritage Property; stated at that time, with good faith intent by One by One Leadership Foundation, the home was to have been restored to its former grandeur; stated integrity issues continue to exist such as bay windows, which piercings had been made smaller, new vinyl sash slider windows with faux muntins; stated on March 31, 2010, the Crichton Home was acquired by the Fresno Housing Authorities; stated the Housing Authorities and Granville Homes commissioned a series of new technical studies including lead paint, asbestos, and contractor's investigation; stated the studies found lead paint and asbestos, as well as fungus and dry rot, animal and human feces; stated the interior of the home was 90 percent gutted; stated there were no substantial structural issues; stated a new roof was put on the home in 2006 with CDBG funding; stated no other restoration work had been performed since the property's designation in 2006; stated on July 11, 2010, Granville Homes, on behalf of the Housing Authorities, requested that the Historic Preservation Commission consider rescinding the Heritage property designation of the Judge William D. Crichton Home due to its deteriorating condition; stated the property owner prepared an analysis of the cost to rehab and abate all the nuisances, which was an estimated $387,813 with an after rehabilitation valuation of $192,300; explained what Heritage property was as defined in the Fresno Municipal Code; stated June 11, 2010 the property owner requested the designation as a Heritage property be rescinded based on additional information from reports and costs analysis; stated the opinion of staff was that due to the loss of integrity over the past four years, the Crichton Home no longer satisfied the definition of a Heritage property as a resource worthy of preservation because of its historical, architectural, or aesthetic merit.

Karana Hattersley-Drayton stated the structural integrity of the Crichton Home may not be the main issue, but rather what was a Heritage property and how was that different from being on the Local Register; stated there was no significance, no expression, or discussion about integrity; clearly Heritage property listing was meant to be a program that one could put a building on a register program of some kind, use the California Historical Building Code for a resource that did not meet the stringent requirements of the Local Register, but that the resource was important in some way, shape, or form; stated the first Heritage property was Royce Hall, which was a portion of Fresno High School that looked monumental but had changed from earlier times; cited a more recent example of a Heritage property designation, the Aynesworth Residence where the property owner had begun to put a faux rock facing on the structure that took away some of the integrity, but that the home was connected to the people of SunMaid Raisin.

Karana Hattersley-Drayton stated the interior of the Crichton Home had significantly changed in the four years since she was inside the building; cited that anthropologist George Foster articulated the cultural concept of limited good, there was only so much that could be done with limited resources; the $360,000 required to completely restore the Crichton Home might be better used for another one of the Housing Authorities' properties; asked was it reasonable to hold the new property owner to the promises made by the previous property owner that were not kept; based on marginal integrity and cost of restoration, staff supported the property owner's request to rescind the Heritage property designation of the Judge William D. Crichton Home; recommended the Commission approve the delisting and that the property be listed for sale not less than 90 days with an aggressive marketing plan.

Tom Davis, representing the Housing Authorities, introduced architect **Scott Vincent** who would be assisting with the presentation; clarified that the Housing Authorities was a public housing agency separate and distinct from the City and County of Fresno, the Housing Authorities had the power to apply for and undertake housing and related activities under the United States Housing Act of 1937, and whose City and County Housing Authorities Commission was appointed by the Mayor of Fresno and County Board of Supervisors, respectively; stated the Housing Authorities was currently under contract with Granville Homes for a purchase and sale agreement; stated there was a potential project with Granville Homes but, as yet, no entitlement or permit applications associated with the project had been submitted to the City; stated the agreement could be canceled, which would leave the Housing Authorities with a dangerous building and a hazard to the community, and they needed to deal with the hazard and security issues on the property; showed pictures of the current condition of the Crichton Home.

Scott Vincent stated a property in a neighborhood that did not meet the Local Register standards but was worthy of preservation was listed as a Heritage property to encourage surrounding neighborhoods, which were on the verge of becoming depressed properties, to become well-maintained properties like that of the Heritage properties within the neighborhoods; stated when the Code was written, there were a number of craftsman bungalow style homes that if the city had listed all of them on the Local Register it would have diluted the value of the Register because there would have been too many listings and not all of the properties were on the same level of preservation; stated the Historic

Preservation Commission at the time the Code was written, put thought into designating properties as Heritage and allowing the use of the Historic Building Code with the intention of maintenance preservation and neighborhood stabilization; stated the State Office of Historic Preservation did not recognize a Heritage property or consider it as a resource status on State or National reviews, however, it could if it were a contributor to a historic district, which at that point would have its own presence as a historic resource and could have that without being a Heritage property; stated the Historic Building Code gave offsets from current building code standards with the intent for maintenance, restoration, and preservation, but gutting a building, completely reconstructing a building by removing its historic fabric was not the intent; looked at the cost analysis of the Crichton Home property, looked at cost to reconstruct versus cost of value, looked at the income basis as either a residential rental or office space and in each case there was substantial in excess of $20,000 a year in negative patch funds; stated from a cost analysis of what it would take to rehab versus what it would be worth, and from an income side, the project would be upside down.

Scott Vincent stated the Crichton Home was not a well-maintained home; cited changes made to the Prairie vernacular property such as the enclosure of the porch, changes in windows, roof line, roof overhangs, and roof pitch, and that changes made did not have much resemblance to its original construction; stated the city was trying to stabilize the neighborhood and that the west side of L Street and properties along Divisadero were worthy of preservation; discussed what structures were in the neighborhood and stated his belief that the neighborhood would not benefit from the restoration of the property; stated he did not see where the prior property owner used the Historic Building Code in an effort to preserve, restore, renovate the building, or maintain the property; stated interior would be false restoration and the exterior not meeting the standard for Heritage property.

Tom Davis stated reasons why the Housing Authorities believed the Crichton Home should be delisted as Heritage property such as loss of building integrity, neighborhood safety, and continued potential for vandalism; stated the Housing Authorities was addressing issues of vandalism of the neighborhood properties; stated should the property not be delisted, the Housing Authorities did not have current plans to improve the property other than what was requested and thus it would continue to deteriorate and cause concern to the surrounding neighborhood; stated what the previous owners promised and did not fulfill affected what Housing Authorities was trying to do, which was to make positive changes in the community and create a safe neighborhood.

The Chair called for public comment.

Charles Barrett, residing at 560 East Portland Avenue, co-chair of Heritage Fresno, stated it was the hope of Heritage Fresno to enrich the future by getting as much of the past in terms of historic structures, districts, objects to the future; stated he recognized with regret the loss of integrity found in the structures (Crichton and Newman Homes) and hoped it would not happen again; stated it was hoped that future owners would be instructed of past and this not happen again.

There were no speakers in opposition. The public comment period was closed.

The Chair called for deliberation by the Commission.

Commissioner Joe Moore asked Mr. Davis was the Housing Authorities' proposed development contingent on the delisting of the Crichton Home. **Tom Davis** stated the plan was to sell to Granville Homes, which would put forth a proposal and the Housing Authorities would continue to focus on preserving the west side of L Street and putting together the resources to take care of the Helm Home, the Newman Home; stated there were no plans to develop the east side of L Street, however, it was the plan of the Housing Authorities to deal with the homes that had security and integrity issues; stated Granville was under contract with the Housing Authorities to purchase, and it would be Granville that would put together a plan for the east side of L Street. **Commissioner Joe Moore** stated in Heritage Properties Section of the Ordinance, under the permit review process provided a mechanism by which a permit, including demolition permit, could be granted for Heritage property; asked were the plans of the Housing Authorities contingent upon the delisting of the property. **Tom Davis** replied that the delisting of the Crichton Home property was important in order to request a demolition permit.

Karana Hattersley Drayton stated it was not required to delist a home, that a demolition permit could be requested on a listed building.

Commissioner Joe Moore asked would the decision of the Historic Preservation Commission affect the viability of the Granville's involvement in the future. **Darius Assemi** stated Granville would base decision on the merits of what was presented today.

Commissioner Sally Caglia stated the building was not worth salvaging because it was in such bad disrepair, decay, deterioration, and asked if delisting the property had the potential of the building being demolished. **Karana Hattersley Drayton** stated there was nothing that stated the building would have to be demolished after it was delisted.

Commissioner Molly LM Smith asked if the property was not delisted and a demolition permit requested for the property, would it return to Historic Preservation Commission for consideration of a demolition permit. **Karana Hattersley Drayton** responded yes.

Kevin Fabino stated staff made decision to recommend delisting the property as opposed to the consideration of a demolition permit. **Commissioner Sally Caglia** stated if the Commission agreed to delist the building, asked would marketing it for sale for 90 days be a condition. **Karana Hattersley Drayton** stated that was a recommendation of staff or consideration by the Commission. **Kevin Fabino stated** it was consistent with what had been recommended in the past.

Commissioner Teresa España asked for input from Tom Davis. **Tom Davis** replied they would follow the recommendation of the Historic Preservation Commission; stated the property had been marketed before and there had since been more deterioration of

the structure; stated there would continue to be security issues during the 90-day period that the home would be marketed for sale.

Commissioner Joe Moore stated in reference to the continued loss of integrity, he toured the property, reviewed the 2006 DPR form, and did a comparison of its state from then to now and stated he did not see substantial evidence that there had been significant deterioration since its designation as historic Heritage property in 2006.

Karana Hattersley Drayton stated since 2006 the ceiling was collapsing in places where it had not before, more infrastructure removed than before, now additional reports that document asbestos; stated the issue was not just integrity, but what was the value, was it still worth preserving, did it still meet the definition of Heritage property, and was it something the new owner should be encumbered with; stated there was a loss on the interior of the structure, the exterior looked the same but not in better condition. **Commissioner Joe Moore** read excerpt from the May 22, 2006, meeting minutes of the Historic Preservation Commission; stated he did not see the interior called out in the DPR form or in the minutes. **Karana Hattersley Drayton** stated often they did not have access to the interior, but this was an exception; stated there had been a promise by the One by One Leadership to do something and that did not happen.

Commissioner Joe Moore asked if a property had the potential of being upgraded to the Local Register, should it be visited under the California Environmental Quality Act (CEQA).

John Fox, legal counsel to the Commission, answered no; stated an evaluation of the structure in its current state would be made to determine whether or not it was within the definition of historic resource for purposes of CEQA; stated the Crichton Home at this point did not fall within the definition; stated in the future if it were to be restored it may qualify; stated the Crichton Home was a Heritage property that did not meet the standard for historic resource under CEQA at this time.

Commissioner Joe Moore asked if the property were to be restored, would it meet the threshold of the Local Register. **Karana Hattersley Drayton** stated under CEQA it was speculative, however if the porch were to be completely restored and windows replaced and $350,000 invested in the restoration effort, it could be restored to its 1905 integrity and at that point the Commission could evaluate it for the Local Register. **Tom Davis** stated at this time there were no plans to restore the property and return it to its original state at the cost that it would take to do so.

Commissioner Sally Caglia stated replacing the materials to look old was not the same as restoring it to its original state.

Commissioner Molly LM Smith stated in 2006 the One by One Leadership Foundation showed passion for preservation; stated the Commission, at that time, was meeting with the Foundation members and listed the Crichton Home as a Heritage resource designation; stated with the Heritage property designation there would be the tools to restore the building so that it could be eligible for the Local Register; stated the current

owner had no plans to restore the building and, for reasons of Heritage property, had fallen short and would not do the neighborhood any good; shared information from SHPO and based on that, did not see reason not to delist the property.

Commissioner Joe Moore asked if a design charrette for the east side of L Street was planned. **Karana Hattersley Drayton** stated there was no charrette scheduled at this time.

Chair Don Simmons asked Tom Davis if either the Fulton Lowell neighborhood association or the Cultural Arts District organization commented on neighborhood safety issues or the condition of the Crichton Home. **Tom Davis** stated neither organization had made any comments or made any specific statements; comments made were in reference to the Burks Home.

Commissioner Chris Johnson requested a response from legal counsel regarding letters received from Jeannette Jurkovich related to CEQA, segmentation,, discretionary decisions; stated he would like to continue discussion on the fact that once a property was a contributor to a historic district, there was another level of standard review. **Commissioner Teresa España** asked for a summary of the content of the letters from Ms. Jurkovich.

John Fox, legal counsel to the Commission, stated the concern of Ms. Jurkovich was that the delisting of properties constituted a project for the purposes of CEQA, therefore the delisting of this property should be included as part of the entire project, which implied development of this area; stated Ms. Jurkovich was concerned that this was being segmented, which, to her, violated CEQA. **Commissioner Chris Johnson** stated there were impacts that were not being mitigated because it was not going through the CEQA process.

John Fox reviewed the process for evaluating historic resources for purposes of CEQA; determination of whether or not the resource was a historic resource for purposes of CEQA and considered a part of the environmental that would be evaluated under CEQA; stated the Crichton Home did not meet the standard for historic resources for purposes of CEQA, it was not on the National Register, not determined eligible for listing on the State Register, not on the Local Register of Historic Resources; stated listing or delisting the Crichton Home was not a CEQA project, not part of the environment being analyzed, no segmentation regarding the listing or delisting of this property; regarding the Newman Home, it was listed on the Local Register and the issue was that in 2009 there was a significant fire; stated the Newman Home met the requirements of presumptive historic resource for purposes of CEQA, that presumption could be rebutted if the preponderance of evidence established that it no longer had historic significance; stated the Newman Home lost 70 percent of its integrity from the fire; stated it was the staff position that it no longer met the definition of a presumptive historic resource for purposes of CEQA based on the preponderance of evidence established that it no longer since the fire had historic significance; addressed the issue of the historic district.

The issues of CEQA, the potential for a historic district, issues of integrity were discussed at length by the Commission.

Commissioner Chris Johnson moved to recommend that the designation of the Judge William D. Crichton Home (HR #005, 1906) as a Heritage Property not be rescinded, second by **Commissioner Joe Moore** [motion to not accept the staff recommendation].

There was discussion of the motion. **Commissioner Molly LM Smith** asked if it was known when the actual roof work was done on the Crichton Home; recalled that work had been done without a permit and was completed before May 2006 when the Crichton Home came to the Commission for designation as a Heritage Property. **Karana Hattersley-Drayton** stated department records showed that a roof permit was obtained in March 2007 and recalled that work had possibly been done prior to the permit. **Commissioner Joe Moore** stated the current roof on the building did not appear to be the same roof as depicted in a survey photo dated August 25, 2005 (picture in the staff report). **Chair Don Simmons** stated the Commission approved a letter of support for a CDBG grant, which came before the Commission at the end of 2006.

The Chair called for the vote; motion carried (M/S/C, 4 yes, 3 no, 0 absent). [yes--Johnson, Moore, Boyd, España; no--Caglia, Simmons, Smith] to not support the staff recommendation and the building not delisted.

[The Commission took a five-minute break; the Chair reconvened the meeting at 7:15 p.m.]

B. Consideration of approval of request by the Property Owner to Rescind the Designation of the Newman Home (HR #117, c1905) located at 1743 L Street as a Historic Resource and adoption of findings necessary to support rescinding the designation pursuant to FMC 12-1609.

Staff presentation given by **Karana Hattersley-Drayton;** stated the property owner requested to rescind the designation of the Newman Home as a historic resource due to the loss of integrity pursuant to Fresno Municipal Code Sections 12-1614, 12-1608, and 12-1609; stated the home was constructed prior to 1906 and in later years a second story 'sleeping porch' was added to the home; stated the Newman Home was placed on the Local Register by the City Council on March 4, 1980, at which time the resolution of the City Council noted the home represented a type of building that exemplified a particular architectural style and period important to the city and essential to the historic character of the neighborhood; stated almost one year ago the Newman Home was burned in a devastating fire; stated a report by the City's Building and Safety Services Division dated September 24, 2009, estimated the loss at 70 percent; stated over the winter months with heavy rains the building incurred additional rain water damage; stated 10 to 15 percent of the building material was salvageable.

Karana Hattersley-Drayton stated by request of the Historic Preservation Commission, the home was inspected by the City's Code Enforcement Division on February 25, 2010; stated the former owners had put together a preservation plan and that they had wanted to completely restore the Newman Home, however, nothing was forthcoming;

E201110000054

NOTICE OF EXEMPTION

FROM: Redevelopment Agency of the City of Fresno
2344 Tulare Street, Suite 200
Fresno, California 93721

FILED
MAR 14 2011
FRESNO COUNTY CLERK
By _____ DEPUTY

TO: X Fresno County Clerk
2221 Kern Street
Fresno, California 93721

___ Office of Planning & Research
1400 Tenth Street, Room 121
Sacramento, California 95814

SCH NO.

Project Title: **Redevelopment Agency of the City of Fresno and FFDA Properties, LLC, for the development of a 28 unit mixed-use residential project located at L and San Joaquin Streets**

Project Location:

APN# 466-132-06-2, 466-103-09-5, 466-103-10-3, 466-103-29, and 466-103-04.

Please see attached vicinity map.

Project Location – city: City of Fresno ***Project Location- county:*** County of Fresno

Description of Nature, Purpose and Beneficiaries of Project:

Name of Public Agency Approving Project: Redevelopment Agency of the City of Fresno

Name of Person or Agency Carrying Out Project: FFDA Properties, LLC

Exempt Status: *(check one)*

- ☐ Ministerial - PRC § 21080(b)(1); CEQA Guidelines §15268
- ☐ Declared Emergency - PRC § 21080(b)(3); CEQA Guidelines §15269(a)
- ☐ Emergency Project - PRC § 21080(b)(4); CEQA Guidelines §15269(b) and (c)
- ☒ Categorical Exemption – Class 32/CEQA Guidelines §15332
- ☐ Statutory Exemption – PRC §_____

Reasons why project is exempt:

The project has been environmentally assessed and has been determined to eligible for a Categorical Exemption under Section 15332 Class 32 of the California Environmental Quality Act (CEQA). Under Section 15332/Class 32, this project meets the following conditions and is exempt from CEQA: a) the project is consistent with applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; b) the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; c) the site has no value as a habitat for endangered, rare or threatened species; d) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and, e) the site can be adequately served by all required utilities and public services. On March 8, 2010, the Redevelopment Agency Board adopted this finding.

Lead Agency Contact Person: **Debra Barletta** ***Full telephone no559-621-7600***

Signature: Marlene Murphey ***Date:*** 3/11/11

Printed Name and Title: Marlene Murphey, Executive Director, Redevelopment Agency of the City of Fresno.

☒ Signed by Lead Agency ☐ Signed by applicant

If filed/signed by applicant:

Attach certified document of exemption finding ☐ *(check if attached)*

Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Attachments: Vicinity Map

E201110000054

STATE OF CALIFORNIA - THE RESOURCES AGENCY
DEPARTMENT OF FISH AND GAME

ENVIRONMENTAL FILING FEE CASH RECEIPT

Receipt # E201110000054

Lead Agency: REDEVELOPMENT AGENCY Date: 03/14/2011

County Agency of Filing: FRESNO COUNTY CLERK Document No: E201110000054

Project Title: DEVELOPMENT OF A 28 UNIT MIXED-USE RES. PROJECT AT L AND SAN JOAQUIN

Project Applicant Name: REDEVELOPMENT AGENCY OF THE CITY OF FRESNO Phone Number: (559) 621-7600

Project Applicant Address: 2344 TULARE STREET, STE. 200, FRESNO, CA 93721

Project Applicant: LOCAL PUBLIC AGENCY

ADMINISTRATION FEE	$	50.00
CATEGORICAL EXEMPTION	$	0.00
Total Received	$	**50.00**

Signature and title of person receiving payment: Marsch

INITIAL STUDY

Environmental Checklist Form
EA No. C-11-014/T-5994

1. **Project title:**

   Conditional Use Permit Application No. C-11-014
   Vesting Tentative Tract Map No. 5994

2. **Lead agency name and address:**

   City of Fresno
   Development and Resource Management Department
   2600 Fresno Street
   Fresno, CA 93721

3. **Contact person and phone number:**

   Will Tackett, Planner III
   City of Fresno
   Development & Resource Management Dept.
   (559) 621-8063

4. **Project location:**

   1702 "L" Street

   Located on the northerly corner of the intersection of "L" and San Joaquin Streets, in the City and County of Fresno, California

   Assessor's Parcel Number(s): 466-103-04, 09, 10, 12 & 29

   Site Latitude: 36°44'34.00" N
   Site Longitude: 119°47'45.00" W

   Mount Diablo Base & Meridian, Township 14 S Range 20 E, Section 4

5. **Project sponsor's name and address:**

   FFDA Properties, L.L.C.
   1396 West Herndon Avenue, Suite 101
   Fresno, CA 93711

6. **General plan designation:**

   Existing & Proposed: Commercial Mixed Use Level 2 (Central Area)

7. **Zoning:**

Existing & Proposed:

C-P (*Administrative and Professional Office District)* and,

C-4 (*Central Trading District*)

8. **Description of project:**

Gary G. Giannetta Civil Engineering and Land Surveying, on behalf of FFDA Properties, LLC, has filed Conditional Use Permit Application No. C-11-014, and Vesting Tentative Tract Map No. 5994 pertaining to approximately 1.29 net acres of property located on the northerly corner of the intersection of "L" and San Joaquin Streets.

Conditional Use Permit Application No. C-11-014 and Vesting Tentative Tract Map No. T-5994 propose to develop and subdivide the subject property for the purposes of creating a 28-lot single family residential, gated private street, planned development with modified property development standards at an overall density of approximately 21.71 dwelling units per acre. An additional "Outlot" is proposed to be dedicated for private street, parking, utilities, drainage, open space, landscaping, and general common area purposes.

Portions of the existing public street rights-of-way adjacent to the subject property are proposed to be vacated in order to facilitate the proposed project. These vacations include nine feet of the existing "L" Street right-of-way width and five feet of the existing San Joaquin Street right-of-way width.

Two existing vacant residential structures remain extant on the subject property and will require removal in order to facilitate construction of the project as proposed. One of the extant structures on the subject property, the Judge William D. Crichton Home (1906), is a Heritage Property as defined within Section 12-1603 of the Fresno Municipal Code.

The proposed project will also involve installation and construction of both public and private facilities and infrastructure in accordance with the standards, specifications, and policies of the City of Fresno.

The subject property is currently zoned under the C-P (*Administrative and Professional Office)* and C-P (*Central Trading*) zone district classifications. The subject property is located within the boundaries of the 2025 Fresno General Plan, Central Area Community Plan, Fulton-Lowell Specific Plan, and Fulton Redevelopment Plan, which designate the subject property for Central Area Commercial Mixed Use Level 2 planned land uses. Pursuant to Exhibit 8 (Central Area Land Use Association Matrix) of the Central Area Community Plan, the existing C-P (*Administrative and Professional Office*) and C-4 (*Central Trading*) zone districts may be found to be consistent with the Commercial Mixed Use Level 2 (Central Area) planned land use designation for the subject property.

9. **Surrounding land uses and setting:**

	Planned Land Use	Existing Zoning	Existing Land Use
North	Commercial Mixed Use Level 1 (Central Area) & Commercial Mixed Use Level 2 (Central Area)	**C-P** *Administrative and Professional Office District* & **C-4** *Central Trading District*	Residential & Office
East	Commercial Mixed Use Level 1 (Central Area) & Commercial Mixed Use Level 2 (Central Area)	**C-P** *Administrative and Professional Office District* & **C-4** *Central Trading District*	Residential & Office
South	Commercial Mixed Use Level 2 (Central Area)	**C-4** *Central Trading District*	Office
West	Commercial Mixed Use Level 2 (Central Area)	**C-4** *Central Trading District*	Residential & Office

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

City of Fresno (COF) Department of Public Works; COF Department of Public Utilities; COF Building and Safety Services Division; COF Fire Department; COF Redevelopment Agency; Fresno Metropolitan Flood Control District; and, San Joaquin Valley Air Pollution Control District.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

Pursuant to Section 15300 of the California Environmental Quality Act (CEQA) Guidelines, the purpose of this initial study is to analyze whether the proposed project may be determined not to have a significant effect on the environment and may therefore be exempt from the provisions of CEQA.

City Staff has independently evaluated whether this Project is exempt pursuant to the Class 32 Categorical Exemption, set forth in CEQA Guidelines, section 15332. A Class 32 of the CEQA Guidelines refers to in-fill development which meets the following criteria:

1. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designations and regulations.
2. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
3. The project site has no value as habitat for endangered, rare or threatened species.
4. Approval of the project would.not result in any significant effects related to traffic, noise, air quality or water quality.
5. The site can be adequately served by all required utilities and public services.

Staff has determined that this Project meets these criteria for the following reasons: 1. The Project as proposed is consistent with the General Plan land use designation for the subject property, is consistent with the applicable General Plan policies addressing this type of development and is permitted by the current zoning for the subject property. 2. The proposed project is within the limits of the City of Fresno , is to be developed on 1.29 net acres, which is less than the 5-acre maximum for In-fill projects covered by this exemption, and the subject property is substantially surrounded by urban uses; 3. There is no evidence that the subject property has any value as a habitat for endangered, rare or threatened species; 4. City staff has confirmed that this Project will not have significant effects related to traffic, noise, air quality or water quality as there is plenty of circulation capacity on the streets in proximity to the project site, the emissions generated by the project are less than the thresholds established by the San Joaquin Air Pollution Control District and the project is required to comply with the City requirements related to grading and drainage so as to avoid water quality issue; 5. City staff has confirmed with the Department of Public Utilities that the site can be adequately served by all required utilities and public services.

In addition, staff has determined that none of the applicable exceptions to this Categorical Exemption, set forth in CEQA Guidelines, section 15300.2, apply to this Project for the following reasons:

a. **Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of whether the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.**

   By its own terms, this exception does not apply to a Class 32 Categorical Exemption.

b. **Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.**

Pursuant to Section 15355 of the CEQA Guidelines, "Cumulative Impacts" refers to two or more individual effects, which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

The proposed project will not contribute to or induce cumulative, related, or incremental effects within the project area. Although a number of projects meeting the definitions provided within Section 15378 of the CEQA Guidelines have occurred within the vicinity of the proposed project over time (including activities undertaken which were supported in whole or in part through public agency contacts, grants, subsidies, loans, or other forms of assistance from a public agency), these projects are not considered to contribute to substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

Traffic volume increases downtown are cumulatively insignificant with respect to the total volume that these roadways were designed and built to accommodate. Nearby downtown local and major streets are operating at Level of Service C or better during the peak hours and daily thresholds based on both field observations by the City Traffic Engineer and data recently collected for other long range planning studies.

Area street plans are the product of careful planning that projects traffic capacity needs based on the densities and intensities of planned land uses anticipated at build-out of the planned area.

The subject property as well as the majority of the downtown area south of East Divisadero Street is planned for Central Area Mixed Use Level II planned land uses. The Commercial Mixed Use Level II is flexible to implement the mixed-use concept within the professional office, commercial, and residential range of land uses while emphasizing diversity. Due to this flexibility and diversity, analysis of traffic impacts associated with the downtown as a whole would be too speculative, and such analysis is not required by CEQA.

However, downtown streets are unique in that they currently have significant reserve capacity compared to when downtown and its respective streets were originally built for much higher traffic volumes. Over the years the intensity of downtown has declined as has its presence as a destination for the citizens of Fresno. When coupled with the urban freeway system that has been constructed, completely surrounding the downtown area these factors have significantly reduced the amount of traffic that drives through downtown without a destination in downtown.

In addition, downtown development is more urban in nature and often results in fewer vehicle trips than suburban development because of the connectivity and proximity to land uses in walking and biking distance from the project. As a result the mode splits

often shift from the vehicle to walking, biking, and transit; and, the "park once" and walk approach to reach various destinations is often the method of choice.

Therefore, based upon analyses of past and present (or probable future) projects within the downtown and greater Fresno area, it has been determined that the downtown streets will provide adequate access to, and recognize the traffic generating characteristics of individual properties and, at the same time, afford the community an adequate and efficient circulation system.

The proposed infill project will not cause a substantial adverse change to properties identified as contributing to a potential Historic District due to the fact that to date neither the Commission nor the City Council has taken action to actually designate an "L Street Historic District." If a Historic District is proposed in the future the boundaries can be drawn to include the resources on the ground. Comprehensive analysis of the potential effects to historic resources is contained herein below.

Furthermore, there is no evidence of reasonably foreseeable probable future specific projects within the project area which may result in effects which are considered to be individually minor but collectively significant over a period of time.

c. **Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.**

Pursuant to Section 15382 of the CEQA Guidelines, "Significant Effect on the Environment" means a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant. Unusual circumstances exist where the circumstances of a particular project (i) differ from the general circumstances of the projects covered by a particular categorical exemption, and (ii) those circumstances create an environmental risk that does not exist from the general class of exempt projects.

The proposed project, consisting of a subdivision of land and the creation/construction of a 28-lot single family residential planned development (and construction of related facilities and infrastructure) as well as proposed vacations of portions of adjacent public streets and the proposed demolition of two existing structures on the subject property will not result in any adverse changes in any of the physical conditions within the area. With respect to objects of historic significance, analysis is provided in the following sections contained herein below.

From the perspective of CEQA, the term "aesthetics" pertains to the perceived visual quality of an area characterized by one or more visual elements such as an open space, scenic view, or architecture. A project can have a significant effect on visual quality if it negatively affects the aesthetically significant features by altering them in part or wholly,

or by constructing a building in an architectural style that conflicts with the existing setting. The subject property is located within the central urban downtown area of the City of Fresno. Stylistically, residential properties in the immediate neighborhood are an eclectic mix and include Mission Revival, vernacular Prairie, Colonial Revival, Arts and Crafts influenced vernacular, American Foursquare, Streamline Moderne, as well as 1960's modern commercial and multiple family complexes. With such an eclectic mix of architectural styles there is no common theme within the immediate area which demands conformance. However, the proposed project will borrow and incorporate characteristic elements found such as the common use of horizontal wood cladding, 1/1 hung sash windows, full or partial porches with turned posts or columns and sundry Arts and Crafts detailing. However, even these elements are lacking in some of the existing building stock.

Historic buildings south and westerly of the proposed infill parcel were all constructed in the early 20th century and were part of an urban landscape that has been considerably altered over time. The proposed project calls for two-story townhouses that in massing will be in scale with the existing two-story historic homes in the neighborhood. The elevations quote aspects of the Arts and Crafts vocabulary. In conclusion, the subject property has traditionally contained residential dwellings and this project will provide for residential dwellings of a size and scale that are consistent with the neighborhood. As such, this project will not cause any aesthetic impacts as a result of unusual circumstances.

No adverse environmental effects related to topography, soils or geology are expected as a result of this project and the subject property is not located in an area designated for mineral resource preservation or recovery.

The project will not occur at a scale or scope with potential to contribute substantially or cumulatively to existing or projected air quality violations, impacts, or increases of criteria pollutants for which the San Joaquin Valley region is under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).

The proposed project would not directly affect any sensitive, special status, or candidate species, nor would it modify any habitat that supports them. There is no riparian habitat or any other sensitive natural community identified in the vicinity of the proposed project by the California Department of Fish and Game or the US Fish and Wildlife Service.
The proposed project will not expose persons to excessive noise levels. The project is located within the urban downtown core area of the City of Fresno. Although the project will create additional activity in the area, the project will be required to comply with all noise standards and policies from the 2025 Fresno General Plan and noise ordinance of the Fresno Municipal Code and construction activity will be temporary. The Department of Public Utilities and Fresno Metropolitan Flood Control District have reviewed the proposed project and have determined that adequate sewer, water, and drainage will be available to serve the proposed project.

Applying the factors outlined in the Institute of Traffic Engineers (ITE) Trip Generation Manual, the proposed project is projected to generate 21 vehicle trips during the morning peak hour travel period (7 to 9 a.m.), 28 vehicle trips during the evening peak hour travel

period (4 to 6 p.m.) and 270 average daily trips. The Department of Public Works has reviewed the proposed project and has determined that the traffic generation characteristics of the proposed project based upon these traffic projections do not warrant further study such as a traffic impact study based upon adopted thresholds. Furthermore, it has been determined that these traffic volume increases are insignificant with respect to the total volume that these roadways were designed and built to accommodate. Both San Joaquin Street and L Street are operating at Level of Service C or better during the peak hours and daily thresholds based on both field observations by the City Traffic Engineer and data recently collected for other long range planning studies. Therefore, the adjacent public street network is sufficient to accommodate and serve the quantity and kind of traffic expected within the area.

No unusual circumstances exist with respect to the proposed project or any activities which may occur as a result of the proposed project, which differ from the general circumstances of the projects covered by a particular categorical exemption, and which would create an environmental risk that does not exist from the general class of exempt projects. Therefore, it is not perceived that there is any reasonable possibility that the activity will have a significant effect on the environment.

d. **Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required mitigation by an adopted negative declaration or certified EIR.**

The proposed project is not located within or near resources which are located within a highway officially designated as state scenic highway.

e. **Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962 of the Government Code.**

There are no known existing hazardous material conditions on the site and the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

f. **Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.**

The proposed project is located on the northerly corner of the intersection of "L" and San Joaquin Streets. There are five designated Local Register resources within the immediate vicinity (adjacent properties): The Bean Home (1705 "L" Street, 1904,

HP#114); The Kutner Home (1651 "L" Street, 1901, HP#115); The Towne Apartments (1717 "L" Street, c1902, HP#118); The Long (Black) Home (1727 "L" Street, 1907, HP#113), and the Helm Home (Alamo House) (1749 "L" Street, 1901, HP#112). In addition, one building within the proposed project footprint, The Judge William D. Crichton Home (1906), is a Heritage Property as defined within Section 12-1603(n) of the Fresno Municipal Code.

In addition to numerous older homes, the blocks surrounding the subject property include several vacant lots and newer commercial buildings and residential apartments. Immediately south of the proposed project is an office complex constructed in 1967 and southeast of the subject property is a 225 unit residential complex (Hope Manor) built in 1965.

An "'L' Street Historic District" with various boundaries has been recommended in three separate survey reports over the past forty years. Most recently, the City's "Upper Triangle Areas Historic Property Survey" of 2007 included a proposed "'L' Street Residential Historic District" of 21 properties. Of these 21 properties, 8 have already been individually designated on Fresno's Local Register of Historic Resources; 1 property is considered a Heritage Resource (the Crichton Home) and 4 properties have burned and have been removed.

It is both noted and acknowledged however that none of the three separate survey reports that have been prepared recommending an "L" Street Historic District meet the requirements of Section 5024.1(g) of the Public Resources Code. These surveys have not been included in the State Historic Resources Inventory, nor have they been updated due to changes in circumstances. Due to the loss of additional structures identified as being potential contributors to the proposed district to uncontrollable circumstances, the previously identified/proposed district boundaries are no longer applicable or viable. Therefore the proposed "L" Street Historic District, in and of itself (as identified within any of the surveys prepared and referenced herein above), shall not be presumed to be historically or culturally significant for the purposes of evaluating potential effects of the proposed project, pursuant to the California Environmental Quality Act (CEQA), at this time. It may also be noted that regardless of the status of the aforementioned surveys, the loss of the two structures on the subject property which were identified as being potential contributors to the proposed "L" Street Historic District would not preclude the creation of an historical district in the future.

Pursuant to Section 5024. 1(g) of the Public Resources Code, it should be noted that while the second extant residence located on the subject property, the Julia A. Sayre Home (2219 San Joaquin Street, 1910), was identified as a potential contributor to the "L" Street Historic District, it has never been found individually eligible for inclusion on an historic register nor otherwise worthy of preservation in accordance with the definitions and provisions of Article 16 of Chapter 12 of the Fresno Municipal Code. On May 22, 2006 the Historic Preservation Commission considered designation of the Julia A. Sayre Home to the Local Register of Historic Resources as a Heritage Property. However, it was determined by the Historic Preservation Commission that the Julia A. Sayre Home represents innumerable modern changes which profoundly affect the integrity of the property; and does not meet the standards/criteria for inclusion as a Heritage Property.

At the same public hearing of the Historic Preservation Commission (05/22/06), the Judge William D. Crichton Home (1906), which has also been identified as a potential contributor to the proposed "L" Street Historic District, was determined to have suffered a number of changes that have led to a loss of integrity as well. Furthermore, substantial evidence was not found to support consideration of the property as being historically significant; or, qualification of the home under the criteria of either the local or state registers of historic resources. However, the home was found to be eligible as a Heritage Property as defined within Section 12-1603(n) of the Fresno Municipal Code. It must be noted however, that pursuant to Section 12-1603(n) of the Fresno Municipal Code, a Heritage Property shall mean a resource which is worthy of preservation because of its historical, architectural, or aesthetic merit but which is not proposed for and is not designated as an Historic Resource. It may also be noted that other than a new roof in 2007 (funded by a Community Development Block Grant); no further restoration work has been completed on the home since the property was designated as a Heritage Property. Inspection of the home on June 23, 2010 indicated that the interior has been further decimated; the ceiling in the upstairs is collapsing, original woodwork has been removed and there is clear evidence of a prevalence of dry rot and fungus. It has therefore been opined that due to additional loss of integrity over the past five years, the Crichton Home no longer satisfies even the definition of a Heritage Property.

In the absence of supportive substantial evidence it is the opinion of the City of Fresno, as lead agency, that neither the Judge William D. Crichton Home nor the Julia A. Sayre Home qualify or warrant treatment as either a mandatory or presumptive "Historical Resource" within any of the definitions as set forth in Section 15064.5 of the CEQA Guidelines.

Pursuant to Section 15064.5 of the CEQA Guidelines, a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. A "Substantial Adverse Change in the significance of an historical resource is defined within the CEQA Guidelines as meaning physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be "Materially Impaired".

Based upon the identification of historical resources within the vicinity of the proposed project (as outlined herein above) it may be determined that the proposed project will not result in the physical demolition, destruction, relocation, or alteration of historic resources (as defined within the CEQA Guidelines), which are located within the project area; and, that the proposed project will not materially impair historic resources by way of substantial adverse changes in the immediate surroundings of said historic resources.

This finding is substantiated with consideration of the significance criteria identified as applicable to, and utilized to justify, the individual and respective historic resources designated within the area.

The Helm Home (1901, HP#112)was designated as a historic resource by action of the Fresno City Council on March 04, 1980 for its association with the Helm Family (early Fresno pioneers) and architecturally as an example of the Mission Revival.

The Long (Black) Home (1907, HP#113) was designated as a historic resource by action of the Fresno City Council on January 31, 1980 for its association with Arthur B. Long (Vice-President of the Fresno Flume and irrigation Company, which served as an important element in the shaping of industry in the Central Valley) as well as for its association with Fred Black (an important early Fresno merchant who built a retail grocery empire and who helped revolutionize the grocery trade in California).

The Bean Home (1904, HP#114) was designated as a historic resource by action of the Fresno City Council on March 04, 1980, architecturally due to its existence as the only example of its formal classic styling from its period within the City of Fresno.

The Kutner Home (1901, HP#115) was designated as a historic resource by action of the Fresno City Council on March 04, 1980 for its association with Alfred Kutner (early Fresno merchant and vice president and manager of the Farmer's National Bank) as well as for its association with William J. Dickey (early civic leader and philanthropist for whom Dickey Playground was named).

The Towne Apartments (c1902, HP#118) were designated as a historic resource by action of the Fresno City Council on March 04, 1980, architecturally due to its representation as an excellent example of a neo-classical style type structure which was once common but is now rare.

In accordance with Section 15064.5 of the CEQA Guidelines, the significance of an historical resource is materially impaired when a project: (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or, (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historic resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or, (C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for the purposes of CEQA.

As the identified historic resources located within the immediate vicinity of the proposed project are presumed to be significant and are designated historic resources based upon their inclusion on the Local Register of Historic Resources due to association with the lives of persons significant in Fresno's past, and/or their embodiment of the distinctive characteristics of a type, period or method of construction, it may be determined that the proposed project, consisting of the subdivision of land and the creation/construction of a 28-lot single family residential planned development (and construction of related facilities and infrastructure) does not carry the potential to materially alter in an adverse manner those physical characteristics of the historic resources on adjacent properties which convey their historical significance and that justify their inclusion in the Local Register of Historic Resources.

Aside from physical demolition, a project does not have the ability to materially impair or physically alter characteristics of association with prominent persons. Furthermore, as no physical alterations will be made to the identified historic resources themselves, resultant from the proposed project, the proposed project has no potential to materially impair or change characteristic features of the historic resources, which define their architectural significance; and, which justify their inclusion on the Local Register of Historic Resources.

Consistent with the findings made herein above respective to historical resource surveys, none of the surveys conducted within the area of the proposed project, which identified the potential for, and proposed designation of, an "L" Street Historic District, meet the requirements of Section 5024.1(g) of the Public Resources Code. Therefore, the proposed "L" Street District is not considered or presumed to be historically or culturally significant for the purposes of evaluating potential effects of the proposed project, pursuant to the California Environmental Quality Act (CEQA), at this time.

Finally, none of the identified historic resources within the immediate vicinity are included, or have been determined to be eligible for inclusion, within the California Register of Historic Resources.

City of FRESNO

REPORT TO THE HISTORIC PRESERVATION COMMISSION

AGENDA ITEM NO. VC HPC MEETING: 05/23/2011
APPROVED BY
DEPARTMENT DIRECTOR

May 23, 2011

FROM: CRAIG SCHARTON, Assistant Director
Development and Resource Management Department

BY: KARANA HATTERSLEY-DRAYTON
Secretary
Historic Preservation Project Manager

SUBJECT: CONSIDERATION OF APPROVAL OF REQUEST BY THE PROPERTY OWNER TO DESIGNATE THE WILLIAM COLLINS HOME LOCATED AT 1752 L STREET AS A HERITAGE PROEPRTY AND ADOPTION OF FINDINGS NECESSARY TO SUPPORT THE DESIGNATION PURSUANT TO FMC 12-1612.
(Item continued from April 25th HPC meeting due to a lack of a quorum)

RECOMMENDATION

Staff recommends that the Commission designate the William Collins Home located at 1752 L Street as a Heritage Property pursuant to FMC 12-1612.

EXECUTIVE SUMMARY

The property owners, FFDA Properties LLC (aka Granville Homes Inc.) have requested that their property located at 1752 L Street be considered for designation as a heritage property pursuant to FMC 12-1612. The building was constructed c1900 and has had numerous additions over the years. In 2006 Historic Preservation staff, upon request of a prior property owner (One by One Leadership Foundation) prepared State of California survey forms and found that the home was eligible for designation as a heritage property (Exhibits B and C). The consideration for designation was scheduled to be reviewed by the Historic Preservation Commission at its March 27, 2006 meeting but the item was removed from the agenda prior to hearing as the property was at the time in escrow. The property was once again slated for consideration for designation at the June 28, 2010 meeting of the Commission but was once again removed from the agenda. The William Collins home is an important contributor to this late 19th/early 20th neighborhood.

BACKGROUND

Pursuant to FMC 12-1612, the property owners have requested that the William Collins Home located at 1752 L Street be considered for designation as a Heritage Property. The 2-story building was initially constructed circa 1900 as a one story vernacular cross-gabled cottage, with Greek Revival treatment on the cornice of the front facing gables and 2/2 double hung sash windows. Prior to 1918 a second story was added and articulated with late Queen Anne/Craftsman details (Exhibits B and C). The building has served as a single family residence, a multi-family residence, and most recently for profit and non-profit businesses.

Fresno's Historic Preservation Ordinance identifies several possible strategies and categories for listing a property on the Local Register of Historic Resources: individually as a historic resource, designation of multiple properties as a local historic district, and individual listing as a "heritage property." "Heritage Property" is defined in the Historic Preservation Ordinance as a "resource which is worthy of preservation because of its historical, architectural or aesthetic merit but which is not proposed for and is not designated as a Historic Resource..." (FMC 12-1603(n)).

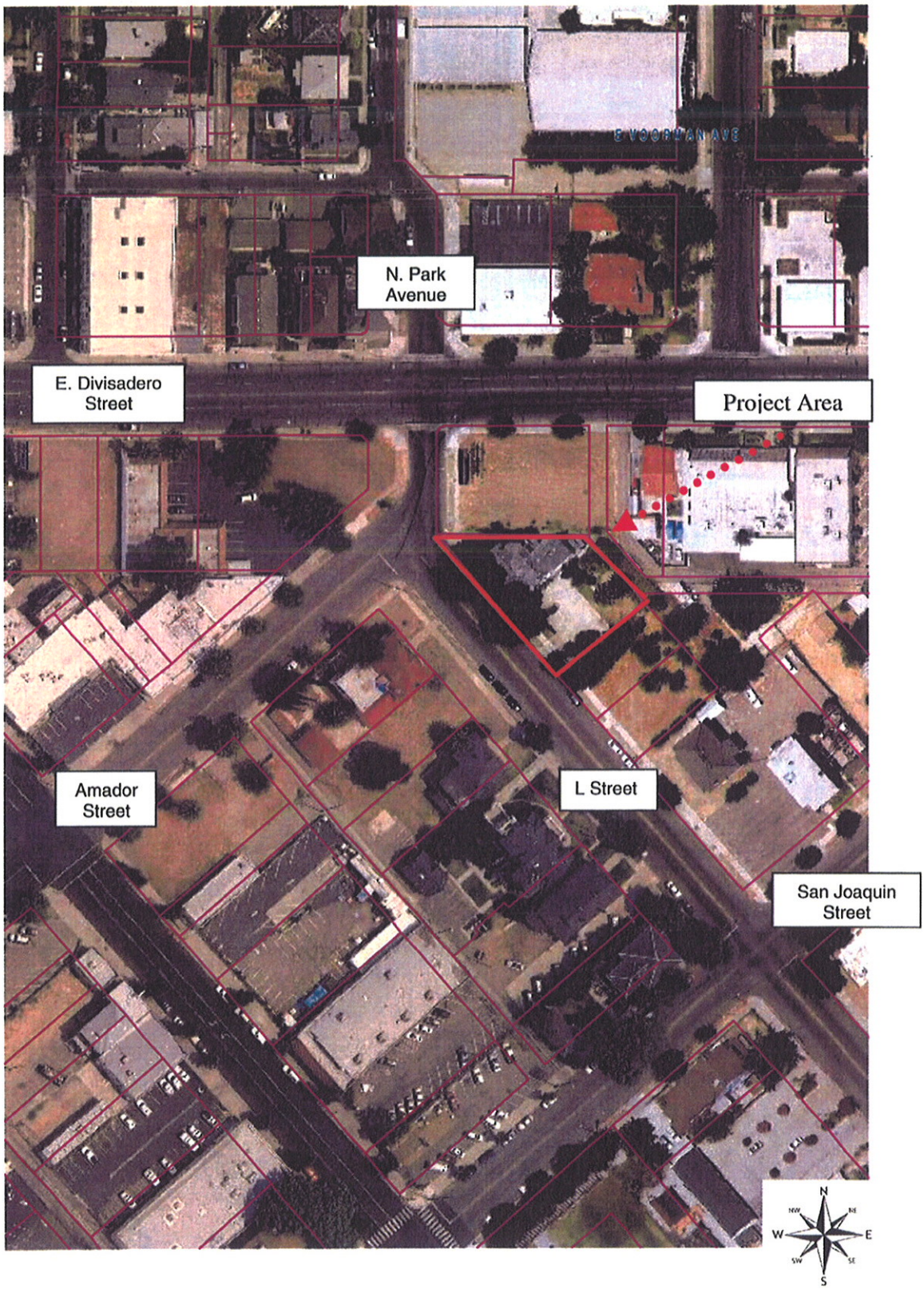
The heritage property category was established for resources that have historic merit but which may have problems with integrity (such as the Josiah Royce Hall) or which may be a contributor to a proposed historic district but which lack significance as an individual resource. Listing through this program of the Ordinance allows use of the California Historical Building Code and a measure of protection. Unlike the historic resource protocol, heritage properties may only be nominated by the owner or an authorized agent of the owner. A listing of a heritage property may also be rescinded more easily by the owner (FMC 12-1612(d). There is no requirement to publish a public notice in a local newspaper and the nomination is not forwarded to the City Council for consideration.

The protocol for designation of a Heritage Property is found at FMC 12-1612. The property owner has requested in writing that the Collins Home be designated in part to demonstrate their dedication to preservation of this early Fresno neighborhood. Maintenance plans for the home, submitted in a letter addressed to the City's Historic Preservation Project Manager on June 11, 2010, include restoration of the exterior, including repair of broken windows and siding and renovation of the interior (Exhibit D).

The Collins Home appears to be meet the definition of a heritage property as contained in 12-1603(n) as it is among the oldest properties in the neighborhood pre-dating in both construction date and style the homes on the west side of L Street.. As initially evaluated by staff in 2006 the property warrants listing due both to its age and architectural integrity, with a period of significance of 1900-1918. Modern intrusions, such as the fixed plate glass window on the façade and the brick facing have contributed to a loss of integrity, thus rendering the home not eligible for individual listing on the Local Register of Historic Resources. Nevertheless, the home is an important resource of this early Fresno neighborhood and has been called out numerous times as a contributor to a proposed L Street Historic District, most recently in a 2007 survey commissioned by the City's Planning and Development Department for the Upper Triangle Area. Also on the parcel is a detached single-family garage which is a contributor to the home (Exhibits B and C). Staff recommends that the Commission make a finding designating the William Collins Home as a Heritage Property.

Attachments:
- Exhibit A - Aerial Photograph (2008) for Collins Home.
- Exhibit B - Updated DPF 523 Form for the William Collins Home 19 June 2010.
- Exhibit C - State of California Primary and BSO Forms for The William Collins Home Prepared March 2006 By Will Tackett.
- Exhibit D - Letter Requesting Designation of the William Collins Home 11 June 2010.

Aerial Photograph (2008)
William Collins Home
1758 L Street



State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **PRIMARY RECORD**	Primary # HRI # Trinomial NRHP Status Code
Other Listings Review Code_____ Reviewer_____ Date_____	

P1. Resource Name(s) or Number: William Collins Home

***P2. Location: *a. County:** Fresno

***b. USGS 7.5' Quad:** Fresno South, 1963; Photorevised 1981: Parcel located in Section 4, T12S/R20E

c. Address: 1752 "L" Street

d. Assessor's Parcel Number: 466-103-12

***P3a. Description:** Please see attached dpr forms prepared in March 2006.

Detached garage

***P3b. Resource Attributes:** HP3 (Multiple family property); HP6 (Commercial Building, 1-3 stories); H4 (detached garage)

***P4. Resources Present:** •Building •Element of District

P5b Photo date: June 17, 2010

***P6. Date Constructed/Age and Sources:** c1900 Sanborn Fire Insurance Maps (see attached)

***P7. Owner and Address:**
FFDA Properties LLC
1396 W. Herndon #101
Fresno, CA 93711

***P8. Recorded by:**
Photo update, Karana Hattersley-Drayton, Historic Preservation Project Manager
City of Fresno

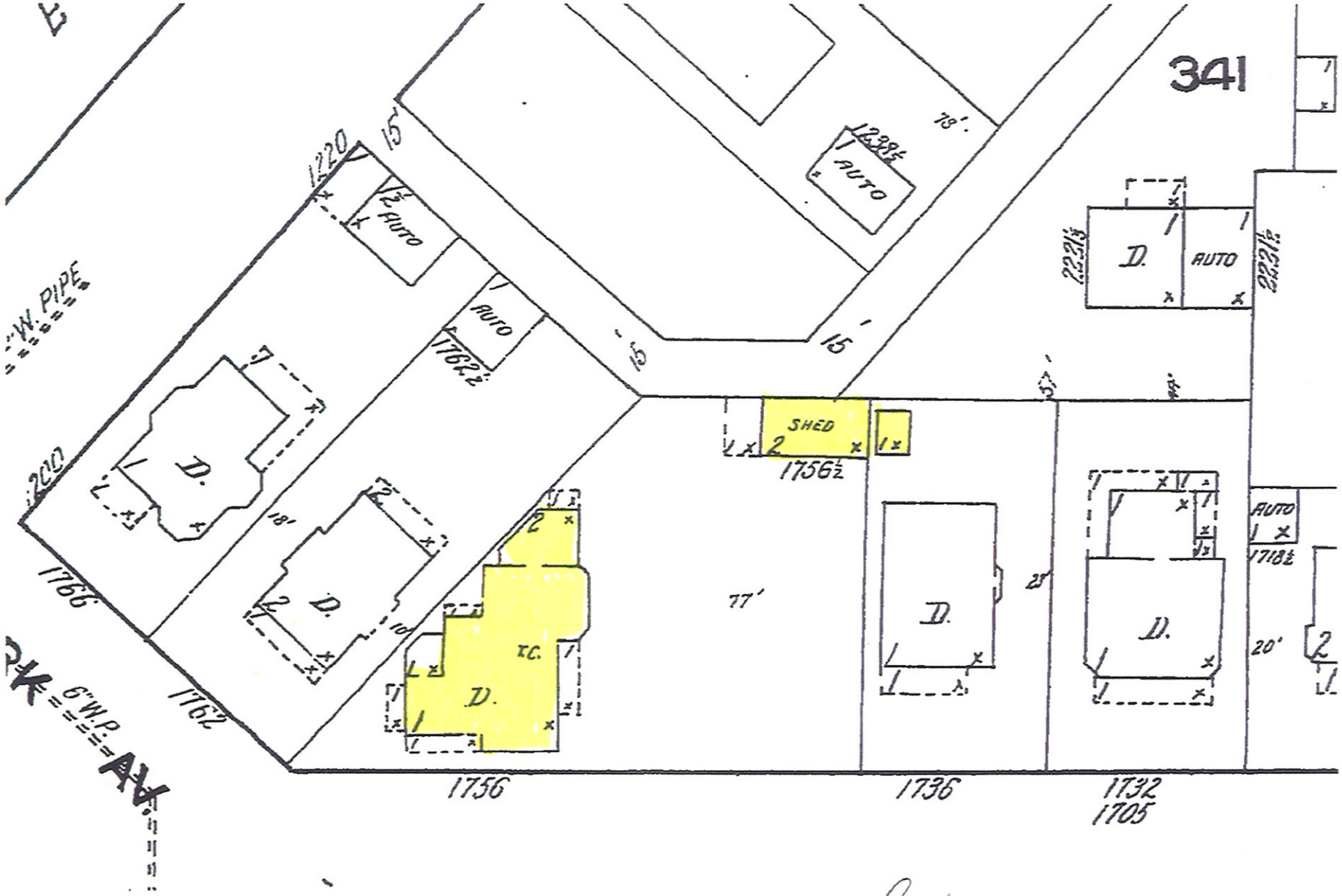
***P9. Date Recorded:**
March 20, 2006

***P10. Survey Type:** Intensive

***P11.**

Report Citation: Evaluation of 1752 "L" Street, The William Collins Home, for the Local Register of Historic Resources

***Attachments:** • Building, Structure and Object Report; •Continuation Sheet



Sanborn 1918:17

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **PRIMARY RECORD**	Primary # HRI # Trinomial NRHP Status Code
Other Listings Review Code Reviewer Date	

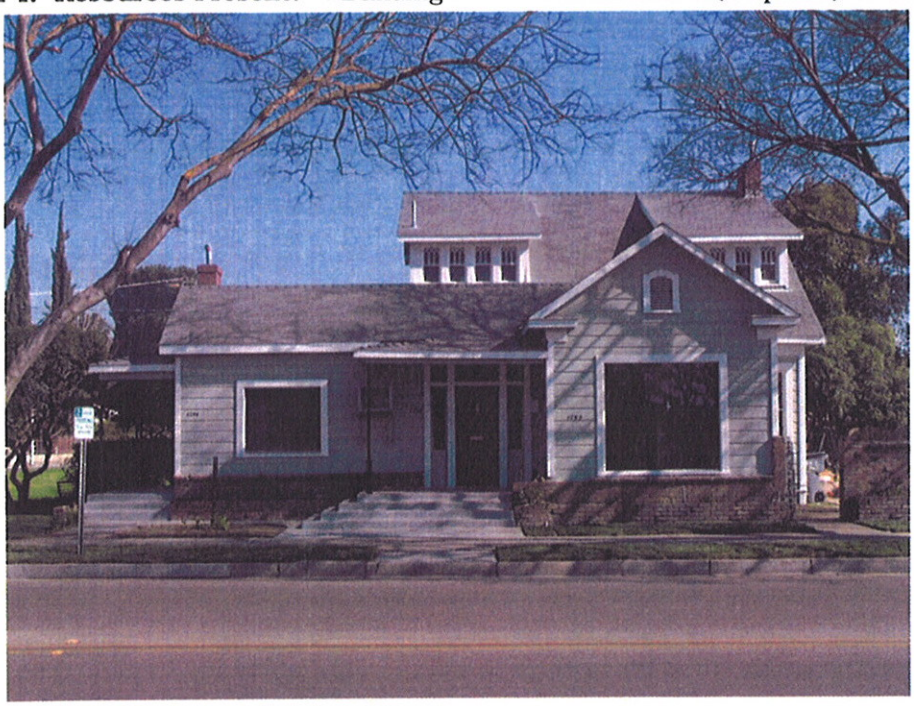
P1. Resource Name(s) or Number: William Collins Home

***P2. Location: *a. County:** Fresno
***b. USGS 7.5' Quad:** Fresno South, 1963, Photorevised 1981; Parcel located in Section 4, T14S/R20E
c. Address: 1752 "L" Street
d. Assessor's Parcel Number: 466-103-12

***P3a. Description:** This large irregularly shaped two-story home was originally constructed as a single story home, of moderate size, with an essentially square floor plan and forward protruding ell facing southwest onto "L" Street. The standard frame construction is clad with 10-inch horizontal channel siding. Composition shingles cover the normal to steep pitched roof with moderately overhanging boxed eaves and fascia boards. Several rooflines may be seen on this structure due to the additions and alterations to the original floor plan: The original square and ell are cross-gabled and feature triangular pediments with cornice returns on the gable-ends; the second story facade incorporates two shed style dormers; and hipped and shed style sections may be found at various locations atop the rear additions to the building. Fenestration incorporates fixed single sash picture windows left and right of the main entry, with double-hung sash windows filling the majority of the remaining piercings.

***P3b. Resource Attributes:** HP3 (Multiple family property); HP6 (Commercial Building, 1-3 stories); H4 (detached garage)

***P4. Resources Present:** ● Building ● Element of (Proposed) "L" Street Historic District



P5b Photo date: February 08, 2006

***P6. Date Constructed/Age and Sources:** ca. 1900/ Sanborn Insurance Maps; Polk Husted Directory of Householders; TRW First American Real Estate Information; City and County of Fresno building records.

***P7. Owner and Address:**
John S. Shegerian
P.O. Box 2428
Fresno, California 93745

***P8. Recorded by:**
Will Tackett, Planner II, Historic Preservation Aide, City of Fresno

***P9. Date Recorded:** March 20, 2006

***P10. Survey Type:** Intensive

***P11. Report Citation:** Evaluation of 1752 "L" Street for the Local Register of Historic Resources

***Attachments:** ● Building, Structure and Object Report ● Continuation Sheet

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code:**

***Resource Name:** William Collins Home, 1752 "L" Street

B3. Original Use: Single Family Residence **B4. Present Use:** Commercial Office

***B5. Architectural Style:** Vernacular with Arts & Crafts Influences

***B6. Construction History:** The earliest building permit records for the property date to 1911 and 1912 for repairs in the amounts of $125.00 and $50.00 respectively. Permits were issued for alterations in the amount of $2000.00 in 1922 although the scope of the alterations is unknown. In 1950 permits were again issued for repairs in the amount of $3,000.00, this time due to fire damages. Permits for a new foundation and building front remodel were issued in 1955.

***B7. Moved?** ☒No

***B8. Related Features:** The extant ancillary building located at the easternmost corner of the subject property appears to be located in the same proximity as a stable shown on the Sanborn Insurance Maps dating from 1906. Although the stable is shown as having been converted to an accessory shed building by 1918 the existing accessory building is of masonry block construction with a gabled corrugated metal roof and does not convey an age as early as that suggested by the insurance maps. No evidence exists without survey whether the existing building is in fact located within the same position of the original accessory building, or is even located on the subject property at all. It should also be noted that a wood outbuilding on the property was demolished within the last year. This demolished building may have been the original stable/shed.

B9a. Architect: Unknown **B9b. Builder:** W.L. Collins

***B10. Significance: Theme:** Early Residential Architecture **Area:** Fresno City Blocks/Central Addition
Period of Significance: c1900-1918 **Property Type:** Vernacular with Arts & Crafts Influences

This property comprises a parcel which spans the literal boundary between the original Fresno City Blocks plat and the Central Addition subdivision and was incorporated as of October 27, 1885. The subject property is currently located within the boundaries of the City Council adopted Fulton-Lowell Specific Plan and furthermore is also included within the boundaries of the proposed "L" Street Historic District as recommended by the Ratkovich Plan Survey of 1994.

The builder/contractor and original owner was William L. Collins who moved to this location in ca. 1900 from his previous residence located further south on "L" Street. The 1898 Sanborn Insurance Map shows that a small dwelling and stable were located on the subject property prior to construction of the existing residence. The existing residence has undergone a number of additions and alterations. **(see continuation sheet)**

***B12. References:** Sanborn Insurance Maps, 1898, 1906, 1918, 1919-1950; Building Permits on file in the City of Fresno Planning & Development Department; Building Records on file with the Fresno County Assessor's Office; Polk Husted Directories 1898-1915; Ratkovich Plan Survey (John Powell) 1994; Virginia and lee McAllester, A Field Guide to American Houses, 1994.

***B14. Evaluator:** Will Tackett, Planner II

***Date of Evaluation:** March 20, 2006

(This space reserved for official comments.)

*Required information

Repairs were made to the dwelling in 1911 and again in 1912. The large rear and second story additions to the existing residence were made at some point prior to 1918 and further alterations were made in 1922. The dwelling was again repaired in 1950 due to fire damage, the extent of which is unknown. In 1955 the front porch and building front were remodeled and a new foundation provided. Records on file with the City and County of Fresno also suggest that the interior of the dwelling has been remodeled on several occasions, likely due to fluctuating uses of the property. Records indicate that the building has been used for both single family and multiple family (duplex) residential purposes as well as an office for public service and commercial type uses.

Although the home clearly represents an early example of residential architecture within the central Fresno area, the property does not appear to qualify for individual eligibility to the Local Register of Historic Resources. While the building does appear to have retained its integrity, no evidence has been found which suggests association with events that have made a significant contribution to the broad patterns of Fresno's local history. Furthermore, while William L. Collins is known to have been an early settler and merchant within the Fresno area, no evidence has been found which indicates that he played a significant role in Fresno's past. Lastly, although the property does embody distinctive characteristics of type, it does not represent the work of a master nor does it possess high artistic values on a exemplary level which would elevate the property to eligible for listing on the local register. The property does however appear to constitute a resource which is worthy of preservation because of its historical, architectural and aesthetic merit and therefore may be eligible for designation as a heritage property. Moreover, the property may be considered a contributor to the proposed "L" Street Historic District as recommended by the Ratkovich Plan Survey of 1994.

Many of the double-hung sash windows have blank lower panes with patterned panes above. These windows are readily apparent within the dormers on the second story façade but are continued throughout the second story and within the bay window located on the southeasterly elevation of the addition. Of particular interest is a single two-over-two pane double-hung sash window located on the southeasterly elevation of the original structure. Porches located at the main entry of the façade and on the northwesterly elevation of the original structure, feature flat hipped roofs and wrought iron railing and supports. Concrete stoops are also located along the northwesterly and southeasterly elevations of the building additions. Exterior chimney stacks are located on the northwesterly elevation of the original structure and the southeasterly elevation of the addition. A wrought iron gate provides entrance to a paved driveway area from "L" Street on the southerly side of the home. The driveway and yard are segregated from the public right-of-way by a clinker brick wall with incorporated planter that extends to the southernmost portion of the property adjacent to the public right-of-way. The character of the clinker brick wall and planter is continued as a veneer along the approximately bottom one-quarter of the building façade. A front gabled detached ancillary building constructed of concrete blocks sits at the southeast corner of the property.

Looking South From Adjacent Property

Looking Southwest From Alley

GRANVILLE HOMES, INC.

June 11, 2010

Mrs. Karana Hattersley-Drayton
Historic Preservation Project Manager
City of Fresno

Re: 'L' Street Plan

Dear Mrs. Hattersley-Drayton:

As you are aware, Granville Homes is in contract with the Housing Authorities of the City and Counties of Fresno ("HACCF"), to purchase the properties they currently own on L Street and San Joaquin Street. It is our intent pending the close of escrow to nominate the "Newman J. Levinson" to be added to the list of Local Historical Resources once relocated. We also would like to nominate as a local resource the William Collins Home. Granville Homes will proceed with its plan, as summarized below.

1) "Newman J. Levinson"
   a. Request "Newman J. Levinson" be added to the list of Local Historical Resources once relocated (Exhibit A – Nomination as Local Historic Resource)

2) 1752 L Street "the William Collins Home" – (Exhibit B – Nomination as Local Historic Resource)
   a. Cleanup exterior of building (siding, broken windows, etc)
   b. Renovate interior

With the respectful request for cooperation by the HPC, we feel that we can not only help alleviate some of the ongoing neglect that is occurring in this area, but also add new multi-family housing that will bring new people and new revenue into the area. Without the HPC's help in this matter, however, we subject ourselves, current L Street residents, and the city in general to the continued degeneration of a once-thriving community.

Please feel free to contact me with any questions or for further clarification as needed.

Sincerely,

Darius Assemi
President

1396 West Herndon Avenue Suite 101 Fresno, California 93711 Telephone: 559.436.0900 Facsimile: 559.436.1659 Web: www.gvhomes.com

City of FRESNO

REPORT TO THE HISTORIC PRESERVATION COMMISSION

AGENDA ITEM NO. VIA
HPC MEETING: 05/23/2011

APPROVED BY

DEPARTMENT DIRECTOR

May 23, 2011

FROM: CRAIG SCHARTON, Assistant Director
Development and Resource Management Department

BY: KARANA HATTERSLEY-DRAYTON
Secretary
Historic Preservation Project Manager

SUBJECT: REVIEW AND MAKE FINDINGS ON WINDOW MATERIALS AND SPECIFICATIONS FOR THE RESTORATION OF 764 AND 754 P STREET (WAREHOUSE ROW) HP#003 PURSUANT TO FMC 12-1606(a)(2).

RECOMMENDATION

Staff recommends that the Commission review the attached elevations and information on the "Talon Classic" window as manufactured by Andersen Windows. Staff further recommends that you find that the product is consistent in design and materials with the historic windows on 764 and 754 P Street and is suitable as replacement for windows that are missing and/or deteriorated. The optional treatment of the "alumiclad," to provide protection and durability for the windows, needs to be evaluated by the Commission.

EXECUTIVE SUMMARY

On August 25, 2008 and February 23, 2009 the Historic Preservation Commission reviewed and approved the renovation plans and CEQA analysis for the "Warehouse Row Project," located at 702-764 P Street. The complex of connected buildings is listed on the National Register of Historic Places as well as Fresno's Local Register of Historic Resources. As initially presented to the Commission at the August 25th 2008 meeting, the renovation plans for Warehouse Row included replacement of missing, deteriorated and damaged windows at both 764 P Street (the Wormser Furniture Company Warehouse) as well as 754 P Street. In a 4-0 motion adopted by the Commission at the February 23rd 2009 hearing, the plans for the project were approved with the caveat that there would be a subsequent review of the actual materials used for the deteriorated windows.

The building plans for the project are now completed and construction is set for later this spring. Pursuant to the Commission's authority as described at FMC 12-1606(a)(2) the Commission is asked to review and as appropriate, approve the window specifications.

BACKGROUND

The Warehouse Row complex is a series of connected buildings located at 702-764 P Street between Mono and Inyo Streets on the western side of the (former) Santa Fe Rail corridor. The complex was listed as a historic district on the National Register of Historic Places on March 24, 1978 and is also a designated historic property on Fresno's Local Register of Historic Resources (HP#003). The least altered of the buildings is the Wormser Furniture Company Warehouse (764 P Street) at the southeast corner of P and Inyo Streets (Lots 31-32) which was constructed between 1906 and 1918 (Sanborn Fire Insurance Company maps). An earlier Wormser Furniture Company Warehouse is depicted east of the current building and adjacent to the tracks on the 1906 Sanborn Map, which may explain the date of 1903 (or even 1899), that is usually assigned to the current building. This end-gable two story former

warehouse is constructed of unreinforced brick and according to the Assessor's records was remodeled in 1930 with office alterations made in 1953, 1980 and 1994. The character defining feature of this building is the stepped parapets on both the east and west elevations.

Warehouse Row was purchased in 2007 and development plans for its rehabilitation were submitted to the Planning and Development Department. At the August 25, 2008 public hearing of the Historic Preservation Commission, the property owner, Summa Development Group, submitted preliminary project plans. The Commission, after a presentation by staff and the applicant, adopted a resolution as follows *"accept the Staff recommendation, amended to cite CEQA Categorical Exemptions 1A and 31, and to accept the property owner's eight part renovation proposal, with the requirement that the structural analysis for 754 P Street be submitted to the Commission's Staff (for the record), and that items 5 through 8 of the property owner's proposal be brought back to the Commission for further design and materials review."*

At the February 23, 2009 meeting of the Commission the property owner submitted a site plan application which formalized the preliminary plans which had been reviewed by the Commission the previous August. In addition, the developer submitted for the record a copy of the structural analysis for the portion of the building complex at 754 P Street which will be demolished due to numerous structural and design deficiencies. After discussion, the Commission, on a 4-0 vote, approved the plans as presented with the caveat that the actual materials for the replacement of missing or deteriorated windows be reviewed when available. The Warehouse Row Project was submitted to the Planning Commission and approved on April 7, 2010.

As noted in Preservation Brief 9 (National Park Service), it is optimal to retain the original or existing windows in an older or historic building. However, as noted in the Brief, "there is a point when the condition of a window may clearly indicate replacement." In both 764 and 754 P Street, windows have not only deteriorated but are in some cases missing and/or have been removed and in-filled. The intent of the project is to replace all the windows with a product, the "Talon Classic" (Andersen Windows) which in design and materials replicates existing windows. Thus the windows for the former Wormser Warehouse will be 2 over 2 double hung sash with wood frames whereas the windows for 754 will be 4/4 double hung sash, also with wood frames and clear glass. The only deviation requested is an optional aluminum coating for the exterior wood sections of the windows, to protect and extend the life of the windows.

Attachments: Exhibit A - Elevations and Summary Information for Window Specifications, 754 and 764 P Street, Warehouse Row Project.

SUMMA
DEVELOPMENT GROUP
2025 N. Gateway, Suite 101 • Fresno, CA 93727
Phone (559) 288-3925 • Fax (559) 226-3925 • wadyck@yahoo.com

Historic Preservation Commission
Warehouse Row Project
May 23, 2011

Summary
Warehouse Row is a master planed redevelopment project including 3 multi-story historic buildings constructed between 1903–1923, listed on the National Historic Register. The project is fronted on P Street and encompasses the city block bounded by P Street, Inyo Street, Mono Street, and the Santa Fe railroad tracks. The project has been in the planning and design phase since 2007 and the general development concept and specific elements of the project have been previously presented and approved by the Historic Preservation Commission. The building plans are now in backcheck and construction is set to commence Spring 2011. Two remaining detail items are outstanding and we request your approval of these to commence construction and rehabilitate the historic Warehouse Row buildings.

Item #1 - Replacement Window Specification (754 & 764 P Street)

In the 2008 & 2009 presentations to the HPC, the replacement of the heavily damaged and missing windows along the P Street and Inyo frontages were proposed and approved. At those meetings, the HPC requested, to review the product specifications of the replacement windows when they came available to confirm consistency with the architectural design of the former windows. The specifications are now available and the following is a description of the proposed product.

The proposed product is the "Talon Classic" in the Eagle product line of Andersen Windows. Several manufacturers and product lines were considered but the Talon Classic was found to be most compatible with the existing window design. National Preservation Brief #9 gives guidelines on the evaluation of replacement windows and gives consideration to pattern, proportion, configuration, profile, type, color, glass, and detail. An excerpt of the brief is found below.

Excerpt from National Park Service, Preservation Brief #9

9 Preservation Briefs

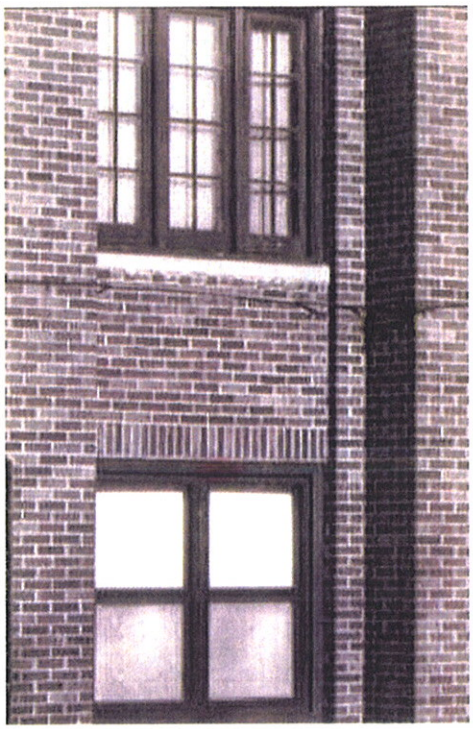
Technical Preservation Services
National Park Service
U.S. Department of the Interior

Window replacement

Although the retention of original or existing windows is always desirable, there is a point when the condition of a window may clearly indicate replacement. The decision process for selecting replacement windows should not begin with a survey of contemporary window products which are available as replacements, but should begin with a look at the windows which are being replaced.

Attempt to understand the contribution of the window(s) to the appearance of the facade including:

1. The pattern of the openings and their size
2. Proportions of the frame and sash
3. Configuration of window panes
4. Muntin profiles
5. Type of wood
6. Paint color
7. Characteristics of the glass
8. Associated details such as arched tops, hoods, or other decorative elements.



When replacing windows, consider the contribution of the window to the historic facade. Original casement windows (top) in this building were replaced with windows of inappropriate style (bottom). Photo: NPS files

Design Comparison:

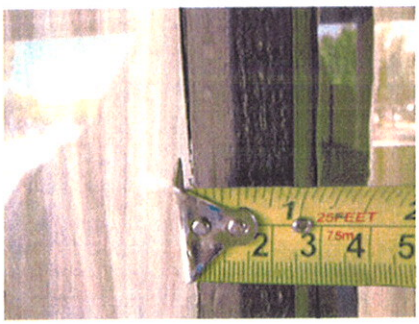
Existing Windows
Construction: Solid Wood Frame
Style: Double Hung Traditional
Divisions: 4 Lites per pane (754 P)
Divisions: 2 Lites per pane (764 P)
Casing: 3"
Muntins: 7/8"
Wood: Pine
Glass: Clear
Paint Color: Black
Detail: Arched Top Casing

Proposed Windows
Construction: Solid Wood Frame
Style: Double Hung Traditional
Divisions: 4 Lites per pane (754 P)
Divisions: 2 Lites per pane (764 P)
Casing: 3"
Muntins: 7/8"
Wood: Pine
Glass: Clear
Paint Color: Black
Detail: Arched Top Casing

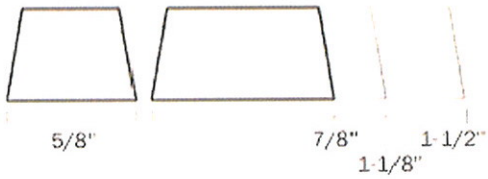
Typical divisions of 754 P (4 lites)

Typical divisions of 764 P (2 lites)

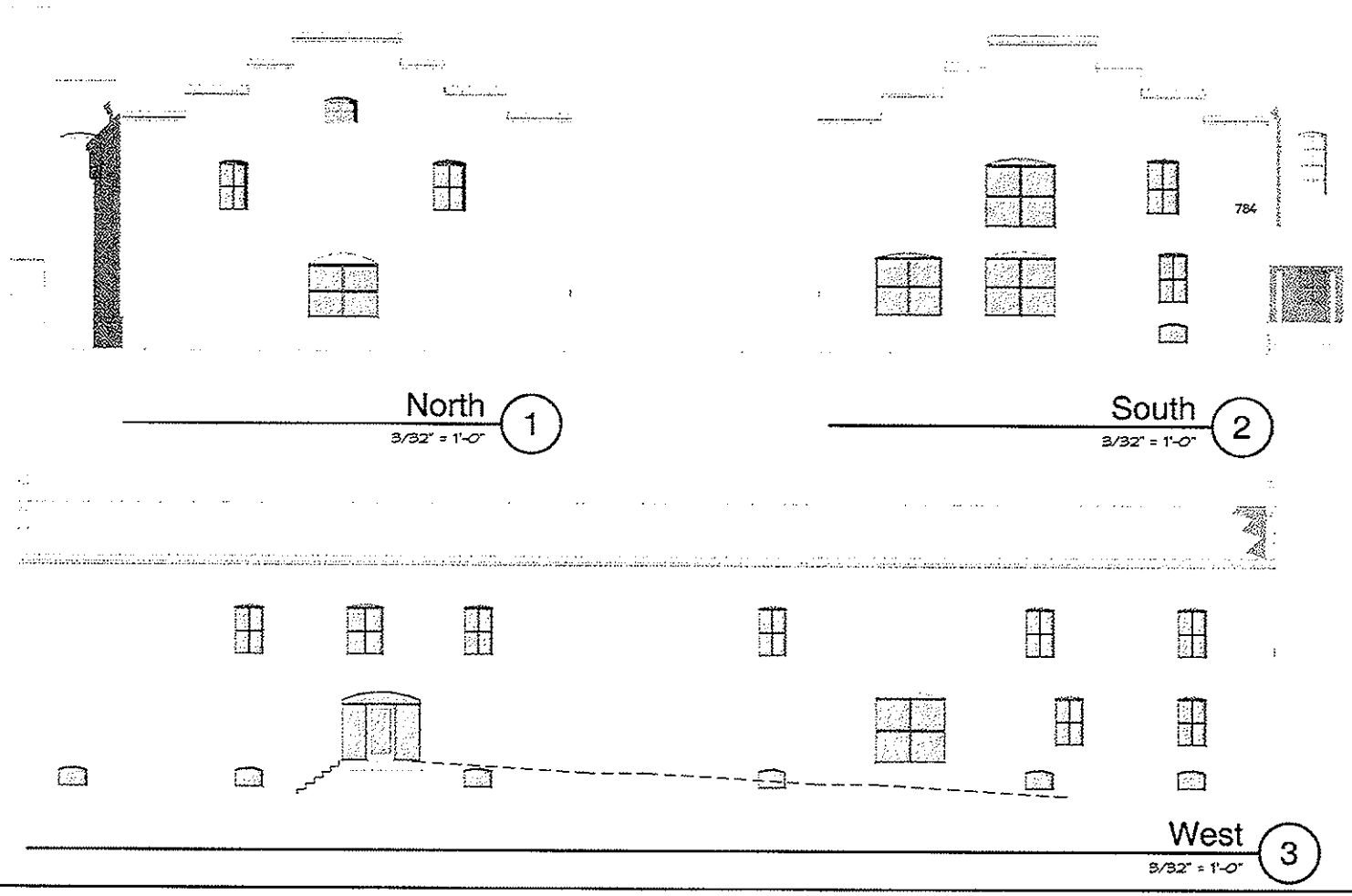
Existing mullions 7/8"



Proposed mullions 7/8"



The proposed windows are very similar to the original windows in style, shape and function. The only requested deviation from the original windows is the optional alumiclad exterior protectant. Alumiclad is a thin extruded aluminum coating that protects the exterior exposed face of the windows. It features a durable factory applied paint coat to match the historical black finish and provides UV and weather resistance to the exterior greatly extending the life of the window. Up close it has a smoother finish than untreated wood, but is nearly indistinguishable from 10 feet.



Hendersen Architectural Group, Inc.

1463 North Avenue
Fresno, California 93728
559 485 9080 voice
559 485 9081

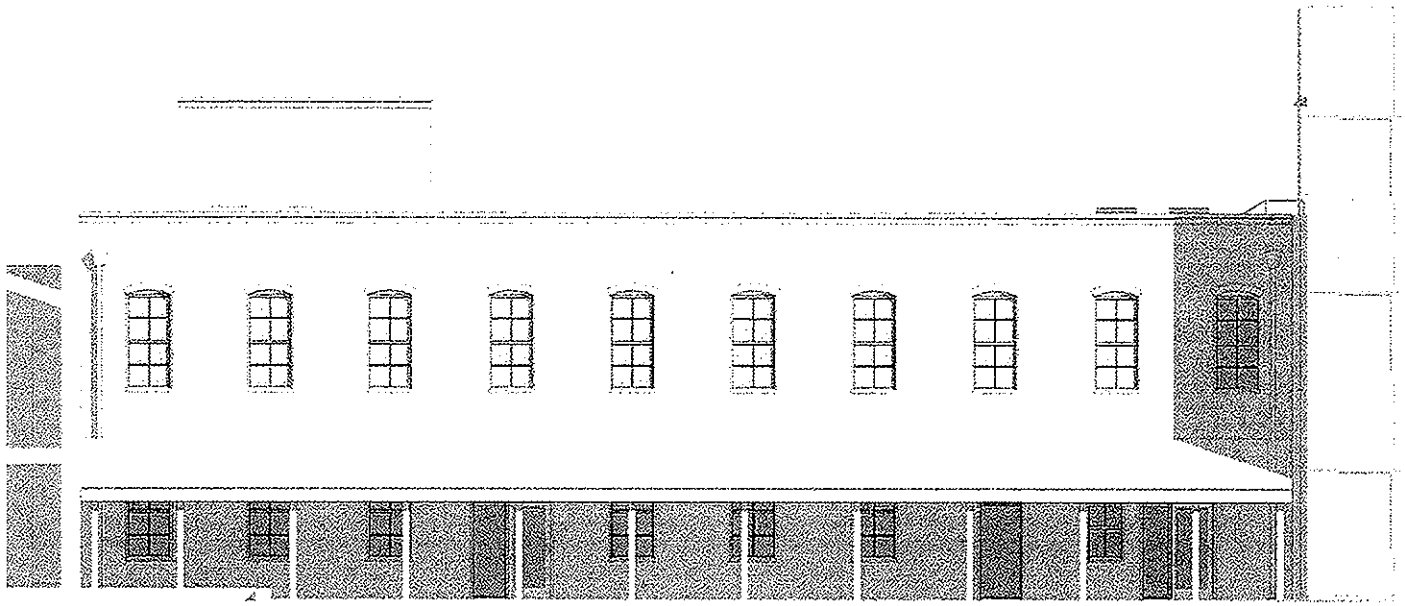
Architect

Project
Warehouse Row Building
'D'4 "P" Street
Fresno, California 93721

Sheet
EX-01

Proj. No.: 08-136:D1

Date: 05/10/11



South

1/8" = 1'-0"

1

Henderson Architectural Group, Inc.

1663 North Avenue
Fresno California 93728
559.485.9686 voice
559.485.9661

Architect

Project

Warehouse Row Building 'C'
744 "P" Street
Fresno, CA 93721
City of Fresno CUP:C-09-166

Proj. No.: 08-136-C

Date: 05/10/11

Sheet

EX-02

Eagle WINDOWS DOORS
an Andersen Company

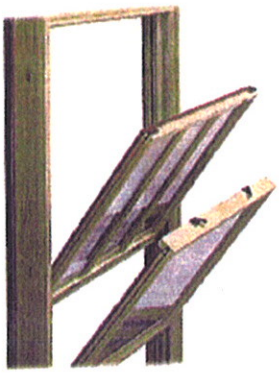
DOUBLE HUNG

EAGLE Talon™ double-hung windows offer the dual benefits of traditional beauty and exceptional performance. When you want the classic style of a double-hung window, EAGLE delivers – but with a difference. Four times more airtight than the industry standard, EAGLE double-hung windows feature extra weather stripping for energy efficiency and to ensure a tight seal against wind and rain. And EAGLE's exclusive Low-E Maximizer Plus® dual-insulating glass boosts insulation value, while adding protecting against damaging ultraviolet rays.

For convenient cleaning from the inside, both sash tilt inward at a 90-degree angle. EAGLE double-hung windows feature a unique balance system for easy lifting and long-lasting, smooth operation.

EAGLE® Talon™ Double-Hung windows features a new lock and tilting mechanism. The innovative locks have a sleek design and, because the lock is concealed, provide a traditional uncluttered look. It's easy to tell with a quick glance at the locks whether the window is locked or unlocked. With a simple 3/4 turn of each lever toward the center of the window, the sash is unlocked and can be lifted for ventilation. Continuing another 1/4 turn releases the concealed tilting mechanism and the sash easily tilts inward for cleaning. No strings or cords, just consistent and effortless operation. To close, simply push the sash back into the frame. The tilt latches are spring-loaded and minimize potential damage to the window framing during closure. Then close the sash and turn the levers to the locking position. The unique jamb liner and lock assembly work together to center the sash, ensuring a weather-tight fit on all sides.

The EAGLE Talon Double-Hung also features jamb liners with optional stainable or paintable wood inserts to match the interior of the window sash and painted aluminum inserts to match the exterior of the window. These jamb liners provide a smoother, more attractive appearance and replicate the architectural look of double-hung windows of a by-gone era.



Both sashes tilt inward for easy cleaning

Integral Double-Hung Benefits

- Clad windows, available in 50 standard popular exterior colors, deliver long-lasting, low-maintenance exteriors. Additional structural integrity of extruded aluminum cladding is a welcome bonus.
- Clear natural pine interiors are ready for painting or staining to match selected color scheme.
- An innovative concealed locking system makes tilting the window for cleaning a breeze.
- Flush-mount sash locks and keepers create a streamlined appearance without obstructing the view.
- EAGLE Wood windows are available with primed, unprimed or clear exteriors to allow a variety of finishing options.
- Windows and doors are modular in design, allowing you the flexibility of combining various styles to create a custom window system of your choice.
- Eagle Talon™ RetroFit™ Double-Hung replacement windows share the features of standard Talon Double-Hung but are built to your exact specifications to fit into an existing window frame.
- Choose from a variety of design options, including:
- EAGLE's exclusive Decorelle® Series decorative glass.
- Modern Divided Lights® or Classic Divided Lights.
- Accessory trim metals including: brickmold and sillnosing.
- Radius Single-Hung and monumental Single-Hungs.

City of FRESNO

REPORT TO THE HISTORIC PRESERVATION COMMISSION

AGENDA ITEM NO. VIB

HPC MEETING: 05/23/2011

APPROVED BY

DEPARTMENT DIRECTOR

May 23, 2011

FROM: CRAIG SCHARTON, Assistant Director
Development and Resource Management Department

BY: KARANA HATTERSLEY-DRAYTON
Secretary
Historic Preservation Project Manager

SUBJECT: REVIEW AND PROVIDE COMMENTS ON CONCEPTUAL PLANS TO REHABILITATE THE PORCH ON THE (FORMER) WORMSER FURNITURE COMPANY BUILDING (HP#003) 764 P STREET PURSUANT TO FMC 12-1606(b)(23).

RECOMMENDATION

Staff recommends that the Commission review the proposal by the property owner to remove a 1979 exterior addition to the (former) Wormser Furniture Company Warehouse, (HP# 003). Pursuant to FMC 12-1606(b)(23), the Commission may render advice and guidance to a property owner on the "restoration, alteration, rehabilitation, landscaping or maintenance of any History Resource..." The item is presented for discussion and review only; no action will be taken at tonight's meeting.

EXECUTIVE SUMMARY

The least altered of the several connected buildings in the Warehouse Row complex is the Wormser Furniture Company Warehouse (764 P Street), located at the southeast corner of P and Inyo Streets (Lots 31-32). Although the west façade of the building sports a "1903" construction date, in fact there was no building depicted at this location on the 1906 Sanborn Fire Insurance Map. A copy of a photograph submitted by the developer (see attached) indicates a 1909 build date, which would appear to be correct. This end-gable two story former warehouse is constructed of unreinforced brick and according to the Assessor's records was remodeled in 1930 with office alterations made in 1953, 1980 and 1994. A major character defining feature of this building is the stepped parapets on both the east and west elevations.

A full-width shed roof porch is attached to the P Street elevation. According to the property owner this addition was made in 1979 and is problematic as it is not ADA compliant. The property owner proposes to remove this porch and seeks the professional advice of the Commission on this issue. Any permit for future work will be returned to the Commission for review and approval.

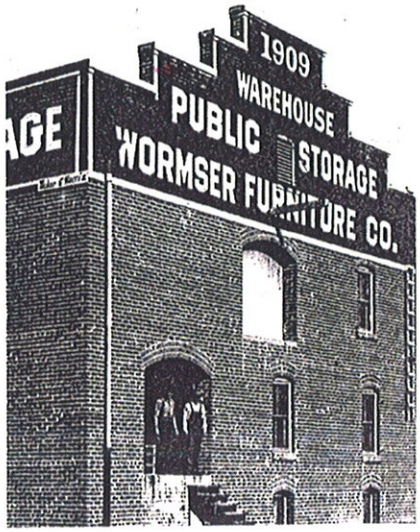
Attachments: Exhibit A - "Removal of Non-Historic Canopy and Deck (764 P Street)."

Item #2 - Removal of Non-Historic Canopy & Deck (764 P Street)

In 1979 exterior additions were made to the 764 P Street building including a non-historic raised deck and metal awning along the P Street frontage. The uneven steps, sloped decking, and path of travel encumbrances are non-ADA compliant. Additionally, these non-historical additions detract from the historical facade of the building. They are proposed to be removed.

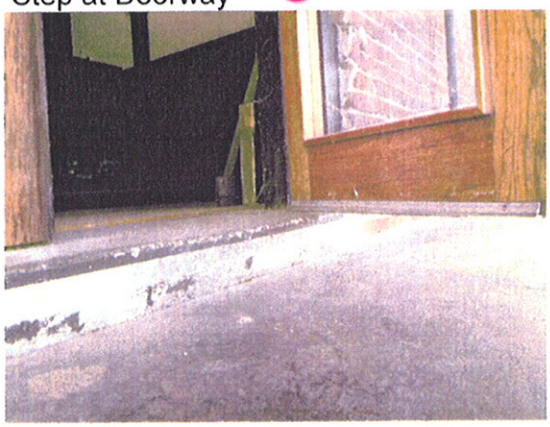
Current Photograph

1920's photograph



Uneven Stairs & Sloped Deck

Step at Doorway



Appendix C:2025 Fresno General Plan Master EIR Review Summary

MASTER ENVIRONMENTAL IMPACT REPORT (MEIR) REVIEW SUMMARY

Projected Population and Housing. The City of Fresno experienced a period of notable growth in the construction of single family residences over the first five-year period of the 2025 Fresno General Plan (2003 through 2007). However, this development has occurred within the parameters anticipated by the General Plan and the mitigation measures established by Master Environmental Impact Report (MEIR 10130/SCH 2001071097). The General Plan and its MEIR utilized a projected population growth rate for purposes of land use and resource planning. This projection anticipated an annual average population growth of approximately 1.9 percent over the 23-year planning period. Population estimates provided by the State of California Department of Finance (DOF) indicate a population growth of approximately 60, 000 people between 2002 and 2007 with a growth rate varying from 1.47 to 1.97 percent per year. These estimates are well within the growth projections of the General Plan and MEIR.

The City has processed 110 plan amendment applications since the adoption of the 2025 Fresno General Plan. These applications have resulted in changes of planned land use that affected approximately 1,000 acres, representing approximately one percent of the land area within the 2025 Fresno General Plan boundary. The impacts of these amendments are minimal and not significant in relation to the balance of the density and intensity of the land uses impacted by the plan amendment applications.

Based upon this, many of the assumptions relied upon for the MEIR to address other impacts, such as traffic, air quality, need for public utilities, services and facilities and water supplies are still valid to the extent that these assumptions relied upon projected population growth during the General Plan planning period. For this reason and the others provided below, the Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known pursuant to CEQA Guideline Section 15179(b)(1) and the MEIR may still be relied upon.

Transportation and Circulation. Subsequent to the certification of the MEIR the City of Fresno has required the preparation of approximately 200 site specific traffic impact studies and had required the provision of street, intersection signalization and transportation improvements in accordance with the adopted mitigation measures of the MEIR. The City's Traffic Engineer reports that through review of these approximately 200 traffic impact studies, the City has not seen traffic counts substantially different than those predicted by the MEIR. Concurrently with these efforts, the City adopted a new program for traffic signal and major street impact fees to pay for planned improvements throughout Fresno (not just in new growth areas, as has been the case with the previous impact fee program). These fees will more comprehensively provide for meeting transportation infrastructure needs and will expedite reimbursement for developments, which construct improvements that exceed the project's proportionate share of the corresponding traffic or transportation capacity needs.

In addition to the local street system, the City has entered into an agreement with the California Department of Transportation to collect impact fees for state highway facilities which may be impacted by new development projects. The City participates in the Fresno County Transportation Authority, which recently was successful in obtaining voter re-authorization of a

half-cent sales tax to be dedicated to a wide range of transportation facilities and programs (including mass transit). The City is also an active participant in ongoing regional transportation planning efforts, such as a freeway deficiency study, a corridor study for one or more additional San Joaquin River crossings, and the State's "Blueprint for the Valley" process. All these studies were commenced after the MEIR was certified, but none of them is yet completed. Therefore, it cannot be concluded that Fresno's environmental setting or the MEIR analysis of traffic and circulation have materially changed since November of 2002.

Therefore, Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known based upon traffic impacts pursuant to CEQA Guideline Section 15179(b)(1).

Air Quality and Global Climate Change Staff has worked closely with the regional San Joaquin Valley Air Pollution Control District (SJVAPCD) since the November 2002 certification of the 2025 Fresno General Plan Master Environmental Impact Report (MEIR). Potential air quality impacts have been analyzed for every environmental assessment initial study done for City development projects. Projects are required to comply with SJVAPCD rules and regulations via conditions of approval and mitigation measures formulated in the MEIR.

Overall, revisitation of these issues leads to the conclusion that, while there have been changes in air quality laws, planning requirements, and rules and regulations since certification of the MEIR, the actual environmental setting has not evidenced degradation of air quality. (Because air quality and global climate change are matters of some public controversy, additional documentation has been supplied on this issue; please refer to the appended full analysis with supporting data.)

In conjunction with SJVAPCD attainment plans and attendant rules and regulations that were adopted prior to the certification of the MEIR, policies in the 2025 Fresno General Plan and MEIR mitigation measures aimed at improving air quality appear to be working. Since 2002, data show that pollutant levels have been steadily decreasing for ozone/oxidants and for particulate matter (10 microns and 2 microns in size). Recent adoption of new air quality attainment plans by SJVAPCD, calling for broader and more stringent rules and regulations to achieve compliance with national and state standards, is expected to accelerate progress toward attainment of clean air act standards.

Analysis of global climate change analysis was not part of the MEIR in 2002, due to lack of scientific consensus on the matter and a lack of analytical tools. However, under the MEIR and General Plan mitigation measures and policies for reducing all forms of air pollution, levels of greenhouse gases have been reduced along with the other regulated air pollutants. At this point in time, detailed analysis and conclusions as to the significance of greenhouse gas emissions and strategies for mitigation are still not feasible, because the legislatively-mandated greenhouse gas inventory benchmarking and the environmental analysis policy formulation tasks of the California Environmental Protection Agency Air Resources Board and the Governor's Office of Planning and research are not completed. The information available does not support any conclusion that Conditional Use Permit Application No. C-11-014, Vesting Tentative Map No. 5994, or other City projects would have a significantly adverse impact on global climate change. Similarly, there is insufficient information to conclude that global climate change would have a significantly adverse impact upon the City of Fresno or specific development projects.

Staff is not aware of any particular circumstance or information that would make impacts to air quality a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Therefore, Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known based upon air quality impacts pursuant to CEQA Guideline Section 15179(b)(1).

Water Supply, Quality and Hydrology. The City of Fresno has initiated, continued and completed numerous projects addressing general plan and MEIR provisions relating maintaining an adequate supply of safe drinking water to serve present and future projected needs. A water meter retrofit program to meter service to all consumers by the end of the year 2012 is underway, in compliance with State law that predated the MEIR and with new regulations affecting the U.S. Bureau of Reclamation Central Valley Project. (While the federal regulation has trumped a voter-approved City charter amendment that specifically prohibited using meters for residential development, the City's plans and policies have always contained measures calling for water conservation and for seeking ways to reduce average consumption of households. Metering is recognized as the best implementation measure for this, and does not constitute a change in the City's environmental setting or the analysis and mitigation in the 2025 Fresno General Plan MEIR.) After certification of the MEIR, the City commenced operation of its northeast area surface water treatment facility; initiated and began construction of additional groundwater wells with granular activated carbon filtration systems as necessary to remediate groundwater contamination that was discussed in the MEIR and its mitigation measures; provided for additional groundwater recharge areas; and expanded its network of water transmission main pipeline improvements allowing for improved distribution of water supply.

As called for in 2025 General Plan policies and MEIR mitigation measures, the City has implemented several programs for preventing water pollution: In conjunction with Fresno Metropolitan Flood Control District and the Regional Water Quality Control Board (RWQCB) City inspectors assist in enforcing the National Pollutant Discharge Elimination System Stormwater Pollution Prevention regulations, The Planning and Development Department also consults with RWQCB on specific development projects which may require on-site wastewater treatment, and provides project-specific conditions and even supplemental environmental analysis for such projects, with specific mitigation measures. The City's Department of Public Utilities has enhanced its industrial pretreatment permitting program for industrial wastewater generators who discharge to the Fresno-Clovis Wastewater Treatment and Reclamation Facility.

Staff is not aware of any particular circumstance or information that would make impacts to water supply, quality and hydrology a reasonably foreseeable impact or more severe impact from that identified in the MEIR. The Director of Public Utilities finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known based upon traffic impacts pursuant to CEQA Guideline Section 15179(b)(1).

Agricultural Resources. The implementation of applicable policies since adoption of the 2025 Fresno General Plan has encouraged the development of urban uses in a more systematic pattern that avoids discontinuity and the creation of vacant by-passed properties. These efforts, together with the requirement to record "right-to-farm" covenants, facilitate the continuation of existing agricultural uses within the city's planned urban growth boundary during the interim period preceding orderly development of the property as anticipated by the General Plan. Staff is not aware of any particular circumstance or information that would make impacts from loss of

agricultural resources a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to loss of agricultural resources pursuant to CEQA Guideline Section 15179(b)(1).

Demand for Utilities and Service Systems. The City of Fresno has continued to provide for utilities and service systems commensurate with the demands of increased population and employment within its service area, implementing policies of the 2025 Fresno General Plan and conforming to MEIR mitigation measures. Programmatic measures have been continued, expanded or initiated to increase the efficiencies of providing services in a manner that will reduce potential impacts upon the natural and human environment. These improvements have included bringing the City's first surface water treatment plant on-line to distribute treated surface water, thereby preventing a worsening of groundwater overdraft in northeast Fresno; converting a substantial portion of the City's service vehicle fleet to alternative fuels; and expanding recycling and conservation measures (including contracting with a major material sorting and recycling facility and a green waste processor to comply with AB 939 solid waste reduction mandates) to more judiciously use resources and minimize adverse impacts the environment. Adoption of City-wide police and fire facility development impact fees and a contract to consolidate fire service with an adjacent fire prevention district have been accomplished to assure the provision of adequate firefighting capacity to serve a broader geographic extend of urban development and more intensive and mixed-use development throughout the metropolitan area.

Because these changes were anticipated in, or provided for by, the 2025 Fresno General Plan and its MEIR mitigation measures, they do not constitute a significant or adverse alteration of Fresno's environmental setting. Staff is not aware of any particular circumstance or information that would make impacts from increased demand for utilities and service systems and public facilities a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to increased demand for utilities, service systems, and public facilities pursuant to CEQA Guideline Section 15179(b)(1).

Demand for Recreational Facilities. The City of Fresno has adopted and City-wide parks facility and Quimby Act fee which provides for the acquisition of new open space and recreation facilities as well as improvements to existing facilities and programs to provide a broader range of recreation opportunities. Staff is not aware of any particular circumstance or information that would make impacts from increased demand for recreational facilities a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to increased demand for utilities, service systems, and public facilities pursuant to CEQA Guideline Section 15179(b)(1).

Biological Resources. The City continues to evaluate all development proposals for potential impacts upon natural habitats and associated species dependent upon these habitats. The City supports continuing efforts to acquire the most prominent habitats where appropriate, such as portions of the San Joaquin River environs. When development or public works projects have been proposed in this area, they have been subject to site-specific evaluation through supplemental environmental analyses, and appropriate mitigation measures and conditions

applied as derived from consultation with the U.S. Fish and Wildlife Service and the California Department of Fish and Game. The City has imposed MEIR mitigation measures related to Biological Resources on projects that identified potential impacts to biological resources. Staff finds that this has adequately addressed any potential impact to biological resources. Staff is not aware of any particular circumstance or information that would make impacts from loss of biological resources a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to loss of biological resources pursuant to CEQA Guideline Section 15179(b)(1).

Potential Disturbance of Cultural Resources. The City of Fresno has implemented numerous efforts to identify historic and cultural resources, and provide thorough consideration as to their value and contributions to understanding or historic and cultural heritage.

Additionally, staff follows the MEIR mitigation measures for potential cultural resources. Staff is not aware of any particular circumstance or information that would make impacts to cultural resources a reasonably foreseeable impact that was not identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to loss of cultural resources pursuant to CEQA Guideline Section 15179(b)(1).

Within the last five years, the City has lost two lawsuits (Valley Advocates v. COF and Heritage Fresno v. RDA, City of Fresno) related to historical resources that related to six particular buildings at two different particular sites. The CEQA projects at issue were reviewed under independent CEQA documents, not under the MEIR as subsequent projects (*i.e.*, one under a separate EIR and one under a categorical exemption). These projects are site specific and are not reasonably expected to create additional impacts to cultural resources that would affect a finding under Section 15179. These particular projects may be properly assessed under the MEIR focused EIR procedures or mitigated negative declaration procedures under Section 15178 and not affect the overall MEIR findings.

Generation of Noise. The City of Fresno continues to implement mitigation measures and applicable plan policies to reduce the level of noise to which sensitive noise receptors are exposed. These efforts include identification of high noise exposure areas, limiting the development of new noise sensitive uses within these identified areas and conducting noise exposure studies and requiring implementation of appropriate design measures to reduce noise exposure. Staff finds that these efforts have adequately addressed any potential impacts that may have arisen related to noise and is not aware of any facts or circumstance that would make noise impacts have a more severe impact than that identified in the MEIR. Additionally, staff is not aware of any information or data that was not known at the time that the MEIR was certified that would be able to mitigate noise impacts beyond that identified and contemplated by the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to noise impacts pursuant to CEQA Guideline Section 15179(b)(1).

Geology and Soils. The City of Fresno has a predominantly flat terrain with few geologic or soil quality constraints. The City continues to apply applicable local and state construction codes

and standards and continues to adopt new standards as appropriate to insure the safety of residents and protection of property improvements.
Staff finds that these codes and standards have adequately addressed any potential impacts that may have arisen related to geology and soils and is not aware of any facts or circumstance that would make impacts related to geology and soils a reasonably foreseeable impact not addressed in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known regarding impacts related to geology and soils pursuant to CEQA Guideline Section 15179(b)(1).

Hazards and Potential Generation of Hazardous Materials The City continues to implement General Plan policies and assure compliance with MEIR mitigation measures as new development is planned and constructed, and as Code Enforcement activities are conducted, in order to prevent flood damage, structural failures due to soil and geologic instability, and wildfire losses. Development in the vicinity of airports has been reviewed and appropriately conditioned with regard to adopted and updated airport safety and noise policies. In consultation with Fresno County Environmental Health and the California Environmental Protection Agency Department of Toxic Substances Control, industrial and commercial facilities that use, handle, or store potentially hazardous materials are appropriately sited, conditioned, and inspected periodically by the Fresno Fire Department to prevent adverse occurrences. Homeland Security regulations have been taken into consideration when reviewing food production, processing and storage facilities, and the City has conducted and participated in multiple emergency response exercises to develop response plans that would protect life, health, and safety in the event of railroad accidents and other potential hazards.

Staff finds that these procedures, as outlined in the 2025 Fresno General Plan and its MEIR (as well as in related regulations and codes pertaining to hazards and hazardous materials) have adequately addressed potential impacts that may have arisen related to hazards. Staff is not aware of any facts or circumstance that would make impacts related to hazards and hazardous materials reasonably foreseeable impacts not addressed in the MEIR. Staff finds that the circumstances have not materially changed from the time the MEIR was certified and/or new information is not known related to impacts from hazards and hazardous materials pursuant to CEQA Guideline Section 15179(b)(1).

Demand for Energy. The City of Fresno has taken a number of steps to reduce energy consumption, both "in house" to set an example, and in the policy arena. The most notable "in-house" actions are the following:

- Construction of solar panel generator facilities at the Municipal Services Center (MSC) and at Fresno-Yosemite International Airport. The MSC facility, completed_ in 2004, generates 3.05 GWt of energy (equivalent to operation of 286 homes per year) and has resulted in reduction of 966 tons of CO_2 emissions (equivalent to 2,414,877 vehicular miles not driven).

- Replacement of a significant number of vehicles in the municipal fleet with clean air vehicles (please refer to the following table).

CURRENT CITY OF FRESNO "CLEAN AIR" FLEET

50	CNG Transit Buses
4	CNG Trolleys
6	CNG Handi-Ride Buses
59	Retrofitted Diesel Powered Buses with REV (reduced emission vehicle) engines and diesel particulate traps
2	Hybrid (gasoline-electric) Transit Buses
2	Hybrid (diesel-electric) Transit Buses
12	Compressed Natural Gas (CNG) Pickups, Vans and Sedans
7	Flex Fuel Pickups, Vans and Sedans (CNG/Unleaded Fuel)
3	Compressed Natural Gas (CNG) Street Sweepers
52	Hybrid (gasoline-electric) Sedans and Trucks
34	Electric Vehicles
5	Propane Powered Vehicles
103	LNG Powered Refuse Trucks
59	Retrofitted Diesel Powered Refuse Trucks with combination lean NOx catalyst and diesel particulate filters
9	Retrofitted Diesel Powered Street Sweepers with combination lean NOx catalyst and diesel particulate filters
1	Plug-In CNG/Electric Hybrid Refuse Truck
56	Heavy duty diesel trucks and construction equipment equipped with exhaust after-treatment devices
9	Off Road Equipment with exhaust after-treatment devices
473	**Total "Clean Air" Vehicles in the City of Fresno fleet**

In the development standards policy arena, the City is taking numerous steps to increase residential densities and connectivity between residential and commercial land uses, thus facilitating more walking, biking and transit ridership (which has increased 22% in recent months) and saving energy:

- Amended the zoning code to allow development of mixed use projects in all commercial zone districts citywide, and in the C-M and M-1 zone districts within the Central Area.
- Amended the zoning code to allow density bonuses for affordable housing projects. Such bonuses permit density increases of approximately 30%.
- Amended zoning code to eliminate the "drop down" provision, which permitted development at one density range less than that shown on the adopted land use map.
- Amended the zoning code to increase heights in various residential and commercial zone districts and reduce the minimum lot size in the R-1 zone district from 6,000 to 5,000 square feet.
- Initiated the Activity Center Study, which is defining the potential Activity Centers located in Exhibit 6 of the 2025 Fresno General Plan and proposing design classifications and increased density ranges for these centers and corresponding transportation corridors.

Staff is not aware of any facts or circumstance that would make impacts related to energy demands reasonably foreseeable impacts that were not addressed in the MEIR. Staff finds that the circumstances have not materially changed from the time the MEIR was certified and/or new information is not known related to energy demand impacts pursuant to CEQA Guideline Section 15179(b)(1).

Mineral Resources. The City of Fresno has adopted plan policies and City ordinance provisions consistent with requirements of the State of California necessary to preserve access to areas of identified resources and for restoration of land after resource recovery (surface mining) activities. Staff finds that these policies and Fresno Municipal Code provisions have adequately addressed any potential impacts that may have arisen related to mineral resources and is not aware of any facts or circumstance that would make loss of mineral resources a reasonably foreseeable impact not addressed in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to loss of mineral resources pursuant to CEQA Guideline Section 15179(b)(1).

School Facilities. The City of Fresno continues to consult with affected school districts and participate in school site planning efforts to assure the identification of appropriate location alternatives for planned school facilities. Staff is not aware of any information from the school districts or otherwise to demonstrate that adequate school facilities are not being accommodated under the current General Plan and/or that the need for school facilities is expected to cause impacts not identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to need for school facilities pursuant to CEQA Guideline Section 15179(b)(1).

Potential Aesthetic Impacts. Design Guidelines were appended to the 2025 Fresno General Plan through the plan adoption process conducted concurrently with MEIR analysis. As noted previously, General Plan policies encourage and promote infill development, and the City of Fresno Planning and Development Department has implemented design guidelines for reviewing infill housing development proposals. The Department has prepared detailed design guidelines for the Tower District Specific Plan area and the Fulton-Lowell Specific Plan area, both of which contain enclaves of unique structures. The City has adopted policies promoting incorporation of public art within private development projects, which will contribute to a more appealing visual environment, benefitting users of the private property as well as the surrounding community. In addition, the City of Fresno and the City of Fresno Redevelopment Agency have funded public improvements which improve the general aesthetic. Staff is not aware of any situation or circumstances where there are reasonably foreseeable aesthetic impacts not identified and assessed in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related aesthetic impacts pursuant to CEQA Guideline Section 15179(b)(1).

Appendix: Status of MEIR Analysis With Regard to Air Quality and Climate Change

APPENDIX

STATUS OF MEIR ANALYSIS WITH REGARD TO AIR QUALITY AND CLIMATE CHANGE

EXECUTIVE SUMMARY

Planning staff has worked closely with the regional San Joaquin Valley Air Pollution Control District (SJVAPCD) since the November 2002 certification of the 2025 Fresno General Plan Master Environmental Impact Report (MEIR). Potential air quality impacts have been analyzed for every environmental assessment initial study done for City development projects. Projects are required to comply with SJVAPCD rules and regulations via conditions of approval and mitigation measures formulated in the MEIR.

Overall, revisitation of these issues leads to the conclusion that, while there have been changes in air quality laws, planning requirements, and rules and regulations since certification of the MEIR, the actual environmental setting has not evidenced degradation of air quality. In conjunction with SJVAPCD attainment plans and attendant rules and regulations that were adopted prior to the certification of the MEIR, policies in the 2025 Fresno General Plan and MEIR mitigation measures aimed at improving air quality appear to be working. Since 2002, data show that pollutant levels have been steadily decreasing for ozone/oxidants and for particulate matter (10 microns and 2 microns in size). Recent adoption of new air quality attainment plans by SJVAPCD, calling for broader and more stringent rules and regulations to achieve compliance with national and state standards, is expected to accelerate progress toward attainment of clean air act standards.

Analysis of global climate change analysis was not part of the MEIR in 2002, due to lack of scientific consensus on the matter and a lack of analytical tools. However, under the MEIR and General Plan mitigation measures and policies for reducing all forms of air pollution, levels of greenhouse gases have been reduced along with the other regulated air pollutants. At this point in time, detailed analysis and conclusions as to the significance of greenhouse gas emissions and strategies for mitigation are still not feasible, because the legislatively-mandated greenhouse gas inventory benchmarking and the environmental analysis policy formulation tasks of the California Environmental Protection Agency Air Resources Board and the Governor's Office of Planning and research are not completed. The information available does not support any conclusion that Conditional Use Permit Application No. C-11-014, Vesting Tentative Map No. 5994 or other City projects would have a significantly adverse impact on global climate change. Similarly, there is insufficient information to conclude that global climate change would have a significantly adverse impact upon the City of Fresno or specific development projects.

SUPPORTING DATA AND ANALYSIS

While there have been changes in air quality regulations since the November 2002 certification of the 2025 Fresno General Plan MEIR, the actual environmental setting has not evidenced degradation of air quality.

The adverse air quality impacts associated with the myriad of human activities potentiated by the long range general plan for the Fresno metropolitan area can be expected to remain significant and unavoidable, and cannot be completely mitigated through the General Plan or through project-level mitigation measures. In order to provide a suitable living environment within the metropolitan area, the General Plan and its MEIR included numerous air pollution reduction measures.

The 2025 Fresno General Plan and its MEIR gave emphasis to pursuing cleaner air as an over-arching goal. The urban form element of the General Plan was designed to foster efficient transportation and to support mass transit and subdivision design standards are being implemented to support pedestrian travel. Strong policy direction in the Public Facilities and Resource Conservation elements require that air pollution improvement be a primary consideration for all land development proposals, that development and public facility projects conform to the 2025 Fresno General Plan and its EIR mitigation measures, and that the City work conjunctively with other agencies toward the goal of improving air quality.

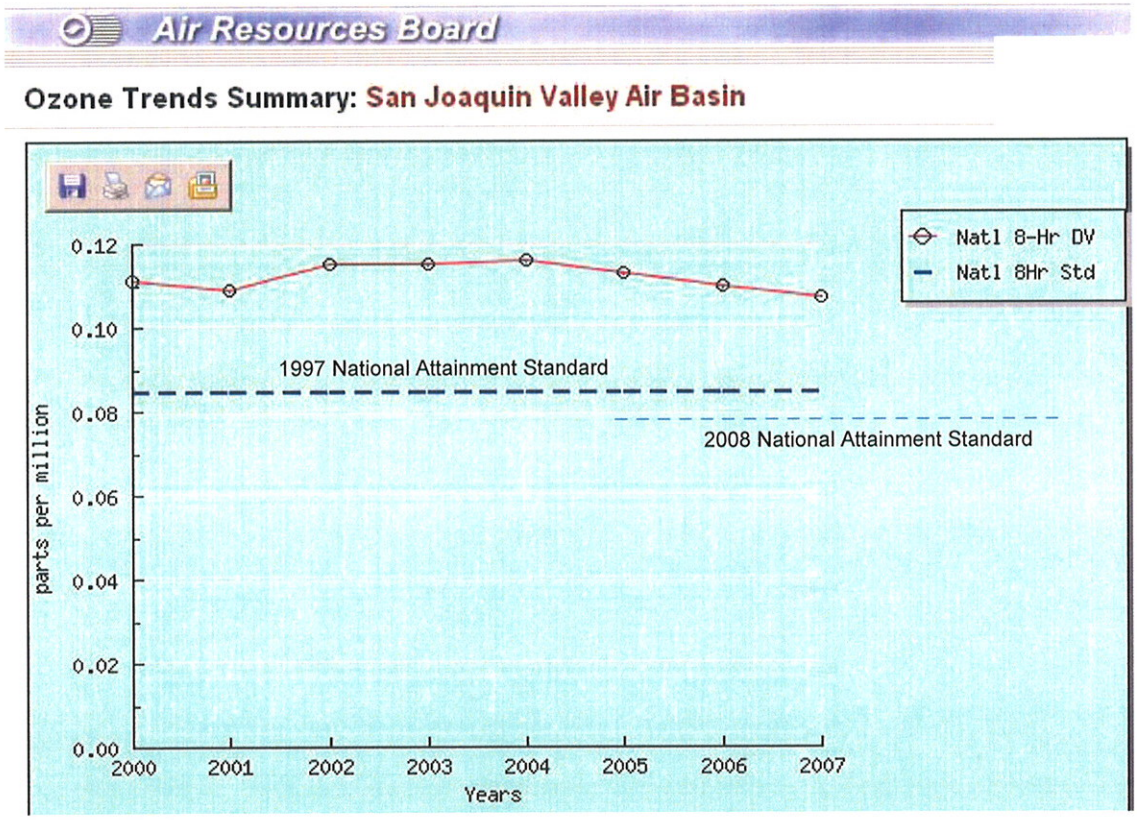
The MEIR mitigation checklist sketched out a series of actions for the City to pursue with regard to its own operations, and City departments are pursuing these objectives. The Fresno Area Express (FAX) bus fleet and the Department of Public Utilities solid waste collection truck fleet are being converted to cleaner fuels. Lighter-duty vehicle fleets are also incorporating alternative fuels and "hybrid" vehicles. Mass transit system improvements are supporting increased ridership. Construction of sidewalks, paseos, bicycle lanes and bike paths is being required for new development projects, and are being incorporated into already-built segments of City rights-of-way with financing from grants, gas tax, and other road construction revenues. Traffic signal synchronization is being implemented. The Planning and Development Department amended the Fresno Municipal Code to ban all types of residential woodburning appliances, thereby removing the most prominent source of particulate matter pollution from new construction.

Pursuant to a specific MEIR mitigation measure, all proposed development projects are evaluated with the "Urbemis" air quality impact model that evaluates potential generation of a range of air pollutants and pollutant precursors from project construction, project-related traffic, and from various area-wide non-point air pollution sources (*e.g.*, combustion appliances, yard maintenance activities, etc.). The results of this "Urbemis" model evaluation are used to determine the significance of development projects' air quality impacts as well as the basis for any project-specific air quality mitigation measures.

There are no new (*i.e.*, unforeseen in the MEIR) reasonable mitigation measures which have become available since late 2002 that would assure the reduction of cumulative (city-wide) air quality impacts to a less than significant level at project buildout, even with full compliance with attainment plans and rules promulgated by the California Air Resources Board and the San Joaquin Valley Air Pollution Control District.

Through implementation of regional air quality attainment plans by the San Joaquin Valley Unified Air Pollution Control District (SJVAPCD), as supported by implementation of 2025 Fresno General Plan policies and MEIR mitigation measures, air pollution indices have shown improvement. Progress is being made toward attainment of federal and state ambient air quality standards.

Ozone/oxidant levels have shown gradual improvement, as depicted in the following graphs and charts from the California Air Resources Board (graphics with an aqua background) and from the San Joaquin Valley Air Pollution Control District (those with no background color):



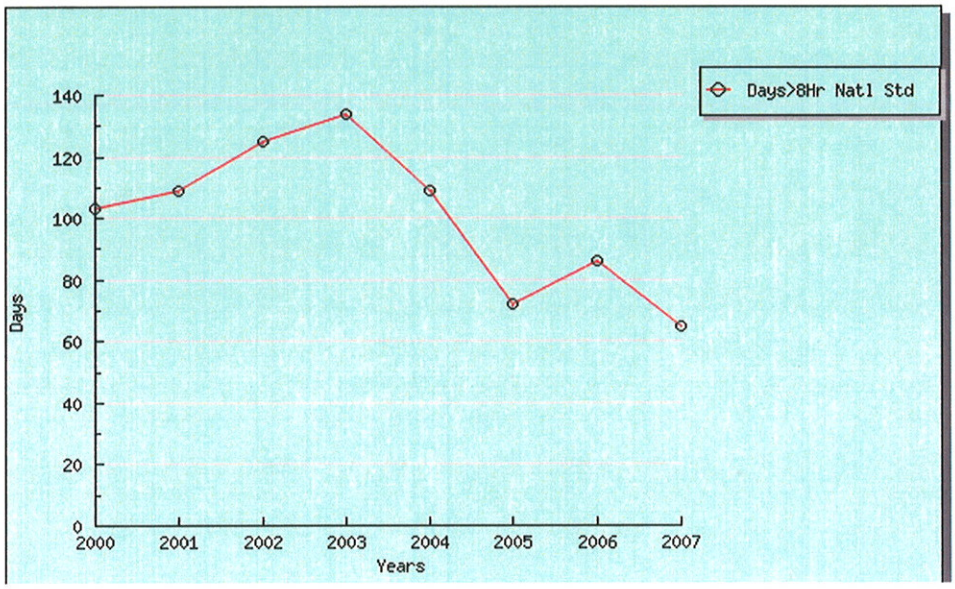
GRAPH NOTES: The "National 1997 8-Hour Ozone Design Value" is a three-year running average of the fourth-highest 8-hour ozone measurement averages in each of the three years (computed according to the method specified in Title 40, Code of Federal Regulations, Part 50, Appendix I).

Under the 1997 standard, in effect through the end of 2007, "Attainment" would be achieved if the three-year average were less than, or equal to, 84 parts per billion (ppb), or 0.084 parts per million (ppm). In 2008, a new National 8-Hour Ozone Attainment standard went into effect: a three year average of 75 ppb (0.075 ppm). Data and attainment status for 2008 is expected to become available in 2009.

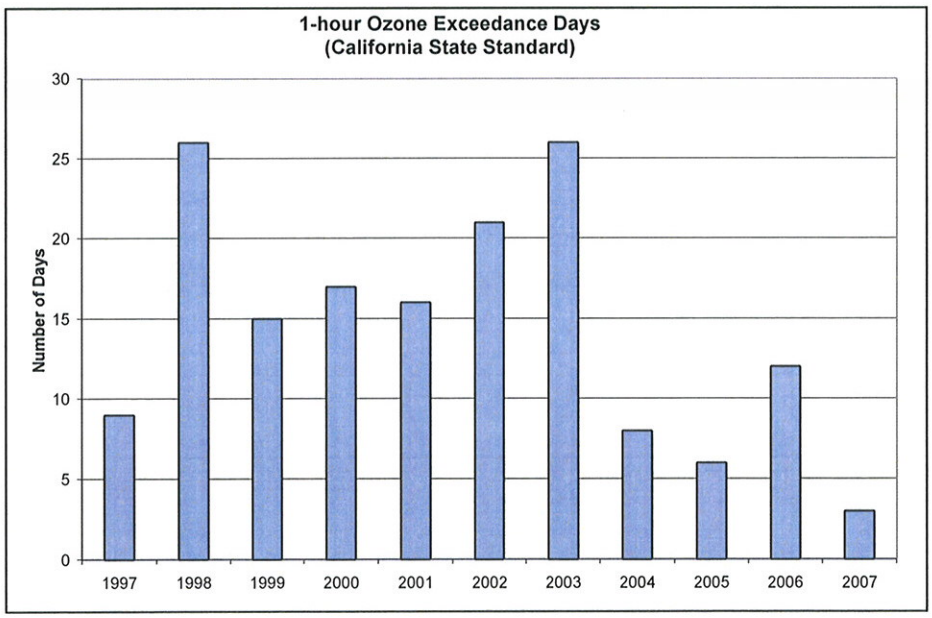
The California Clean Air Act has a different calculation method for its 8-hr oxidant [ozone] standard design value, and an attainment standard that is lower (0.070 ppm). The ozone improvement trend under the state Clean Air Act 8-hour ozone standard parallels the trend for the national 8-hour standard.

Correspondingly, the number of days per year in which the National 8-hour Ozone Standard has been exceeded have also decreased since the end of 2002:

Ozone Trends Summary: San Joaquin Valley Air Basin



In 1997, the Federal Clean Air Act repealed the former National 1-hour Ozone standard. However, the California Clean Air Act retains this air pollution parameter. The days per year in which the State of California 1-hour ozone standard has been exceeded have also shown a generally decreasing trend in the time since the 2025 Fresno General Plan MEIR was certified:

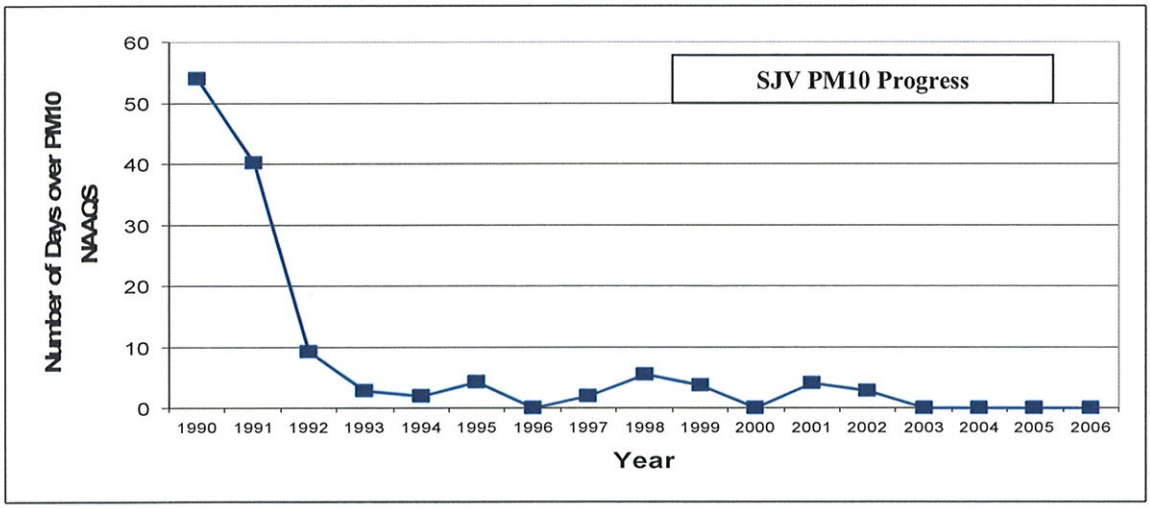


The current ozone attainment plan for the San Joaquin Valley Air Basin, in place when the MEIR for the 2025 Fresno General Plan was certified, is linked to a federal designation of "Serious Nonattainment." While ozone/oxidant air quality conditions are showing a trend toward improvement, the rate of progress toward full attainment is not sufficient to reach the national ambient air quality standards by the target date established by the attainment plan. Mobile sources (vehicle engines) are the primary source for ozone precursors, and the regulation of mobile sources occurs at the national and state levels and is beyond the direct regulatory reach of the regional air pollution control agency. As noted in the 2025 Fresno General Plan MEIR and reflected in the Statement of Overriding Considerations made when the MEIR was certified, potentially significant and unavoidable adverse air quality impacts are inherent in population growth and construction in the City of Fresno, given the Valley's climatology and the limitations on regulatory control of air pollutant precursors.

In 2004, the San Joaquin Valley Air Pollution Control District, in conjunction with the California Air Resources Board, approved a re-designation for the San Joaquin Valley Air Basin to "Extreme Nonattainment" status for ozone, approving a successor air quality attainment plan that projects San Joaquin Valley attainment of the national 8-hour ozone standard by year 2023. This designation and its accompanying attainment plan were submitted to the U.S. Environmental Protection Agency (USEPA) in November of 2004. To date, no formal action has been taken by USEPA to date on the proposed designation or the attainment plan; the Valley remains in "Severe Non- attainment" as of this writing.

The change from "Severe" to "Extreme" ozone Nonattainment would represent an extension of the deadline for attainment, but since the regional air basin would not have achieved attainment by the original deadline, this does not materially affect environmental conditions for the City of Fresno as they were analyzed in the MEIR for the 2025 Fresno General Plan. The proposed revised ozone attainment plan includes not only all the measures in the preceding ozone attainment plan, but additional measures for regulating a wider range of activities to attain ambient air quality standards.

The Valley's progress toward attaining national and state standards for PM-10 (particulate matter less than 10 microns in diameter) has been greater since certification of the MEIR:



As the preceding chart reveals, levels of PM-10 air pollution have decreased since 2002. When the MEIR was certified, the San Joaquin Valley Air Basin was designated in "Serious Nonattainment" for national standards. As of 2007, the number of days where standards were exceeded has decreased to the extent that the Valley has been deemed to be in Attainment. Under Federal Clean Air Act Section 107(d)(3), PM-10 attainment plans and associated rules and regulations remain in place to maintain this level of air quality. New and expanded regulations proposed to combat "Extreme" ozone pollution and PM-2.5 (discussed below) would be expected to provide even more improvement in PM-10 pollution situation.

The 2025 Fresno General Plan provided policy direction in support of "indirect source review" as a method for controlling mobile source pollution. Although vehicle engines and fuels are outside the purview of local and regional jurisdictions in California, approaching mobile source pollution indirectly, through regulation and mitigation of land uses which generate traffic, is an alternative approach.

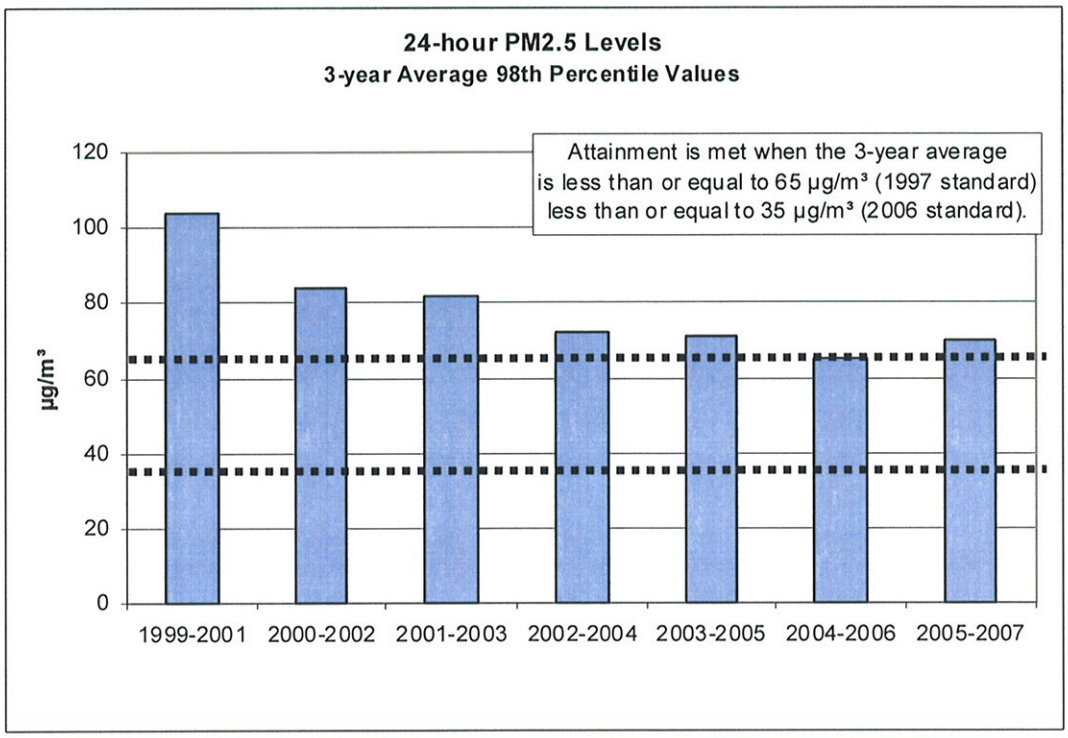
In March of 2006, the San Joaquin Valley Air Pollution Control District adopted Rule 9510, its Indirect Source Review Rule. Full implementation of this Rule has been delayed due to litigation (mitigation fees are being collected and retained in holding accounts), but projects are already being evaluated under Rule 9510 and are implementing many aspects of the Rule, such as clean air design (pedestrian and bike facilities; proximal siting of residential and commercial land uses; low-pollution construction equipment; dust control measures; cleaner-burning combustion appliances, etc.).

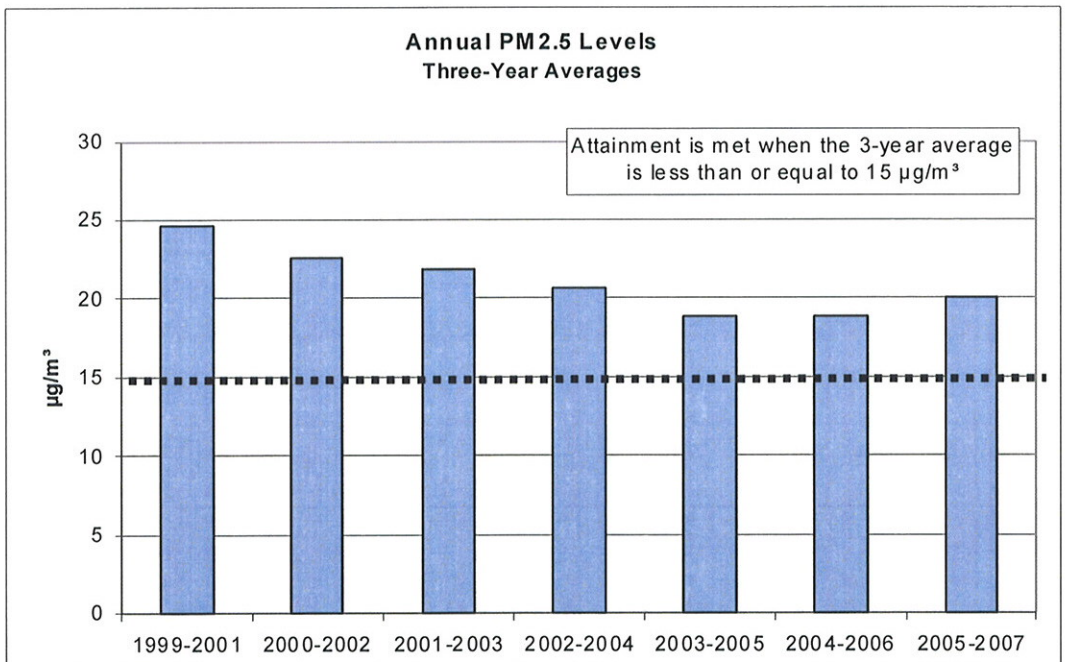
It is anticipated that full implementation (release of mitigation impact fees for various clean air projects throughout the San Joaquin Valley) and subsequent augmentation of the Indirect Source Review Rule will accelerate progress toward attainment of federal and state ozone standards, and will be an important component of the attainment plan for PM-2.5 (very fine particulate matter) and for greenhouse gas reductions to combat global climate change.

PM-2.5 is a newly-designated category of air pollutant, the component of PM-10 comprised of particles 2.5 microns in diameter or smaller. The 1997 Clean Air Act Amendments directed that this pollutant be brought under regulatory control, but federal and state standards/designations had not been finalized when the 2025 Fresno General Plan MEIR was drafted and certified. In the intervening time, the San Joaquin Valley Air Basin has been classified as being in "Nonattainment" for the 1997 federal PM-2.5 standard and for the State PM-2.5 standard.

An attainment demonstration plan for the federal 1997 PM-2.5 standard has been adopted by the SJVAPCD and approved by the California Air Resources Board, and forwarded to the EPA for approval (status as of mid-2008). The attainment plan would achieve compliance with the 1997 federal Clean Air Act PM-2.5 standard by year 2014, in conjunction with California Air Resources Board (and US EPA) action to improve diesel engine emissions. The San Joaquin Valley Air Basin has not yet been classified under the more stringent revised federal 2006 PM-2.5 standard; this classification is expected by 2009.

As with ozone and PM-10 pollution, levels of PM-2.5 have already been reduced by already-existing air quality improvement planning policies, mitigation measures, and regulations. The following charts depict historic PM-2.5 monitoring data for the regional air basin. Once the expected SJVAPCD attainment plan is implemented measures specific to PM-2.5 control, the rate of progress toward attainment of federal and state PM-2.5 standards will accelerate.





When the 2025 Fresno General Plan and its MEIR were approved in late 2002, the planning and environmental documents did not directly or separately analyze potential global warming

and climate change impacts. However, the general policy direction for consideration of air quality parameters in development project evaluations and for reducing those air pollutants which are already under regulation would operate to control these potential adverse impacts.

"Global warming" is the term coined to describe a widespread climate change characterized by a rising trend in the Earth's ambient average temperatures with concomitant disturbances in weather patterns and resulting alteration of oceanic and terrestrial environs and biota. When sunlight strikes the Earth's surface, some of it is reflected back into space as infrared radiation. When the net amount of solar energy reaching Earth's surface is about the same as the amount of energy radiated back into space, the average ambient temperature of the Earth's surface would remain more or less constant. Greenhouse gases potentially disturb this equilibrium by absorbing and retaining infrared energy, trapping heat in the atmosphere—the "greenhouse gas effect."

The predominant current opinion within the scientific community is that global warming is occurring, and that it is being caused and/or accelerated via generation of excess "greenhouse gases" [GHGs], that natural carbon cycle processes (such as photosynthesis) are unable to absorb sufficient quantities of GHG and cannot keep the level of these gases or their warming effect under control. It is believed that a combination of factors related to human activities, such as deforestation and an increased emission of GHG into the atmosphere from combustion and chemical emissions, is a primary cause of global climate change.

The predominant types of anthropogenic greenhouse gases (those caused by human activity), are described as follows. It should be noted that the starred GHGs are regulated by existing air quality policies and rules pursuant to their roles in ozone and particulate matter formation and/or as potential toxic air contaminants.

- carbon dioxide (CO_2), largely generated by combustion activities such as coal and wood burning and fossil fuel use in vehicles but also a byproduct of respiration and volcanic activity;
- *methane (CH_4), known commonly as "natural gas," is present in geologic deposits and is also evolved by anaerobic decay processes and animal digestion. On a ton-for-ton basis, CH_4 exerts about 20 times the greenhouse gas effect of CO_2;
- *nitrous oxide (N_2O), produced in large part by soil microbes and enhanced through application of fertilizers. N_2O is also a byproduct of fossil fuel burning: atmospheric nitrogen, an inert gas that makes up a large proportion of the atmosphere, is oxidized when air is exposed to high-temperature combustion. N_2O is used in some industrial processes, as a fuel for rocket and racing engines, as a propellant, and as an anesthetic. N_2O is one component of "oxides of nitrogen" (NOX), long recognized as precursors of smog-causing atmospheric oxidants.
- *chlorofluorocarbons (CFCs), synthetic chemicals developed in the late 1920s for use as improved refrigerants (*e.g.*, "Freon™"). It was recognized over two decades ago that this class of chemicals exerted powerful and persistent greenhouse gas effects. In 1987, the Montreal Protocol halted production of CFCs.
- *hydrofluorocarbons (HFCs), another class of synthetic refrigerants developed to replace CFCs;

- *perfluorocarbons (PFCs), used in aluminum and semiconductor manufacturing, have an extremely stable molecular structure, with biological half-lives tens of thousands of years, leading to ongoing atmospheric accumulation of these GHGs.
- *sulfur hexafluoride (SF_6) is used for insulation in electric equipment, semiconductor manufacturing, magnesium refining and as a tracer gas for leak detection. Of any gas evaluated, SF_6 exerts the most powerful greenhouse gas effect, almost 24,000 times as powerful as that of CO_2 on a ton-for-ton basis.
- water vapor, the most predominant GHG, and a natural occurrence: approximately 85% of the water vapor in the atmosphere is created by evaporation from the oceans.

In an effort to address the perceived causes of global warming by reducing the amount of anthropogenic greenhouse gases generated in California, the state enacted the Global Warming Solutions Act of 2006 (Codified as Health & Safety Code Section 38501 *et seq.*). Key provisions include the following:

- Δ Codification of the state's goal by requiring that California's GHG emissions be reduced to 1990 "baseline" levels by 2020.
- Δ Set deadlines for establishing an enforcement mechanism to reduce GHG emissions:
  - By June 30, 2007, the California Air Resources Board ("CARB") was required to publish "discrete early action" GHG emission reduction measures. Discrete early actions are regulations to reduce greenhouse gas emissions to be adopted by the CARB and enforceable by January 1, 2010;
  - By January 1, 2008, CARB was required to identify what the state's GHG emissions were in 1990 (set the "baseline") and approve a statewide emissions limit for the year 2020 that is equivalent to 1990 levels. (These statewide baseline emissions have not yet been allocated to regions, counties, or smaller political jurisdictions.) By this same date, CARB was required to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions.
  - By January 1, 2011, CARB must adopt emission limits and emission reduction measures to take effect by January 1, 2012.

As support for this legislation, the Act contains factual statements regarding the potential significant impacts on California's physical environment that could be caused by global warming. These include, an increase in the intensity and duration of heat waves, the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snow pack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

On August 24, 2007, California also enacted legislation (Public Resources Code §§ 21083.05 and 21097) requiring the state Resources Agency to adopt guidelines for addressing climate change in environmental analysis pursuant to the California Environmental Quality Act. By July 1, 2009, the Governor's Office of Planning and Research (OPR) is required to prepare guidelines for the mitigation of greenhouse gas emissions, and transmit those draft regulations to the Resources Agency. The Resources Agency must then certify and adopt the guidelines by January 1, 2010.

The recently-released update of the Urbemis computer model (used by the City of Fresno Planning and Development Department for environmental assessments, pursuant to a specific MEIR mitigation measure) does provide data on the amounts of CO_2 and oxides of nitrogen (NOX) potentially generated by development projects. However, at this point in time, neither CARB nor the SJVAPCD has determined what the 1997 baseline or current "inventory" of GHGs is for the entire state nor for any region or jurisdiction within the state. No agency has adopted GHG emission limits and emission reduction measures, and because CEQA guidelines have not been established for the evaluation and mitigation of greenhouse gas emissions (there is an absence of regulatory guidance). Therefore, the City is unable to productively interpret the results of the Urbemis model with regard to GHGs, and there is currently no way to determine the significance of a project's potential impact upon global warming.

The 2025 Fresno General Plan provides an integrated combination of residential, commercial, industrial, and public facility uses allowing for proximate location of living, work, educational, recreational, and shopping activities within Fresno metropolitan area. This combination of uses has been identified as a potential mitigation measure to address global warming impacts in a document published by the California Attorney General's Office entitled, *The California Environmental Quality Act Mitigation of Global Warming Impacts* (updated January 7, 2008). Specifically, this document describes this mitigation measure as follows, "Incorporate mixed-use, infill and higher density development to reduce vehicle trips, promote alternatives to individual vehicle travel, and promote efficient delivery of services and goods"—echoing objectives and policies of the 2025 Fresno General Plan adopted in late 2002.

The General Plan contains a mix of land uses would be expected to generate fewer vehicle miles traveled per capita, leading to reduced emissions of greenhouse gases from engine emissions. It provides for overall denser development with high-intensity enclaves, associated with increased public transit use. The plan fosters mixed use and infill development (being implemented by mixed-use zoning ordinances added to the Fresno Municipal Code, as directed by 2025 Fresno General Plan) policies. The urban form element distributes neighborhood-level and larger commercial development, public facilities such as schools, and recreational sites throughout the metropolitan area, reducing vehicle trips.

Any manufacturing activities that would generate SF_6, HFCs, or PFCs would be subject to subsequent environmental review at the project-specific level, as would any uses which would generate methane on site. The City of Fresno has adopted an ordinance prohibiting installation of any woodburning fireplaces or woodburning appliances in new homes, which would reduce CO_2 and N_2O from wood combustion.

Through updates in the California Building Code and statewide regulation of appliance standards, City development projects conform to state-of-the art energy-efficient building, lighting, and appliance standards as advocated in the California Environmental Protection Agency's publication *Climate Action Team / Proposed Early Actions to Mitigate Climate Change in California* (April 2007) and in CARB's *Proposed Early Actions to Mitigate Climate Change in California* (April 2007). The City has further incentivized "green" building projects by providing subsidies for solar photovoltaic equipment for single-family residential construction, by reducing development standards (including reductions in required parking spaces, which further reduces air pollutant and GHG emissions), and by improving its landscape and shading standards (a topic included in the Design Guidelines adopted with the 2025 Fresno General Plan).

Updated engine and tire efficiency standards would apply to residents' vehicles, as well as the statewide initiatives applicable to air conditioning and refrigeration equipment, regional transportation improvements, power generation and use of solar energy, water supply and water conservation, landfill methane capture, changes in cement manufacturing processes, manure management (methane digester protocols), recycling program enhancements, and "carbon capture" (also known as "carbon sequestration," technologies for capturing and converting CO_2, removing it from the atmosphere).

Due to the lack of data or regulatory guidance that would indicate the 2025 Fresno General Plan had a significant adverse impact upon global climate change, the relatively small size of the Fresno Metropolitan Area in conjunction with the worldwide scope of GHG emissions, and the emphasis in the 2025 Fresno General Plan upon integrated urban design and air pollution control measures, it could not be concluded in 2002 nor at present that the 2025 Fresno General Plan would have a significant adverse impact on global climate change.

As to potential impacts of global warming upon the 2025 Fresno General Plan: the city is located in the Central Valley, in an urbanized area on flat terrain distant from the Pacific coast and from rivers and streams. It is outside of identified flood prone areas. Based on its location we conclude that Fresno is not likely to be significantly affected by the potential impacts of global climate change such as increased sea level and river/stream channel flooding; nor is it subject to wildfire hazards. While Fresno does contain areas with natural habitat (the San Joaquin Bluffs and Riverbottom), a change in these areas' biota induced by global warming would not leave them bereft of all habitat value—it would simply mean a change in the species which would be encountered in these areas. The 2025 Fresno General Plan preserves this habitat open space area for multiple objectives (protection from soil instability and flood inundation; conservation of designated high-quality mineral resources), so any natural resource species changes in those areas would not constitute a significant adverse impact to the city or a loss of resource area.

Fresno has historically had high ambient summer temperatures and an historic heat mortality level that is among the highest in the state (5 heat-related deaths annually per 100,000 population). Due to the prevalence of air conditioning in dwellings and commercial buildings, an increase in extreme heat days from global warming is not expected by the California Air Resources Board Research Division to significantly increase heat-related deaths in Fresno, as opposed to possible effects in cooler portions of the state such as Sacramento or Los Angeles areas (reference: *Projections of Public Health Impacts of Climate Change in California: Scenario Analysis*, by Dr. Deborah Dreschler, Air Resources Board, April 9, 2008). Increased summertime temperatures which may be caused by global warming will be mitigated by the City's landscaping standards to provide shade trees, by statewide energy efficiency standards which insulate dwellings from heat and cold, and by urban design standards which require east-west orientation of streets and buildings to facilitate solar gain. Fresno has a heat emergency response plan and provides cooling centers and free transportation to persons who do not have access to air conditioning.

Secondary health effects of global warming could include increases in respiratory and cardiac illnesses attributable to poor air quality. The San Joaquin Valley Air Pollution Control District provides daily advisories and warnings in times of high ozone levels to help senior citizens and other sensitive populations avoid exposure. The SJVAPCD has committed to attainment of fine particulate matter (PM2.5) standards by Year 2014 and to attainment of oxidant/ozone standards by Year 2023, and would adopt additional Rules and emission controls as necessary

to decrease emissions inventories by those target dates. There is insufficient information to indicate that global climate change would prevent attainment of air quality parameters affecting health.

Pursuant to 2025 Fresno General Plan policy and MEIR mitigation measures, the City's Department of Public Utilities and Fire Department are required to affirm that adequate water service can be provided to all development projects for potable and fire suppression uses. The City derives much of its water supply from groundwater, using its surface water entitlements from the Kings and San Joaquin Rivers primarily to recharge the aquifer. A high percentage of Fresno's annual precipitation is captured and percolated in ponding basins operated by Fresno Metropolitan Flood Control District. If global climate change leads to a longer rainy season and/or more storm events throughout the year, groundwater supplies could be improved by additional percolation.

The City of Fresno currently treats and distributes only some 20% of its 150,000 acre-foot/year (AFY) surface water entitlement for the municipal water system, directing another 50,000 to 70.000 AFY to recharge activities via ponding basins. Presently, the City is unable to recharge the full balance of its annual entitlement in average and wet years, and releases any unused surface water supplies to area irrigation districts for agricultural use in the metropolitan area, (which further augments groundwater recharge through percolation of irrigated water).

Future surface water plant construction projects envisioned by the 2025 Fresno General Plan would account for less than 120,000 acre-feet per year of the surface supply. The General Plan direction for future Metropolitan Water Resource Management Plans includes exploring the use of recycled treated wastewater for non-potable uses such as landscape irrigation, which would further effectively extending the City's water supply..

If the global climate change were to cause a serious and persistent decrease in Sierra snowpack, some of Fresno's water supply could be affected. However, historic records show that the very long-term prevailing climatic pattern for Central California has included droughts of long (often, multi-year) duration, interspersed with years of excess precipitation. Decades before global climate change was considered as a threat to California's water system, state and local agencies recognized a need to augment water storage capacity for excess precipitation occurring in wet years, to carry the state through the intervening dry years.

The potential for episodic and long-term drought is considered in the city's Metropolitan Water Resource Plan and in its the Urban Water Management Plan Drought Contingency component, to accommodate reductions in available water supplies. In times of extended severe regional or statewide drought, a reprioritization of water deliveries and reallocation for critical urban supplies vs. agricultural use is possible, but it is too speculative at this time to determine what the statewide reprioritization response elements would be (the various responses of statewide and regional water agencies to these situations are not fully formulated and cannot be predicted with certainty). Because the true long term consequences of climate change on California's and Fresno's water system cannot be predicted, and, it is too speculative at this time to conclude that there could be a significant adverse impact on water supply for the 2025 Fresno General Plan due to global climate change.

As noted above, it is theorized that global warming could lead to more energy in the atmosphere and to increased intensity or frequency of storm events. Fresno's long-term weather pattern is that rainfall occurs during episodic and fairly high-intensity events. The Fresno Metropolitan

Flood Control District (FMFCD) drainage and flood control Master Plan, which sets policies for drainage infrastructure and grading in the entire Fresno-Clovis area, is already predicated on this type of weather pattern. FMFCD sizes its facilities (which development potentiated by the 2025 Fresno General Plan will help to complete) for "two-year storm events," storms of an intensity expected in approximately 50 percent of average years; however, the urban drainage system design has additional capacity built into the street system so that excess runoff from more intense precipitation events is directed to the street system. The City's Flood Plan Ordinance and grading standards require that finished floor heights be above the crowns of streets and above any elevated ditchbanks of irrigation canals. FMFCD project conditions also preserve "breakover" historic surface drainage routes for runoff from major storms. Ultimately, drain inlets and FMFCD basin dewatering pumps direct severe storm runoff into the network of Fresno Irrigation District canals and pipelines still extant in the metropolitan area, with outfalls beyond the western edge of the metropolitan area.

Scientific information, analytical tools, and standards for environmental significance of global warming and green house gases were not available to the Planning and Development Department in 2002 when the 2025 Fresno General Plan and its MEIR were formulated and approved--and at this point, there is still insufficient data available to draw any conclusions as to the potential impacts, or significance of impacts, related to global climate change for the 2025 Fresno General Plan. Similarly, there is insufficient information to conclude that global warming may have a potentially significant adverse impact upon the 2025 Fresno General Plan. In a situation when it would be highly speculative to estimate impacts or to make conclusions as to the degree of adversity and significance of those impacts, the California Environmental Quality Act allows agencies to terminate the analysis. In that regard, there is no material change in status from the degree of environmental review on this topic contained in the 2025 Fresno General Plan MEIR.