1988
BULLARD COMMUNITY PLAN
and related

FINAL ENVIRONMENTAL IMPACT REPORT
No. 10096

December 20, 1988

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SUMMARY OF LEGISLATIVE ACTIONS

PLANNING COMMISSION RESOLUTION NO. 9553, November 16, 1988

- Certified Final Environmental Impact Report (EIR) No. 10096;
- Found that certain mitigation measures have been incorporated into the plan or are the responsibility of another public agency;
- Found that the no project alternative is infeasible;
- Approved various attachments to the plan document;
- Recommended repeal of the Corona-Tierra, Blackstone/Bullard, Nelson Area, and San Joaquin Bluffs Environs Area Specific Plans, and the West Shaw Avenue Amendment;
- Approved the amendment to the Sierra Sky Park Land Use Policy Plan.

CITY COUNCIL RESOLUTION NO. 88-426, December, 12, 1988

- Certified Final EIR No. 10096;
- Overrode Fresno County Airport Land Use Commission;
- Adopted the Bullard Community Plan;
- Amended the 1984 Fresno General Plan;
- Amended the Sierra Sky Park Land Use Policy Plan;
- Repealed the San Joaquin Bluffs Environs Area Specific Plan and the West Shaw Amendment;
- Retained the existing Bullard Community Plan west of the Southern Pacific Railroad;

CITY COUNCIL ORDINANCE NO. 88-149, December 12, 1988

- Repealed the Blackstone/Bullard Area Specific Plan, the Nelson Area Specific Plan and the Corona-Tierra Estates Specific Plan.

CITY COUNCIL RESOLUTION NO. 88-451, December 20, 1988

- Identical to Resolution No. 88-426 with the exception of the approval of an additional item, CC.

CITY COUNCIL ORDINANCE NO. 89-11, January 24, 1989

- Repealed the San Joaquin River Trails Plan.

The full text of each applicable resolution and ordinance is contained in the Appendix.

BULLARD COMMUNITY PLAN

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1.0 PURPOSE OF THE PLAN

State law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgement bears relation to its planning (Government Code Section 65300).

The City of Fresno adopted an updated general plan in November of 1984. However, in a city the size of Fresno, the general plan does not provide the level of specificity necessary to guide the day to day development decisions for particular areas within the city. Therefore, the city has been divided into community plan areas which act as a refinement of the general plan, advancing the provisions of the general plan to a more precise level of detail.

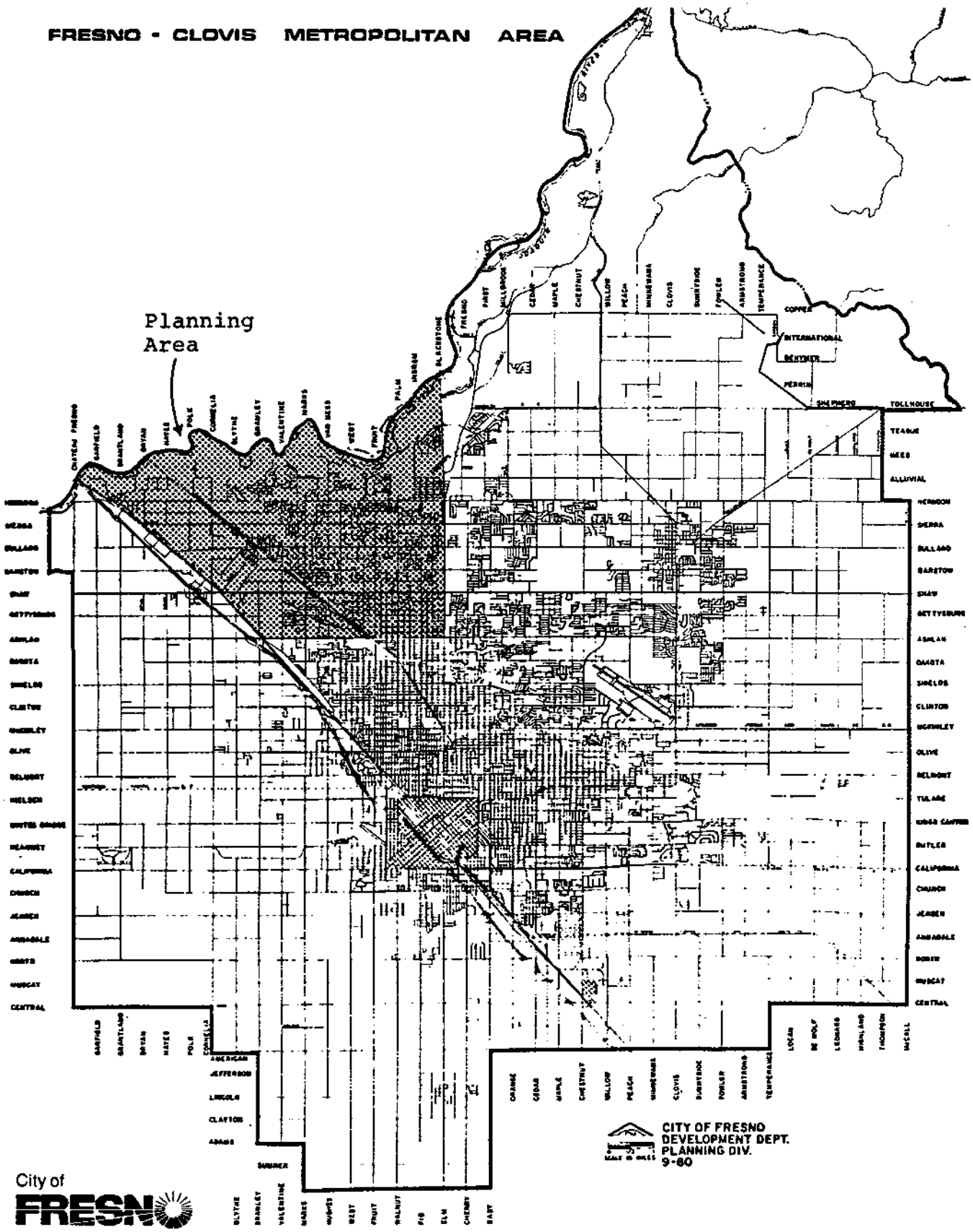
In addition to being a refinement of the 1984 General Plan, this update of the Bullard Community Plan seeks to focus on and address those issues and problems unique to the Bullard Community. Also, this community plan update incorporates all specific plans and land use policies within the Bullard Plan boundaries into one comprehensive document.

This plan states the public land use policy that will direct the physical growth and change of the Bullard Community for the next twenty years. It is the standard for determining the consistency of development entitlement proposals (i.e. rezonings and subdivisions) in the Bullard Community and provides for an internally compatible land use pattern that can be adequately accommodated by the City's existing and planned public service delivery system. The policies in this plan are intended to assure that development of individual properties will be done in a manner that enhances the orderly overall physical growth of the Bullard Community.

EXHIBIT 1.0

BULLARD COMMUNITY PLAN

FRESNO - CLOVIS METROPOLITAN AREA



2.0 BACKGROUND

2.1 HISTORY

The Bullard Community is characterized by development which has played an important part in Fresno's history and which is still in evidence in the community today.

In 1872, the Central Pacific Railroad (Southern Pacific) spanned the San Joaquin River and established its own town of Sycamore, now known as Herndon, on the south bank of the river. Sycamore Point, located about eight miles downstream from Herndon, was the head of steamboat navigation during the spring and early summer of those years of sufficient runoff. (Note: the State Lands Commission has stated that the San Joaquin River is a California navigable waterway for land title purposes where it extends from the Delta upstream to Friant Dam [testimony before the Assembly Water, Park, and Wildlife Committee, September 1987]). During that same year, the railroad gave up its claim on Sycamore in favor of a new site approximately six miles to the southeast. The new site became known as "Fresno Station."

Sycamore, nevertheless, remained as a settlement and was in contention for the location of the county seat in 1894. The majority of the votes were cast for Fresno, however, so the county seat was moved there from Millerton that same year.

In 1896, the San Francisco and San Joaquin Valley Railroad (Santa Fe) crossed the San Joaquin River to Fresno.

During 1915, the Fresno Traction Company completed its commuter-train line via Wishon and Forkner Avenues extending to its own Fresno Beach on the San Joaquin River.

J.C. Forkner arrived in Fresno in 1910 and commenced promotion of a dream that turned the Bullard Community, then referred to as "outlaw land," into a Garden of Eden by 1920. Forkner planted 12,000 acres of fig trees, subsequently selling the acreage in ten to forty acre parcels. The area extended from the northern limits of the City of Fresno, then bounded by Clinton Avenue, to the San Joaquin River and from Blackstone Avenue to west of the Southern Pacific Railroad.

During that same period, Forkner established the townsite of Figarden which was centered near Brawley and Bullard Avenues along the Santa Fe Railroad. It was developed as a rural community with its own waterworks, post office, community building, church, general store, co-operative fig packing plant, labor camp, and lumberyard. It also served as headquarters for J.C. Forkner's real estate operations. Located on the Santa Fe Railroad, the Figarden stop provided for the transport of passengers and freight.

Another area known as Fig Garden had its beginnings in 1919. This area is generally bounded by Shaw, Dakota, Maroa, and Palm Avenues, excepting a small portion in the southeast bounded by Griffith, Dakota, Maroa, and Van Ness Avenues. By 1937, there were 135 homes scattered throughout the area. Development had expanded by 1946 to include subdivisions reaching nearly to Blackstone Avenue on the east and to West Avenue on the west. Fig Garden's core was substantially built up by 1953.

Since that time, new urban development activity in the Bullard Community has occurred as far north as the river bluffs and west to Blythe Avenue, although substantial amounts of land in the western half of the planning area are still used for fig tree cultivation.

2.2 EXISTING LAND USE

The Bullard Community Plan area encompasses about 24 square miles (15,500 acres) and is located in the northwest portion of the Fresno Metropolitan Area. The community plan boundaries are Blackstone Avenue, the San Joaquin River, the Southern Pacific Railroad and Ashlan Avenue. The boundaries have changed in comparison to the previous Bullard Community Plan such that the area west of the Southern Pacific Railroad has been omitted (to be included as the northern portion of the new West Area Community Plan) and the area north of Herndon Avenue and east of West Avenue has been annexed from the Woodward Park Community Plan.

Similar to the rest of the Fresno Metropolitan Area, the terrain of the Bullard Community is flat except for the San Joaquin River Bluff along the northern periphery of the plan area. The Bluff drops from its edge approximately 60-80 feet down to the San Joaquin Riverbottom. The predominant flat portion of the plan area slopes gently from northeast to southwest dropping about ten feet per mile.

Approximately sixty percent of the plan area has been developed, with urban development generally reaching the Blythe Avenue alignment to the west and the San Joaquin River Bluffs to the north. (There are remaining pockets of vacant and agricultural land within this area). Agricultural uses, mostly fig orchards, dominate the western one-third of the plan area. A breakdown of existing land use in the plan area is presented in Table 2.2 which follows.

TABLE 2.2

EXISTING LAND USE BY TYPE AND ACREAGE, 1988

LAND USE TYPES	ACREAGE	# OF RESIDENTIAL UNITS
Single Family Residential	5,913	15,200
Agricultural	3,243	
Vacant	2,967	
Transportation Right of Way*	825	
Industrial	591	
Public Facilities*	550	
Multiple Family Residential***	538	10,400
Golf Courses	388	
Commercial	292	
Office	189	
TOTAL	15,496	25,600

* Includes developed major streets, railroads, the Herndon Canal, and local streets that are not interior to single family subdivisions.

** Public Facilities includes schools, ponding basins, parks, power substations, fire and police stations.

*** Includes mobile homes.

As evident from the table above, the predominant land use within the Bullard Plan area is single family residential with a total of 5,913 acres and 15,200 units. The Bullard Community Plan area has traditionally included the most affluent residential development in the metropolitan area. This high value residential development began with the establishment of old Fig Garden, an area that was centered along Van Ness Avenue south of Shaw Avenue. Later, development was continued along Van Ness Extension north of Shaw Avenue all the way to the San Joaquin River Bluffs. On either side of the high value sector, more moderately priced middle income housing development has occurred. The Bullard Plan area, with the amendment of the western boundary to the Southern Pacific Tracks, no longer includes the lower income residential areas located in Highway City. However, with the addition of the area north of Herndon Avenue and east of West Avenue, formerly within the Woodward Park Plan area, the Bullard Plan now includes a large lower income residential area (Pinedale) as well as middle and upper middle income areas to the north and west of Pinedale. The Herndon townsite area also includes a cluster of lower income housing stock.

Multiple family residential development totalling 538 acres and 10,400 units, is accounting for an increasing share of the housing stock in the Bullard Plan area. This reflects a trend towards higher densities which has been necessitated by increased land, material, energy, and interest rate costs; the need to make

efficient use of urban infrastructure and facilities; and the need to provide for affordable housing opportunities in all areas of the community. Multi-family residential development has traditionally occurred adjacent to major streets, i.e. Blackstone, Shaw, Herndon, Bullard, or near major street intersections as a "buffer" between commercial development or between the major street itself and single family residential neighborhoods. In recent years, substantial concentrations of multi-family units have been built on both sides of San Jose Avenue between Brawley Avenue and the Santa Fe Tracks, along Nees Avenue between Ingram and Blackstone Avenues, and on the south side of Bullard Avenue between the Santa Fe Tracks and Valentine Avenue.

Retail commercial development in the Bullard area has occurred mainly in the form of shopping centers at the intersection of major streets, except for strip commercial development along Blackstone Avenue. The most recent retail development has taken place at the intersection of Shaw and Marks Avenues and along Blackstone Avenue between Sierra and Herndon Avenues. Large scale discount store retail uses, i.e. firms such as Costco, Home Club, Handy Andy, have been established along the north side of Shaw Avenue near Blythe Avenue under C-M zoning, in an area intended for light industrial use.

The vast majority of existing office development in the Bullard Community is along West Shaw Avenue. The other existing concentrations of office development are along Herndon Avenue in the vicinity of Fruit and West Avenues and along Palm Avenue near Bullard High School.

Existing industrial development in the Bullard Community is located in two places--the area bounded by the Southern Pacific Railroad, the Herndon Canal, Valentine Avenue and Ashlan Avenue and the area to the west and north of the Pinedale townsite. The former area has some major firms, such as Builders Concrete, River Rock Products and Bostrum Bergen metal fabrication as well as a number of smaller wholesale and office/warehouse operations. The latter area, adjacent to Pinedale, includes Vendo, Inc. (vending machine mfg.), Calcot (a cotton cooperative) and a number of smaller operations.

2.3 SUMMARY OF PAST PLANNING EFFORTS

The original Bullard Community Plan, adopted by the County in 1963 and by the City in 1965, envisioned the area as being developed primarily with low and medium density residential uses served by a grid circulation system of major streets. The consistent growth pattern of the area was supported by a demand based on traditional desirability. Shopping center sites were designated at ten major intersections with several multiple commercial corners. Blackstone Avenue was designated as a commercial strip. A substantial area of high density residential uses was depicted in the vicinity of Bullard and Brawley Avenues along with

educational, recreational, commercial and office facilities. A strip of offices, apartments and institutional uses was shown along West Shaw Avenue between Blackstone and West Avenues, with shopping centers and high density residential uses being placed at the Shaw/West and Shaw/Palm intersections. Pinedale was reflected as a high density residential area and a block of high density residential use was designated on the north side of Herndon Avenue between Palm and West Avenues, excepting the shopping center designation at the northeast corner of Herndon and West Avenues. Three industrial areas were designated; one bounded by the Southern Pacific tracks, the Herndon Canal and Valentine, a second located near the Herndon townsite bounded by the Southern Pacific tracks, the Bluff Line and Bryan Avenue; and a third area located west and north of the Pinedale townsite.

The 1974 General Plan was based upon the concept of multiple centers. Each community plan area would have a core of more intense uses that would act as the "community center" of that plan area. The uses would include community shopping facilities, higher density residential, cultural, recreational and education facilities. The 1974 General Plan centered the node of intensity along Shaw Avenue between Marks and Valentine Avenues, generally designating the area for community commercial land use surrounded by medium-high density residential land use.

The 1975 Bullard Community Plan deemphasized Shaw Avenue as being the "community center" and created the Bullard-Brawley Loop, encircled by Figarden Drive, in order to minimize the number of grade crossings and awkward intersections with the Santa Fe Railroad and to provide a unique feature and focal area for the location of the community center function. Basically, the node of intensity that was originally shown at Bullard and Brawley Avenues in the 1965 Bullard Plan was carried forward in modified form to the 1975 Bullard Plan except with a loop street instead of a grid system. The loop area provided for a community shopping center, medium-high and medium density residential uses, educational facilities, i.e. a high school, a junior high, an elementary school, offices, and a community center designation to provide for public buildings such as meeting rooms, cultural centers, city offices, police service center and also to provide for a park/open space network.

Although the "loop" area was designated as the "community center" instead of Shaw Avenue, the 1975 Bullard Plan did extend the West Shaw Avenue office strip west to Brawley Avenue in reflection of the County's Shaw Avenue Land Use Policy and its extension, the West Shaw Avenue Amendment.

In 1979, the City adopted the San Joaquin Bluffs Environs Area Specific Plan, generally covering the area north of Herndon Avenue but excluding the Nelson School area, Pinedale and the Vendo/Calcott industrial area. This Specific Plan focused on bluff preservation policies and designated most of the residential land along the bluffs for low and medium-low density residential use. At this time, it was recognized that the "Figarden

Reservoir," shown for the riverbottom in past Bullard Plans would not come to pass and thus the riverbottom was designated for open space-- recognizing its scenic, recreational and environmental value to the community. A general trail alignment and vista point locations were established through this planning process.

The most recent planning effort affecting the Bullard Community Plan area was the 1984 Fresno General Plan. The 1984 Fresno General Plan maintained the loop area as the community center, generally increased residential densities for undeveloped property in the western portion of the plan area, and made substantial modifications to the circulation system west of Brawley Avenue. Herndon Avenue, between Sierra Sky Park and Hayes Avenue was designated as a major office corridor with medium-high density residential uses shown on either side of the office designation. The 1984 General Plan also expanded the amount of light industrial land shown in the extreme northwest portion of the plan area.

2.4 ASSUMPTIONS

2.4.1 Population

The population of the Bullard Community Plan Area is projected to increase from 64,300 as of July 1, 1987 to 98,100 as of July 1, 2005. This forecast is based on Bullard's predicted share of population growth and was made jointly by staff members of the Cities of Fresno and Clovis, the County of Fresno, the Council of Fresno County Governments and CalTrans. The ultimate population holding capacity of the plan area at buildout is projected to be 133,693 persons. The plan area is expected to approach buildout around the year 2030.

2.4.2 Transportation

The automobile will continue to be the primary mode of transportation, supplemented by the use of public transit, i.e. buses, and by bicycles. Light rail is considered to be economically infeasible for the forseeable future, based upon study by the Council of Fresno County Governments. For purposes of this plan, it is assumed that the Santa Fe Railroad tracks will continue to be used as a mainline railroad. However, should railroad operations consolidate onto the Southern Pacific tracks, the right-of-way will be preserved as a transportation corridor with potential use for light rail.

2.4.3 Housing

The detached single family home will continue to be the predominant housing type. However, due to higher land, energy, infrastructure and building material costs, smaller lots and more efficient design will become more common in the newly developing areas and on bypassed "infill" parcels. Housing unit growth between now and the year 2005 is expected to consist of 50 percent

multiple family units and 50 percent single family units. Therefore, the proportion of housing units that are multiple family will increase slightly from the current ratio of 40 percent multiple family units/60 percent single family units but will remain predominantly single family overall. The 50 percent/50 percent prediction was made jointly by staff members of the Cities of Fresno and Clovis, the County of Fresno, the Council of Fresno County Governments, and Caltrans, based on the fact that since 1976, new housing growth in the FCMA has consisted of equal amounts of multiple family units and single family units.

2.4.4 Household Size and Occupancy Rates

The average household size is expected to remain about the same as the current average for the metropolitan area: 2.9 persons per household for single family homes and 2.0 persons per household for multiple family units. The occupancy rate for housing units within the Bullard Plan area is assumed to remain at 98 percent for single family units and 95% for multiple family units, the current metropolitan rates.

2.4.5 Employment

TABLE 2.4.5
EXISTING AND PROJECTED EMPLOYMENT

	1987 EMPLOYMENT	% OF TOTAL EMPLOYMENT	2005 EMPLOYMENT	% OF TOTAL EMPLOYMENT
Retail.	4,853	26.1	6,377	17.8
Construction Manufacturing Transportation, and Public Utilities Wholesale Trade Finance, Insurance and Real Estate..	7,133	38.3	15,667	43.7
Government Services Agriculture Mining	6,638	35.6	13,811	38.5
TOTAL	18,624		35,855	

Based upon the above estimates, the total number of persons working within the plan boundaries will nearly double by the year 2005. In contrast, the population living within the plan boundaries by the year 2005 will only increase by 53 percent, i.e. from 64,300 to 98,100. It appears that the Bullard Plan area will be providing an increasing source of employment for persons residing outside the plan boundaries. All of the groupings of

employment types, as listed on Table 2.4.5, will increase in number of employees, however, the proportion of total employees in the retail sector will decrease. The above employment levels were projected by the City of Fresno Development Department, using linear regression analyses and the assumption of a continuation of past employment trends.

3.0 LAND USE CONSISTENCY TABLE

The following table will be used to determine the consistency of rezoning proposals with this plan. The table was derived from the 1984 General Plan and was placed in the Fresno Municipal Code current with the adoption of the Local Planning and Procedures Ordinance (LPPO) in May, 1987. The LPPO specifies procedures for the formulation, amendment, and repeal of City plans; it also requires that development entitlements, including rezonings, subdivisions, conditional use permits, and variances, be consistent with adopted City plans.

Plan Designation	Consistent Zone District	Consistent Density
Residential Uses		
Rural	AE-5, AE-20, R-A,	0-1.21 Units Per Acre
Low	R-1-A, R-1-AH, R-1-E, R-1-EH	0-2.18 Units Per Acre
Medium Low	R-1-B, R-1-C R-1-B/PD	2.19-4.98 Units Per Acre
Medium	R-1, MH, R-1-C/PD R-1/PD	4.99-10.37 Units Per Acre
Medium High	R-2-A, R-2, T-P, R-P*	10.38-18.15 Units Per Acre
High	R-3-A, R-3, R-4+, C-P*	18.16-43.56 Units Per Acre
Commercial Uses		
Neighborhood	C-1, C-L	
Community	C-2	
Regional	C-3, C-4	
General, Heavy, Strip	C-5, C-6, C-R	
Office	RP-L, R-P**, C-P** R-P, Planned Office Development C-P, Planned Office Development	

Industrial Uses

Light	C-M, M-1, M-1-P
Heavy	M-2, M-3

Other Uses

Open Space	O, AE-20
Agricultural	O, AE-20

* In the R-P or C-P zone district, pursuant to a conditional use permit for a planned development, a maximum of 35 percent of the property may be developed with the non-residential uses permitted in those zone districts.

** In the R-P or C-P zone district, pursuant to a conditional use permit for a planned development, a maximum of 35 percent of the property may be developed with the residential uses permitted in those districts.

\+ Thirty or more dwelling units per acre in the R-4 district only, subject to a conditional use permit.

NOTE: The method and procedure for determining zoning consistency in relation to this Plan shall conform to Section 12-403 and Article 6 of the Fresno Municipal Code and any subsequent amendments thereto.

4.0 PLAN ELEMENTS

4.1 RESIDENTIAL LAND USE

4.1.1 Background

There are 3,781 acres of vacant and agricultural land designated for residential use in the Bullard Community. A breakdown of this acreage by residential designation is presented in the table below.

Table 4.1.1
VACANT AND AGRICULTURAL LAND DESIGNATED
FOR RESIDENTIAL LAND USE

PLAN DESIGNATION	ACREAGE	PERCENTAGE OF TOTAL
Low Density Residential	248	6.5%
Medium-Low Density Residential	1,171	31.0%
Medium Density Residential	1,588	42.0%
Medium-High Density Residential	774	20.5%
	3,781	100.0%

The vast majority of this residentially designated land is located within the western one-quarter of the Bullard Plan Area, generally bounded by Brawley, Barstow, the Southern Pacific Tracks and the San Joaquin River. Land designated for medium-high density residential use is concentrated in the Bullard Loop area with access to Figarden Drive and the major street system. A concentration is also located adjacent to Herndon Avenue as a transition between office/commercial uses and the medium density and medium-low density residential designations.

Forty-two percent of the undeveloped land designated for residential use is shown as medium density residential. This designation, at 4.99-10.37 units per acre, is intended to provide for a range of housing types. The most typical zoning would be R-1, developed with single family homes on minimum 6,000 square foot lots. Planned developments of up to 10.37 units per acre are also possible through the conditional use permit process. Planned developments can take the form of small lot subdivisions of detached housing (4,500 to 6,000 square foot lots) or clustered housing with common open space and private streets. Densities of greater than 10.37 units per acre are possible under a density transfer concept for a unified project on contiguous or adjacent vacant property. Utilizing the conditional use permit process, a portion of a unified project may be greater than 10.37 units per

acre if a corresponding portion of the site is less than 10.37 units per acre. This density transfer concept is also possible under the other residential designations, as long as the overall density of the project does not exceed the maximum allowed under the applicable plan designation.

Within the medium density residential designation, it is expected that approximately two-thirds to three-quarters of the land will develop with standard single family subdivisions. The remaining one-quarter to one-third of the land is expected to be developed with alternate housing types such as planned developments and multiple family units, under the density transfer concept.

The majority of undeveloped land designated for medium-low density residential land use is located in the area bounded by Herndon Avenue, the bluffs, the new Cornelia arterial, to be called Milburn Avenue, and the Santa Fe tracks. Other undeveloped areas designated for medium-low density residential land use are located south of Alluvial Avenue between Marks and Van Ness Avenues, west of Cornelia Avenue between Bullard and Palo Alto Avenues, and north of Audubon Drive between Highway 41 and the bluffs.

Most of the vacant and agricultural land designated for low density residential use is located north of Herndon Avenue between West and Van Ness Avenues and to a lesser extent south of Herndon Avenue in scattered parcels. These areas have traditionally developed in a low density manner, reflecting longstanding land use policies i.e. Van Ness-Forkner and Corona Tierra Estates.

4.1.2 Goals

1. Provide for a diversity of housing types and housing opportunities to meet the needs of all ages and income levels.

2. Provide for efficient use of land and the public service delivery system while protecting the integrity of established neighborhoods.

3. Encourage mixed use, i.e. residential/office development, along major transportation corridors in order to minimize vehicular trips, promote innovative design and allow for flexibility to meet changing market needs.

4. Provide for safe, clean and aesthetically pleasing neighborhoods free from excessive traffic and noise.

5. Provide for a compatible relationship between differing housing types and densities.

4.1.3 Policies/Implementation Measures

1. Medium-high density residential development, i.e. 10.37-18.15 units per acre, should either have direct access to a major street or to a local street of sufficient capacity which does not pass through single family neighborhoods prior to intersecting a major street. This policy shall not apply to housing units within planned development projects as defined by Section 12-306-N-21 of the Fresno Municipal Code.

2. The following development standards for interface areas between properties planned for multiple family residential use and properties zoned or planned for single family residential use shall be mandatory for all land north of Herndon Avenue, excepting the Herndon Townsite and Pinedale Redevelopment Area, and advisory for all other areas.

   a. Outdoor recreational areas, game courts, swimming pools, and solid waste collection areas on properties zoned for multiple family residential uses shall be oriented away from properties zoned or planned for single family residential uses;

   b. Parking areas, carports, garages, accessory structures, and access drives shall be separated from abutting properties zoned or planned for single family residential use, with a landscaped setback fifteen feet wide, in conjunction with solid masonry wall six feet high on the property line;

   c. Within an area one hundred feet wide and abutting property zoned or planned for single family residential use, exterior area lighting for multiple family residential parking, carports, garages, access drives, outdoor recreation areas, game courts, and swimming pools shall be shielded, to prevent line of sight visibility of the light source from abutting property zoned or planned for single family residential use.

   d. Multiple family buildings greater than one story, i.e. 20 feet in height, shall be prohibited within 25 feet of property zoned or planned for single family residential use.

3. Density Transfer: Through the conditional use permit process for a unified project developed as a "planned development", defined by Section 12-306-N-21 of the Fresno

Municipal Code, on one parcel or contiguous or adjacent parcels, the residential density of part of the site may exceed the maximum density allowed by the plan designation, provided that a portion of the site is developed at less than the maximum density permitted such that the entire project site density does not exceed the maximum density permitted under the applicable plan designation.

4. Mixed use development is possible under the office land use designation and the medium-high and high density residential designations, using the R-P or C-P zone districts and the conditional use permit process. The office designation and R-P or C-P zoning allows up to 35 percent of a site to be developed with multiple family residential uses. The medium-high density residential designation and R-P or C-P zoning, allows up to 35 percent of a site to be developed with offices.

5. Pursuant to Title 24 of the California Administrative Code and the Noise Element of the General Plan, all new residences shall be protected from any source of noise greater than 60dB CNEL, be it from aircraft, street traffic, railroads or industrial uses, such that interior noise levels attributable to exterior sources do not exceed 45dB CNEL and outdoor activity areas do not exceed 60dB CNEL. Compliance shall be demonstrated through the submittal of an acoustical analysis by a qualified acoustical engineer, demonstrating that the above standards will be met. When residential uses are proposed adjacent to the Santa Fe or Southern Pacific mainline railroad, the "Railroad/Residential Interface Standards" in Plan Section 5.4 shall apply.

6. New single family residential lots shall not be allowed to front on a major street, unless it can be satisfactorily demonstrated that no feasible alternative means of access can be provided to the property. Evaluation of alternative means of access shall include the consideration of frontage roads, backup treatment, and substantial redesign of the subdivision proposal.

4.2 COMMERCIAL LAND USE

4.2.1 Background-Retail and Service Commercial Use

The vast majority of existing and planned commercial development is or will be in the form of a shopping center. Shopping centers are traditionally grouped into the three categories--neighborhood, community and regional, depending upon the trade area and type of establishments in the center. Neighborhood centers, as the name implies, are designed to serve residents in the immediate vicinity

and always contain a supermarket, along with other types of tenants that provide goods and services for daily needs. Neighborhood shopping centers are intended to develop with uses specified in the C-1 zone district, are usually between five and fifteen acres in size, and serve a trade area population of 5,000 to 15,000. Neighborhood centers are normally located at the intersection of an arterial street and a collector street.

Community and regional centers serve successively larger trade areas and meet shopping needs in greater depth and variety. Community shopping centers generally range from 15 to 30 acres in size and serve a trade area population of 18,000 to 38,000. A community shopping center may have variety, discount or junior department store not usually found in a neighborhood center. A good example of a community shopping center is Fig Garden Village at Shaw and Palm Avenues. Community shopping centers are normally located at the intersection of arterial streets and are intended to develop with uses specified in the C-2 zone districts.

Regional shopping centers are larger than 40 acres and serve a trade area population of 65,000 for more. Regional centers are anchored by two or three full line department stores and adjacent to or with easy access to a freeway. There are no regional centers within the Bullard Plan area, however, the concentration of large discount store retail uses on West Shaw Avenue tends to serve a regional market. Regional shopping centers are intended to develop with uses specified in the C-3 zone district.

In the Fresno area, two other types of shopping centers have been identified as distinct from the three traditional classifications. Accessory shopping centers provide supplementary neighborhood-type goods and services but lack the supermarket essential to the neighborhood center. Accessory centers are usually 5 acres or less in size. Arterial shopping centers are similar to strip commercial development in goods and services offered and also tend to locate along major thoroughfares. However, the arterial center is organized as a unit and, therefore, enjoys the benefits of the center arrangement. The size of an arterial center can vary widely.

Within the Bullard Community Plan area there are presently 60.4 acres of neighborhood commercial development, 80.1 acres of community commercial development, 67.2 acres of arterial shopping center commercial development, 12.8 acres of accessory shopping center commercial development, and 101.8 acres of free-standing, i.e. non-shopping center commercial development.

In addition to the existing developed sites, the following sites have been designated for commercial uses. The development of these sites is expected to meet the demand for retail commercial development in the Bullard Community Plan area at ultimate buildout of the residential uses designated in the plan.

Neighborhood Commercial Use	Acreage Range
Southeast corner of Bullard and West 5.0 acres	
Northwest corner of Brawley and Herndon 7.1 acres	
Southwest corner of Herndon and Palm 9.6 acres	
Southeast corner of Palm and Fallbrook 10.0 acres	
Southeast corner of Polk and Sierra 9.7 acres*	
Intersection of Bullard and Dante 10-15 acres*	
Intersection of Herndon and Bryan 10-15 acres*	
TOTAL	61.7-71.7 acres
Community Commerical Use	
Northeast corner of Shaw and Brawley 26.2 acres	
Southeast corner of Bullard and Figarden 30.0 acres	
Southwest corner of Blackstone and Nees 20.4 acres	
Northeast corner of Shaw and Valentine 11.4 acres	
Southside of Shaw, 200 feet East of Valentine 18.0 acres	
TOTAL	106.0 acres
Special Commercial Use	
North side of Herndon between Blythe and Doolittle 19.6 acres**	
TOTAL	19.6 acres
Arterial Commercial Use	
Southeast corner of Shaw and Brawley 5.5 acres	
Northeast corner of Palm and Herndon 33 acres	
TOTAL	38.5 acres
Accessory Commercial Use	
Northwest corner of Bullard and Marks 2.7 acres	
Intersection of Polk and Sierra 0-5 acres*	
Intersection of Bullard and Dante 0-5 acres*	
Intersection of Herndon and Bryan 0-5 acres*	
TOTAL	2.7-17.7 acres

*These designations are intended to represent commercial node designations at future major street intersections in the

undeveloped northwest portion of the plan area, i.e. at the intersections of Bullard/Dante, Polk/Sierra and Herndon/Bryan Avenues. These three commercial nodes should consist of no more than 15 acres each, to be developed entirely at one corner of the intersection or as a 10 acre neighborhood shopping center site and a 5 acre or less accessory shopping center site at two separate corners of the intersection. No particular corner of any intersection has been designated except for the southeast corner of Polk and Sierra, which was an outlot of a large subdivision intended for future commercial use.

**It is noted that the 19.6 acres designated for "Special Commercial" use on the north side of Herndon Avenue between Blythe and Doolittle Avenues was originally intended to provide for airport related commercial uses in conjunction with Sierra Sky Park. In addition to serving an aviation related commercial function, facilities to be developed on this site are expected to provide neighborhood commercial goods and services to the large planned residential area between Sierra Sky Park and the Santa Fe tracks.

4.2.2 Office Commercial Use

There are presently 189 acres of existing office development within the Bullard Plan boundaries. The majority of this development has occurred along West Shaw Avenue and, to a lesser extent, on Herndon Avenue in the vicinity of Fruit and West Avenues and on Palm Avenue between Shaw and Bullard Avenues.

Substantial areas for office expansion are provided in the Bullard Plan area, as it is expected that this area of the community will continue to be one of the more desirable office locations. Major areas for new office expansion are provided along the north and south sides of Herndon Avenue between Valentine and the Herndon/Grantland Diagonal intersection, along the western portion of Figarden Drive north and south of its intersection with Bullard Avenue, and along the future Palm extension between Herndon and Nees Avenues.

In addition to buffering future residential uses from expressway noise and providing an aesthetically pleasing expressway frontage, the office designations along Herndon Avenue will provide the land area and visibility necessary to attract future large scale office development. When the office designations were placed along Herndon Avenue through the 1984 General Plan process, it was expected that the western portion of the Bullard Plan area would also provide office land for the growing area west of Freeway 99.

There are approximately 64 acres of vacant land planned or zoned for office use on Shaw Avenue between Marks and Brawley Avenues. It is expected that West Shaw Avenue will continue to be an important office area, however, office development on Shaw Avenue will effectively end at Brawley Avenue.

It is noted that the office designation, through the use of conditional use permit in the R-P and C-P zone district, allows for the development of up to 35 percent of the land for multiple family residential use. This provision will foster and promote the concept of mixed land use, in order to minimize vehicular trips, promote innovative design and allow for flexibility to meet changing market needs.

4.2.3 Goals

1. Designate enough land for commercial use to meet the needs of the anticipated population.

2. Distribute the new commercial land use designations at logical, marketable, convenient and accessible locations.

3. Design commercial uses to be compatible with adjacent residential uses and to be aesthetically pleasing.

4. Provide retail commercial goods and services in planned unified shopping centers rather than in freestanding strip commercial form.

5. Provide office land use designations of a size, configuration, location and visibility that would be attractive to prospective office users.

6. Allow for mixed use development within the office land use designation, in order to minimize vehicular trips, promote innovative design and to allow for the flexibility to meet changing market needs.

4.2.4 Policies/Implementation Measures

1. All new retail commercial uses shall be developed as part of planned unified shopping centers, except on Blackstone Avenue.

2. Retail commercial development within the undeveloped northwest portion of the Bullard Plan Area shall occur at three commercial "nodes" of no more than 15 acres each located at the following intersections: Polk/Sierra, Bullard/Dante, and Herndon/Bryan Avenues. The 15 acres of commercial use may be developed entirely on a single corner of the intersection or may be developed on two corners of the intersection as a 10 acre neighborhood shopping center and a 5 acre accessory center or combination thereof.

3. New retail commercial development shall be designed and located so as to minimize its impact as an attractive nuisance to any public or private school of elementary through high school grades.

4. Commercial areas shall be designed such that commercial traffic will not route through local residential streets.

5. There shall be no drainage of stormwater from commercial uses to the San Joaquin River, without treatment of the runoff in settling basins prior to discharge.

6. Mixed use development is possible under both the office land use designation and the medium-high density residential designations, using the R-P or C-P zone districts and the conditional use permit process. The office designation and R-P or C-P zoning allows up to 35 percent of a site to be developed with multiple family residential uses. The medium-high density residential designation and R-P or C-P zoning allows up to 35 percent of a site to be developed with offices.

7. The following development standards for interface areas between properties zoned or planned for commercial or office uses, and properties zoned or planned for residential uses, shall be mandatory for land north of Herndon Avenue (excepting the Herndon townsite and the Pinedale Redevelopment Area) and advisory for all other areas.

   a. All loading and storage areas shall be screened from view of adjoining property zoned or planned for residential uses, by a combination of landscape planting and a solid masonry wall. Loading space shall be located not less than one hundred fifty feet from the boundary of said residential property; however, the proximity of loading areas may be reduced to not less than forty feet from the boundary of residential property, if the Director of the Development Department or the Planning Commission finds that additional screening and noise attenuating methods have been designed to adequately protect adjoining residential property. All storage shall be within an enclosed structure. Outdoor storage is expressly prohibited;

   b. Roof-mounted and detached mechanical equipment for commercial and office uses shall be screened from view and acoustically baffled, to prevent the noise level rating for the equipment from exceeding 55 Ldn, measured at the nearest property line;

   c. A landscaped setback twenty feet wide, containing deciduous and evergreen trees, shall be planted and maintained along the property line between commercial and office uses and abutting properties zoned or planned for residential uses, and along abutting local streets, provided, however, that this requirement shall not apply to those parcels of land which are one acre or less in size, or to parcels larger than one

acre, subject to Director review and approval of landscape plans;

d. No commercial or office building shall be constructed within fifty feet of the property line of abutting properties zoned or planned for residential uses;

e. The following wall and berm treatment shall be required for commercial uses and office uses:

(1) A solid masonry wall six feet in height, an earth berm six feet in height, or any combination of solid masonry wall and earth berm that provides a continuous barrier six feet in height, shall be erected on, or along, the property line between properties zoned or planned for commercial and office uses and properties zoned or planned for residential uses;

(2) A solid masonry wall three and one-half feet in height, an earth berm three and one-half feet in height, or any combination of solid masonry wall and earth berm that provides a continuous barrier three and one-half feet in height, shall be erected on, or along, the setback line twenty feet from and parallel with the right-of-way line of abutting local streets;

(3) Earth berms shall be planted with grass or ground cover, and maintained by the property owner;

f. The provisions of the approved commercial district or office district shall apply to outdoor advertising for commercial and office uses, excepting freestanding signs in a commercial district, wherein there shall be permitted one freestanding sign containing the name of buildings and occupants or groups thereof, and shall be not more than one hundred and twenty-five square feet in area, and not more than twenty feet in height, and shall not be located within any required landscaped setback or landscaped transition setback area;

g. Within an area one hundred feet wide abutting property zoned or planned for residential use, exterior area lighting for parking areas, carports, garages, access drives and loading areas for commercial uses and office uses shall be shielded, to prevent line of sight visibility of the light source from abutting property zoned or planned for residential use.

4.3 INDUSTRIAL LAND USE

4.3.1 Background

The Bullard Community Plan provides for three areas to be developed with light industrial uses: north and west of Pinedale; the area bounded by the Southern Pacific Tracks, Ashlan, Valentine and the Herndon Canal; and the area in the extreme northwest corner of the Plan area, east of the Southern Pacific Railroad tracks, north and south of the Herndon townsite. These areas are proximate to rail lines, major transportation routes and a labor supply. Substantial industrial development has occurred in the first two areas listed herein.

There are a total of 591 acres of developed industrial land in the Bullard Community. An additional 567 acres of vacant land in the above three areas is designated for light industrial use. Inasmuch as industrial employment within the Bullard Community is projected to substantially increase by 2005, this additional land is considered to be necessary to accommodate future industrial demand in the Bullard Community.

4.3.2 Goals

1. Provide sufficient and viable locations for industrial development within the Bullard Community.

2. Ensure that new industrial uses are compatible with adjacent land uses and are not aesthetically or environmentally detrimental.

3. Protect established major industrial employers from the encroachment of noncompatible uses.

4.3.3 Policies/Implementation Measures

1. Industrial areas shall be designed such that industrial truck and vehicular traffic will not route through local residential streets.

2. There shall be no drainage of industrial stormwater runoff to the San Joaquin River without treatment of the runoff in settling basins prior to discharge.

3. No new M-2 or M-3 zoning shall be allowed in the Bullard Community. The designation for all undeveloped industrial land within the Bullard Community shall be light industrial, corresponding to M-1-P, M-1 and C-M zoning.

4. Any future development proposed in the vicinity of existing heavy industrial uses such as Vendo, Builders Concrete, etc., shall be adequately buffered in order to preclude future complaints and actions that could eventually force these uses to shut down and relocate.

5. The following development standards for interface areas between properties zoned or planned for industrial manufacturing uses and properties zoned or planned for residential uses shall be mandatory for all land north of Herndon Avenue, excepting the Herndon Townsite and the Pinedale Redevelopment Area, and advisory for all other areas.

   a. Where properties zoned or planned for industrial manufacturing uses abut properties zoned or planned for residential uses, the distance between the building line for any dwelling and the building line for any industrial manufacturing building shall be not less than one hundred and twenty-five feet, measured perpendicularly between building lines.

      (1) The separation shall be any combination of the following:

         (a) Setbacks, yards, landscaped buffers, parking areas, access drives, carports, and garages that comply with provisions of the Zoning Ordinance for the industrial manufacturing district, or the residential district, or both;

         (b) A dedicated public street, public utilities easement, or a private road;

         (c) In no case shall an industrial manufacturing building be constructed within seventy-five feet of the property line of abutting properties zoned or planned for residential uses;

         (d) Any additional space necessary to provide a total separation distance not less than one hundred and twenty-five feet shall be planted and maintained by the owner on property zoned or planned for residential uses, or the owner of property zoned or planned for industrial manufacturing use, whichever is developed later.

   b. On properties zoned for industrial manufacturing use, a landscaped setback twenty feet wide, containing deciduous and evergreen trees, shall be planted and maintained along the property line between properties zoned or planned for industrial manufacturing uses and abutting properties zoned or planned for residential uses, and along abutting local streets.

   c. The following wall and berm treatment shall be required for industrial manufacturing uses:

(1) A solid masonry wall six feet in height, an earth berm six feet in height, or any combination of solid masonry wall and earth berm that provides a continuous barrier six feet in height, shall be erected on, or along, the property line between properties zoned or planned for industrial manufacturing uses and properties zoned or planned for residential uses;

(2) A solid masonry wall three and one-half feet in height, an earth berm three and one-half feet in height, or any combination of solid masonry wall and earth berm that provides a continuous barrier three and one-half feet in height, shall be erected on, or along, the setback line twenty feet from, and parallel with, the right-of-way line of abutting local streets;

(3) Earth berms shall be planted with grass or ground cover and maintained by the property owner;

d. The provisions of the City Zoning Ordinance applicable to an approved industrial manufacturing district shall apply to outdoor advertising for industrial manufacturing uses, excepting:

(1) Freestanding signs, wherein there shall be permitted one freestanding sign containing the name of buildings and occupants or groups thereof, which sign shall be not more than one hundred and twenty-five square feet in area and not more than twenty feet in height and shall not be located within any required landscaped setback or landscaped transition setback area;

(2) Advertising structures, which are prohibited;

(3) Roof mounted signs and signs above the parapet of industrial manufacturing buildings, which are prohibited.

e. Loading docks, loading areas, and loading doors shall not be located on the side of any industrial manufacturing building that faces toward adjacent property planned or zoned for residential use;

f. Roof-mounted and detached mechanical equipment shall be screened from view and acoustically baffled to prevent the noise level rating for the equipment from exceeding 55 Ldn, measured at the nearest property line;

g. Within the area seventy-five feet wide and abutting property zoned or planned for residential use, exterior area lighting for industrial manufacturing

buildings, parking areas, carports, garages, access drives, loading areas, and loading dock shall be shielded, to prevent line of sight visibility of the light source from abutting property zoned or planned for residential use.

4.4 PUBLIC FACILITIES AND SERVICES

4.4.1 Fire Protection

The historical development of the Bullard Community has resulted in the establishment of four separate fire protection agencies. The City of Fresno, the primary fire protection agency, provides fire protection services to all the area within the City's incorporated limits. The other three fire agencies serve the unincorporated suburban areas through separate fire districts.

Existing fire stations include:

1. The Fig Garden Fire District station at Wishon and Gettysburg Avenues;
2. The North Central Fire District station at Bullard and Channing Avenues;
3. The City fire stations at West and Herndon, and Marks and Acacia Avenues.

The City has achieved a "Class 2" fire insurance rating, unsurpassed by any other city in the state, because of its excellent fire protection operations and water service system. This rating results in a low fire insurance rate for City residents. Fire insurance ratings in the unincorporated areas range from "Class 4" to "Class 9," as the result of inferior water supply systems and expansive service areas.

It is anticipated that the Fresno Fire Department will require two additional fire stations and appropriate station support to service the remaining undeveloped area within the Bullard Plan boundaries as the area builds out. Station support includes one additional truck company, one additional paramedic unit, and one additional fire inspector to provide an urban level of fire protection and inspection service to the developing Bullard Community. The two fire stations are planned near Escalon and Polk Avenues and near Shaw and Palm Avenues.

Under guidelines established by the Urban Growth Management Policy, the permanent service area of fire stations is set at a two-mile "running" distance. The distance is calculated using each fire station as a reference point and existing or planned streets as the travel network.

There is an "instant aid" agreement between the City, North Central Fire District, and Mid Valley Fire District that allows the closest unit to respond to an emergency, regardless of

jurisdiction. If the first-responder unit is from an agency out of its jurisdiction only one unit is provided, with the remaining units coming from the home agency.

Paramedic units are stationed at the City's Fire Station No., 12 at Acacia and Marks Avenues and at North Central Fire District's Station No. 7 at Channing and Bullard Avenues.

4.4.2 Police Protection

The Fresno Police Department currently provides a full range of services to all incorporated areas within the Bullard Community. Among the field services provided are the uniformed patrol response to calls for service, crime prevention, tactical crime enforcement and traffic enforcement/accident prevention. The provision of these services is supplemented by the Operations Support Division which investigates criminal cases, provides juvenile crime enforcement and prevention, and is actively involved in vice/narcotics control and enforcement.

In addition to these enforcement related services, the Department also provides extensive crime prevention assistance to the community, including residence and business security inspections, neighborhood and business watch group formation, and public presentations. A police dressing station is located in the Bullard Community at Swift Avenue and Motel Drive.

Within the unincorporated area of the Bullard Community, the County Sheriff's Department provides law enforcement services and the California Highway Patrol augments the enforcement of traffic laws.

As the Bullard Community continues to grow, increased manpower and resources will be needed to maintain current levels of police services in the area.

4.4.3 Schools

Three different school districts share space in the Bullard Community's 24 square miles. The Central Unified School District occupies about 5 square miles in the western portion of the Bullard Community. The Fresno Unified School District encompasses approximately 16 square miles in an area roughly east of Cornelia Avenue, south of Herndon Avenue, and extending to the San Joaquin River between Blythe and Pleasant Avenues. The Clovis Unified School District serves an area roughly east of the Van Ness extension and north of Herndon Avenue and serves about 4 square miles of the northeastern Bullard Community.

There are sixteen existing schools in the Bullard Community: one high school, two middle schools, twelve elementary schools, and a private parochial/elementary school. Two of the elementary schools are located north of Herndon Avenue and are operated by Clovis Unified School District, the rest, except for the parochial school, are operated by Fresno Unified School District.

Although the western portion of the Bullard Community lies in the Central Unified School District, the District has no schools in the area at this time. The Herndon-Barstow Elementary School near Grantland and Sierra Avenues does, however, serve this part of the Bullard Community. Central Unified District's existing facilities can accommodate growth within their jurisdiction until the early 1990's, after which time a total of nine new schools may be needed between the years 1992 and 2000. Within that portion of the Central Unified District lying in the Bullard Community it is possible that there will be a need for four elementary schools and one intermediate school in the next 20 years. Four elementary school sites and one intermediate school site have been designated on the plan map. The most immediate need will be for an elementary school in the portion of the Central District north of Bullard Avenue and east of Polk Avenue. The school site for this area is shown on the north side of Sierra Avenue, one-quarter mile east of Polk Avenue.

Fresno Unified School District operates ten elementary schools, two middle schools and a high school in the Bullard Community. The District has no plans for additional schools to serve the Bullard Community and has indicated new students can be handled through the full utilization of existing facilities. For example, Fig Garden Elementary School is being used as an administrative facility but is expected to reopen in the Fall of 1989. There is also unused capacity at Baird and Gibson Schools.

As mentioned earlier, Clovis Unified School District has two elementary schools, Nelson and Pinedale, operating in the Bullard Community. These elementary schools are within the attendance areas of Kastner Intermediate School and Clovis West High School. Both Kastner and Clovis West are located outside of the Bullard Community, and according to CUSD officials, are presently operating beyond their planned capacities. The District is in the process of developing a new high school and intermediate school at Minnewawa and Nees Avenues. Future residential development in the Bullard Community may necessitate the construction of additional school facilities, although the Clovis Unified District does not anticipate the need for a third elementary school west of Blackstone Avenue at this time.

The designation of general areas for future school sites, as shown on Exhibit 4.4.3, was based on the premise that school district boundaries within the entire plan area were already fixed. District boundary determination does not fall under the City's jurisdiction.

Although the City does not have such jurisdiction, it does have these related responsibilities:

1. When annexations of property occur, they must be considered by the Local Agency Formation Commission and the City must indicate how urban services, including schools, are to be provided.

2. The City assists in planning for appropriate school sites, both as to location and size.

3. The City sets requirements for the dedication of land through its long range land use planning and Subdivision Map Act processes.

The City can encourage the development of more rational school district boundaries by petitioning the affected school districts, the Fresno County Committee on School District Organization and the State Board of Education.

When a boundary change and transfer of property is requested, the State Board can either uphold the County Organization Committee's recommendations or order a special election to decide an issue.

Factors that must be considered when a request is made include financial impact and how the change that is proposed might affect the ethnic balance of the districts involved.

Extensive interjurisdictional discussions in 1981 brought about the unification of several separate rural school districts into the Central Unified School District but did not bring about any other boundary changes.

Currently, most of the undeveloped Bullard Community Plan area lies within the Central Unified School District. The Clovis Unified and Fresno Unified School Districts serve larger portions of the developed plan area.

It would be logical from a planning perspective to establish a new school boundary line at the Southern Pacific Railroad track, annexing the territory that is currently within the Central Unified School District into the Fresno Unified School District. Such a delineation would support and enhance the community identities of both the Bullard Community and the West Area Community. Since no school sites have been purchased or developed in the area that would be transferred, such a change still appears to be feasible.

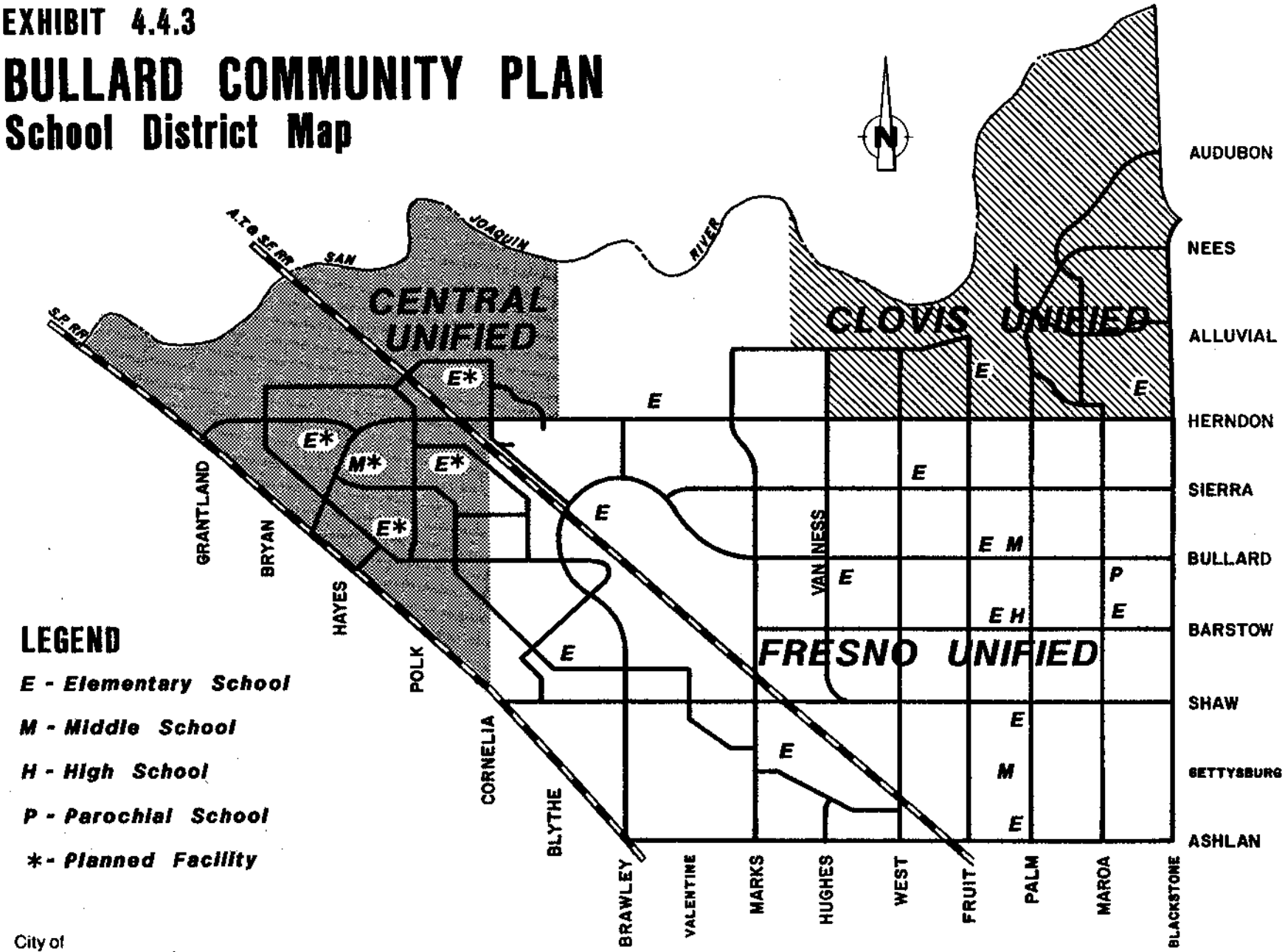
On the other hand, the Clovis Unified School District has already established physical improvements within the Bullard area. For that reason, it is suggested that the boundary separating the Fresno Unified School District from the Clovis Unified School District remain unchanged.

Proposed school sites, as delineated on Exhibit 4.4.3, are appropriate for the current time as they are consistent with existing school district boundaries. Should the Fresno County Committee on School District Organization, the State Board of Education or the voters implement boundary changes at some future time, the designated school sites as well as any adjacent proposed park sites, would need to be re-evaluated and changed to relate appropriately to the Fresno Unified School District service area.

EXHIBIT 4.4.3

BULLARD COMMUNITY PLAN

School District Map



LEGEND

E - Elementary School

M - Middle School

H - High School

P - Parochial School

** - Planned Facility*

City of FRESNO

4.4.4 Flood Control

Fresno Metropolitan Flood Control District (FMFCD), established in 1956, has the primary responsibility for flood control planning and management in the metropolitan area. Its two primary functions are to control flooding from streams flowing into the metropolitan area from the foothills and to control stormwater drainage in the urban area. The facilities for the control of the streams east of Fresno are nearly complete, with the last major component being the Redbank-Fancher Creek Project. This project is expected to be completed in 1994.

The other major function of FMFCD's program is to divert urban storm water runoff through piping to collection points called ponding basins. In the Bullard area there are 18 sites designated as flood control basins, 13 of which are used or proposed for recreational uses.

Most of the metropolitan area utilizes ponding basins in the management of urban runoff. The exception to this is the area adjacent to the San Joaquin River that naturally slopes northward. This predominately residential area drains directly into the river through three existing drainage outfalls. There is minimal treatment, i.e. aeration and particulate settling of the runoff, that occurs incidentally as the water runs down the stairstep drainage feature at each of the three existing drainage points. There are five more discharge points planned along the river within the Bullard Plan boundaries.

The FMFCD has also planned six contingency basins in the Bullard Community on the bluffs or in the riverbottom, in the event that State or Federal urban runoff standards are made more restrictive and direct discharge of residential runoff is prohibited. These ponding basins would be used to settle out more particulates than current practices. Runoff from commercial or industrial uses will not be allowed to drain into the river without prior treatment in a settling basin.

The Fresno Metropolitan Flood Control District Storm Drainage and Flood Control Master Plan is included as an element of the Bullard Community Plan.

4.4.5 Water

The City of Fresno obtains its entire domestic water supply from underground aquifers beneath the City. Historically, Fresno's water has been of excellent quality and taste and has not been chlorinated. Recent discoveries of contaminants in the groundwater in the northeast Bullard Community, however, have led the City to develop a treatment program designed to purge the known contaminants from the water before delivering it to customers. Wells found to be pumping contaminated water will be closed until treatment is available.

The City's Public Works Department Water Division will be testing every well operated by the City for a wide range of possible contaminants in order to assess the overall water quality of the aquifer.

City water is provided from a system of 107 wells, 300 to 700 feet deep. Water is transported by mains developed in a grid pattern throughout the City. This grid system enables the City to continue water service to areas where the local well has been closed due to water contamination. Some water customers may experience a decrease in water pressure until the affected wells are brought back to service.

Domestic water in the unincorporated portions of the Bullard Community is provided by thirteen different water districts and one mutual water company. Of those fourteen water providers, twelve are County waterworks districts. This multiplicity of jurisdictions has resulted in service level variations, overlapping or redundant facilities including wells, and obstacles to long range efficient water management. In order to improve the water service to the metropolitan area, eleven County waterworks districts are merging with the City's water system. The merger was scheduled to occur by January 1, 1989. As of December 1988 the City was also making efforts to incorporate the one mutual water company into its service system. With the completion of the consolidations, the City and the Pinedale County Waterworks District will be the two remaining water providers in the Bullard Area.

The underground reservoir that supplies the metropolitan area, including the Bullard Community, is naturally replenished through rainfall on nearby foothills and seepage from the San Joaquin River and local canals. The urbanization of the metropolitan area has removed an increasingly large area of land from the scheme of water recharge, by reducing the soil area available for water percolation.

The reduction of natural recharge, coupled with increased water usage, has created a groundwater overdraft, pumping out more water than is being replaced. This overdraft situation is being substantially offset by a multi-agency groundwater recharge program that includes use of the Leaky Acres percolation ponds and other ponding basins as groundwater recharge facilities. Approximately 40,000 acre-feet of water per year is being recharged into the underground water system through this program.

The City also has an active water recharge program. It has an ultimate entitlement of 60,000 acre-feet of surface water per year available from the San Joaquin River, and surface water is also available from the Fresno Irrigation District during the irrigation season.

The design of the system and standards established by the City in the past have earned the City a Class 2 rating by the Insurance Service Office. This is the highest fire service rating of any city in the state.

4.4.6 Sewer

The City of Fresno is the chief sewering agent for the metropolitan area, providing sewer service to both Fresno and Clovis customers and residents in the unincorporated areas, but a small portion of the northeast Bullard Community receives collection service from the Pinedale Public Utilities District (PPUD). Since the closure of PPUD's treatment plant in the late 1970's, an agreement was developed whereby the PPUD would dispose of its effluent in the Herndon-Cornelia Trunkline for treatment by the City of Fresno.

The City of Fresno relies on gravity to move its effluent to the waste water treatment plant on Jensen Avenue near the Polk Avenue alignment southwest of the City. The northeast to southwest sloping topography of the metropolitan area allows the sewerage system to operate generally without pumps to compensate for changes in elevation. The trunk lines in the Bullard Community, existing or proposed, generally are or will be located within the western portion of their service areas, to facilitate the gravity flow system.

Development within the Bullard Community Plan area is served by the Herndon, Cornelia and Marks Trunk sewer lines. The growing areas on the northern and western periphery of the Bullard Plan area are within the service areas of the existing Herndon and Cornelia Trunk lines and within the service area of the future Grantland Trunk line. The Herndon Trunk line flows into the Cornelia Trunk line and there is not enough capacity in the Cornelia Trunk line to hold the anticipated flows from the Herndon Service Area, coupled with the flows expected from the Cornelia Service Area. At the current rate of development there is expected to be about 8 years of capacity left in the Cornelia Trunk line.

The future Grantland Trunk line will act to alleviate this situation by removing the Herndon Trunk line flows from the Cornelia Trunk line. The Grantland Trunk line will also provide capacity for development within its service area, which is generally located west of Polk Avenue.

Property west of Polk Avenue is within the service area of the future Grantland Trunk line. Therefore, permanent capacity for this area does not exist, and any development in this area would have to temporarily hook up to the existing Cornelia Trunk line by means of lift stations. If capacity is temporarily allocated to areas west of Polk Avenue, a like amount of capacity will in reality be deleted from other areas to be served by the Cornelia Trunk line, i.e. as the Woodward Park area and the Bullard area east of Polk Avenue.

Since development within the Grantland Trunk Line Service Area would take away capacity that was intended for other areas, it is likely that development west of Polk Avenue will be discouraged until the Grantland Trunk line is completed. Specific Council approval will be required to allow temporary service to the Cornelia Trunk line.

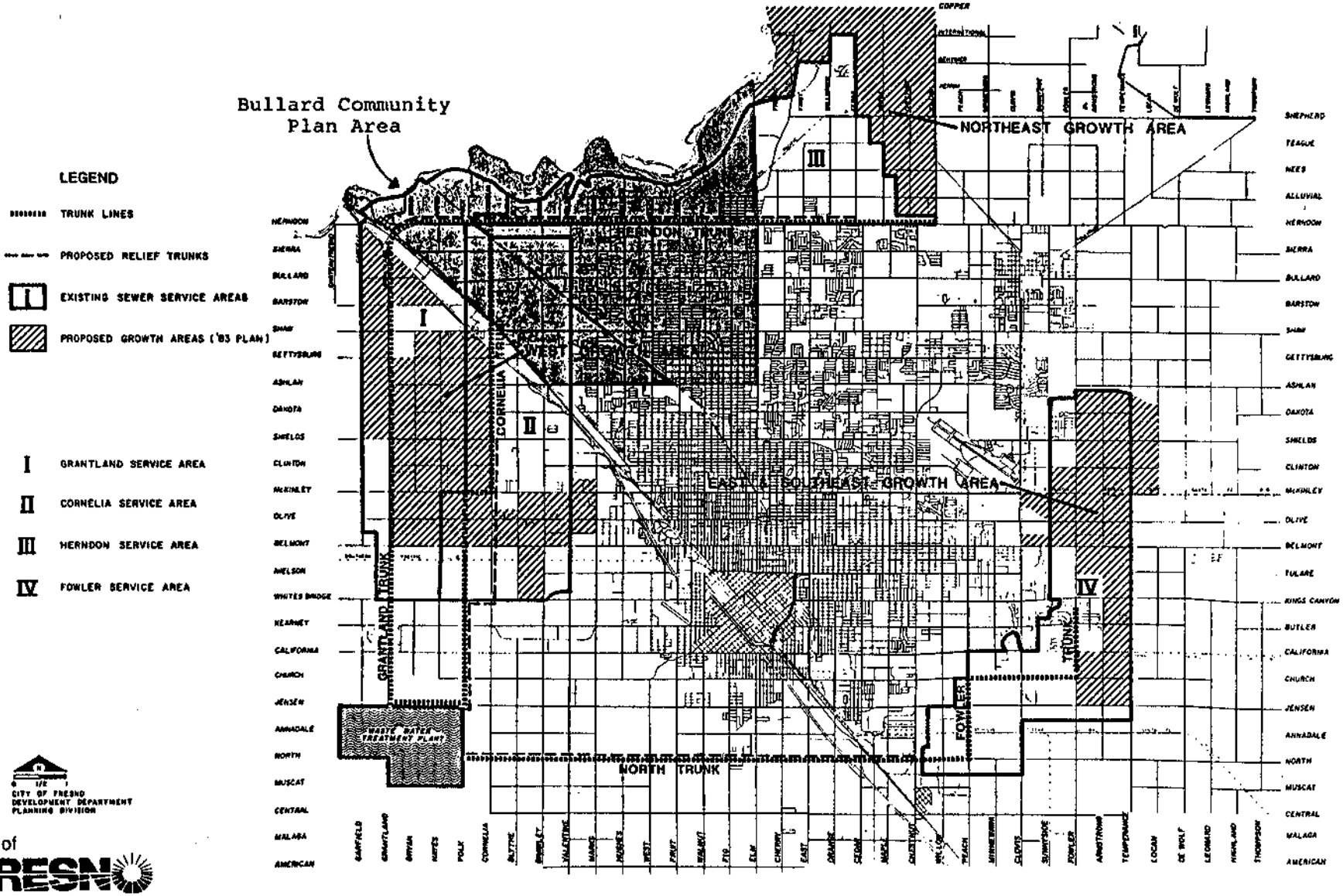
In order to finance development of the Grantland Trunk line, a Sewer Area Service Charge is being applied to development in the Cornelia and Grantland Sewer Service Areas in order to finance the cost of the Grantland Trunk line. It is anticipated that as a result of the Northeast Growth Area Financial Feasibility Study, a portion of the Herndon Sewer Area Service Charge will be applied to the Grantland Trunk line development.

Fresno City code and policy require connection to the sewer system when the existing sewer is within 100 feet of an individual developed parcel, except in the R-A, AE-5, and AE-20 zone districts on a lot at least two net acres in size. On the other hand, the Fresno County Code has provisions which can exempt single family residential lots larger than 100,000 square feet if they have their own water wells, or if the lot is larger than 36,000 square feet where there is a community water system. On-site disposal of liquid waste is appropriate in agricultural areas because the large parcel sizes allow for safe on-site placement of water wells and septic tanks. Such an approach is also allowable on rural homesites with a minimum parcel size of two acres, according to the Fresno County Department of Health. The City and County policies are not entirely consistent. Therefore, despite the County policy noted above, single family residential parcels smaller than two acres will not be permitted to develop using septic tanks until and unless the standards for sewer connection in the City and the County are reconciled.

EXHIBIT 4.4.4

BULLARD COMMUNITY PLAN

Existing & Proposed Sewage Service



4.4.7 Goals

1. Continue to provide effective and efficient public services and facilities to the Bullard Community as the community grows.

2. Provide for sufficient capacity in planned sewer, water and stormwater drainage facilities to meet the future needs of the community and ensure that existing facilities are not overloaded by unplanned uses.

4.4.8 Policies/Implementation Measures

1. Work towards the consolidation of fire and police protection services in the Bullard Community, under one jurisdiction.

2. Maintain the City's excellence in fire protection services through the provision of new fire stations and first class water supply systems in the developing portions of the Bullard Community, to be funded primarily by the UGM process.

3. Designate four new elementary school sites and one junior high school site within the portion of the plan area within Central Unified School District, in order to meet the District's projected need for new schools.

4. Provide for stormwater drainage facilities of sufficient capacity to accommodate the anticipated runoff from planned land uses, through coordination with the Fresno Metropolitan Flood Control District. For those drainage areas in which facilities are existing or substantially designed, new development that would in itself result in a condition wherein the capacity of the existing facilities would be exceeded, or would contribute to a projected overloading of the existing or substantially designed facilities at buildout of the drainage zone, shall not be approved unless conditioned upon adequate relief measures, as determined by the Fresno Metropolitan Flood Control District.

5. Encourage the consolidation of the private water companies and County waterworks districts serving portions of the Bullard Community into the City's system, to improve service and provide for more efficient water management.

6. Promote and support existing water conservation and water recharge efforts and explore the feasibility of using more of the City's surface water entitlement to San Joaquin River water for water recharge purposes.

7. Sewer: At the current rate of development and assuming development occurs in accordance with planned land uses,

the capacity of the Cornelia Sewer Trunk line will be reached in about 8 years. Property west of Polk Avenue, and west of Blythe Avenue north of a line parallel to and one-quarter mile north of Herndon Avenue, is within the service area of the future Grantland Trunk line. Therefore, continued growth in the Bullard Community beyond about 1996 will be dependent upon the construction of the Grantland Trunk line, which will provide sewer service west of Polk Avenue and will provide relief to the Cornelia Trunk line by taking the Herndon Trunk line flows from the Cornelia Trunk Service Area. Consequently, all new development in the Cornelia and Grantland Service areas shall be subject to fees to help finance the construction of the new Grantland Trunk line as determined by the Council. For those areas served within existing branch sewer lines, new development that would in itself result in the capacity of the line being exceeded or would contribute to the projected overloading of the existing line at buildout of the service area, shall not be approved unless conditioned upon adequate relief measures as determined by the Council.

8. Seek negotiations with the County of Fresno to reconcile the differences between the sewer connection requirements for single family residential properties, in order to encourage the ultimate connection of all developed properties to the sewer system.

4.5 CIRCULATION

4.5.1 Street Classifications

The circulation system in the Bullard Community Plan area is made up of the following street classifications:

Expressways
These are four-lane or six-lane divided roadways with access limited to signalized, at-grade intersections with major streets. Six-lane expressways have a 134 foot right-of-way and four-lane expressways have a 110 foot wide right-of-way. The daily capacity of a six-lane expressway with planned intersection improvements is about 50,000 trips per day and about 32,000 trips per day for a 4-lane expressway.

Arterial Streets
These are four-lane or six-lane divided roadways signalized at intersections with major streets and other major access points. Access is highly regulated, but it is not as restricted as on expressways. Six-lane arterials have a 124 foot wide right-of-way and four-lane arterials have a 106 foot wide right-of-way, extending to 116 feet wide if bike lanes are included. The daily capacity of a six-lane arterial is about 38,000 trips per day and about 28,000 trips per day for a four-lane arterial. Daily volumes of about 45,000 trips can be adequately accommodated on a six-lane arterial, with the

EXHIBIT 4.5

BULLARD COMMUNITY PLAN

Circulation Map

City of FRESNO

aid of intersection widening, additional turn lanes and signalization improvements.

Collectors

These are normally four-lane, undivided streets and are intended to connect local traffic to the arterial street system. Access to abutting property is generally permitted. The right-of-way width for a collector street is 84 feet, extending to 94 feet if bike lanes are included. The daily capacity of a collector street is about 24,000 trips. There are some areas in the Bullard Community developed with two-lane collectors. Two-lane collectors can carry a daily volume of 10,000 trips. If continuous left turn lanes are provided, a two-lane collector can carry about 13,000 trips per day.

Local Streets

These are minor two-lane streets which function primarily to provide direct access to individual properties. The right-of-way width for a local residential street is usually no greater than 60 feet. Local street right-of-ways in industrial areas are 64 feet wide. Although local two-lane streets can theoretically carry several thousand trips per day, the desirable limit for local residential streets is about 1,500 trips per day.

4.5.2 Circulation System South of Herndon Avenue and East of Marks Avenue

The circulation system in the eastern portion of plan area, east of Marks Avenue and south of Herndon Avenue, is set up on a one-half mile grid system, similar to most of the Fresno Metropolitan Area. The major streets occur every half mile running both east-west and north-south and alternate between arterial and collector streets. The east-west arterial streets in this portion of the community are Bullard, Shaw and Ashlan Avenues and the north-south arterial streets are Blackstone, Palm, West and Marks Avenues. The east-west collector streets are Sierra and Barstow Avenues and the north-south collector streets are Maroa and Fruit Avenues. Gettysburg Avenue, on the one-half mile point between Shaw and Ashlan Avenues, is on an alignment that would normally be a collector street but is a local two-lane street through old Fig Garden. It does not carry large volumes of traffic due to the low density residential nature of old Fig Garden, the numerous intersectional stop signs and the fact that it does not go across the Santa Fe Railroad tracks.

Ashlan Avenue through Fig Garden, on the other hand, is on an arterial street alignment that traverses the entire metropolitan area. The resulting two-lane bottleneck through Fig Garden results in traffic volumes of 18,000 trips per day. Ashlan Avenue in this area is in unincorporated territory and is thus under the jurisdiction of the County. Between Fruit and Blackstone Avenue, Ashlan Avenue is designated for "special treatment"--not as an arterial. The treatment of Ashlan Avenue has been a controversial

item in the negotiations between Fig Garden residents and the City of Fresno. The City has advocated widening of Ashlan Avenue to accommodate the metropolitan need for east-west circulation while the Fig Garden residents have resisted any attempt to alter the existing nature of the street. Any future modifications made to Ashlan Avenue will depend on indeterminate political and inter-jurisdictional factors. However, the underlying metropolitan traffic demand for movement through the area will only increase over time, due to increased development west of Freeway 99 and to the lack of capacity on alternate routes.

The Van Ness Avenue extension between Shaw Avenue and the San Joaquin River Bluffs is another street on a collector alignment that is not designated as a collector. It is designated as a Scenic Drive, owing to its unique visual quality--mature trees, 100 foot right-of-way and the substantial setbacks of the homes along the street. It serves as a two-lane local collector street for adjoining neighborhoods but does not carry substantial traffic volumes due to the low density nature of the area.

4.5.3 Circulation System--North of Herndon Avenue and West of Marks Avenue

North of Herndon Avenue and west of Marks Avenue, continuation of the grid system of major streets becomes increasingly difficult due to natural and man-made impediments, specifically, the San Joaquin River Bluffs, the mainline railroads running diagonally through the western portion of the Bullard Plan area and the Herndon Canal. These features have necessitated a modification of the grid system.

North of Herndon Avenue and west of Blackstone Avenue, the sharp northeast to southwest slope of the bluff line has necessitated curvilinear connections to streets extending into the Woodward Park Community Plan area to the northeast. The arterial streets running through this area are Blackstone, Palm and Nees Avenues with Palm and Nees connecting in the vicinity of Ingram Avenue. At the present time, Nees Avenue terminates at Ingram Avenue and Palm Avenue does not exist north of Herndon Avenue. The Palm-Nees connection is considered to be a very important future traffic link in this area, relieving the increasing congestion at the Herndon-Blackstone intersection. The Palm-Nees link, however, will not be built until substantial development occurs on the Calcot property. Refer to Section 5.6.

Circulation system modifications in this area resulting from the update of the Bullard Community Plan include a slight realignment of the Palm-Nees connection, the extension of Alluvial Avenue between Ingram Avenue and the riverbottom making Fallbrook Avenue a collector street between Ingram and Palm Avenues and, the removal of Audubon/Alluvial as a scenic collector street between Ingram and Fruit Avenues. Audubon Drive will connect to Palm Avenue at Fallbrook Avenue, and Alluvial Avenue is extended as a collector street between West and Marks Avenues.

The breakup of Audubon Drive was considered to be necessary in order to prevent it from being used as a major shortcut between the fast growing Woodward Park area to the northeast and Herndon Avenue and thence as a way to reach Freeway 99 and other western destinations via Audubon and Alluvial Avenue to West Avenue or Marks Avenue. This would have been a logical shortcut given the convenience of the Audubon freeway overpass and the inconvenience of increasing congestion at Herndon and Blackstone Avenues. Ingram Avenue north of Fallbrook Avenue was reclassified as a local street. The circulation changes are intended to encourage more traffic to use the Palm-Nees arterial street. Alluvial Avenue was extended west of Ingram Avenue in order to provide needed east-west circulation in the area. Its extension to the riverbottom at the Harrison Avenue alignment would provide for future access to the riverbottom parkway system.

As a condition of any future development that precludes the continued use of the present access point, appropriate parties, as determined by the Public Works Department, shall be responsible for providing an adequate alternative gravel truck access from the riverbottom to Palm Avenue. Public easements associated with the present route will need to be maintained. The long-term preferred riverbottom access would be provided via the northwesterly extension of Alluvial Avenue to the riverbottom at the Harrison Avenue alignment. However, should the current gravel truck access point be precluded prior to the completion of the Alluvial-Harrison Avenue access to the riverbottom, interim access should be provided through a local street connection extending south from the current access road to the Palm-Fallbrook Avenue intersection. The suggested location for this local street connection is along the boundary between the Park Place and Calcot Properties. The Palm-Fallbrook Avenue intersection is intended to be signalized once the Palm-Nees arterial street is substantially developed south of Fallbrook Avenue. Note that the portion of Alluvial Avenue past the point at which it begins its descent into the riverbottom need not be built to collector standards until there is a need for public access to a future river parkway system.

The upgrading of Alluvial to a collector street between West and Marks Avenues recognizes the need for improved east-west movement as the vacant land in this area builds out, although the level of traffic projected could be handled by a two lane collector street with continuous left turn lanes.

The Public Works Department has revised the pattern of Maroa Avenue in light of a desire to locate signalized intersections roughly at a minimum of one-eighth mile apart. Maroa Avenue's westward extension has been changed from a Herndon Avenue frontage to a position corresponding to the alignment of Beechwood Avenue. As a result of the proposed street changes, the existing residential land uses in the affected area that would be surrounded on three sides by major streets are proposed to be changed to office uses. Also, the area north of Maroa Avenue, formerly proposed for industrial land uses, is proposed to be changed to retail commercial uses. The total acreage of the proposed changes is approximately six acres.

4.5.4 Circulation System--West of Marks Avenue

West of Marks Avenue substantial deviations are made from the grid system, due to the two railroads cutting diagonally through the area in a northwest to southeast direction. The central circulation design feature in the western Bullard Community is the Bullard-Brawley Loop, which is named Figarden Drive. It was conceived in 1975 as a way to minimize the number of grade crossings of the Santa Fe tracks and to provide a central circulation feature to facilitate the planned community center function of this area. Radiating outward from the central core are five major streets: two collectors, Sierra and Gates; and three arterials, Brawley, Santa Fe and Bullard where it extends west of Figarden Drive. Figarden Drive connects back to the grid system by becoming Bullard Avenue just west of the Bullard/Marks Avenue intersection and by becoming Brawley Avenue at about the Barstow Avenue alignment.

North of Herndon Avenue between the Santa Fe tracks and Sierra Sky Park, two additional planned circulation links have been added. A curvilinear collector street has been added between Blythe and the planned Milburn arterial, in order to better serve the higher intensity uses planned northeast of the intersection of Herndon and Milburn Avenues and to facilitate east-west movement between the planned commercial area at Herndon and Blythe Avenues and the large planned residential area to the northwest. Additionally, Alluvial Avenue between Milburn Avenue and the Santa Fe tracks has been changed from a planned scenic drive, also a local street, to a collector street in order to provide an appropriate connection from this large planned residential area to the Milburn Avenue arterial street.

In the extreme northwest portion of the plan area, the Bullard Community Plan Update makes several major circulation changes. A loop collector street was added north of Herndon Avenue connecting to Polk and Bryan Avenues, in order to provide adequate circulation to the office and medium-high density residential uses planned for this area.This was considered appropriate in view of the fact that access to Herndon Avenue is restricted to major signalized intersections. The scenic drive, previously planned to start just east of Bryan Avenue abutting Riverside Golf Course, and turning 90 degrees east on the Alluvial alignment, was removed as an unnecessary redundancy to the new collector street and also because it would result in an unnecessary grade crossing of the Santa Fe railroad track.

Prior plans depicted North Grantland Avenue, a Diagonal street connecting Herndon Avenue to areas west of Freeway 99, as intersecting the Herndon Expressway at about the Hayes Avenue alignment. The updated Bullard Plan shows Herndon Avenue curving southwest between the Polk and Hayes Avenue alignments and becoming the Grantland Avenue Diagonal. Herndon Avenue, moving east from Freeway 99, would "T" intersect the Grantland Diagonal at approximately the Hayes Avenue Alignment.

The purpose of the Grantland Avenue Diagonal is to provide an improved circulation link between the Bullard Community and the growing area west of Freeway 99 and to provide a modern freeway interchange from Freeway 99, at a location roughly midpoint between Herndon and Shaw Avenues, to serve these areas. The existing freeway interchanges at Shaw and Herndon Avenues were not built to handle urban traffic levels and will need major improvements in the future. The Public Works Department has studied various intersection design alternatives for the Herndon/Grantland Avenue Diagonal intersection and has determined the most effective and efficient design is the above-described Herndon "T" into the Grantland Diagonal. The COG computer traffic model for buildout of the plan area shows more traffic using the diagonal street running southwest toward the growing area west of 99 than the Herndon Avenue "T" link to Freeway 99. Concerns that such an intersection arrangement would damage east-west traffic movement on Herndon Avenue are unfounded in that the intersection will be built with a westbound right turn lane with continuous green time, and with an eastbound flyover merging lane, such that no stopping of traffic wishing to go through on Herndon eastbound or westbound will be necessary.

The Public Works Department has revised the pattern of Blythe Avenue in light of a desire to locate signalized intersections at roughly one-eight mile intervals. The alteration of Blythe Avenue north of Herndon Avenue necessitiates adjustment of the adjacent office and medium high density residential land use boundaries, and results in the substitution of approximately 2.5 acres of office use for roughly the same acreage of medium high density residential use that was once shown south of Blythe avenue.

4.5.5 Neighborhood Originated Traffic Issues

During the adoption process of this plan two traffic issues were brought up by neighborhood groups. The first related to the Blythe and Palo Alto Avenue area and the other to Valentine Avenue south of Herndon Avenue.

Both Blythe Avenue, between Herndon and Santa Fe Avenues, and Palo Alto Avenue, between Santa Fe and Brawley Avenues, were planned as collector streets and had been planned as such since the adoption of the 1984 Fresno General Plan. Since 1984, single and multiple family residential development has been approved in this area with a substantial number of single family lots being approved fronting on Blythe and Palo Alto Avenues. Staff preference was that single family homes not be allowed to front on collector streets, however, the lots were approved fronting on these streets with larger than normal front yard setbacks.

In late 1987, the Public Works Traffic Division striped Blythe and Palo Alto Avenues for four lanes and posted "no parking" signs along the curb. This action brought a negative reaction from the neighborhood, many of whom did not realize they were on a collector street. The neighborhood reacted by proposing that

Blythe Avenue south of Herndon Avenue and Palo Alto Avenue west of the Blythe Avenue intersection be closed off. Although the City Traffic Engineer indicated that closing these streets will cause a substantial increase in traffic on the legs of Blythe and Palo Alto left open, increasing the burden on the people living on these streets, the neighborhood group and the Bullard Community Plan Citizens Advisory Committee asked the City Council to close Blythe Avenue one-eighth mile south of Herndon Avenue and to close Palo Alto Avenue one-eighth mile west of its intersection with Blythe Avenue; to place four way stop signs at Brunswick and Palo Alto Avenues; to close Sierra Avenue at Santa Fe Avenue and to designate the remaining portions of Blythe and Palo Alto Avenues south and east of the closures as two lane local streets with streetside parking allowed. The Council supported the request and these changes have been incorporated into the adopted Plan.

The other neighborhood traffic issue brought up in the plan adoption process related to Valentine Avenue between Herndon and Sierra Avenues. Valentine Avenue is on the one-half mile point between two arterial streets, Marks and Brawley Avenues, and at a location on the grid system where one would normally find a collector street. It is also signalized at Herndon Avenue. Valentine Avenue was built as a local residential street with single family homes fronting on it. It carries over 1,300 trips per day, which is approaching the upper level of 1,500 trips considered desirable for a local residential street. The concern of the people living on Valentine Avenue is that as the plan area builds out and as traffic on the major street system increases, especially on Herndon Avenue, Valentine Avenue will receive increasing through traffic as a short cut route. The solution proposed by some of the neighborhood residents was to block off Valentine Avenue immediately south of Herndon Avenue.

The City Traffic Engineer's concern about blocking off Valentine Avenue south of Herndon Avenue is that it would increase traffic on other local residential streets. Of specific concern is the impact on Fremont Avenue, which connects Valentine to Marks Avenue and carries over 1,400 daily trips at the present time, which is more than Valentine Avenue. Closing off Valentine Avenue would increase traffic on Fremont Avenue and other local streets in the area. The Traffic Engineer's position on local streets is that he will defer to the wishes of the neighborhood if he is convinced that all affected residents of an area are aware of the positive and negative aspects of what a proposed street closure might do and agree to it with full knowledge of the potential impacts. The final decision on a local street closure would be made by the City Council. In this case, Council did not adopt the neighborhood request.

4.5.6 Projected Capacity Deficiencies

The Council of Fresno County Governments (COFCG) computer traffic model was used as the basis for circulation system analysis. The

model assumed ultimate buildout of the Bullard Community Plan area in accordance with the planned land use and circulation system. Buildout of the plan area is expected to occur near the year 2030. Based upon the traffic model projections, the existing and proposed major street system will be able to handle the traffic generated, with the exception of these problem areas: Herndon Avenue between West and Blackstone Avenues, Blackstone Avenue between Herndon and Alluvial Avenues, Palm Avenue between Herndon and Alluvial Avenues, most of the length of Shaw Avenue, and Ashlan Avenue through Fig Garden.

Herndon Avenue between West and Blackstone Avenues is projected to generate between 53,000 and 75,000 daily trips at buildout. Volumes in the 50,000 range on a six-lane expressway with heavy duty intersection improvements can be handled. However, volumes in the 60,000-75,000 range would be difficult to handle without additional lanes or extraordinary measures such as the addition of grade separations at major intersections. The Public Works Department is studying the feasibility of additional improvements and grade separations at crucial intersections, such as at Herndon and Blackstone Avenues. Such improvements would also act to alleviate congestion problems on Blackstone Avenue between Herndon and Alluvial Avenues, where traffic levels are projected at over 68,000 daily trips.

Palm Avenue between Herndon and Alluvial Avenues does not presently exist but is projected to carry between 40,000 and 44,000 trips per day. It would be built upon development of the Calcot property. The projected level of traffic, although excessive for a four-lane arterial street, could be accommodated by a six lane arterial street. Since the street does not exist at this time it should be planned as a future six-lane arterial.

Shaw Avenue shows projected daily volumes of traffic between 53,000 and 62,000 trips along its entire length. In that most of the land along Shaw Avenue between Blackstone and Marks Avenues is already built on, the procurement of additional right-of-way width would be expensive and difficult, if not infeasible. However, selected major intersection improvements may be possible and could provide some relief. West of Marks Avenue, additional commercial development on Shaw Avenue was approved by the City Council in 1987. In order to address traffic concerns, substantial mitigation measures were imposed. Additional commercialization of West Shaw Avenue should be discouraged in order to avoid worsening projected capacity deficiencies.

Circulation issues related to Ashlan Avenue through Fig Garden were discussed in Plan Section 4.5.2. The street is projected to carry 19,500-22,000 trips per day. This amount of traffic greatly exceeds the capacity of a two lane roadway, but is not that much of an increase over the 18,000 trips per day it presently carries. Improvements to enhance its traffic carrying capacity obviously need to be made and could very well act to relieve some of the pressure on Shaw Avenue. However, as mentioned earlier in this section, future modifications to Ashlan Avenue in this area

will depend on indeterminate political and inter-jurisdictional factors.

4.5.7 Railroad Consolidation

The two mainline railroads running diagonally through the Bullard Community are a disruptive influence to the circulation system and adjacent land uses and pose a safety hazard at the various existing grade crossings. In 1984 the Southern Pacific Santa Fe Corporation proposed a merger of their operations on the Southern Pacific Tracks, the Santa Fe tracks to be abandoned, but the Interstate Commerce Commission turned the proposal down in 1986 and 1987. There still is a chance that railroad consolidation could occur but it is not expected to happen in the near future. The City supports the consolidation of operations on the Southern Pacific tracks and recommends that the connection occur north of Herndon Avenue, the connection route to occur somewhere within the area shown on Map 4.5.7 within the Bullard Community, the northern half of the connection to occur in Madera County. The precise alignment of the track connection has not been determined and will be the subject of substantial future analysis. If the Santa Fe tracks are eventually abandoned, the right-of-way should be preserved as a transportation corridor for light rail or for other transportation purposes.

An amendment to the Bullard Community Plan would be needed to establish the route of a connection between the two existing tracks. This amendment would also address needed land use changes because of the connection route and will be the subject of an environmental assessment pursuant to the California Environmental Quality Act (CEQA).

4.5.8 Goals

1. Provide for the efficient movement of vehicular traffic in order to reduce public and private costs, the use of non-renewable energy resources and air pollution.

2. Provide for a hierarchy of street classifications that encourages commercial and through traffic on the major street system and discourages such traffic on the local residential street system.

3. Protect and enhance the carrying capacity of major streets, especially the important east-west routes (Shaw Avenue, Ashlan Avenue, Herndon Expressway), for the benefit of metropolitan traffic movement.

4.5.9 Policies/Implementation Measures

1. Traffic signals should be timed and synchronized wherever feasible, in order to promote smooth and efficient traffic movement.

2. The number of driveway access points on major streets should be minimized to protect traffic flow.

3. Commercial development at the intersection of the Herndon Expressway and major streets should gain access to the major street as far from the intersection as feasible, preferably at least one-eighth (1/8) mile from the intersection.

4. As a condition of approval for development proposals related to property designated for office and medium-high density residential land uses along Herndon Avenue west of Brawley, local circulation systems shall be designed to provide adequate access from these properties to the major street system.

5. Additional commercial development on Herndon or Shaw Avenues, beyond that already planned, should be discouraged in order to protect their important east-west traffic movement function for the metropolitan area.

6. Encourage the consolidation of railroad operations on the Southern Pacific tracks. If such consolidation occurs, the Santa Fe track right-of-way shall be preserved as a transportation corridor for light rail or other transportation purposes.

7. Local residential streets shall be designed to discourage through and/or non-residential traffic.

8. All designated arterial streets shall be developed as four-lane arterials except for the following arterial streets which shall be developed as six-lane arterials: Shaw Avenue, Blackstone Avenue and Palm Avenue between Herndon and Nees.

9. Herndon Avenue shall be developed as a six-lane expressway east of the Grantland Diagonal and as a four-lane expressway west of the Grantland Diagonal. The Grantland Diagonal shall be developed as a six-lane expressway.

10. Mitigation measures to lessen the effect of traffic noise from Herndon Expressway on adjacent residential property shall be required for all new residential uses, pursuant to the Noise Element of the General Plan, Title 24 of the California Administrative Code and the Expressway Overlay District--Section 12-224 of the Fresno Municipal Code, and encouraged for existing residential property to the extent feasible.

11. Measures to increase the capacity of Herndon Avenue between West and Blackstone should be explored.

12. Blythe Avenue shall be closed one-eighth mile south of Herndon Avenue; Palo Alto Avenue shall be closed one-eighth

mile west of its intersection with Blythe; four-way stop signs shall be placed at Brunswick and Palo Alto; Sierra Avenue shall be closed at Santa Fe Avenue; and the remaining portions of Blythe and Palo Alto south and east of the closures shall be designated as two-lane local streets with street side parking allowed.

13. Where two classified streets, e.g. arterial and collector, form a "T" intersection, a local street shall not be the fourth leg of the intersection.

4.6 PARKS AND RECREATION/OPEN SPACE

4.6.1 Background

The existing parks and recreation facilities located in the Bullard Community consist of the Pinedale Community Center, two neighborhood parks and five turfed ponding basins.

The Pinedale Community Center, located at the Pinedale Elementary School, provides a wide range of recreational and community services to the area. These services include an ongoing lunch program for senior citizens and a summer lunch program for children, as well as arts and crafts, indoor games and outdoor recreation.

The two neighborhood parks are Logan Park at Valentine and Barstow Avenues, and Lions Park at Gettysburg and Marks Avenues. These neighborhood parks are roughly 9 acres each and are designed to serve residents living within 1/2 to one mile of the site. Services provided at these two sites include softball/soccer fields, lighted tennis courts, lighted multipurpose courts, tot lots, picnic areas, irrigation and landscaping.

The turfed ponding basins are located near Bullard and Del Mar Avenues, Barstow and Del Mar Avenues, Bullard and Teilman Avenues, Holland and Thorne Avenues and El Capitan and Alamos Avenues.

Woodward Park, a 300-acre regional park, lies east of Blackstone Avenue near the northeast corner of the Bullard Community. There are also three golf courses within the Bullard Community along the San Joaquin River. One is a public golf course owned by the City and two are privately operated.

There are four additional neighborhood parksites and one community park designated in the Bullard Community. Their approximate location and tentative stage of development at the time of Bullard Plan adoption is as follows:

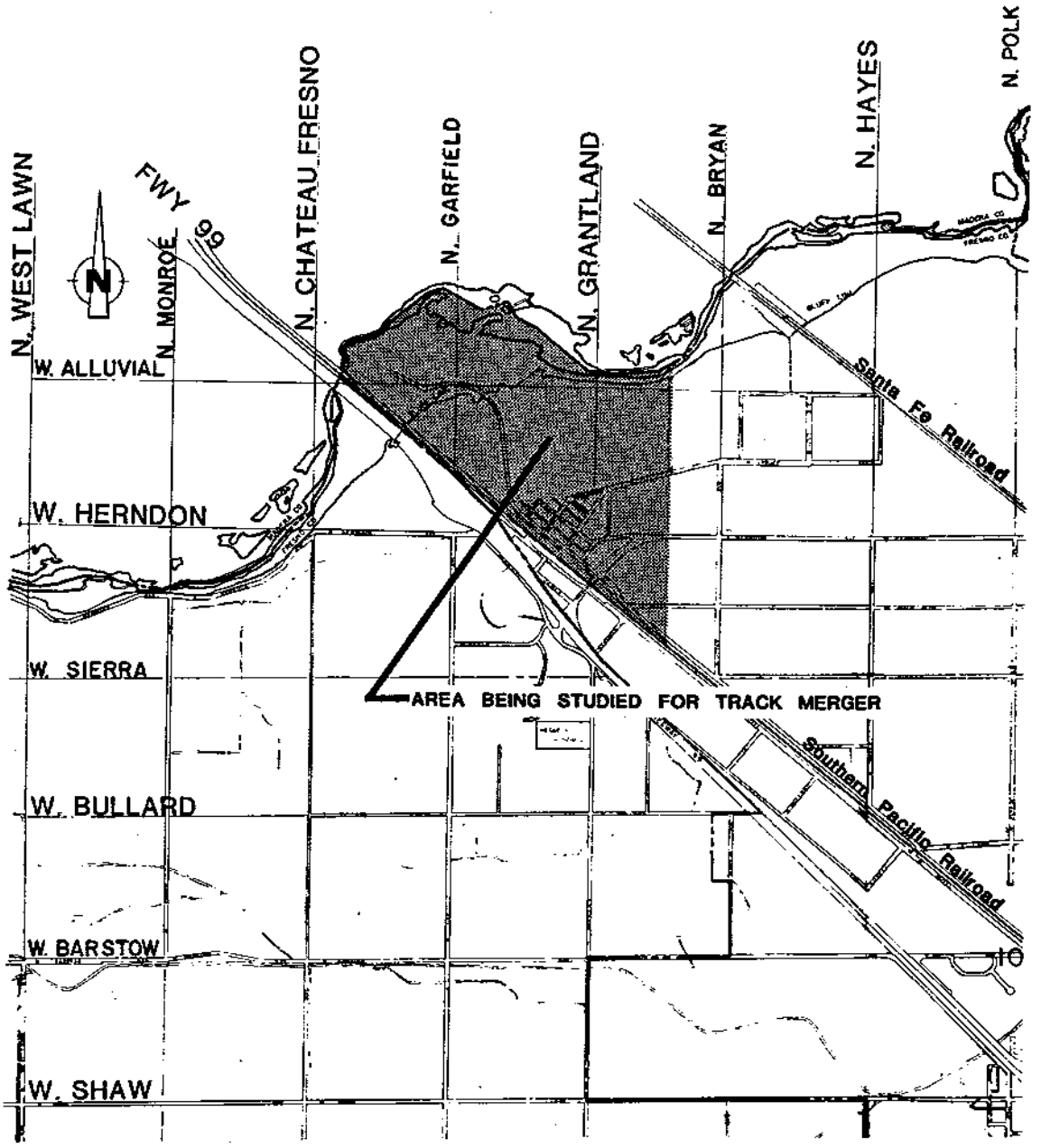
Neighborhood Parks, Size Range of 5-7 acres

Polk and Escalon Avenues - City owns land, improvements needed.

EXHIBIT 4.5.7

BULLARD COMMUNITY PLAN

Area of Potential Railroad Connection Route



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West and Sierra Avenues - City owns land, construction in ± 6 months.
Polk and Alluvial Avenues - Land to be purchased
Valentine and Spruce Avenues - City owns land, improvements needed.
Figarden Drive and Santa Fe Railroad - Land to be purchased. This is the community park site, however, up to 13.5 acres is considered to serve a neighborhood park function.

Community Park, Size Range of 6.5-13.5 acres
Figarden Drive and Santa Fe Railroad - Land to be purchased.

The acquisition and development of the four neighborhood parksites is being funded through Urban Growth Management fees, assessed to new development. Up to 13.5 acres of the community park may be acquired to serve the neighborhood park function for nearby residents. In the event sufficient funds are not available for the purchase of the total 13.5 acre site, at least 6.5 acres of the site should be acquired and developed.

There are also plans for future development of at least two more parksites in the northwest portion of the Bullard Community. The location of these sites has not yet been finalized.

The City has entered into joint use agreements with several school districts including Fresno Unified, Clovis Unified, Central Unified, and State Center Community College District, for joint use and development of schools and parks sites. It is through such an agreement that Pinedale Community Center is able to utilize the Pinedale School facilities. There is a similar agreement with the Fresno Metropolitan Flood Control District for the joint use of certain ponding basins in the metropolitan area as open space/recreational sites. Thirteen of the 18 Bullard Community ponding basins are to be used for recreation purposes.

The City is pursuing the development of a northwest regional park along the San Joaquin River that will provide for passive recreation activities such as fishing, picnicing, hiking and bicycling. The eventual size of the park is dependent on a number of factors including the availability of funding sources for both purchase and development. The City's Parks, Recreation, and Community Services Department submitted an application to the State Wildlife Conservation Board to allow the acquisition of a 286-acre portion of the San Joaquin Riverbottom which was previously used for sand and gravel extraction. This application was approved and the State purchased the property, with the intent to lease it to the City. The State Recreational Open Space and Wildlife bond measure that was approved by the voters in June, 1988, has been used to provide financial resources for the regional park.

It should be noted that the City is supportive of the development of a larger San Joaquin River Parkway system, the regional parksite to be an anchor link in the system. The development of

such a parkway system will necessitate a cooperative effort between the many parties involved, including the City of Fresno, the County of Fresno, the County of Madera, the State of California, property owners and public interest groups. A public interest group known as the San Joaquin River Committee has taken the lead in the parkway effort by establishing a land trust , i.e. the San Joaquin River Parkway and Conservation Trust, to encourage and administer the donation of land and funds for the parkway's creation.

In addition to public recreational open space facilities, it is important to recognize the need for adequate open space to be provided on-site within individual residential projects. By and large, single family residential lots have useable open space provided in the form of individual yards. Approximately 35 percent of the lot area of a typical single family lot is useable open space. Within cluster planned developments and especially within multiple family residential projects, adequate useable open space for the benefit of project residents may not be provided. The 1984 General Plan, therefore, included a policy requiring that 25 percent of the net site be provided as useable open space. Building upon this foundation, a more refined policy is included in this plan. Refer to Policy No. 7 in Section 4.6.3.

Based on current population, the City's total park acreage ratio is 2.17 acres per 1,000 residents. The consultants preparing the City's Preliminary Master Plan for Parks have recommended a revised City-wide standard of 3.00 acres per 1,000 residents. This is the sum of the following: Playfield/schoolgrounds, no specific acreage standard; neighborhood parks, .75 acres/1,000; community parks, .25 acres/1,000; and regional parks, 2.00 acres/1,000. In the Bullard Community the existing ratio is 2.2 acres/1,000 for Playfield/School grounds, turfed ponding basins and neighborhood park facilities. There are no existing community or regional park facilities in the Plan area. If all planned facilities, including the regional riverbottom park and the community park near the Bullard Loop are developed, and assuming an ultimate buildout population of 133,000, the park acreage ratio will be 4.3 acres/1,000 residents.

4.6.2 Goals

1. Provide an adequate supply and equitable distribution of local-serving parks based on the existing and projected population.

2. Identify development priorities for parks, which consider the long-range financial ability of the City, consistent with community needs.

3. Cooperate with other agencies in providing park and recreation facilities.

4. Acquire and develop park lands according to the policies and standards adopted as part of this plan.

5. Develop a method of financing park and recreation facilities throughout the City, using a variety of revenue and human resources.

6. Provide adequate on-site useable open space for individual residential projects.

4.6.3 Policies/Implementation Measures

1. Establish a regional park on approximately 400 acres in the San Joaquin Riverbottom north of Sierra Sky Park, such park to be substantially funded by state grants and bond measures.

2. Support the concept of a river parkway system within the riverbottom, in coordination with Fresno County, Madera County, public interest groups, property owners and the State of California.

3. Establish a neighborhood/community recreation facility on 13.5 acres located west of Fig Garden School, north of the ponding basin and southeast of Figarden Drive. This area shall be integrated as a joint recreation facility, in conjunction with the open space areas of the school and the ponding basin, in cooperation with the Fresno Unified School District. Acquisition of the land and necessary improvements may be funded through the Urban Growth Management process and/or bond issues or grants for park and recreation facilities or by other means of funding. If the entire 13.5 acres cannot be acquired within a reasonable period of time due to lack of funds, the size of the site shall be reduced to no less than 6.5 acres.

4. Neighborhood parks shall be established at the locations designated on the community plan map and shall be funded by U.G.M. fees.

5. The City shall strongly encourage the Fresno Metropolitan Flood Control District to landscape and fully improve existing and future permanent ponding facilities, for the aesthetic and safety benefit of adjacent neighborhoods and the community at large.

6. The City shall work with affected agencies, i.e. school districts and the Fresno Metropolitan Flood Control District (FMFCD), to establish an integrated design and/or joint use of schools, ponding basins, and park sites wherever feasible.

7. At least 25 percent of the net area of a multiple family residential or cluster planned development site that is greater than one acre in size shall be developed as useable open space. Useable open space is defined as being easily accessible to the units served, clustered so as to be provided adequate space for passive usage, i.e.

by children, for unstructured play, adult conversations, walking, sitting, etc., and landscaped in a manner that is conducive to its use. The 25 percent calculation of useable open space may include private yard/patio space and community water features but shall not include required building setbacks, driveways and parking areas.

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5.0 SPECIAL ISSUES, POLICIES AND STANDARDS

5.1 SAN JOAQUIN RIVERBOTTOM AND BLUFFS

5.1.1 Background

The Bullard Community Plan Area contains a significant portion of the San Joaquin Riverbottom and Bluffs. Almost all of the riverbottom and bluff areas that are within the City's Sphere of Influence are within the boundaries of the Bullard Community Plan. The Bullard Community Plan, therefore, provides an appropriate opportunity to set the policy framework for the riverbottom and bluff areas.

The San Joaquin Riverbottom and Bluffs are recognized as a unique area of scenic beauty and topographic variation in the characteristically flat San Joaquin Valley. The area is a sensitive environment hosting a diversity of wildlife, fish, and plant species and contains the last remnants of a true riparian environment. The riverbottom contains significant sand and gravel resources, prime agricultural lands and is a source of groundwater recharge. The riverbottom and bluffs present a substantial safety hazard to urban level development in terms of potential for flooding in the riverbottom, increased fire danger and the potential for erosion and landslides on the bluffs. For a comprehensive background on this subject, please refer to the San Joaquin River Area Reconnaissance Study, authored jointly by the Counties of Madera and Fresno and the City of Fresno in June of 1986.

5.1.2 Goals

It shall be the goal of the City of Fresno to:

1. Minimize the loss of life and property in the riverbottom and bluffs due to flooding and geologic hazards.

2. Provide for substantial public access to the riverbottom and bluff area while minimizing intrusion on existing residences and other activities on private property.

3. Provide for substantial public recreational opportunities in the riverbottom.

4. Preserve the river bluffs as a unique geological feature in the San Joaquin Valley.

5. Allow for the continuance of open space uses in the riverbottom such as mineral extraction, agriculture and golf courses.

6. Preserve the remaining riparian lands in the riverbottom as a unique environmental feature in California.

5.1.3 Policies/Implementation Measures

It shall be the policy of the City of Fresno to:

1. Maintain the multi-use/recreational open space plan designations in the riverbottom.

2. Urge the State Lands Commission to determine the extent of public ownership and public trust interest in the riverbottom.

3. Support the concept of a river parkway system for the riverbottom, in coordination with Fresno County, Madera County, public interest groups, property owners and the State of California.

4. Establish a regional parksite in the riverbottom on approximately 400 acres adjacent to the extention of Cornelia Avenue.

5. Work towards the establishment of a precise alignment for the San Joaquin Bluffs/River Trail as part of the river parkway concept.

6. Ensure that the bluff vista points designated in this plan, excluding the two vista points already committed through the subdivision process, are developed in accordance with the specific standards set forth in this plan.

7. Maintain and enforce the requirements of the "BP" Bluffs Preservation Overlay District.

8. Allow for the extraction of the sand and gravel resources in the riverbottom, in conformance with the Surface Mining and Reclamation Act and existing conditional use permits.

9. The minimum building setback from the bluff edge for all future residential development located adjacent to the San Joaquin River Bluffs and within the BP-Bluff Preservation Overlay Zone District, shall be thirty (30) feet; provided that a building setback of less than thirty (30) feet may be permitted, if it can be demonstrated to the satisfaction of the Development Department Director that the proposed appearance and placement of the residential unit will meet the objectives of the BP-Bluff Preservation Overlay Zone District, as stated in Section 12-243 of the Fresno Municipal Code. In no case, however, shall the minimum building setback from the bluff edge be less than twenty (20) feet.

5.2 VISTA POINT STANDARDS

The Bullard Community Plan depicts six vista points along the bluffs overlooking the San Joaquin Riverbottom and environs. Two of the vista points within Riverview Estates have either been developed or committed to development through tentative map approval, prior to the establishment of these standards. As a result, the two committed sites are minimal facilities with potential access and other problems. To avoid such future problems, standards have been prepared to guide development of the four remaining vista points.

5.2.1 Purpose of the Vista Points

The purpose of the vista point is to provide limited bluff access to non-area residents and to offer panoramic views of the river bluffs and riverbottom. Such views can best be enjoyed as part of a passive recreational experience where one can stop, relax and absorb the natural beauty of the river environment. As such, the vista points should be designed to accommodate local residents who walk, non-area residents who hike or bike and the driving public.

5.2.2 Development Standards

A. Location

The six vista point locations are shown on the Bullard Community Plan Map. The four remaining sites are:

1. At the southern end of Riverview Estates between the extension of Ingram and Palm Avenues.

2. Between Milburn and Blythe Avenues, west of the Sierra Sky Park clear zone.

3. On the bluff at the extension of the Polk Avenue alignment, overlooking the proposed San Joaquin River regional park.

4. At the western end of Riverside Golf Course.

B. Site Area

The site area, if the underlying zoning is single family residential, shall be no less than the minimum lot size and dimensions of the underlying single family residential zone district. The site area shall, in no case, be less than 6,000 square feet in size and have less than 60 feet of frontage on the bluffs.

C. Access and Parking

Each vista point shall have local street access and shall provide a minimum of five off-street parking spaces.

D. Landscaping

Each vista point shall be landscaped so as to beautify the site while keeping maintenance costs at a minimum.

1. Landscaping materials shall be in keeping with the setting, with an emphasis on low water use species.

2. Trees exceeding 15 feet in height at maturity are prohibited within 50 feet of the bluff edge, to preserve views from neighboring properties.

3. Ground cover shall be treated soil, aggregate, or low-lying vegetation.

4. An irrigation system shall be installed to adequately maintain the landscaping.

5. The vista point site shall be graded away from the bluffs and proper erosion control measures instituted.

E. Street Furniture, Fencing, Lighting

1. Each site shall contain at least two benches placed near the bluff edge.

2. Each site shall contain a trash enclosure.

3. A low profile wooden sign 6" X 18" with the words "Vista Point: shall be placed at the site entrance.

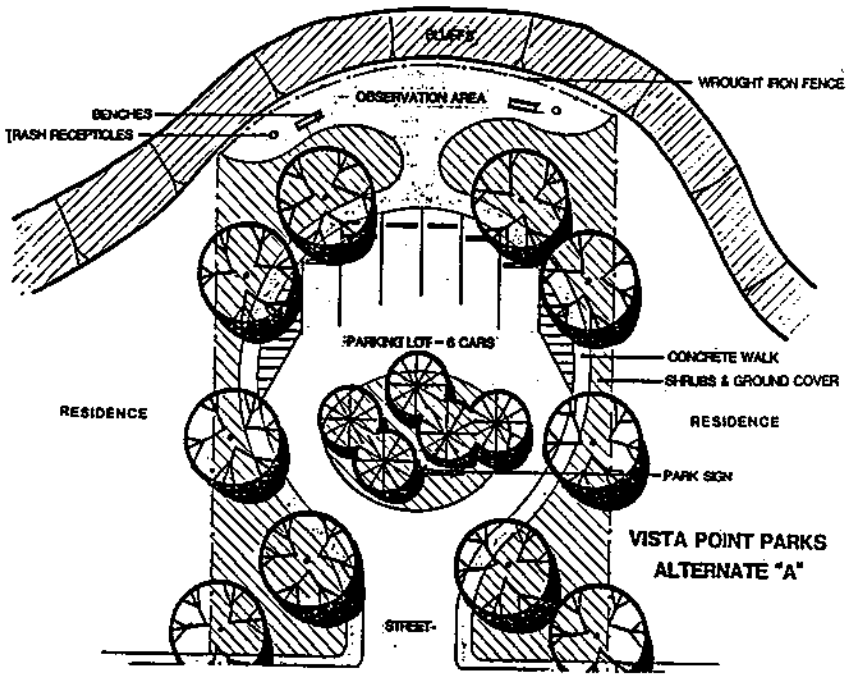
4. The requirement for protective fencing along the bluff edge shall be determined by the Director, depending on the slope of the bluff at each particular site. Where required, the fence shall not exceed four feet in height and shall be wrought iron or other material which blends with the setting.

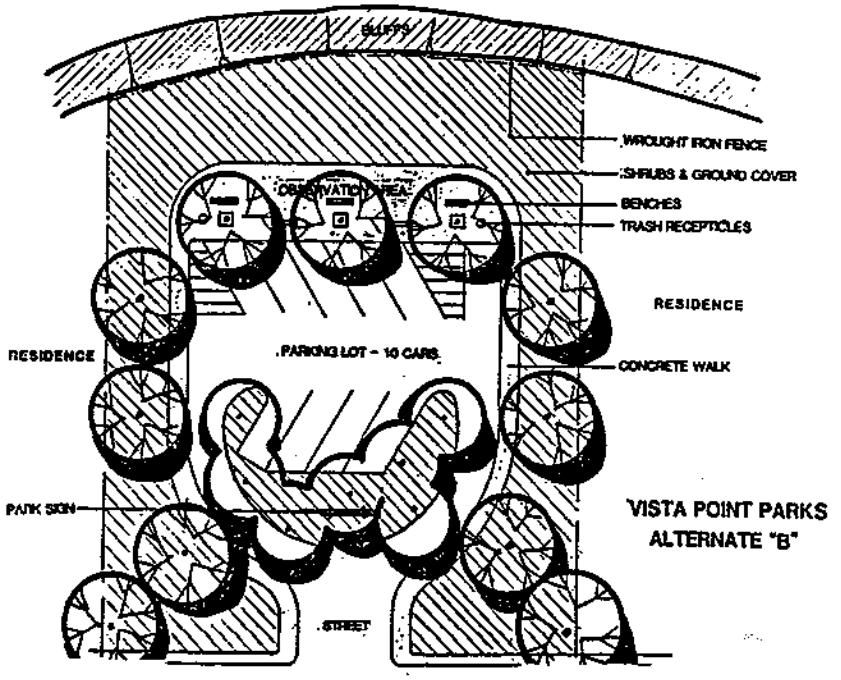
5. Street lighting according to City requirements shall be installed on the street leading to the vista point. Within the site, lighting shall be limited to low, hooded light standards for safety and security.

EXHIBIT 5.2

BULLARD COMMUNITY PLAN

Suggested Vista Point Designs





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5.3 LANDSCAPING OF MAJOR STREETS

5.3.1 Boulevard Area Policy

The Boulevard Area Policy is intended to provide for aesthetically pleasing streetscapes for major streets within the predominantly undeveloped portion of the Bullard Community Plan area. Such a policy would create areas of special quality and focus in the Bullard Community, that will enhance the public and private value of those areas. The policy shall be implemented through the use of the "BA" Boulevard Area Overlay Zone District, which shall be applied to all property abutting the designated streets. The BA District essentially requires a landscaped area with a maximum depth of 35 feet along the street property line, within which no parking, loading or storage is allowed. The streets designated for Boulevard Area treatment are listed below.

BA-15

- Shaw Avenue between Brawley Avenue and the Southern Pacific tracks
- Bullard Avenue west of Figarden Drive to its northwesterly terminus at Herndon Avenue, at approximately the Bryan Avenue alignment
- Milburn/Santa Fe Avenue between Figarden Drive and Alluvial Avenue
- Brawley Avenue between Figarden Drive and Herndon Avenue

BA-20

- Shaw Avenue between West and Brawley Avenues
- Brawley Avenue between Shaw and Barstow Avenues
- Figarden Drive along its entire length
- Marks Avenue between Fairmont Avenue and the Santa Fe Railroad
- West Avenue, for a distance of 630 feet north of Shaw Avenue
- Forkner Avenue, for a distance of 300 feet north of Shaw Avenue

BA-30

- Van Ness Boulevard, for a distance of 275 feet north of Shaw Avenue
- Audubon Drive between Freeway 41 and Maroa Avenue, except for the north side of Audubon Drive between Maroa and Lexington Avenues, which is BA-20.

BA-35

- Alluvial Avenue between Arthur and West Avenues

The streets designated for BA-20 treatment will border and provide access to the heart of the newly developing portion of the Bullard Community. This area will function as the community center of the

plan area encompassing a substantial amount of retail and service commercial uses, higher density residential uses and public facilities. As such, it is important that the Boulevard streets develop in a manner that enhances and showcases the form and function of this core area.

The streets designated for BA-15 treatment form a radial pattern eminating outward from the core loop. These are all designated as arterial streets and consist of the major arteries feeding the core area.

Shaw Avenue west of Brawley is designated for BA-15 treatment in recognition of its role as a major gateway to the City from Freeway 99. It is noted that a considerable amount of property along this stretch of Shaw is already developed and the landscaped areas provided range from zero to 20 feet. However, it is important to require at least a BA-15 treatment on the remaining properties to enhance the gateway function.

When a Boulevard Area designation is on a property located on a major classified street, the BA treatment shall also apply to all other major street frontages of the property.

5.3.2 Herndon and Grantland Diagonal Expressways

Expressways serve a very important traffic movement function, catering primarily to through traffic and limiting direct access to major street intersections. Landscaping along the developed portion of Herndon Avenue has been done in a spotty and inconsistent manner and landscaping of the median strips has been nonexistent. Henceforth, a standardized landscape treatment of Herndon Avenue and the Grantland Diagonal will be required.

- At least 10 feet of landscaping shall be provided abutting and parallel to the public right-of-way as a condition of development entitlements, including site plan reviews.
- Landscaping of the median islands or strips adjacent to property being developed shall be required as a condition of development entitlements, including site plan review.

5.4 RAILROAD/RESIDENTIAL INTERFACE STANDARDS

Railroads are a significant source of noise, vibration and visual intrusion, which can disrupt the habitability of a residential area. The following standards are intended to buffer future residences from the adverse effects of the two main line railroads running diagonally through the Bullard Community.

1. Multiple Family Residential Interface Standards:

    a. The minimum setback from the railroad right of way for a structure intended for human habitation shall be 50 feet.*

b. A continuous solid barrier from 7 to 10 feet high shall be provided along the property line that abuts the railroad right of way. The barrier may be constructed of masonry, an earth berm or a combination of both or may consist of solid garages or carports.*

The actual height of the barrier shall be determined according to the height above grade of the railroad tracks. If the tracks are 3 feet or higher above the finished grade of the property proposed for development, the barrier shall be 10 feet high. If the height of the railroad tracks in relation to the adjacent finished grade is less than 3 feet, the height of the barrier may be less than 10 feet as follows:

Two to 2.99 feet of railroad height above grade would require a 9 foot barrier;
One to 1.99 feet of railroad height above grade would require a 8 foot barrier; and
Zero to 0.99 feet of railroad height above grade would require a 7 foot barrier.

c. When the required barrier is a wall and/or earth berm, a 10-foot wide landscaped strip shall be provided along the side of the wall facing the residential units. The landscaped strip shall be planted with evergreen trees which will grow to a height of at least 25 feet in order to provide a visual screen from the railroad.*

d. The residential units shall be designed such that interior noise levels attributed to exterior sources do not exceed 45 dB CNEL.**

e. Outdoor activity areas shall be designed such that noise levels do not exceed 60 dB CNEL.**

2. Single Family Residential Interface Standards:

a. The minimum setback from the railroad right of way for a structure intended for human habitation shall be 50 feet.*

b. A continuous solid barrier from 7 to 10 feet high shall be provided along the property line that abuts the railroad right of way. The barrier may be constructed of masonry, an earth berm or be a combination of both.*

The actual height of the barrier shall be determined according to the height above grade of the railroad tracks. If the tracks are 3 feet or higher above the finished grade of the property proposed for development, the barrier shall be 10 feet high. If the height of the railroad tracks in relation to the adjacent finished grade is less than 3 feet, the height of the barrier may be less than 10 feet as follows:

Two to 2.99 feet of railroad height above grade would require a 9 foot barrier;
One to 1.99 feet of railroad height above grade would require a 8 foot barrier; and
Zero to 0.99 feet of railroad height above grade would require a 7 foot barrier.

c. If all or a portion of the required 50-foot dwelling unit setback is an outlot or common area rather than private yard space, the outlot or common area shall be landscaped and maintained.*

d. The single family homes shall be designed such that interior noise levels attributable to exterior sources do not exceed 45 dB CNEL.**

e. Outdoor activity areas shall be designed such that noise levels do not exceed 60 dB CNEL.**

* These are considered to be the minimum standards for railroad/residential interface, taking into consideration the height of the trains (the Santa Fe Railroad tracks are typically 4-5 feet above grade), the desirability of additional visual screening for aesthetic and pyschological purposes, and a reasonable separation distance for noise and vibration reduction. However, if the required noise analysis (d and e) demonstrates that an alternative design would produce an acceptable noise environment, an applicant may request a modification of the standards. The decision to modify the standards shall be made by the Director, and is appealable to the Planning Commission.

** These standards are mandatory in all cases, as required by Title 24 of the California Administrative Code and the Noise Element of 1984 General Plan. Compliance with these requirements shall be demonstrated by an acoustical analysis.

5.5 BULLARD-BRAWLEY LOOP/FIGARDEN DRIVE AREA LAND USE

The area within the Bullard-Brawley Loop, as originally conceived, was intended to be the "community center" of the Bullard Community Plan area, essentially the central design feature. It was envisioned to be the focal point of community activity, integrating commercial, higher density residential, cultural, social, educational and recreational facilities on an accessible, centrally located transportation feature.

This functional intent has essentially been carried forward to the current Bullard Community Plan, with some modification based upon the development trends and changes in economic circumstances that

have taken place in the twelve years since the origination of the Bullard-Brawley Loop concept.

The original concept included a community shopping center and offices, medium-high and medium density residential uses, a high school, a junior high school, an elementary school, and a forty acre public facility/open space network, which was to include recreational open space and community buildings for public meetings, social and cultural events. The bulk of the public facility/open space area was to be located east of Brawley Avenue, with the community buildings to be located just west of the intersection of Marty and Escalon Avenues.

In the updated Bullard Plan, the concept is basically the same but the arrangement of uses has been modified. The public facility/open space feature has been relocated to the west of Figarden School, abutting the east side of Figarden Drive at its planned intersection with the Santa Fe arterial street.

The advantages of this change are several fold. First of all, in order to implement the old designation, the City would have to acquire 40 acres at a cost of over 2 million dollars. The new site would require only the acquisition of about 13.5 acres which was formerly designated for medium-high density residential use. This is because the new site would be developed in conjunction with the open space portion of the 10 acre Figarden School to the east and the 10 acre Fresno Metropolitan Flood Control District (FMFCD) ponding basin to the south. Both FMFCD and Fresno Unified School District have indicated a desire to cooperate in developing an integrated recreational facility. The City Parks, Recreation, and Community Services Department has also slated this site for a future community center building to provide meeting and recreation rooms. The Department is pursuing funding sources. Additionally, the new site would have direct access to Figarden Drive rather than being located at and interior location served by local residential streets. The former 40 acre public facility/open space site has been redesignated for medium density residential use.

Another change that has occurred is the redesignation of 10 acres at the southwest corner of Figarden Drive and Brawley Avenue from medium-high density residential use to office use. The office designation is intended to accommodate a unique recreation center concept that integrates a health club, including racquetball courts, swimming pool, gymnasium, weight rooms, tennis courts, with apartment/hotel units, a restaurant and day care center. It will be built in conjunction with multiple family residential property to the west and is intended to cater to the residents of this property as well as to the public at large. Project access will be oriented to Figarden Drive rather than Brawley Avenue in order to minimize its impact on the adjacent elementary school and on Brawley Avenue south of Figarden Drive, which is a local street. The project is not expected to result in substantially greater traffic generation than the prior medium-high density residential designation.

As noted previously, the Bullard-Brawley Loop area was originally planned to have a high school and a junior high school in addition to Figarden Elementary School. However, subsequent amendments to the Bullard Community Plan removed the junior high school site, which was southeast of the intersection of Figarden Drive and Brawley Avenue, and the high school site, which was northeast of the intersection of Gates Avenue and Figarden Drive, because those sites were determined to be unnecessary. The junior high school site was replaced by a medium density residential designation and the high school site was replaced by a medium-high density residential designation.

In the years since the Bullard-Brawley Loop area was conceived as the "community center" or central node of activity for the Bullard Plan area, West Shaw Avenue between Marks and Brawley Avenues has experienced considerable commercial activity and pressure for even further intensification. Furthermore, the area north of San Jose Avenue between Brawley and the Santa Fe tracks has developed a major multiple family residential area, exceeding the expectations of the prior Bullard Plan. Additionally, the land east of Brawley Avenue within and adjacent to the Bullard-Brawley Loop has developed primarily as medium-low density single family residential land use. These occurrences, coupled with the shift of the community recreation area to land west of Brawley Avenue, have shifted the focus of intensity for the "community center" to an area west of Brawley Avenue north of the Santa Fe tracks and south along a corridor bounded by Figarden Drive, Brawley Avenue, Shaw Avenue and the Santa Fe tracks.

Therefore, the vacant land adjacent to Figarden Drive east of Brawley Avenue is not considered to be appropriate for any higher density land use than medium density residential because the areas adjacent to these properties have developed at medium-low density and because there are abundant areas of medium-high density residental land use provided to the west and south in the "corridor of intensity" described above.

5.5.1 Goals

1. Provide for a viable "community center" (focal area of community activity) integrating commercial, medium-high density residential, cultural, social, educational and recreational facilities at a location accessible to the community at large.

2. Ensure that the higher intensity uses envisioned for the "community center" are compatible with existing neighborhoods in the vicinity.

5.5.2 Policies/Implementation Strategies

1. The subject area shall be developed in accordance with the land use and major street circulation pattern depicted on Exhibit 5.5. Should subsequent plan amendments for this

area be approved such that the Official Bullard Community Plan Map differs from Exhibit 5.5, the provisions of the Official Plan Map shall control.

2. Establish a neighborhood/community recreation facility on 13.5 acres located west of Fig Garden School, north of the ponding basin and southeast of Figarden Drive. This area shall be integrated as a joint recreation facility in conjunction with the open space areas of the school and the ponding basin in cooperation with the Fresno Metropolitan Flood Control District and Fresno Unified School District. Acquisition of the land and necessary improvements may be funded through the Urban Growth Management process and/or bond issues or grants for park and recreation facilities or other means of funding. If the entire 13.5 acres cannot be acquired within a reasonable period of time, due to lack of funds, the size of the site shall be reduced to no less than 6.5 acres.

3. Vacant properties abutting Figarden Drive east of Brawley Avenue shall be developed at no more than medium density residential uses (4.98 to 10.37 units per acre) to ensure compatibility with the predominant medium-low density single family residential development in the area.

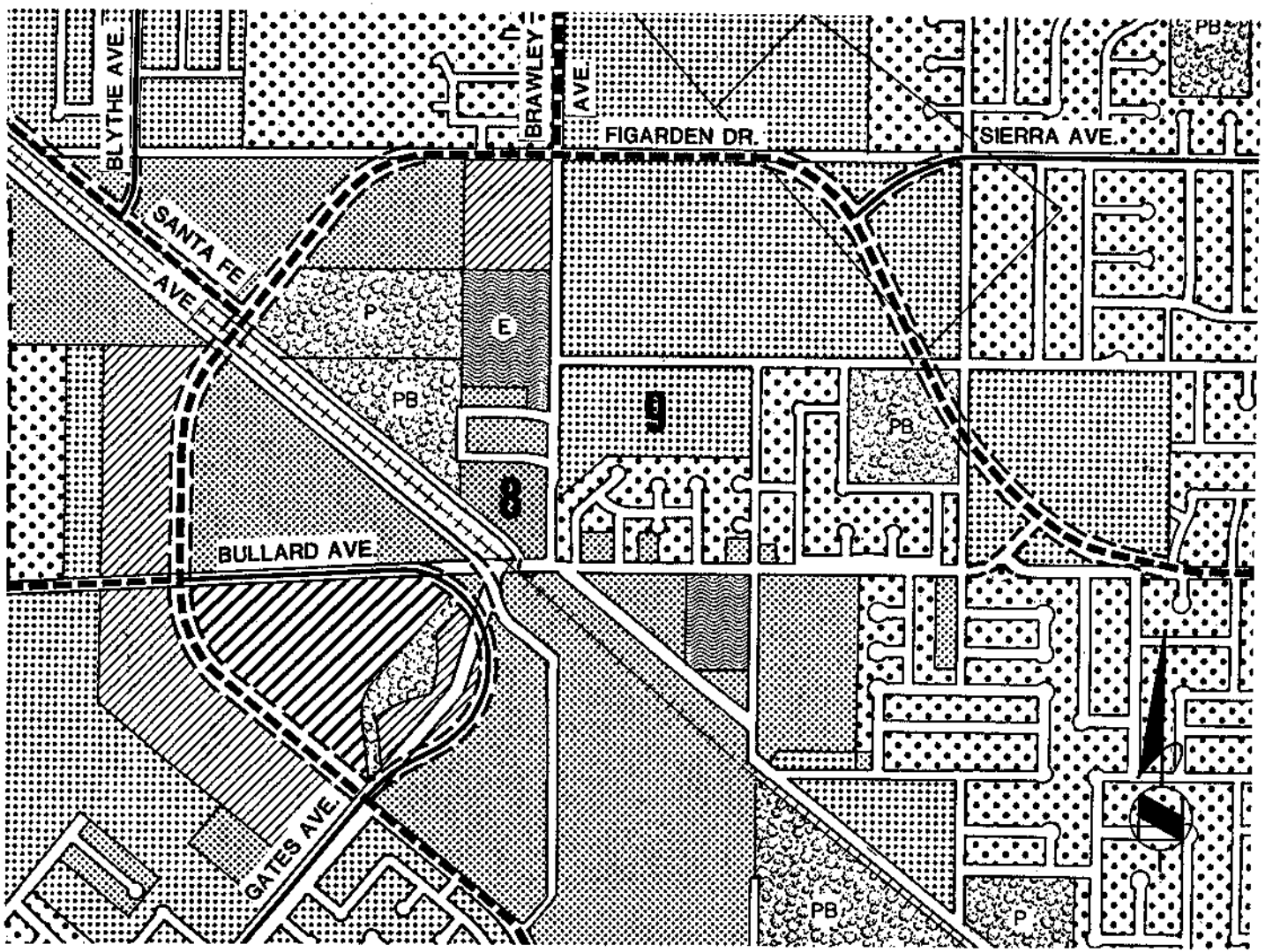
4. The office designation for the 10 acres of land at the southwest corner of Figarden Drive and Brawley Avenue is intended to provide for a recreation center concept of high architectural quality that includes a health club, apartment/hotel units (no more than 40), a restaurant and a day care center. Vehicular access is to be oriented to Figarden Drive rather than to Brawley Avenue.

5. Development occurring on the 8 acres at the southwest corner of Bullard and Brawley Avenues shall be conditioned on a limit of no more than 16 units per acre or 126 units; and development occurring on the 19.6 acres at the southeast corner of Escalon and Brawley Avenues shall be conditioned on a limit of not more than 7 units per acre or 136 units. These conditions are needed to preclude an overload of the service delivery system.

EXHIBIT 5.5

BULLARD COMMUNITY PLAN

Bullard Loop Land Use & Circulation



City of FRESNO

December 12, 1988

5.6 PALM-NEES AREA LAND USE

5.6.1 Introduction

This section discusses land use in a portion of the City which is commonly called the "Palm-Nees" area. This area is bounded generally by Herndon, Ingram, and Harrison Avenues and the San Joaquin River bluffs. Refer to Exhibit 5.6. Most of the land within the area, approximately 230 acres, is owned by Calcot, Inc. and is occupied by cotton storage sheds. The Calcot property substantially surrounds the 38 acre Vendo manufacturing plant, a major manufacturer of vending machines and one of the largest employers in Fresno. North of the Calcot property is the former site of the Pinedale Public Utilities District sewer treatment plant, approximately 22 acres now owned by Park Place, Ltd. Approximately 50 acres of land, owned by Riverview Estates, is located north of the Nees Avenue alignment between Maroa Avenue and the bluffs.

5.6.2 Riverview Estates and Park Place

In July 1987, the Riverview Estates property was the subject of a plan amendment application (7-W-87). The application proposed several land use changes, including redesignation from medium and medium-high density residential use to high density residential use for the fifteen acres south of Audubon and east of Ingram Avenues; redesignation from medium density residential use to office use for the eight acres south of Audubon and west of Ingram Avenues; and redesignation from medium density to medium high density residential land use for the twenty-six acre portion between the Audubon alignment and the San Joaquin River bluffs. A proposal to delete a 2,300 foot undeveloped section of Audubon Avenue and connect the discontinuous portions to Palm Avenue was also part of the plan amendment. The Council in July of 1987 denied the plan amendment and directed the land use and circulation issues be considered during this update of the Bullard Community Plan.

In response to the Council direction, proposed land use changes have been considered, recognizing the need for a reasonable and compatible combination of land uses for this area, existing and approved adjacent land uses, the planned circulation system and the proximity to the San Joaquin River Bluffs.

For the fifteen acre parcel bounded by Nees, Audubon, Maroa and Ingram Avenues, medium-high density residential land use is designated. This designation reflects the prior designation of the Woodward Park Community Plan, that is, primarily medium-high density residential use, and the property's location adjacent to existing two-story apartments to the east and the south. The land use designation is less intense than the high density designation requested for this site by plan amendment application 7-W-87.

The eight acre triangular parcel bounded by Ingram and Audubon Avenues, and the Nees alignment is considered appropriate for office use due to its location at the intersection of an arterial street and a collector street and due to the fact that it abuts office designated property on the Calcot property to the south.

The twenty-six acre parcel between Audubon Drive and the bluffs, which was proposed for medium-high density residential development in the plan amendment, is designated for three different uses: seventeen acres for medium density residential; five acres for a park site; and four acres for special bluff commercial land use. The medium density residential designation reflects the prior designation of the Woodward Park Community Plan and the San Joaquin Bluffs Environs Specific Plan which at a former time governed land use in this area.

The five acre park site is provided on the bluff to fulfull a longstanding Spano family committment to provide a bluff top park site in return for moving Audubon Drive away from the bluffs when the Woodward park Community Plan was adopted in 1976. The Spano heirs offered to give the City an old landfill site for use as a park but the offer was rejected by the City as being unacceptable due to to the hazards and liability associated with the landfill. Refer to Section 7.2.5 of the Bullard Community Plan EIR. The vista point designated for this area may be incorporated as part of the five acre park site or built on adjacent property to the northeast or southwest.

The four acre special bluff commercial site is intended to provide for the location of a high quality restaurant. This bluff commercial site reflects the prior designation of the San Joaquin Bluffs Environs Specific Plan.

The bluffs hiking trail, which runs along the north side of Audubon Drive as it enters the subject area from the north, will be directed back out to the bluff edge to be connected to a future trail system which is to be developed as part of the future San Joaquin River Parkway. Refer to the Bullard Community Plan map.

With respect to circulation, Audubon Drive has been designated as a collector street which is to extend south and southeast of the Nees alignment in order to intersect Fallbrook Avenue. Fallbrook Avenue west of Ingram Avenue will curve northward as a collector street in order to appropriately intersect Palm/Nees Avenue at a right angle and to align itself with Audubon. This arrangement is a result of a land use proposal submitted by Calcot, and is discussed at greater length in Section 5.6.3.

The twenty-two acre Park Place property is designated for medium high density residential use, reflecting the prior Woodward Park Community Plan designation. This site was the former Pinedale Sewer Plant and will have development constraints, due to the fact that portions of the site were used as a landfill. Refer to Section 7.2.5 of the EIR.

5.6.3 Calcot Property

The Calcot property has been the subject of various development proposals for a number of years, reflecting Calcot's ultimate desire to eventually move its cotton storage operations to a different location. In 1982, the property was the subject of a plan amendment and an EIR which considered the use of this site as a regional shopping center and as a business park. The business park alternative was approved at that time and provided that the site be developed as set forth in the left hand column of Table 5.6.3.

The specified land use arrangement was approved subject to a number of mitigation measures, many of which related to traffic. Refer to EIR No. 10075. Rezoning of the site in accordance with the above business park land use pattern was also approved at one time but expired in 1987.

The 1982 Pinedale Business Park Alternative and its related Environmental Impact Report No. 10075 provided significant background information that was used to evaluate the adopted Palm-Nees land use pattern. Prior to the adoption of the Business Park Alternative, the General Plan and the Woodward Park Community Plan designated the subject area as appropriate for light industrial land uses. The Business Park Alternative environmental impact report provided a detailed examination of how the light industrial and intensive commercial-office land uses would impact urban services, regional urban planning, and the environment. Thus it is useful in the current analysis.

As part of the update process of the Bullard Community Plan, a new land use and circulation pattern was developed through a joint effort between staff, Calcot and the other property owners in the area, including Park Place, Riverview Estates and Vendo. The land use and circulation pattern is depicted on Exhibit 5.6 and the land use designations by acreage, potential building area and number of units are presented in the right hand column of Table 5.6.3.

Staff believes that the land use and circulation arrangement is an acceptable substitute for the Business Park Alternative, provided the following circulation changes are incorporated:

1. Fallbrook Avenue between Ingram Avenue and the southwesterly trend of Nees Avenue west of Ingram Avenue should be designated as a collector street.
2. Ingram Avenue between Fallbrook and Nees Avenues should be designated as a local street.
3. The treatment of the Maroa Avenue connection and adjacent land uses between Herndon and Palm Avenues should be completed as specified on the updated Bullard Community Plan map.
4. The Ingram collector street, which was shown on the draft Bullard Plan map and which was located between Nees Avenue and Audubon Drive, has been removed; no public street is to exist at this location.

The revised land use alternative was adopted by the City Council with the provision that the public service delivery system impacts must be studied and resolved as part of the pending Pinedale Redevelopment Plan or as part of a subsequent plan amendment, and provided no new development inconsistent with the staff recommended draft plan, as presented to the City Council on November 29, 1988, take place prior to the adoption of the Pinedale Redevelopment Plan or a plan amendment. The property affected by this condition is labeled as conditional amendment, area 7, on the adopted Bullard Community Plan Map. Public service delivery impacts should be studied for sewer, water, circulation, drainage, police, fire, schools, and recreation services. These staff-supported conditions are requirements placed in the 1988 Bullard Community Plan and can only be removed or modified through the Pinedale Redevelopment Plan or a subsequent plan amendment.

The differences between the previously approved Business Park Alternative land use pattern and the land use pattern of the adopted Bullard Community Plan are made evident by Table 5.6.3. The adopted Bullard Plan provides for seventy-nine acres of medium and medium-high density residential land use or a potential for 525-1170 dwelling units, while the Business Park Alternative had no residential land use. The office and light industrial designations specified by the Bullard Plan are substantially reduced in comparison to the Business Park Alternative, while the amount of potential commercial development was increased from forty-five to fifty-seven acres.

The land use pattern for the Calcot property was intended to provide for a balanced and compatible land use approach, including uses ranging from single family residential to light industrial, in order to enhance marketability and attract the investment necessary to finance the construction of the Palm-Nees arterial, an important circulation link.

Medium density residential land use, as shown in the adopted plan, is provided in the northwest portion of the Palm-Nees area adjacent to built and vacant residentially designated property west of the Harrison alignment. The residentially designated area is bisected by the extension of Alluvial Avenue from the east. Alluvial Avenue is to be developed as a collector street.

Medium-high density residential land use is designated north of Alluvial and east of Palm Avenues as a buffer between Palm and the medium density residential land. Medium-high density residential land use is also designated for a fourteen acre site bounded by Ingram, Fallbrook and the Palm-Nees curve. This property is adjacent to existing and planned multiple family development to the east and northeast.

Medium-high density residential land use is also designated for a fifteen acre site between the alignments of Harrison and Palm Avenues south of the future Alluvial Avenue alignment, and for a ten acre site to the northeast across Palm Avenue.

A ten acre neighborhood commercial site is designated at the southern corner of Palm and Fallbrook Avenues, to serve the growing Riverview Estates residential area as well as to serve the approximately seventy-nine acres of planned residential land on the Calcot property, a residential area that was not designated in previous plans. This site would replace the previously designated neighborhood commercial site at the intersection of Nees and Ingram Avenues as designated by earlier versions of the General Plan and Woodward Park Community Plan.

Office land use is provided at appropriate locations on both sides of Palm avenue throughout the property, and at the southwest corner of Fallbrook and Ingram, abutting the neighborhood commercial site.

General commercial uses have been designated for the approximately thirty-seven acre site bounded by Herndon Avenue, Palm Avenue and the collector street that connects Maroa Avenue to Palm. This site is considered to be preferable to the commercial site previously designated on the northwest corner of Herndon and Palm Avenues under the Business Park Alternative. Its shape is more conducive to commercial development and it can get its primary access from the Maroa-Palm collector street rather than from Palm Avenue, thereby improving circulation at the Herndon-Palm intersection. A commercial site at the northwest corner, a long narrow piece of property, would require numerous access points on to Palm Avenue.

Light industrial land use has been designated northwest and southeast of the existing Vendo manufacturing plant, a facility which generates considerable noise. The aim is to provide a compatible land use situation adjacent to the plant. The Bullard Community Plan recognizes the importance of protecting the viability of Vendo, due to its importance to the community as a major employer and source of revenue. Therefore, Policy Number 3 in Section 4.3.3 of the plan (Industrial Land Use) states that "Any future development proposed in the vicinity of existing heavy industrial uses (Vendo, Builders Concrete, etc.), shall be adequately buffered in order to preclude future complaints and actions that could eventually force these uses to shut down and relocate."

5.6.4 Circulation Modifications

The planned circulation system within the Palm-Nees area has been modified from that shown on earlier plans. Audubon Avenue has been broken into discontinuous segments to preclude a direct connection to Alluvial Avenue, which, in turn, dead-ends west of the Harrison Alignment. This was determined to be necessary to prevent inappropriate amounts of through traffic, i.e., 10,000 to 15,000 daily trips, from using Audubon Drive as a shortcut from the growing Woodward Park area to West Herndon Avenue, Freeway 99 and other westerly destinations. Audubon, therefore, has been connected to the extension of Fallbrook Avenue, south of Nees

Avenue. The Audubon Drive scenic collector designation for the segment between Ingram and Fruit Avenues has been deleted. Alluvial Avenue continues to the northwest, bisecting the residential portion of the Calcot property and eventually reaching the riverbottom at the Harrison alignment, which would provide access to the future river parkway system.

As a condition of any future development that precludes the continued use of the present access point, appropriate parties, as determined by the Public Works Department, shall be responsible for providing an adequate alternative gravel truck access from the riverbottom to Palm Avenue. Public easements associated with the present route will need to be maintained. The long-term preferred riverbottom access would be provided via the northwesterly extension of Alluvial Avenue to the riverbottom at the Harrison alignment. However, should the current gravel truck access point be precluded prior to the completion of the Alluvial-Harrison access to the riverbottom, interim access should be provided through a local street connection extending south from the current access road to the Palm-Fallbrook intersection. This suggested location for this local street connection is along the boundary between the Park Place and Calcot Properties. The Palm-Fallbrook intersection is intended to be signalized once the Palm-Nees arterial is substantially developed south of Fallbrook Avenue. The portion of Alluvial Avenue past the point at which it begins its descent into the riverbottom need not be built to collector standards until there is a need for public access to a future river parkway system.

The adopted circulation system is designed to provide for appropriate future traffic signal spacing. Thus, all major intersections including Ingram/Nees Avenues, Fallbrook/Palm Avenues, and Alluvial/Palm Avenues are spaced one quarter mile apart. Traffic projections from the Council of Fresno County Governments (COFCG) computer traffic model for buildout of the plan area indicate that Palm Avenue should be constructed as a six lane arterial street north of Herndon Avenue.

In order for the elements of the Bullard Community Plan to be consistent with each other, the Bikeways Plan will need to be amended via the Pinedale Redevelopment Plan or a subsequent plan amendment to reflect the adopted Palm-Nees area circulation pattern.

5.6.5 Goals

Provide for a well-balanced land use pattern for the Palm-Nees area that will be internally and externally compatible and that is appropriate, within the constraints of the planned circulation and service delivery systems, proximity to the San Joaquin River bluffs and the existence of former landfill sites.

5.6.6 Policies/Implementation Measures

1. The subject area shall be developed in accordance with the land use conditions recommended by staff and with the land

use and major street circulation pattern depicted on Exhibit 5.6. Should subsequent plan amendments for this area be approved such that the Official Bullard Community Plan Map differs from Exhibit 5.6, the provisions of the Official Plan Map shall control.

2. The four acre special bluff commercial site shall be developed with a high quality restaurant of an architectural quality that blends in with the bluffs environs.

3. The vista point designated for the bluff, as shown on Exhibit 5.6, shall be developed as part of the five acre park site.

4. The bluffs trail shall traverse back to the bluff edge through the southerly portion of Riverview Estates to be connected to a future trail system developed as part of the San Joaquin River Parkway.

5. The viability of the Vendo manufacturing plan shall be protected as a major employer and revenue source, pursuant to Policy No. 3 in Section 4.3.3 of this plan.

6. Development entitlements for the Park Place property, which is affected by inactive landfill areas, shall not be approved until the potential problems are addressed by way of a comprehensive engineering analysis, as set forth in Section 7.2.5 of the EIR.

7. In addition to Policy No. 6 above, portions of the Calcot, Park Place and Riverview Estates properties are also affected by intermittent landfill areas of varying depth but not of the depth and concentration of the major areas identified as "A" and "B" on Figure 7.2.5. The southerly boundary of these potential landfill areas are identified on Figure 7.2.5. The approval of development entitlements for these areas shall be conditioned upon a soils and foundation study that determines the location and extent of the landfill and how potential problems will be addressed prior to the construction of any buildings.

8. The mitigation measures from EIR No. 10075, adopted as conditions of approval of the Business Park Alternative (Council Resolution No. 82-453 as amended by Resolution No. 83-351) shall be evaluated with respect to their applicability to future development entitlements for the Calcot property through the environmental assessment process for those development entitlements. If determined to be applicable and necessary by the Council in light of current conditions, the prior mitigation measures shall be applied to, and made a condition of future development entitlements.

PALM NEES AREA ALTERNATIVE LAND USES

Table 5.6.3

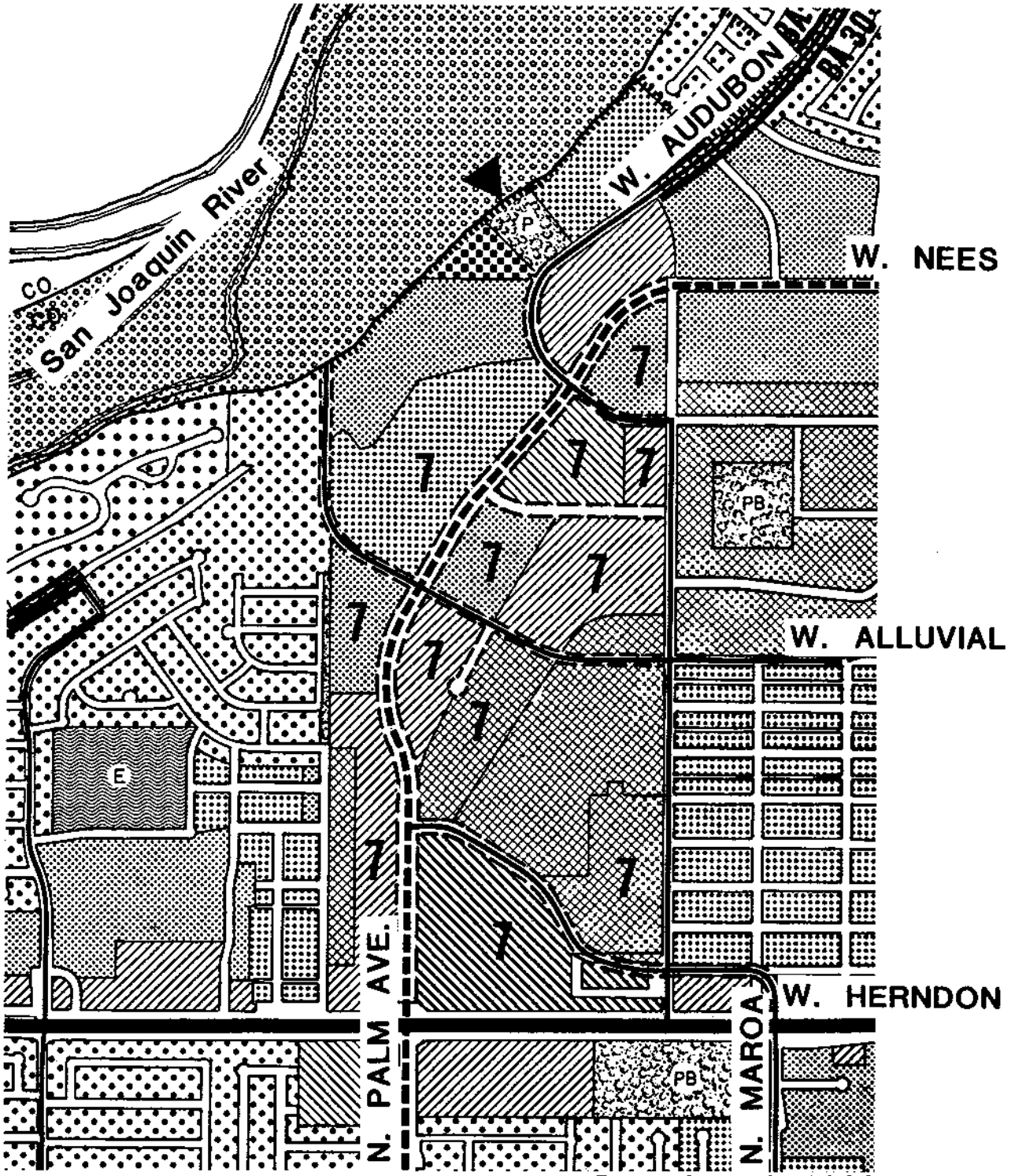
LAND USE	PINEDALE BUSINESS PARK ALTERNATIVE (a) ACREAGE	PINEDALE BUSINESS PARK ALTERNATIVE (a) GROSS BUILDING AREA/NUMBER OF RESIDENTIAL UNITS	ADOPTED BULLARD PLAN ACREAGE	ADOPTED BULLARD PLAN GROSS BUILDING AREA/NUMBER OF RESIDENTIAL UNITS
Medium Density Residential- 4.98-10.37 units per acre	.....	.....	34	169-353
Medium High Density Residential- 10.38-18.15 units per acre	.....	.....	45	467-817
Office	88.4	1,377,000	63	960,498
Commercial:				
Neighborhood Commercial	.....	.....	13	141,570
Community Commercial	21.2	212,600	...	.....
General Commercial	9.9	103,700	34	370,260
Retail Commercial (d)	14.2 (b)	141,800 (b)	10 (b)	108,900 (b)
Light Industrial	73.1	1,432,000	24	329,967
Subtotal Non-Residential	206.8	3,267,100	140	1,855,656
Subtotal Residential	.....	.....	74	525-1170
TOTAL	206.8	3,267,100 sq.ft. 0 units	223	1,911,195 sq.ft. 636-1170 units(c)
Traffic Generation (Trips Per Day)	61,500			(c)
Sewer usage	447,600			

a) From Final Environmental Impact Report No. 10075, page 17.
b) This number is based on the assumption that ten acres of the land designated for light industrial uses is likely to be developed for retail uses under C-M zoning.
c) Traffic generation and sewer usage data would be developed as part of either the Pinedale Redevelopment Plan, or plan amendment process.
d) This designation is not a recognized land use designation. It is provided to describe a retail commercial land use occuring on land planned and zoned for light industrial uses.

EXHIBIT 5.6

BULLARD COMMUNITY PLAN

Palm - Nees Area Land Use & Circulation



December 12, 1988

City of FRESNO

5.7 LAND USE WEST OF SIERRA SKY PARK

5.7.1 Background

The area west of Sierra Sky Park bounded by Herndon Avenue, the bluffs and the Santa Fe Tracks has been the subject of prior controversy due to three rezoning proposals in this area. In June of 1987 the Council suspended action on these proposals, pending adoption of the updated Bullard Community Plan.

Earlier City plans have addressed land use and circulation within the area of concern. The San Joaquin Bluffs Environs Specific Plan, adopted in November of 1979, designated this area for low density residential use, R-1-A zoning, with an asterisk notation indicating that R-1-C zoning, medium-low density residential land use, would be permitted, provided that adequate sewer capacity is available and subject to Council approval. The area within the approach and clear zone of Sierra Sky Park was designated for open space. The plan also stipulated that future development entitlements would be subject to the adoption of plan lines for major street circulation and the determination of a precise location for a neighborhood park.

The 1984 General Plan designated the northwesterly 60 percent of this area for medium-low density residential land use and designated a three tiered land use pattern for the remaining area, extending north from Herndon Avenue, centered on the Cornelia alignment. This three tiered pattern provided for office land use along Herndon Avenue to a 660 foot depth, medium-high density residential land use on the next 660 feet and approximately 80 acres of medium density residential land use as the northerly tier.

In the summer of 1986, the Circulation Element of the 1984 General Plan and the Bullard Community Plan was amended to provided for a new arterial street approximately 400 feet east of the existing Cornelia alignment south of Herndon Avenue, extending from Alluvial Avenue to Figarden Drive. The new arterial parallels the Santa Fe tracks south of Palo Alto Avenue. This new arterial was not only intended to provide for increased circulation capacity for the higher intensity land uses designated in the 1984 General Plan but also was intended to provide for better north-south circulation between Herndon Avenue and the Bullard Loop i.e. Figarden Drive.

The three suspended rezoning applications involve approximately 80 acres at the northwest corner of Herndon Avenue and a new arterial, to be called Milburn Avenue; 90 acres at the northeast corner of Herndon and Milburn Avenues; and 100 acres northwest of the intersection of Alluvial and Polk Avenues, extending to the San Joaquin River. The applications relating to property at the intersection of Herndon and Milburn Avenues requested zoning to conform with the three tiered land use designations of the 1984 General Plan. The northerly 100 acre application requested single family residential and open space land uses, conforming to the designations of the 1984 General Plan.

Although these applications conformed to the designations of the 1984 General Plan, they did not conform to the designations of the older and more specific San Joaquin Bluffs Environs Specific Plan. In analyzing these applications, staff was concerned about the impact of these applications in terms of the bluffs' environs, traffic circulation, sewer capacity and compatibility with existing single family residential development in the adjacent Sierra Sky Park subdivision to the east.

Through the adoption of the updated Bullard Community Plan, a workable land use pattern and circulation system has been developed for this area that substantially reduces the intensity of land use from that designated in the 1984 General Plan, but provides for a reasonable increase in intensity in comparison to the 1979 Bluffs Specific Plan.

The 90 acres east of the planned Milburn arterial street is designated basically in the three tiered pattern shown in the 1984 General Plan, except that a new curvilinear collector street has been designated, connecting Blythe and Milburn Avenues at the quarter mile point to accommodate the additional traffic generated and to connect the area west of Milburn Avenue to the planned commercial area at Herndon and Blythe Avenues. The area south of the new curvilinear collector street is designated for office use, the area north of the collector but south of the quarter mile point is designated for medium-high density residential use, and the northern portion of the site is designated primarily for medium density residential use with open space being designated adjacent to the bluffs within the Sierra Sky Park clear zone and inner approach zone.

The eastern boundary of the site abuts Blythe Avenue, to the east of which are single family homes that are already developed as part of the Sierra Sky Park subdivision. In order to ensure compatibility between this site and the adjacent single family homes, the portion of the site designated for medium-high density residential use shall not have vehicular or pedestrian access to Blythe Avenue north of Spaatz Avenue. Primary access should be to the new curvilinear collector street. Additionally, multiple family development will be set back at least 20 feet from Blythe Avenue and two story development will be set back at least 50 feet.

Within the extreme northern portion of the site, no residential development will be allowed within the 65 CNEL noise contour of Sierra Sky park. The units that could have been built there pursuant to the underlying plan designation may be transferred to adjacent property to the south in accordance with the Local Planning and Procedures Ordinance.

A vista point is designated along the bluff line on this property west of Blythe Avenue. The vista point shall not be developed within the clear zone of the Sierra Sky Park but can be developed in the inner approach zone. Development of the vista point in accordance with the standards set forth in this plan shall be made a condition of any development entitlements on this 90 acres.

The 80 acres on the west side of Milburn Avenue is designated for medium-low density residential use, except for a 300 foot strip of offices which will serve as a buffer along Herndon Avenue and a small area for medium-high density residential use, approximately 2 acres, adjacent to the intersection of Milburn Avenue and the office access road. This represents a substantial decrease in density and intensity as compared to the three tiered designation of the 1984 General Plan. The area designated for office use along Herndon Avenue was cut in half and the potential maximum number of dwelling units was reduced from 760 units to 370 units. The tentative map submitted for the site shows approximately 200 units.

The property to the west of this site has also been similarly reduced in density to provide a logical and consistent land use pattern and to avoid having the traffic from an intensely developed area with limited access (due to Herndon Avenue and the Santa Fe Railroad tracks) routed through a lower intensity area to reach Milburn Avenue.

Alluvial Avenue on the north periphery of the site has been upgraded from a local street to a collector street. However, projected traffic volumes on the street are expected to be low enough to justify development as a two lane collector, with bike lanes and a continuous left turn lane.

A 10 acre elementary school site and 5 acre park site have been designated on the south side of Alluvial Avenue, east of Polk Avenue.

The 100 acre application for single family residential zoning northwest of the intersection of Alluvial and Polk Avenues, has requested plan conforming designations, primarily R-1-C, with R-1-B along the bluffs, and "O" zoning for the portion of the site in the riverbottom.

The vista point, designated on the bluff at the extension of Polk Avenue, falls along a property boundary. The responsibility for vista point development therefore will be among the requirements for the first site to develop. Requirements for the second site will specify reimbursment for half the vista point cost, once the second site is developed.

A recreational trail route is also shown between the bluff and the river, through the northern portion of the 100 acre site. If it is determined through the development of a river parkway system that a trail alignment is needed through the site, the property owner will be required to dedicate an easement for the trail at that time.

The land west of Blythe Avenue and north of Herndon Avenue is partially within the Herndon Trunk Sewer Service area but for the most part within the service area of the future Grantland Trunk Line. Since the future Grantland Trunk Line is not expected to be built for a number of years, development in the Grantland Service

area in the interim must connect to the Herndon-Cornelia Trunk Line. The capacity of this line will eventually be totally consumed by buildout of planned land uses within the Herndon and Cornelia service areas. Thus, providing sewer service to the area west of Blythe Avenue and north of Herndon Avenue may preclude development from occurring in the Herndon and Cornelia service areas if the full capacity of these lines is reached prior to the construction of the Grantland Trunk line. Development of affected properties will thus be subject to a sewer service fee towards the construction of the Grantland Trunk line. It should be noted, however, that the development of the subject property in accordance with the Bullard Plan update will result in a substantial decrease in the sewer demand anticipated from development of this area in accordance with the 1984 General Plan.

5.7.2 Goals

1. Provide for a land use pattern that (a) is compatible internally and with the unique existing characteristics of the area, specifically the Sierra Sky Park Airport (noise and safety considerations), the Herndon Expressway, the Sky Park residential subdivision and the San Joaquin Riverbottom and Bluffs; and (b)is appropriate in relation to the planned urban service and circulation systems.

5.7.3 Policies/Implementation Measures

1. Development shall occur in accordance with the land use and major street circulation pattern set forth in Exhibit 5.7. Should the Official Bullard Community Plan Map and Exhibit 5.7 differ in the future due to subsequent plan amendments, the provisions of the Official Plan Map shall control.

2. No new residential development shall occur within the clear zone of Sierra Sky Park or within the 65 CNEL contour of Sierra Sky Park. The residential units that could have been built within the 65 CNEL contour, based upon the underlying residential land use designation, may be transferred to adjacent southerly property. However, this transfer provision does not apply to the clear zone in that there is no underlying residential designation on which to base a transfer.

3. Development of the medium-high density residential property designated for the west side of Blythe Avenue shall be restricted in the following manner in order to insure compatibility with the existing single family homes to be east of Blythe Avenue.

    a. No vehicular or pedestrian access shall be permitted to Blythe Avenue north of Spaatz Avenue.

    b. Multiple family residential structures shall be set back at least 20 feet from Blythe Avenue. Two story

structures shall be set back at least 50 feet from Blythe Avenue.

4. Vista Points

   a. The vista point designated west of Blythe Avenue and east of the Milburn alignment shall be constructed in accordance with the standards in Section 5.2 of this plan, as a condition of development entitlement approval for any of the 90 acre site to the south. The vista point shall not be constructed in the clear zone of Sierra Sky Park;

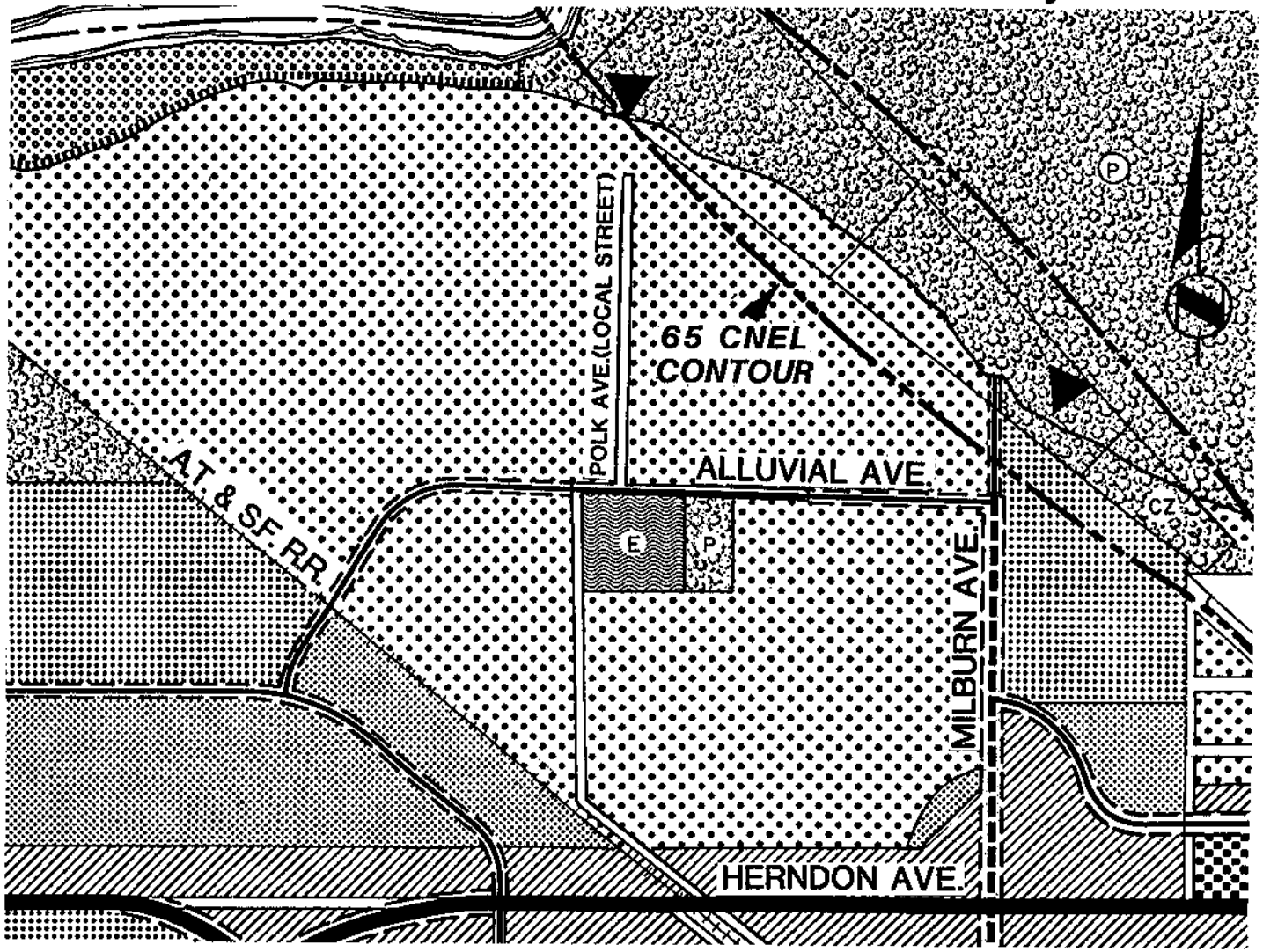
   b. The vista point designated on the bluff at the extension of Polk Avenue is on the boundary line of two parcels. This vista point shall be constructed in accordance with the standards in Section 5.2 of this plan as a condition of development entitlement approval on either parcel. The owner of the first parcel to develop shall be required to construct the vista point and the owner of the second parcel to develop shall reimburse the owner of the first parcel for one-half the cost.

5. A recreational trail route is designated between the bluff and river, through the northerly portion of the 100 acres of land proposed for rezoning northwest of the intersection of Polk and Alluvial Avenues. As a condition of rezoning approval, the property owner shall agree to offer a future easement for trail passage, should it be determined through the development of a river parkway system that a trail alignment is needed through the riverbottom portion of the site. This condition shall also be applied to any future rezoning of land to the west, which lies between this site and the Santa Fe Railroad.

EXHIBIT 5.7

BULLARD COMMUNITY PLAN

Land Use & Circulation West of Sierra Sky Park



City of FRESNO

December 12, 1988

5.8 MID-RISE/HIGH-RISE POLICY

5.8.1 Background

On December 22, 1987 the Fresno City Council adopted a Mid-Rise/High-Rise Policy for the City of Fresno, which consisted of a General Plan Amendment (GP-2) and an ordinance that provides definitions, procedures and development standards to implement the policy.

Prior City Policy allowed buildings taller than four (4) stories or 60 feet only in the Central Area. The new policy allows buildings between five (5) and ten (10) stories, up to 150 feet high, within the Freeway 41 Corridor as defined on the attached map. North of Santa Ana Avenue in the northern half of the Corridor, floor area limitations do not allow development intensities to exceed the level of intensity that would have been possible with buildings four (4) stories or less prior to the new policy. Buildings taller than ten stories (150 feet) can only be built south of Divisadero Street in the Central Area. Building intensity is thus allowed to increase towards the Central Area.

This concept of floor area limitation is intended to protect the public service delivery system, which has not been planned to accommodate higher development intensities. It is also intended to protect the integrity and future viability of the Central Area, which can be adversely affected by unregulated intense development of tall buildings in other parts of the City.

The Freeway 41 Corridor is the recommended area for buildings over four stories for the following reasons:

1. It provides a clear, logical physical boundary to implement a policy for buildings over four stories. Like the Central Area, it is an area basically bordered by six-lane roadways.

2. It is the major transportation corridor running through Fresno.

3. It is the area containing Fresno's most intense commercial development, including Fresno's three existing regional shopping centers and planned fourth regional shopping center.

4. It is centrally located to the overall community.

5. It is the best place to locate tall buildings to improve Fresno's physical image. Based on Fresno's future office growth, perhaps only four or five taller buildings will be constructed over the next 15 years. If this is the case, it would be preferable to locate these buildings along the

center of the community so that Fresno's physical image can both be better focused and strengthened.

6. It is an area that can physically accommodate taller buildings while minimizing impacts on existing and planned residential uses.

7. It will provide a physical link between the Central Area and the northern growth area, thus helping the revitalization of the Downtown and Blackstone Avenue.

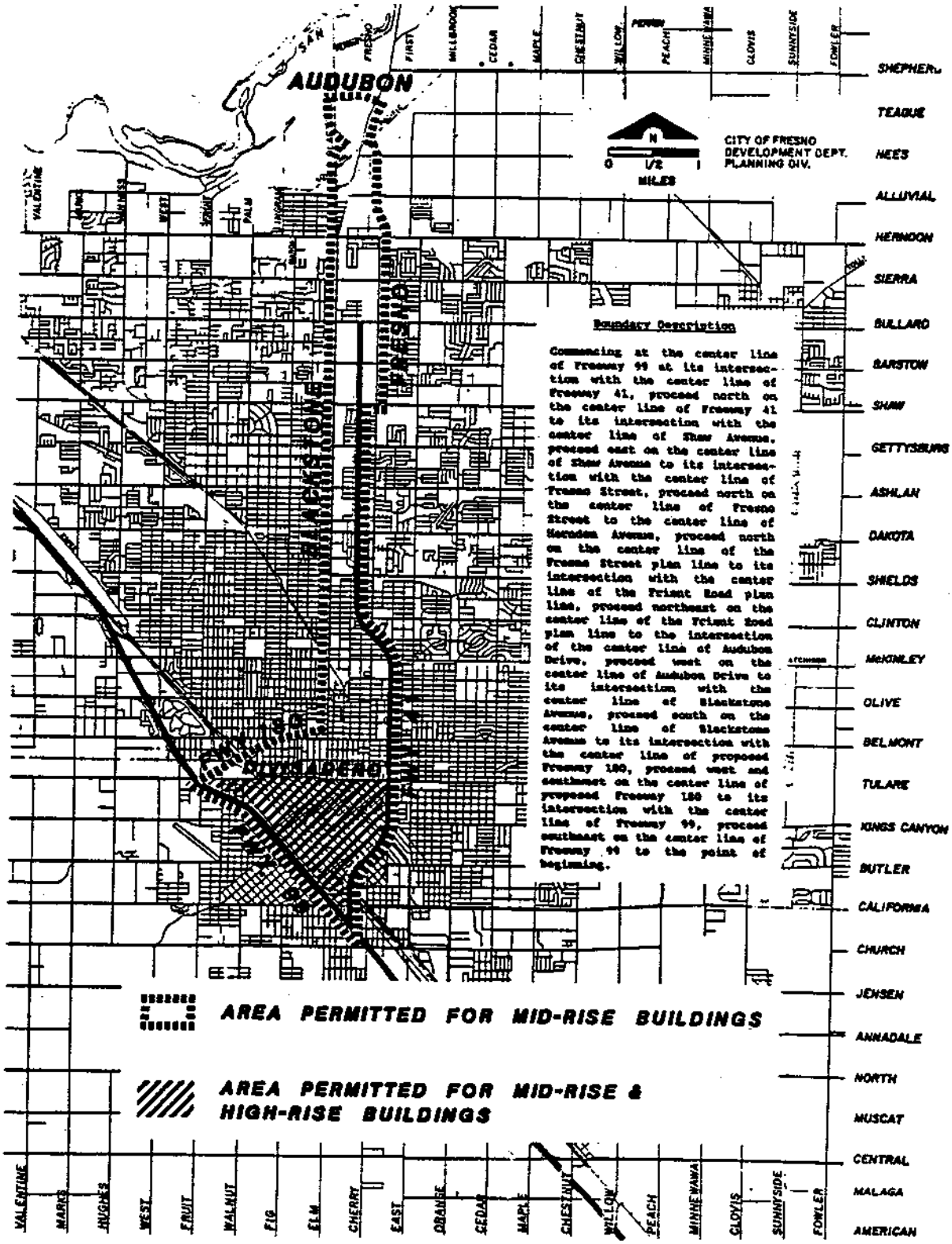
8. It would allow the City to develop a mass transit system along the Corridor, allowing for increased development intensity and reducing urban sprawl.

5.8.2 Policy

As it relates to the Bullard Community Plan area, the Mid-Rise Corridor is adjacent to the eastern boundary of the plan area, but does not include any property within the plan boundaries. Based upon the newly adopted Mid-Rise/High-Rise Policy, such development is not considered to be appropriate in the Bullard Community.

EXHIBIT 5.8

BULLARD COMMUNITY PLAN



Boundary Description

Commencing at the center line of Freeway 99 at its intersection with the center line of Freeway 41, proceed north on the center line of Freeway 41 to its intersection with the center line of Shaw Avenue, proceed east on the center line of Shaw Avenue to its intersection with the center line of Fresno Street, proceed north on the center line of Fresno Street to the center line of Herndon Avenue, proceed north on the center line of the Fresno Street plan line to its intersection with the center line of the Friant Road plan line, proceed northeast on the center line of the Friant Road plan line to the intersection of the center line of Audubon Drive, proceed west on the center line of Audubon Drive to its intersection with the center line of Blackstone Avenue, proceed south on the center line of Blackstone Avenue to its intersection with the center line of proposed Freeway 180, proceed west and southwest on the center line of proposed Freeway 180 to its intersection with the center line of Freeway 99, proceed southeast on the center line of Freeway 99 to the point of beginning.

City of FRESNO

5.9 BIKEWAYS

5.9.1 Background

The Fresno/Clovis Metropolitan Area Bikeways Plan, adopted in 1975 as a refinement of the Transportation Element of the General Plan, delineated several bikeway corridors in the Bullard Community and stated four goals for implementation of the plan:

1. To develop a continuous metropolitan bikeway system which facilitates the use of the bicycle as a viable transportation alternative.

2. To improve safety for current bicycle use.

3. To encourage bicycling for reasons of energy conservation, reduction of traffic congestion, ecology, health and recreation.

4. To encourage the use of the bicycle within the total transportation network.

These goals were based on a number of findings, and though all of the findings are relevant, several hold more significance for the potentialities of bikeway usage. They are:

1. The main reason expressed for not using the bicycle for commuting purposes was existing hazardous conditions.

2. Bikeways will reduce hazards, actual and perceived, to cyclists, encouraging and inducing increased usage of the bicycle.

3. Bike lanes make cyclist behavior more predictable; passing motorists, assured that the cyclist will stay within the lane, are less likely to swerve unnecessarily toward opposing traffic in order to avoid the cyclist.

These findings indicate the overall perception on the part of bicyclists and motorists that a bikeway increases safety by obligating both the bicyclist and the motorist to behave in a manner predictable by each party.

5.9.2 Implementation

The construction of bikeways has been performed in phases, in order to develop a skeletal system with basic linkages at the earliest possible time. Phase I included the following: First Avenue from Herndon to Huntington Boulevard with the necessary links to connect this route with the Central Business District, Woodward Park, and California State University, Fresno, via Barstow Avenue; Barstow Avenue from West to Fowler Avenues; and McKenzie Avenue from Cedar to Clovis Avenues. McKenzie Avenue is the site of an abandoned Southern Pacific railroad right-of-way,

which the County has developed and maintained as a bike path from Fine Avenue to Clovis Avenue.

Phase II would expand the bikeway system to provide for elementary circulation needs in areas of highest bike use and in areas representing the highest hazard to cyclist and motorist. Phase II includes Kearney, Belmont, Clinton, Barstow and Herndon Avenues as east/west routes, and West, Palm and Cedar/Barton Avenues as north/south routes.

Phase III is the logical extension of routes delineated for Phase II. These routes will service areas of high cyclist concentrations, but fall into a priority system where they exhibit either less hazardous conditions or routes which would have a lower current demand. Phase III routes are subject to future modification based on information that will emerge from Phase I and II usage, and as such, they belong in a projected phase.

At the time of its adoption, the Bikeways Plan proposed that Phase I be constructed within one year, Phase II within two to five years, i.e. 1977-1980, and that Phase III would follow probably within five to ten years, i.e. 1980-1985.

Currently, the majority of the Phase I and Phase II bikeways in the Bullard Community have been completed, specifically along the Barstow Avenue and West Avenue corridors. The remaining corridors, as specified in the Phase III category, have not yet been constructed.

5.9.3 Amendments to the Bikeways Plan

Phase III bikeways were intended to be responsive to the needs of the Fresno Clovis Metropolitan Area bicyclist and reflect the trends of developing bikeway usage. This concept is resulting in periodic changes to the Bikeways Plan through the Community Plan process, in accordance with the 1984 Fresno General Plan. The amendments to the bikeways in the Bullard Community planning area are as follows:

1. Replace the concept of a bluffs bikeway with a riverbottom bikeway to be part of the San Joaquin River parkway.

   The 1975 Bikeways Plan originally designated a continuous bikeway adjacent to the bluffs, between Highways 41 and 99. However, these plans are considered to be largely impractical in light of substantial intervening development, including golf courses, a general aviation airport, considerable residential development on the bluffs and the fact that the Audubon scenic drive was moved away from the bluff. Given the interest and impetus toward the establishment of a San Joaquin River parkway, the concept of a bluffs bikeway is recommended to be replaced with the development of a continuous bikeway as part of the river parkway system.

2. Abandon the Audubon/Alluvial connection; replace it with a bikeway utilizing the existing Harrison Avenue bike path, to result in an Audubon/Palm/Harrison/Alluvial system.

3. Designate Milburn Avenue, north of Herndon Avenue and projecting to the San Joaquin River, as a bikeway to serve the proposed regional park.

4. Designate a Valentine/San Jose Avenue bikeway to connect the already planned Emerson Avenue bikeway to the Bullard Loop and bypass the Shaw/Brawley Avenue intersection.

5. Designate Marks Avenue, north of Herndon Avenue to Alluvial Avenue, and Alluvial, east of Marks Avenue to Van Ness Boulevard, as a bikeway. This will extend the proposed Alluvial Avenue bikeway westward.

6. Designate the connection between Audubon and Nees Avenues as a bikeway.

7. Designate Fruit Avenue, north of Santa Ana Avenue to Herndon Avenue, as a bikeway.

8. Delete the Shaw Avenue bikeway between Palm and Fruit Avenues. This section of Shaw Avenue has six lanes of substandard width. A bikeway here would pose a hazard for bicyclist and motorist alike.

5.9.4 Bikeway Standards

Bikeways can be developed on existing streets by either of two mechanisms. First, a bike lane, usually located on the right hand edge of the paved area of the street or between the parking lane and the first motor vehicle lane, can be delineated. In some cases, the on-street parking along the bike lane can be prohibited, either entirely or within certain hours. Second, a bike route can be signed, but not striped, as a recommended route for bicycle travel along an existing right-of-way.

Bike paths, a special bikeway for the exclusive use of bicycles, are separated from motor vehicle facilities by space or a physical barrier. A bike path may be on a portion of a street or highway right-of-way, but not related to a motor vehicle facility.

In the newly developing areas of the City, bikelanes are required to be constructed as an integral part of all new major streets. An additional ten feet of right-of-way is required to accommodate the two five-foot wide bike lanes. Thus, the right-of-way necessary for a collector street would be 94 feet, instead of 84 feet; and, for an arterial street, the right-of-way would be 116 feet, instead of 106 feet.

The design standards of these bikeways are based on European and American research. Several criteria guide the development of these standards, including cyclist speed, bikeway width and

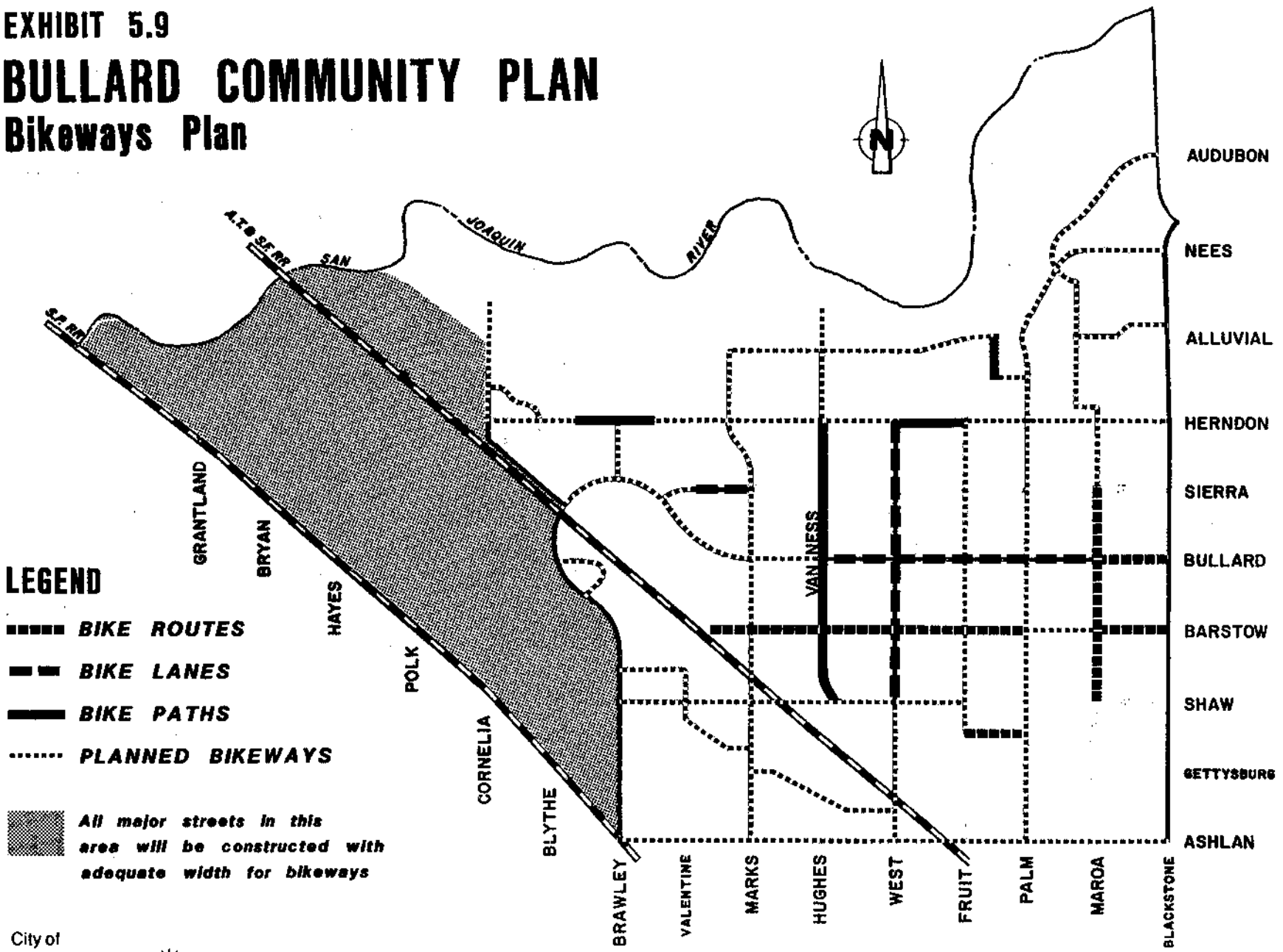
height. Cyclist speed is dependent on several factors, though 18 miles per hour is the average used. The width required for bikeways is a primary consideration, since the cost and feasibility of bikeways varies with width. State-recommended standards, for a bikeway separated from the street, are 10-feet wide; eight-feet minimum. For a bikeway delineated on the street, the standard is eight-feet wide; four-feet minimum. Overhead obstructions should be no less than eight feet and two inches (8'2") from the surface of the bikeway.

At the community level, particular attention should be paid to the integration of the public facilities and the open space network with proposed bikeways. As development occurs in the Bullard community, subdivision design should address the need for safe bikeways that access local schools and other neighborhood activity areas as well as creating safe and attractive areas for cyclists and pedestrians.

EXHIBIT 5.9

BULLARD COMMUNITY PLAN

Bikeways Plan



City of FRESNO

5.10 Day Care

The City of Fresno recognizes the importance of quality day care facilities. To this end, the Development Department is facilitating the establishment of what is termed Family Day Care facilities, or those facilities which allow up to 12 children.

Day care operations that care for 1 to 6 children do not require special permits or fees and no special City regulations apply if the operation is carried out in an established residential neighborhood. If, in a residential neighborhood, the day care provider cares for 7 to 12 children, a conditional use permit (CUP) is required. The CUP addresses such things as ingress and egress from the site, internal circulation, and parking. For such a facility, the normal CUP processing fees have been reduced.

Day care operations caring for more than 12 children are considered "institutional" in nature and may only operate in the R-P or C-P zone districts. They must operate in accordance with established City business permits and regulations.

All child care providers must be licensed by the State Department of Social Services in order to operate a day care center, regardless of the number of children cared for.

5.11 WEST SHAW AVENUE COMMERCIAL DESIGN POLICIES
(Adopted by the City Council on November 12, 1991)

5.11.1 Background

The area along West Shaw Avenue between its intersection with the Herndon Canal and the Santa Fe Railroad tracks has been emerging on a piecemeal basis as a major commercial corridor. Originally planned as an area with a mix of office and commercial uses, numerous changes have occurred through the plan amendment and plan modification process which have created an area which is predominately commercial.

5.11.2 Implementation

In order to provide some unification to this area, the following design criteria have been established.

1. Free standing signs for all new unified shopping center development along West Shaw Avenue between the intersection with the Herndon Canal and the Santa Fe tracks shall not exceed twenty feet in height.

2. Conduct an architectural and landscape review for commercial development to ensure design consistency and compatibility in scale, color, materials, design and landscaping.

3. Establish thematic design guidelines and improvement strategies to ensure architectural and design compatibility and consistent landscaping treatment.

4. The Commercial/Residential interface standards of Section 4.2.4-7 of the Bullard Community Plan shall be mandatory for commercial development along West Shaw Avenue between the intersection with the Herndon Canal and the Santa Fe Railroad tracks.

5. Apply the following design standards to commercial development entitlements through the special permit issuance and appeals process (Sections 12-405 and 12-406 of the Fresno Municipal Code).

    a. Provide wall or berm separations as follows:
        (1) A masonry wall six feet in height, shall be erected on, or along, the property line separating commercial uses from properties zoned or planned for residential uses (unless developed or approved for non-residential use such as a church or public facility.)

(2) A masonry wall or combination of masonry wall and earth berm, which provides a continuous barrier three and one-half feet to six feet in height, shall be erected on, or along, the setback line 10 to 20 feet from and parallel with the right-of-way line of abutting local streets as determined appropriate through the special permit process to protect the integrity of adjacent residential areas.

(3) Earth berms shall be planted with grass or ground cover and maintained by the property owner.

b. Within an area 100 feet wide abutting property zoned or planned for residential use, exterior area lighting for parking areas, carports, garages, access drives and loading areas for commercial uses shall be shielded to prevent line of sight visibility of the light source.

c. The design of exterior trash pads and similar accessory site elements shall be compatible with the architectural style of the main building and shall use complementary materials and colors.

d. Commercial buildings shall have an attractive appearance on all sides, not not just the front elevation. No monolithic walls shall be permitted. Implementation of design features such as the extension of the roof treatment around to the sides and back of the building, provision of pedestrian overhangs, and use of texture, relief/or color will add interest to otherwise blank walls.

e. Front facade pedestrian walkways and protective overhangs shall be incorporated into site plans and building designs respectively.

6.0 SPECIFIC PLANS AND LAND USE POLICIES WITHIN THE BULLARD COMMUNITY PLAN AREA

6.1 INTRODUCTION

There are twelve specific plans and land use policies that apply to areas within the Bullard Community Plan boundaries. Refer to Exhibit 6.0. These plans and policies range in age from almost 25 years old, i.e. the Shaw Avenue Land Use Policy, adopted by the County Board of Supervisors in January of 1964, to about three years old, i.e. Sierra Sky Park Land Use Policy, adopted by the Council in August of 1985. The Specific Plans have a variety of purposes and levels of detail. A number of the boundaries overlap, therefore two specific plans or policies may cover a certain area in addition to the Community Plan. This situation has resulted in confusion, inefficiency, duplication of effort and different planning terminology for the same areas. Therefore, one of the major purposes of the Bullard Community Plan update is to incorporate the various specific plans and land use policies that fall within the Bullard Community Plan boundaries into one comprehensive document.

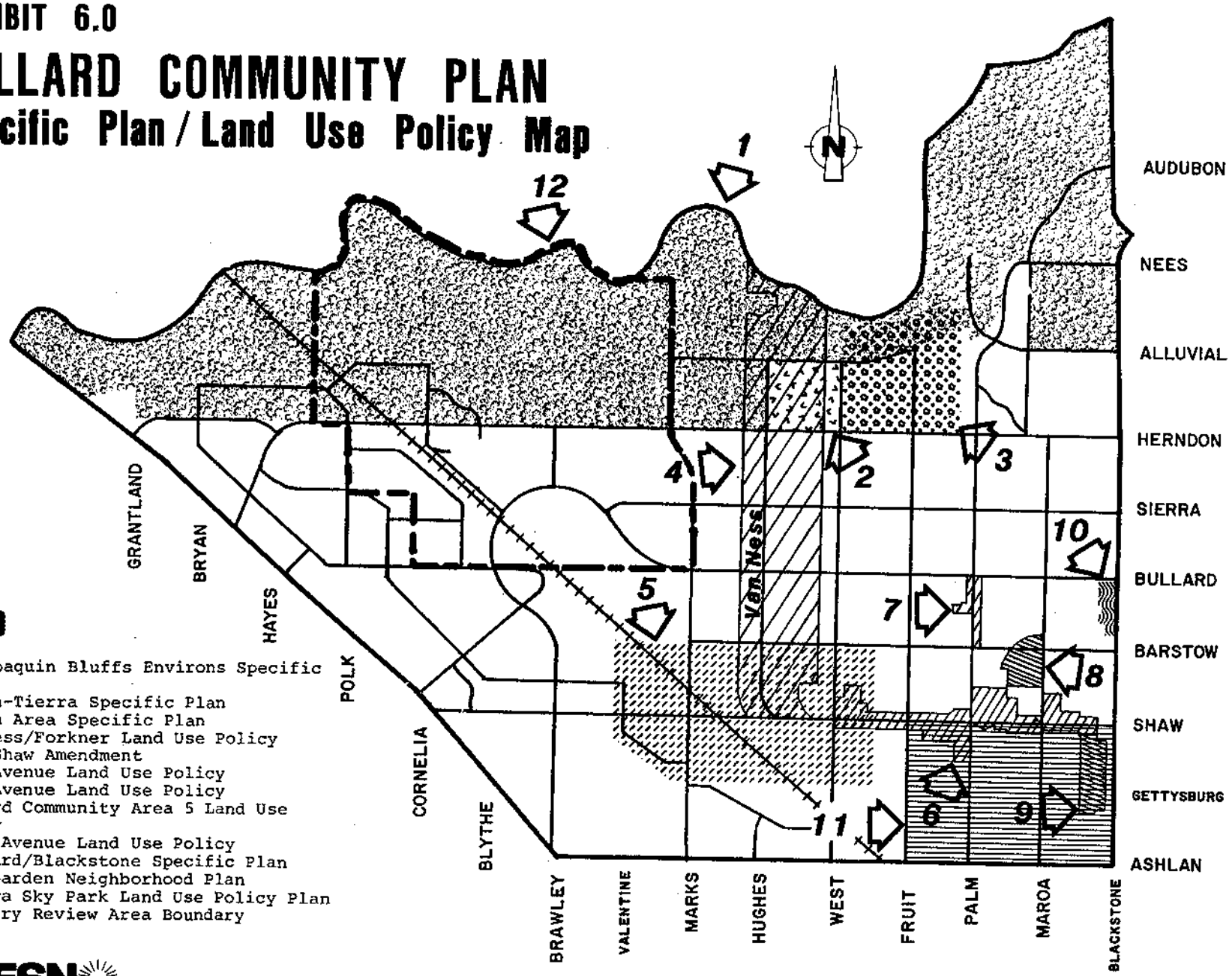
Some of the specific plans and policies are outdated and no longer necessary because the areas involved are largely built out and/or are adequately covered by the designations and policies of the updated Bullard Community Plan. Some of the provisions of the specific plans and policies need to be specifically retained. Some were adopted by ordinance to ensure that they could not be changed without a plan amendment. Prior to the adoption of the City's Local Planning and Procedures Ordinance [LPPO] in May of 1987, zoning consistency was required only with specific plans adopted by ordinance. However, with the adoption of the LPPO, all of the City's adopted plans and policies require zoning and entitlement consistency, regardless of whether adopted by ordinance or resolution.

This section will address each specific plan and policy, its purpose and status, and whether any specific policies need to be retained as part of the Bullard Community Plan.

EXHIBIT 6.0

BULLARD COMMUNITY PLAN

Specific Plan / Land Use Policy Map



LEGEND

1. San Joaquin Bluffs Environs Specific Plan
2. Corona-Tierra Specific Plan
3. Nelson Area Specific Plan
4. Van Ness/Forkner Land Use Policy
5. West Shaw Amendment
6. Shaw Avenue Land Use Policy
7. Palm Avenue Land Use Policy
8. Bullard Community Area 5 Land Use Policy
9. Glenn Avenue Land Use Policy
10. Bullard/Blackstone Specific Plan
11. Fig Garden Neighborhood Plan
12. Sierra Sky Park Land Use Policy Plan Primary Review Area Boundary

City of FRESNO

6.2 NELSON AREA SPECIFIC PLAN

The Nelson Area Specific Plan was adopted by Ordinance No. 76-2 in January of 1976 to establish a detailed land use plan for the creation of a suitable residential environment, protected from potentially incompatible land uses such as industrial and commercial, and from a major transportation corridor, i.e. Herndon Avenue. The land use designations of the specific plan consisted of a variety of land uses ranging from low density single family residencies along the bluffs to multiple family residential, office and commercial uses adjacent to Herndon Avenue.

At the time of its adoption, 81 percent of the planning area, 335.9 acres out of 438.6 acres, was either vacant or in agricultural uses. The planning area has largely built out or has been approved for development in accordance with the plan, as amended.

The updated Bullard Community Plan will provide for the land use designations and policies necessary to complete the appropriate implementation of the plan. Therefore, the Nelson Area Specific Plan has been repealed.

6.3 BLACKSTONE-BULLARD AREA SPECIFIC PLAN

The Blackstone-Bullard Area Specific Plan was adopted by the City Council in 1976 by Ordinance No. 76-1 to alleviate the adverse effects that potential heavy commercial development on Blackstone Avenue would have on the adjoining single family residential neighborhood. The specific plan provided for the continuance of "C-6" heavy commercial zoning and land use along the Blackstone Avenue frontages, and that the residential development to the west of the plan area be buffered from these commercial activities by specific transitional standards. This was to be accomplished primarily through the use of a 15' wide landscaped terrace, and 8' high wall along the east side of North Glenn Avenue between Roberts and Bullard Avenues and a prohibition on vehicular and pedestrian access to North Glenn Avenue from the commercial property fronting on West Bullard and North Blackstone Avenues. The complete list of transitional treatment and property development standards is included below.

This specific plan has been incorporated into the Bullard Community Plan, which maintains the land use designations and standards previously in effect, as set forth in the following text and exhibits.

6.3.1 Transitional Treatment

The continuation of commercial development and use within the plan area is acceptable only if suitable means of buffering the

existing residential districts from the apparent adverse effects of general heavy commercial development are established.

The following standards are designed to create a functional and aesthetic transition, thereby aiding future commercial developments to become compatible and harmonious neighbors:

1. Provide for a landscaped terrace, 15 feet in depth, behind the property line along North Glenn Avenue between Roberts and Bullard Avenues, as shown in the detailed drawings entitled "North Glenn Avenue Landscaped Terrace."

2. Height of landscaped slope to be determined at any given point by the highest finished grade of residential yard along westside of North Glenn Avenue.

3. In conjunction with the landscaped terrace, an eight-foot high solid masonry wall, the architectural design of which shall be approved by the Development Department, shall be constructed between the 15 foot landscaped terrace and the commercial sites, as detailed in the specific plan map.

4. Landscaping shall consist of evergreen trees which shall all attain a height of 15 feet in five years. Said trees shall be planted at 15 feet on center.

5. All landscaping shall be provided with an automatic irrigation system and shall be maintained in accordance with Section 12-306-N-24 of the Fresno Municipal Code.

6. Vehicular and pedestrian access to North Glenn Avenue from the commercial property fronting on West Bullard and North Blackstone Avenues shall be prohibited.

6.3.2 Property Development Standards

In order to preserve the aesthetic integrity and character of the adjoining residential neighborhood, the following standards are intended to mitigate the adverse effects of lighting, signs, and storage and loading operation, as well as noise.

1. On-Site Lighting and Signs

   a. All on-site lighting shall be directed away from all residential districts. All on-site lighting within 130 feet of the rear property line, colinear with the east line of North Glenn Avenue, shall not exceed the height of the required eight-foot wall.

   b. One free-standing sign along the Blackstone Avenue frontage, not to exceed 35 feet in height and 150 square feet per face, shall be permitted for each business establishment.

c. Signs on buildings shall be mounted facing away from all adjoining residential neighborhoods.

d. All roof signs, including those animated, rotating, flashing and of banner style, are prohibited.

e. All signs shall be subject to Site Plan Review and approval of the Development Department.

2. Storage and Loading Zones

All storage and loading areas shall be located and treated on the commercial site as to screen visibility of said area from adjoining residential districts.

3. Noise Control

a. All normal operations of vehicles and equipment on the commercial site shall be compatible with the adjoining residential environment.

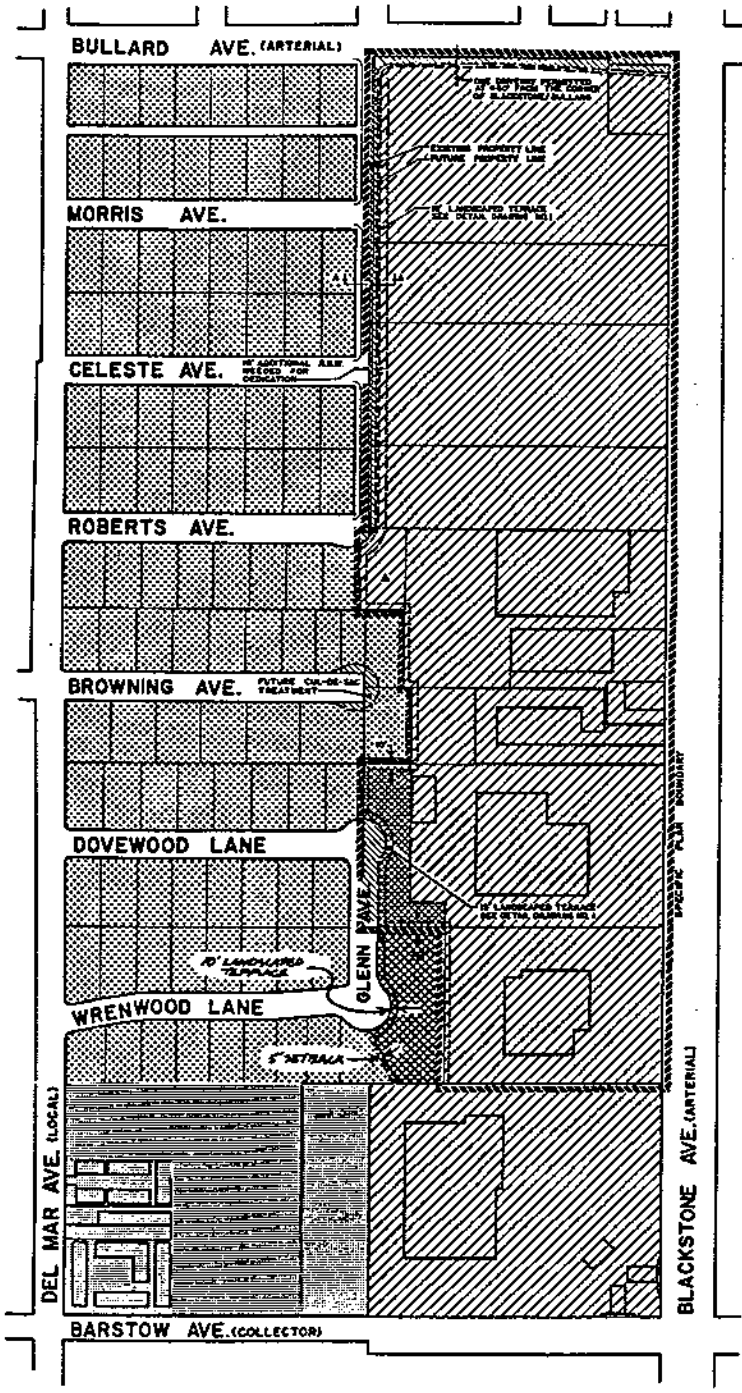
b. All exterior public address systems, including those used for paging and telephone bells, shall be prohibited.

c. Where automobile sales and automobile rentals and leasing may be established, all incidential mechanical repairs, installation of automobile accessories and automobile body and fender works shall be conducted within a completely enclosed building.

d. In addition, all testing or demonstration of vehicles shall be prohibited within residential areas.

EXHIBIT 6.3

BULLARD COMMUNITY PLAN



SPECIFIC PLAN FOR THE BLACKSTONE/ BULLARD AREA

CITY OF FRESNO DEVELOPMENT DEPT. PLANNING DIV.

APPROVED BY PLANNING COMMISSION RESOLUTION No. [illegible].

ADOPTED BY ORDINANCE No. [illegible], EFFECTIVE

5/20/73
REVISED
OCT. 1975

LEGEND

- Medium-Low Density Res.
- Medium-High Density Res.
- HEAVY COMMERCIAL
- OFF-STREET PARKING AS PERMITTED IN THE P DISTRICT (SINGLE STORY BLDGS. ONLY)
- PORTION OF STREET TO BE DEDICATED AND IMPROVED.
- SEE NORTH GLENN AVENUE STREET SECTION FOR SPECIAL DESIGN STANDARD
- ▲ CONDITIONAL AMENDMENT, REFER TO AMENDMENT FILE.

LAND USE & CIRCULATION ELEMENT

AMENDMENTS			
FRESNO CITY PLANNING COMMISSION		FRESNO CITY COUNCIL	
DATE	RES. NO.	DATE	ORD. NO.
6-6-84	8275	6-19-84	84-90
8-18-87	9188	12-24-87	87-164*

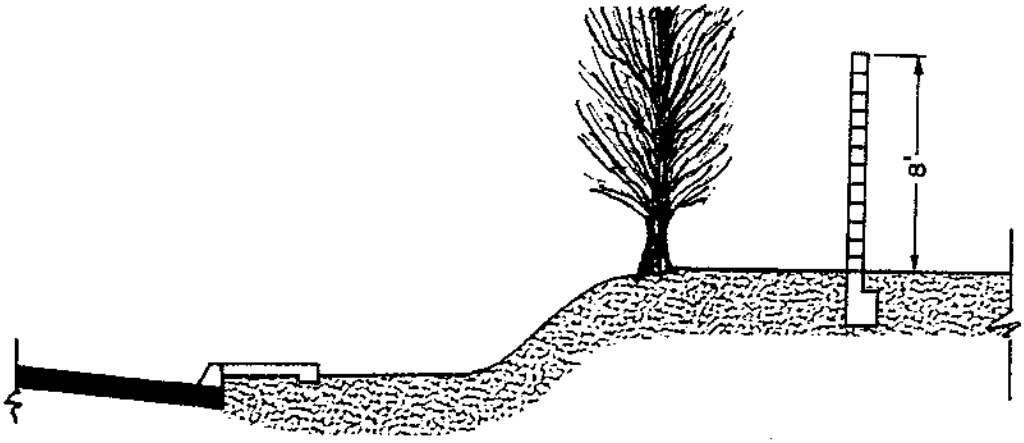
* SUBJECT TO CONDITIONS STATED IN PLAN AMENDMENT FILE

City of FRESNO

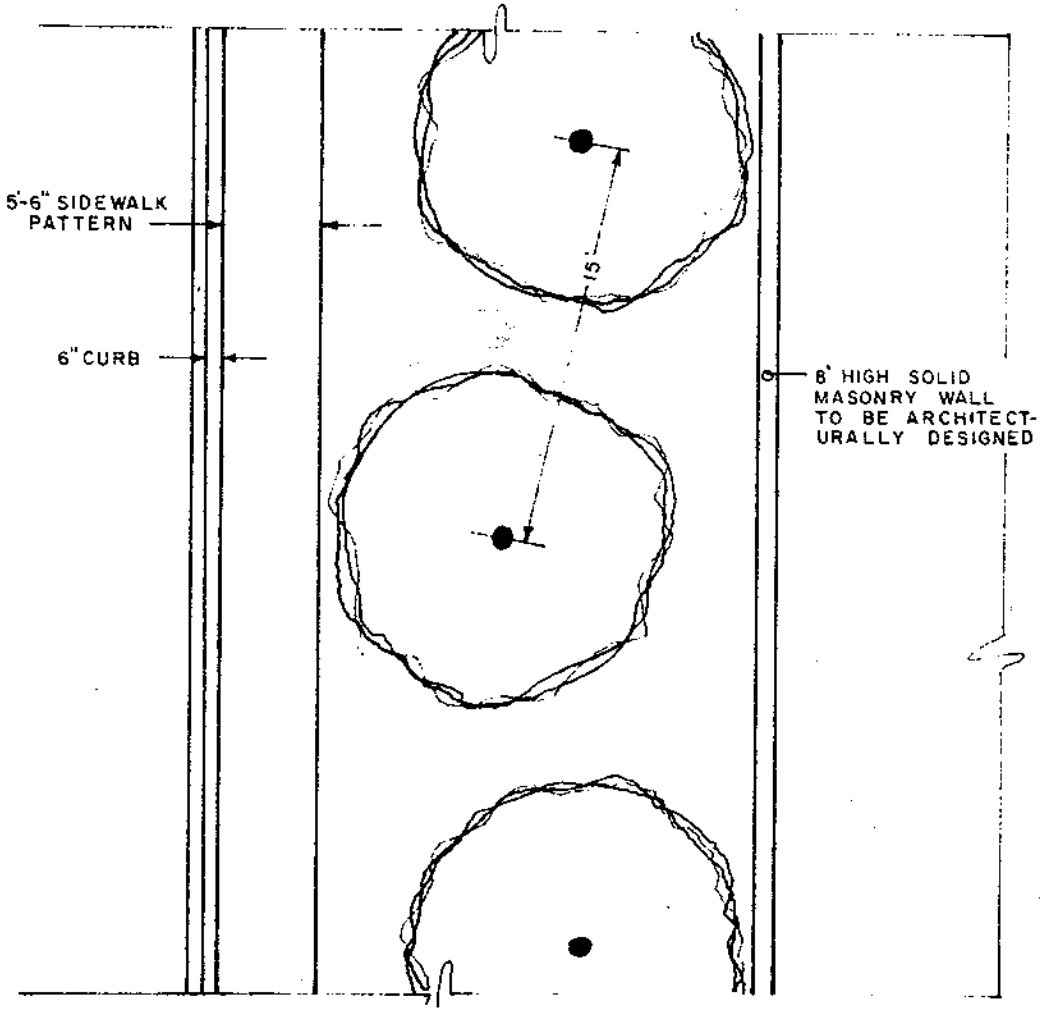
EXHIBIT 6.3.1

BULLARD COMMUNITY PLAN

N. Glenn Ave. Landscaped Terrace



TYPICAL SECTION



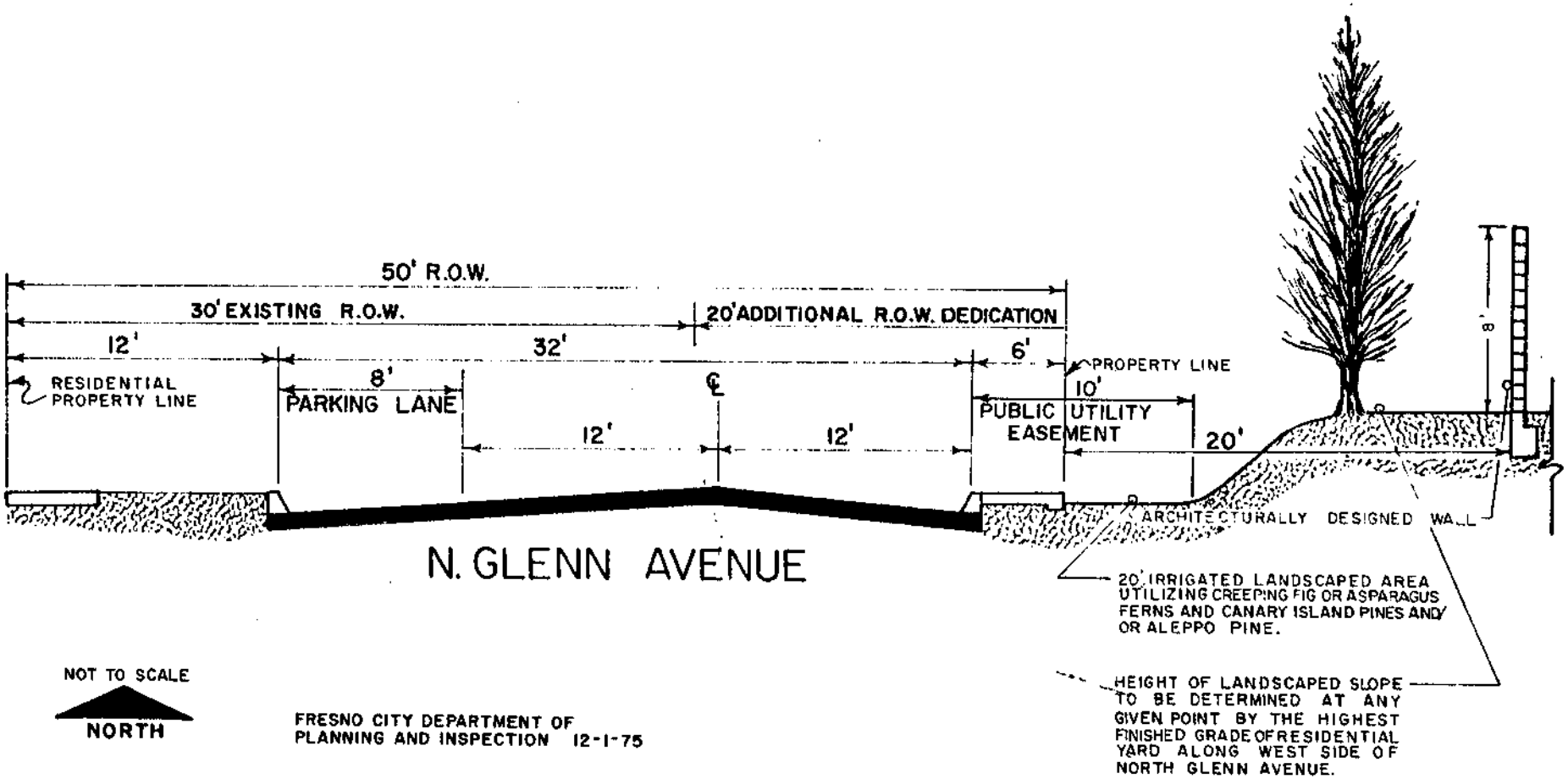
City of FRESNO

TYPICAL PLAN VIEW

EXHIBIT 6.3.2

BULLARD COMMUNITY PLAN

N. Glenn Ave. Street Section



NOT TO SCALE

NORTH

FRESNO CITY DEPARTMENT OF PLANNING AND INSPECTION 12-1-75

City of FRESNO

6.4 WEST SHAW AVENUE AMENDMENT

The West Shaw Amendment to the Bullard Community Plan was adopted by City Council Resolution in 1970 and subsequently amended a number of times. It covered an area centered on West Shaw Avenue, bounded by Barstow Avenue on the north, Tielman Avenue on the east, Gettysburg Avenue on the south and Valentine Avenue on the west. The policies of the West Shaw Amendment were designed to ensure the following: that Shaw Avenue between West Avenue and Valentine Avenue would be developed with multiple family dwellings, offices, and institutional uses; that commercial development along this portion of West Shaw Avenue is oriented toward facilities serving residents of the Bullard Community; that West Shaw Avenue would be developed in an aesthetically pleasing manner maintaining the basic suburban visual character and compatibility with the existing and future residential development; and that West Shaw Avenue would be developed in a manner so as to protect the traffic carrying capacity of this arterial.

The area within the West Shaw Avenue Amendment boundaries is almost completely developed. Therefore, the West Shaw Avenue Amendment has been repealed and is considered to be reflected by the land use designations and policies of the Bullard Community Plan.

6.5 VAN NESS-FORKNER LAND USE POLICY

The Van Ness-Forkner Land Use Policy was adopted by the County Board of Supervisors in July of 1968 and covers an area bounded by Shaw Avenue on the south, the San Joaquin River Bluffs on the north, a line running parallel to and located 600 feet east of Forkner Avenue on the east and a line running parallel to and located 600 feet west of Van Ness Boulevard to the west. All but the eastern and western 300 feet of the above described area is designated for single family residential lots with a minimum size of 37,500 square feet, a minimum frontage of 150 feet and a minimum front yard setback of 50 feet. The eastern and western 300 feet of the Van Ness-Forkner Area is designated for single family residential lots with a minimum lot size of 20,000 square feet, R-1-A standards.

In the twenty years that have passed since the policy was adopted, most of the land within this area has developed with single family homes in accordance with the policy, although there are various scattered vacant parcels south of Herndon Avenue and a couple of large blocks of vacant land north of Herndon Avenue. Some of the land on the edges of the policy area and along the major streets that traverse the area, i.e. Shaw and Bullard Avenues, have been developed with residential planned developments, office and commercial uses. Vacant property on the east side of Forkner

Avenue south of Bullard Avenue and on the north side of Herndon Avenue west of Van Ness Boulevard has been approved for a senior citizens housing complex and is designated for medium density residential use. Multiple family residential development, i.e. medium-high density residential land use, is designated for the north side of Herndon Avenue between Van Ness Boulevard and Pleasant Avenue.

The Van Ness-Forkner Area is an area of exceptional value and character in the Bullard Community, the vast majority of which is developed with or planned for low density single family residential land use. In recognition of the predominant development patterns and land use policies in this area, the provisions of the Van Ness-Forkner land use policy have been retained for all areas designated for low density residential use on the Bullard Community Plan map within the area described above.

6.6 SPECIFIC PLAN FOR CORONA TIERRA ESTATES

The specific plan for Corona Tierra Estates was adopted by the City Council in October of 1977 and covers an 160± acre area bounded by Herndon Avenue, West Avenue, Alluvial Avenue and Van Ness Boulevard. The plan was adopted in response to a single family subdivision proposal for this area and provided for R-1-E lots, 37,500 square feet minimum, along Van Ness Boulevard and for two tiers of R-1-A lots, 20,000 square feet minimum, to the east of the R-1-E lots. This conforms to the Van Ness-Forkner land use policy. The rest of the subdivision was to be developed in accordance with the R-1-B zone district. Most of the northern half of this area has developed while the southern half has remained vacant and unsubdivided. Since the Bullard Community Plan designates the entire area for low density residential use, i.e. 0-2.18 units per acre, and since the Van Ness-Forkner Policy already provides for R-1-E and R-1-A lots east of Van Ness Boulevard, the retention of a separate plan for this area is considered to be unnecessary. The combination of the Van Ness-Forkner Policy and the low density residential designation of the Bullard Community Plan will provide for planning policies assuring that no changes to the planned character of this area can occur without the processing of a plan amendment involving hearings and community involvement.

6.7 SAN JOAQUIN BLUFFS ENVIRONS AREA SPECIFIC PLAN

The San Joaquin Bluffs Environs Area Specific Plan was adopted by City Council Resolution No. 79-523 in November of 1979. It generally covers most of the area within the Bullard Community Plan boundaries north of Herndon Avenue, excluding Pinedale, the Vendo/Calcot industrial area, the area east of the Van Ness Boulevard and south of Alluvial Avenue, and the Herndon townsite.

The objectives of the plan are as follows (excerpt from Resolution No. 79-523):

C. Objectives of the Plan. The objectives of the plan described and depicted in this resolution are intended to promote the scenic amenities of San Joaquin Bluffs Environs, protect the area's natural environment to insure the development of an urban environment that is complementary to the area's natural environment, and to provide:

(1) A land use and circulation plan that will effectively blend the particular qualities of the specific plan area with the existing and planned land use and circulation of the surrounding area;

(2) Appropriate development standards that will establish compatible relationships between types of land use, traffic circulation, non-motorized circulation, open space, and protection for the southerly San Joaquin River Bluffs;

(3) A comprehensive network of greenways, bikeways, passive recreational open space and vista points;

(4) The opportunity for comprehensive design that will protect and enhance the quality of the southerly San Joaquin River Bluffs in particular, and the quality of the urban environment in general; and

(5) Landscaped open space transition areas to mitigate potentially adverse effects of major street traffic on the residential environment.

The significant land use policy decisions resulting from this planning process were the designation of the riverbottom for open space uses (prior plans had designated the riverbottom as a reservoir), the designation of vista points and a general bluff/riverbottom trail alignment, the adoption of a Bluffs Preservation Ordinance, the adoption of an Expressway Area Overlay District to provide for interface treatment between Herndon Avenue and adjoining land uses, and the provision of special development standards to provide a compatibile relationship between different land uses.

The updated Bullard Community Plan maintains all of the above items and in some cases takes them a step further. The Bullard Community Plan maintains the open space plan designations in the riverbottom, endorses the concept of a river parkway system, establishes a regional parksite in the riverbottom as a potential anchor to the parkway system, establishes specific standards for vista point development, incorporates the special development standards for land use compatibility, establishes railroad/residential interface standards and updates the bikeways

plan for the area. The Bluffs Preservation Ordinance and the Expressway Overlay District Ordinance are separately adopted ordinances and will not be affected by the plan.

Since the objectives and provisions of the San Joaquin Bluffs Environs Area Specific Plan and the San Joaquin River Area Trails ordinance have been incorporated into the land use designations and policies of the updated Bullard Community Plan, these items have been repealed.

6.8 SIERRA SKY PARK LAND USE POLICY PLAN

Sierra Sky Park is a privately owned public use airport occupying 33 acres located on the north side of Herndon Avenue between Brawley and Blythe Avenues. The airport is capable of accommodating small general aviation aircraft of less than 12,500 pounds (FAA Classification: Basic Utility Stage I). Its original airport permit was issued by the California Department of Transportation, Division of Aeronautics, in 1949. The airport received a Special Use Permit from the County in 1960. In 1978 the airport was annexed to the City of Fresno. The City granted a conditional use permit for airport modifications in 1980.

The main considerations involved in land use planning around airports are safety and noise. In August of 1985 the City of Fresno adopted a Sierra Sky Park Land Use Policy Plan delineating noise and safety policies for land around Sierra Sky Park, although it should be noted that clear zone areas designated as open space adjacent to both ends of the runway have been shown on the Bullard Community Plan since 1975. The City's plan was modeled after the Fresno County Airport Land Use Commission (ALUC) Sierra Sky Park Land Use Policy Plan, which was adopted in 1983. The City's plan differed from the ALUC Plan in some respects. The noise standards set forth in the City's Plan were not as restrictive as the ALUC's Plan. The City's Plan did not recognize the traffic pattern zone as being an appreciable safety hazard in relation to land uses on the ground.

The areas affected by land use restrictions are the clear zones and inner and outer approach zones, which are trapezoidal shaped areas located off the ends of the runway centered on the runway centerline. The outer end of the outer approach zone is located one mile from the edge of the runway. These are the areas within which the chance of an airplane crash are considered to be the greatest. Within the clear zone, no structures are allowed to be developed and uses not involving structures are limited to a density no more than 10 persons per acre. The inner approach zone allows up to 3 dwelling units per acre and prohibits schools, hospitals, nursing homes, churches or similar uses or structures that would concentrate a large number of people. The outer approach zone allows a density of no more than 5 units per acre and prohibits structures that would concentrate a large number of persons.

Height limitations in the vicinity of the airport are also established in accordance with Part 77 of Federal Aviation Regulations. FAR Part 77 establishes various imaginary surfaces, starting at a height of zero on the primary surface, i.e. the paved runway surface and a specified distance around it. Typical suburban development is generally not affected by these surfaces, except for those areas immediately adjacent to the primary surface or clear zones. It is important to note, however, that Part 77 requires that a Notice of Construction, FAA Form 7460-1, be submitted to the FAA by the property owner whenever any proposed structure would penetrate an imaginary surface and whenever a proposed structure would infringe upon a sloping surface rising one foot up for every 50 feet out from all sides of the runway, regardless of whether it is underneath one of the standard imaginary surfaces. The FAA will then make a determination as to whether the proposed structure poses a hazard to air navigation.

With respect to noise policies, the City's Plan, originally adopted in August 1985, listed residential and schools use to be conditionally acceptable within the 65-75 noise contour and normally acceptable, without any noise analysis, within the 60 CNEL contour. This policy was inconsistent with the provisions of the Noise Element of the General Plan, which requires a noise analysis for new residential uses in the 60 CNEL Contour, inconsistent with subsequent City Policy for the Fresno Air Terminal, prohibiting new residential uses within the 65 CNEL contour unless no feasible alternative can be found, and inconsistent with ALUC, State and Federal standards that strongly discourage residential uses within the 65 CNEL contour of an airport. In order to correct the inconsistency, the Land use Noise Compatibility Criteria table from the Fresno Air Terminal Environs Area Specific Plan has replaced the original Table 1 from the Sierra Sky Park Land Use Policy Plan.

The essential tables and maps from the Sierra Sky Park Land Use Policy Plan are included in the adopted Bullard Community Plan but the Sierra Sky Park Land Use Policy plan text itself has not been repealed or included in this section, due to the length and specialization of the policies.

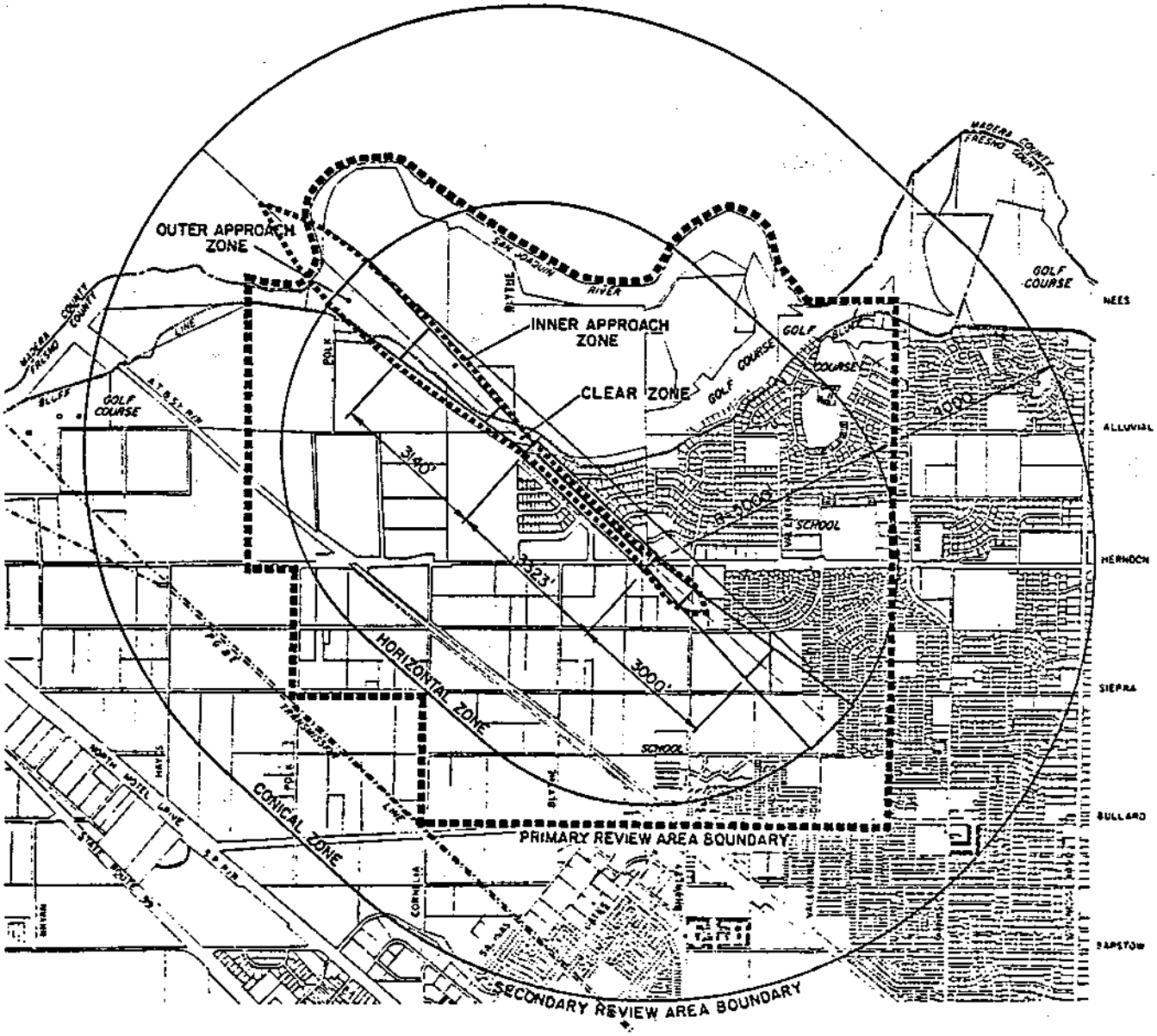
Any project within the Primary Review Area involving an amendment to general and specific plans, zoning ordinances, building regulations and airport master plans, shall be referred to the Airport Land Use Commission for a determination of consistency with its plan. If the ALUC determines a project to be inconsistent, the City Council, in order to approve the project, must overrule the ALUC by a two-thirds vote.

EXHIBIT 6.8

BULLARD COMMUNITY PLAN

SIERRA SKY PARK

LAND USE POLICY PLAN MAP



LEGEND

NOISE IMPACT ZONE (65 C.N.E.L.)

City of FRESNO

Table 6.8.1

Sierra Sky Park Airport
Noise Compatibility Criteria

LAND USE CATEGORY	CNEL 60-65	65-70	70-75
Residential			
*Single-family and multi-family residential	o	--	--
*Mobile homes	o	--	--
*Transient lodging	-	--	--
	o	-	--
Public/Institutional			
*Schools, libaries, hospitals, nursing homes, day nurseries	o	-	--
*Churches, auditoriums, concert halls	o	-	--
Transportation, parking, cemeteries	++	+	o
Commercial and Industrial			
Offices, retail trade	+	o	-
Service commercial, wholesale trade, warehousing, light industrial	+	o	o
General manufacturing, utilities, extractive industry	++	+	+
Agricultural and Recreational			
Cropland	++	++	+
Livestock breeding	o	o	-
Parks, playgrounds, zoos	+	o	-
Golf courses, riding stables water recreation	+	o	o
Outdoor spectator sports	+	o	-
Amphitheaters	-	--	--

LAND USE ACCEPTABILITY	INTERPRETATION/CONDITIONS
++ Clearly Acceptable	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+ Normally Acceptable	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
o Conditionally Acceptable	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
- Normally Unacceptable	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
-- Clearly Unacceptable	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.
* Acoustical Analysis Required	An acoustical analysis is required for these categories of land uses pursuant to noise policy A.4.

Table 6.8.2

Airport/Land Use Safety Compatibility Criteria

LAND USE CHARACTERISTIC	RUNWAY AND CLEAR ZONES /1/	INNER APPROACH ZONES /2/	OUTER APPROACH ZONES /3/
Residential Uses	-	[A,E,G]	[B,E,G]
Other Uses in Structures	-	[C,D,E]	[D,E]
Other Uses Not in Structures	[C]	[C]	+
Special Characteristics Distracting Lights or Glare	-	-	-
Sources of Smoke or Electronic Interference	-	-	-
Attractor of Birds	-	-	-

NOTES

/1/ See Policy Plan Map for location of zones.

/2/ The inner approach zone extends to the point below where the approach surface intersects the horizontal surface.

/3/ The outer approach zone extends to the point of the junction of the horizontal and conical zones.

INTERPRETATION

\+ ACCEPTABLE: Use is acceptable.

[] CONDITIONALLY ACCEPTABLE: Use is acceptable under conditions cited below.

A . . Density no greater than 3 dwelling units per acre.
B . . Outer Approach Zone: Density no greater than 2-5 dwelling units per acre.
C . . No uses attracting more than 10 persons per acre.
D . . No schools, hospitals, nursing homes, churches, or similar uses or structures for large assemblages of persons.

E . . At least 20% of area to be in landscaped open space in a clustered configuration.
F . . Allowed only if cannot reasonably be avoided or located outside the indicated zone.
G . . Density Transfer Provision - a conditional use permit shall be required of any property owner who seeks the privilege of "transferring" the number of dwelling units which such property owner could have constructed in the Inner and Outer Approach Zone onto the remainder of the impacted parcel which lies outside said zone and which is under the same ownership, using the underlying land use designation of the 1984 Fresno General Plan.

\- UNACCEPTABLE: Use is unacceptable.

6.9 SHAW AVENUE LAND USE POLICY

The Shaw Avenue Land Use Policy was adopted by the County Board of Supervisors in January of 1964 to guide the transition of Shaw Avenue property from a predominantly residential area to office, commercial and multiple family residential uses. The policy covered land adjacent to Shaw Avenue between Glenn and West Avenues and designated it primarily for "Apartments, Offices and Institutional Uses" and secondarily for commercial uses at the Maroa, Palm and West Avenue intersections. The policy was concerned with ensuring compatibility between the higher intensity uses developing on Shaw Avenue and the single family residential neighborhoods near or adjacent to it. Inasmuch as the area covered by the policy is almost completely developed--largely in conformity with the policy, the complete inclusion of this policy as part of the Bullard Community Plan is not considered to be necessary. The area is designated for the appropriate land uses by the Bullard Community Plan.

To minimize impacts on Shaw Avenue between West and Del Mar Avenues, the following policy shall be retained from the Shaw Avenue Land Use Policy: Points of direct access to Shaw Avenue from driveways abutting properties shall be minimized through the use of side street access and common driveway openings.

6.10 PALM AVENUE LAND USE POLICY

The Palm Avenue Land Use Policy was adopted by the County Board of Supervisors in October of 1967 to encourage development of vacant property along Palm Avenue between Bullard and Barstow Avenues, in a manner compatible with the existing single family homes backing up to the vacant Palm Avenue property. To this end the property along Palm was designated primarily for single story apartments, offices and institutional uses, except for the southeast and southwest corners of Palm and Bullard, which were designated for neighborhood commercial uses. Substantial single story office development has occurred since that time along Palm Avenue, as well as commercial development at Bullard and Palm Avenues. In as much as this area is almost completely developed--largely in conformity with the policy, the complete inclusion of this policy as part of the Bullard Community Plan is not considered to be necessary. The area is designated for the appropriate land uses by the Bullard Community Plan.

To minimize impacts on residential use along Palm Avenue between Barstow and Bullard Avenues, the following policy shall be retained from the Palm Avenue Land Use Policy: Limit intensified uses, including apartments, office, and institutional uses, to single story structures along Palm Avenue between Barstow and Bullard Avenues to ensure privacy for abutting homes. Retail commercial uses should not be allowed in the Palm Avenue Land Use Policy Area.

6.11 AREA 5 LAND USE POLICY

The Area 5 Land Use Policy, adopted by the Board of Supervisors in November of 1967, was intended to address the future development of a number of large odd-shaped parcels with constrained access, located in an area bounded by San Jose Avenue, Maroa Avenue, Colonial Avenue and the Enterprise Holland Canal. Since these parcels were not conducive to subdividing for single family homes, nor appropriate for higher density apartment development, they were designated for development as planned unit developments at a density of 1 unit for every 6,000 square feet of lot area, i.e. 7.26 units per acre. This area has developed with a combination of planned developments, single family homes and churches, although there are several vacant or underdeveloped parcels. Inasmuch as the land use designations of the updated Bullard Community Plan reflect the development that has occurred, as well as provide for R-1 planned development potential for undeveloped parcels, inclusion of this policy as part of the Bullard Community Plan is not considered to be necessary.

6.12 FIG GARDEN NEIGHBORHOOD PLAN

The Fig Garden Neighborhood Plan was adopted by the Board of Supervisors in August of 1980 and amended in September of 1985. It covers an irregular area of unincorporated land, generally bounded by Shaw, Blackstone, Dakota and Fruit Avenues. The land use designations of the Bullard Community Plan and the Fig Garden Neighborhood Plan are very similar.

The only major difference between the Fig Garden Neighborhood Plan and the Bullard Community Plan relates to the area along both sides of Glenn Avenue between the Sierra Madre Avenue alignment and Indianapolis Avenue, which is designated by the Bullard Community Plan for medium-high density residential land use, and the area along the east side of Del Mar Avenue between the Sierra Madre Avenue alignment and Indianapolis Avenue, which is designated by the Bullard Community Plan for medium density residential land use. These designations are considered to be an appropriate transition form the Blackstone Avenue commercial strip to the east and the medium-low density residential area to the west of Del Mar Avenue. Substantial single story multiple family residential development has occurred in this area under the R-2-A zone designation.

The Fig Garden Neighborhood Plan is not considered to be a part of the Bullard Community Plan, but is largely reflected in the land use designations of the Bullard Plan. Development proposals within the Fig Garden Plan area, if not within City boundaries, are processed by the County. If this area were to express an interest in being annexed to the City, the preparation of a specific plan by the City, using the Neighborhood Plan as a base

and addressing other items of concern to Fig Garden residents, would be a part of the negotiation process.

6.13 GLENN AVENUE LAND USE POLICY

The Glenn Avenue Land Use Policy was adopted by the County Board of Supervisors in November of 1969 and covered the land bounded by the midblock line between Glenn and Blackstone to the east, the Sierra Madre alignment to the north, Del Mar Avenue to the east and Indianapolis Avenue to the south. All of the land within this area, except for the first tier of lots along the east side of Del Mar Avenue, were designated for one story multiple family residential use. The lots along Del Mar Avenue were designated for single family residential use.

This policy was superceded in the County by the Fig Garden Neighborhood Plan, which designated the area for low density residential-planned unit developments. The Neighborhood Plan states that "established multiple family development and undeveloped properties with multiple family zoning will be permitted to remain, but not expand, in the former Glenn Avenue Land Use Policy Area."

The Bullard Community Plan designates most of the area shown by the Glenn Avenue Policy for medium and medium low density residential development. The few deviations from this designation reflect existing zoning and development. Because the land use designations of the Bullard Community Plan reflect the provisions of the Glenn Avenue Policy, inclusion of the policy in the Bullard Community Plan is unnecessary.

6099T/300

7.0 FINAL ENVIRONMENTAL IMPACT REPORT NO. 10096

7.1 PREFACE

In order to meet California Environmental Quality Act standards, a full Environmental Impact Report has been prepared as a part of the Bullard Community Plan update.

The information that follows was generated by the process and resulted in Final Environmental Impact Report (EIR) Number 10096:

1. Director's Summary, Conclusions and Recommendations.
2. Draft Bullard Plan EIR Comments and Responses.
3. Addendum to the Bullard Community Plan EIR.
4. Bullard Plan EIR as modified by the Addendum.

Note that Item 4 is the draft EIR with Addendum information appropriately inserted to reflect its entire content. Also note that the EIR and Plan were prepared to compliment each other. Thus, many of the measures necessary to lessen identified environmental impacts have been incorporated into policies and goals of the Plan.

FINAL ENVIRONMENTAL IMPACT REPORT NO. 10096

BULLARD COMMUNITY PLAN

DIRECTOR'S SUMMARY

CONCLUSIONS, AND RECOMMENDATIONS

FINAL ENVIRONMENTAL IMPACT REPORT NO. 10096
BULLARD COMMUNITY PLAN

This document constitutes the Final Environmental Impact Report for the Bullard Community Plan and the Director's Summary, Conclusions, and Recommendations as called for by the City's Environmental Quality Ordinance. The Final EIR will include a summary of the project and any significant unavoidable adverse impacts. It will also include a list of persons, organizations and public agencies commenting on the draft EIR, the actual comments received on the draft EIR and the City's responses to the environmental comments received.

7.2 Final Summary, Conclusions and Recommendations

The Bullard Community Plan constitutes a refinement of the 1984 Fresno General Plan and prior planning efforts for the subject area. The plan covers a 24 square mile area in the northwest portion of the metropolitan area bounded by the San Joaquin River, Blackstone Avenue, Ashlan Avenue and the Southern Pacific Railroad. The basic purpose of the plan is to guide the orderly development of the planning area by setting forth the public land use policies that will direct the physical growth and change of the Bullard Community for the next twenty years.

The plan provides for a specific land use and circulation pattern within its boundaries and provides for goals and policies for each type of land use, the circulation system, and for public facilities and services. A section on special issue policies and standards is provided addressing the areas of special concern within the planning area, such as the San Joaquin Riverbottom and Bluffs and the Bullard-Brawley Loop and its land use.

The Bullard planning area has experienced steady and consistent growth over the years and has a 1988 population of 65,700. The population of the planning area in the year 2005 is expected to increase to 98,100. The ultimate theoretical holding capacity of the planning area at full buildout is projected at 133,693 although the actual expected buildout will likely be close to 116,554, based upon actual development practices (Fresno Statistical Abstract, 1988).

Approximately 50 per cent of the planning area is vacant and designated for future urban uses (about 5,000 acres). The 1984 Fresno General Plan, as well as various other planning documents dating back to the 1960's, designated this area for urban uses. In comparison to the land use designations of the 1984 Fresno General Plan, the updated Bullard Community Plan would result in an increase of 359 acres of residential land, a decrease of 133 acres of office land, an increase of 45 acres of commercial land and a decrease of 322 acres of industrial land.

Considering the scale that is being dealt with, the level of change being proposed in comparison to the 1984 General Plan is relatively minor. However, inherent in the eventual urbanization of 5,000 acres of land, as provided for in the Bullard Community Plan, are various potentially significant environmental effects. These effects and corresponding mitigation measures are discussed in detail in the draft EIR. In almost all cases, the potential environmental effects identified will be substantially mitigated either through existing policies and programs of the City or other agencies or by policies that are incorporated into the Bullard Community Plan.

However, there are certain effects inherent to the urbanization of a large area that are unavoidable, even though they are mitigated to the extent feasible. These effects relate to air quality, loss of prime farmland, increases in traffic noise and the consumption of non-renewable energy sources.

With respect to air quality, buildout of the Bullard Community Plan area can only contribute to the existing serious air quality problems in the metropolitan area. Fresno County does not meet air quality standards for carbon monoxide, ozone and particulates and is not expected to meet those standards in the forseeable future. To the extent feasible, the Bullard Community Plan has arranged land use and circulation patterns to minimize the length and number of vehicular trips. The Air Quality Element of the General Plan and the Fresno Clean Air Plan also include numerous policies aimed at improving air quality. However, these measures, although helpful, will not reduce this effect to a level of insignificance. Therefore, it must be considered a significant unavoidable adverse effect.

The continued urbanization of the Bullard Community will result in the loss of about 2300 acres of agricultural land, 270 acres of which is considered to be prime farmland. The eventual loss of the agricultural land cannot be mitigated. However, several considerations are evident that tend to diminish the significance of the loss: 1) The planting and production of figs, the dominant crop in the area, is increasing in other valley locations and should offset the loss in the Bullard area; 2) This area has been designated for urbanization in adopted land use plans since the 1960's; 3) the small amount of prime farmland and the overall lower quality of the agricultural soil in this area, as compared to other metropolitan fringe areas with potential for growth, makes the Bullard Area more appropriate for urbanization; and 4) the City has existing policies that promote the preservation of agricultural use within the planned urban boundary until urbanization becomes appropriate.

Increases in the traffic noise along major streets is inevitable with continuing urban growth. New uses along these streets can be built so as to substantially mitigate the effects of noise in accordance with the existing policies of the Noise Element of the General Plan. However, existing uses along major streets, especially residential uses, will be subjected to gradual but

significant noise increases over the years as traffic increases. This is considered to be an unavoidable adverse impact. It is noted, however, that any new transportation project through an existing area (e.g. adding lanes to a major street or a new overpass) would be subject to environmental assessment and would require that sound mitigation for existing residences be considered.

The use of significant amounts of nonrenewable fuel and energy resources is an unavoidable impact of urban development on a community plan scale. The use of fossil fuels for vehicular travel, the generation of electricity for domestic, industrial and commercial purposes (excluding hydroelectric) and the use of natural gas for heating and cooking, are the major ways fossil fuels are consumed in an urban environment. Fuel consumption can be mitigated to some extent through the same measures designed to improve air quality through reducing vehicular travel and through the mitigation measures adopted with the General Plan related to solar access, building and subdivision design and continued City energy conservation measures.

Pursuant to the State CEQA Guidelines, a statement of overriding considerations will need to be made by the City Council in order to approve a project for which unavoidable significant effects are identified. Such a statement must be based upon specific findings of economic, social or other considerations that would justify approving the project in spite of the environmental effects identified.

7.3 LIST OF PERSONS, ORGANIZATIONS AND PUBLIC AGENCIES COMMENTING ON THE DRAFT EIR

US Army Corps of Engineers

California Department of Fish and Game

California Department of Transportation

Fresno Neighborhood Alliance

Victor Rovnovsky & Stanley Spano, Riverview Estates

J. Carl Motschiedler, Park Place;
Siskin Ranchos Properties

Guy McComb, Calcot Ltd.

W. Daniel O'Brien

John Allen Company

California Department of Conservation

State Clearinghouse, California Office of
Planning & Research

Public Utilities Commission

Buada Associates

Lula and William Bonaker

Fresno County Public Works and
Development Service Department

Fresno Metropolitan Flood Control District

7.4 BULLARD COMMUNITY PLAN COMMENTS ON DRAFT EIR

Numbers in the left margin are coded to corresponding numbers added to the left hand margins of Responses to Comments, as incorporated into the Final Environmental Impact Report.

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JAMES A. MCKELVEY
C. WILLIAM BREWER

'88 SEP -9 PM 2:27
CITY OF FRESNO

September 7, 1988

Mr. George A. Kerber
Director
Development Department
City of Fresno
2326 Fresno Street
Fresno, California 93721

Re: Bullard Community Plan -
Siskin Ranchos Properties

Dear Mr. Kerber:

Siskin Ranchos has asked me to express some questions and concerns that it has regarding the proposed Bullard Community Plan.

1. Siskin Ranchos owns a sizeable portion of land that is within the area labeled "Grantland Service Area" in Exhibit 4.4-4 on page 34 of the proposed plan. Most of this area can be served by a sewer system engineered for connection to the Grantland Avenue line when it is built but connected to the Cornelia line on an interim basis by lift station.

1 Lift stations are not as efficient as gravity flow lines, but they are efficient enough to be in common use in most urban areas, including Fresno and Clovis. At issue is whether minor cost of building and operating lift stations is going to dictate the rate and direction of growth in the Bullard Community and other parts of north Fresno. The proposed plan is silent on the subject of when the Grantland line will be constructed. Since the area between Polk Avenue and Freeway 99 is ultimately to be served by the Grantland Avenue line, is the intent of the plan for this area to remain undeveloped until the line is built?

1 There is a planning alternative that is worthy of attention in the plan and in its EIR. Should Cornelia Avenue sewer capacity be made available on an interim basis to the area between Polk and Freeway 99 until the Grantland Avenue line is built, and if so, where will growth be postponed? This seems to be a fundamental policy choice that should not be dictated solely on the relatively minor cost of installing and operating sewer lift stations.

2. This plan should include an implementation schedule for the construction of the Grantland Avenue sewer line.

3. How is the cost of the proposed Herndon-Grantland expressway diagonal to be funded? UGM fees are not adequate to cover this cost. The funding mechanism should be identified in the plan.

4. Siskin Ranchos owns the 13.5 acre site proposed for a park site to the west of Fig Garden School. This site is discussed in section 4.6-3(3) on page 51 and in section 5.5 on page 61 of the proposed plan. Siskin Ranchos actually encouraged the City to consider this site as a park site rather than a site south of the school because this site has direct major street access, which is appropriate for the levels of traffic generated by a community center. However, when this site was suggested we made it clear that the City should determine the size based on what it can afford. Siskin Ranchos is willing to work with the City, but Siskin Ranchos should not be expected to hold the property at its expense or for an indefinite period for public use at some future date. This is especially important because this property has been assessed for major street and related infrastructure in Improvement District 104, and Siskin Ranchos is having to bear those assessments.

5. The commercial/office center at the southeast corner of Bullard Avenue and Figarden Drive is not discussed in any detail in the plan. There are several matters that deserve attention:

(a) Is the Gates-Bullard loop collector street necessary?

(b) What is the background of the open space area between the commercial and office sites? There seems to be no precedent or purpose for such a designation. Whatever the intent is should be clearly identified in the plan. Siskin Ranchos believes that unless the intent is for the City to acquire the property as a public park site the property should be designated for a different use.

2 6. Siskin Ranchos owns a substantial part of the land between the Southern Pacific tracks and Freeway 99. This proposed plan would not permit new M-2 or M-3 uses. Both the plan and the EIR should address (1) whether there is enough M-1 demand to require all of this area, and (2) the consequences of planning for more M-1 area than can possibly be used during the effective lifetime of the plan.

Very truly yours,

J. Carl Motschiedler

J. Carl Motschiedler

JCM:sac

cc: Marshall I. Siskin

MOTSCHIEDLER, MICHAELIDES & WISHON
ATTORNEYS AT LAW
1255 WEST SHAW AVENUE
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JACK HINDMARSH
JAMES A. McKELVEY
C. WILLIAM BREWER

September 14, 1988

Ms. Lois R. Johnson
Supervising Planner
Development Department
City of Fresno
2326 Fresno Street
Fresno, California 93721

Re: Draft Environmental Impact Report
Proposed Bullard Community Plan

Dear Ms. Johnson:

The Environmental Impact Report should be modified to reflect the following:

1. In Part One of the Addendum, paragraph J states that the Park Place and Calcot properties shall be responsible for providing an adequate alternative gravel truck access from the riverbottom to Palm Avenue. This statement appears to adjudicate the legal duties of the respective parties. The existing road passes over easements across Spano, Park Place and Calcot properties.

3 A temporary or permanent relocation will provide benefits that could lawfully be assessed against Park Place, Spano, Calcot, the gravel operator, other riverbottom properties and other developed and undeveloped properties southerly of the bluffs. A proper, legal and equitable allocation of the benefits should not be precluded by the allocation of responsibility set out in paragraph J.

2. Paragraph 7.2-5 of the draft EIR addresses inactive landfill areas. Your cited sources did not include a geotechnical report prepared by The Foundation
4 Engineers, Inc., for Park Place in 1981, although a copy of

4 that report was furnished to the Planning and Public Works Departments when it was completed. A copy of the report (excluding only two exhibits that reflect 1950's conditions and uses that are not easily reproduced) is enclosed for your information.

We believe that this report is the comprehensive engineering analysis of the Park Place property that the draft EIR requires to be produced before development.

The EIR should incorporate the findings and recommendations of the report.

Very truly yours,

J. Carl Motschiedler

J. Carl Motschiedler

JCM:sac
Enclosure

cc: Richard F. Spencer (w/o Enclosure)
Darryl F. Gillis (w/o Enclosure)

DEPARTMENT OF THE ARMY
SACRAMENTO DISTRICT CORPS OF ENGINEERS
650 CAPITOL MALL
SACRAMENTO, CALIFORNIA 95814-4794

REPLY TO
ATTENTION OF

September 14, 1988

San Joaquin Basin Branch

RECEIVED
SEP 21 1988
CITY OF FRESNO
PLANNING DIVISION

Ms. Lois Johnson
Supervising Planner
Development Department
Planning Division
2326 Fresno Street
Fresno, California 93271

Dear Ms. Johnson:

This is in reply to your August 15, 1988, letter enclosing for our comments a Draft Environmental Impact Report (DEIR) for the proposed Bullard Community Plan (EIR No. 10096). The proposed project is located in the northwest portion of the Fresno Metropolitan Area and encompasses about 24 square miles.

Our comments on the proposed project are as follows:

5 The City of Fresno should be aware that waters of the U.S. (including wetlands) are subject to Corps Regulatory jurisdiction under Section 404 of the Clean Water Act. A Department of the Army permit will be required for any discharge of dredge or fill material into waters of the U.S. which includes wetlands. Should you need further assistance, do not hesitate to contact our Regulatory Section at (916) 551-2275.

Thank you for the opportunity to provide review comments.

Sincerely,

Doug Talladay
for Walter Yep
Chief, Planning Division

STATE OF CALIFORNIA—THE RESOURCES AGENCY GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF FISH AND GAME
REGION 4
1234 East Shaw Avenue
Fresno, CA 93710
(209) 222-3761

September 14, 1988

Mr. Nick Yovino
City of Fresno
2326 Fresno Street
Fresno, CA 93721

Dear Mr. Yovino:

Subject: SCH 87030914, Bullard Community Plan (EIR No. 10096)

We have reviewed the Proposed Bullard Community Plan and Draft Environmental Impact Report for the 24 square mile northwest portion of the Fresno Metropolitan Area.

We consider the discharge of untreated runoff from city streets directly into the San Joaquin River unacceptable. Commonly occurring urban pollutants such as gasoline and oil, heavy metals, pesticides, fertilizers, and swimming pool chlorine are deleterious to aquatic life. Further, physical means are needed to immediately shut-off the discharge to prevent accidental discharge of spilled hazardous materials into the public waterway. Such shut-off facilities are not included in the present plan.

6 We recommend that the DEIR discuss the impact of urban pollutants (including the potential for major hazardous spills), on aquatic life and beneficial uses of the rivers. Alternative water treatment technologies should also be addressed and considered.

Section 4.4-4 states that ponding basins have been planned in the event that more restrictive State or Federal urban runoff standards are imposed. We request that rather than waiting until required to do so by law, the City take a cautious position on the subject of water pollution and establish City requirements for pre-treatment prior to any discharge into natural streams, as a part of the current community planning effort.

Thank you for the opportunity to comment on this project. If you have questions regarding our review or recommendations, please direct your inquiries to Michael Mulligan, Associate Water Quality Biologist, at the address or telephone number shown above.

Sincerely,

George D. Nokes
Regional Manager

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS
1130 K STREET - 4th FLOOR
MAIL: P.O. BOX 942873
SACRAMENTO, CA 94273-0001
(916) 322-3090
TDD (916) 323-7665

RECEIVED
1988 SEP 26 PM 4:57
DEVELOPMENT DEPT.
CITY OF FRESNO

September 22, 1988

Development Department
Planning Division
Community and General
Planning Section
2326 Fresno Street
Fresno CA 93721

Gentlemen:

The City of Fresno's DEIR No. 10096 for the
Bullard Community Plan (in vicinity of Sierra Sky Park Airport

The Department of Transportation, Division of Aeronautics, has reviewed the above-referenced document with respect to those areas germane to its statutory responsibilities pursuant to CEQA. Those areas include airport-related noise and safety impacts on a project, the project's potential impact on airport operations and the issue of compatible land uses in the vicinity of the airport.

7 This document appears to adequately address the concerns of this Division. We have no other comments to add at this time, provided the airport-related mitigation measures outlined in this report are implemented.

Thank you for the opportunity to review and comment on this proposal.

Sincerely,

JACK D. KEMMERLY, Chief
Division of Aeronautics

Sandy Hesnard
Sandy Hesnard
Environmental Planner

cc: Sierra Sky Park Airport

Fresno Neighborhood Alliance
P.O. Box 5956
Fresno, Ca. 93755

SEPTEMBER 8, 1988

RE: BULLARD COMMUNITY PLAN TEXT ADDITIONS & DEIR # 10096
COMMENTS BY THE FRESNO NEIGHBORHOOD ALLIANCE

THE FRESNO NEIGHBORHOOD ALLIANCE RECOMMENDS THE FOLLOWING WATER QUALITY TESTING PROGRAM BE ADDED TO BOTH PART I, CLARIFICATIONS & ADDITIONS TO PLAN TEXT, SECTION H,P.6 & PART TWO, MODIFICATIONS & ADDITIONS TO EIR,"MITIGATION MEASURES", P.6:

8 1.) THE CITY PUBLIC WORKS DEPT. WATER DIVISION SHALL TEST EVERY WELL OPERATED BY THE CITY AGENCY FOR A WIDE RANGE OF POSSIBLE CONTAMINANTS IN ORDER TO ASSESS THE OVERALL QUALITY OF THE AQUIFER INCLUDING BUT NOT LIMITED TO TCE THESE TESTS SHALL BE IN SIGNIFICANTLY GREATER FREQUENCY & SCOPE THAN PREVIOUSLY UNDERTAKEN

9 2.) THE CITY SHALL DEVELOP A COMPREHENSIVE TESTING PLAN FOR TCE & OTHER COMMON TYPES OF CONTAMINATION & WILL AS A MATTER OF POLICY CEASE PUMPING OPERATIONS IF CONTAMINANT LEVELS ARE ABOVE STATE ACTION LEVELS

10 3.) CLEANSING OF THE WATER IDENTIFIED AS HAVING CONTAMINANT LEVELS ABOVE STATE ACTION LEVELS SHALL OCCUR AS SOON AS POSSIBLE & WHEN ECONOMICALLY FEASIBLE(VIA COORDINATION WITH AN INTERAGENCY TASK FORCE) .

11 4.) WHEN WELL TEST SAMPLES BEGIN SHOWING SIGNIFICANT LEVELS OF CONTAMINANTS, THE CITY IMMEDIATELY SHALL BEGIN ADDRESSING POSSIBLE SOLUTION METHODS & SHALL CONFER WITH PROPER COUNTY, STATE & EPA AGENCIES & ORGANIZATIONS (INTERAGENCY TASK FORCE) FOR ASSISTANCE & EXPERTISE IN RESOLVING THE PROBLEM

12 5.) THE CITY SHALL DEVELOP A CONTINGENCY DRINKING / SANITARY/ FIRE FIGHTING WATER USE PLAN IN CASE OF EMERGENCY

THESE ADDITIONS ARE NECESSARY SO THAT THERE IS A COMPREHENSIVE WRITTEN POLICY WHICH CAN ACT AS A MITIGATION MEASURE TO PROTECT THE PUBLIC'S INTEREST REGARDING MAJOR ENVIRONMENTAL IMPACTS SUCH AS LOSS OF POTABLE DRINKING WATER; HUMAN HEALTH HAZARDS; SERIOUS HEALTH & SAFETY HAZARDS DUE TO LOSS OF WATER PRESSURE MAKING TOILET FLUSHING & FIRE FIGHTING DIFFICULT OR IMPOSSIBLE; POSSIBLE CITY GROWTH LIMITATIONS AS TO WHERE & HOW MUCH; & THE NEED FOR A SURFACE WATER TREATMENT PLANT AT TAXPAYER EXPENSE.

WE ALSO SUGGEST THAT THESE RECOMMENDATIONS ARE APPROPRIATE FOR INCLUSION IN A CITY WIDE WRITTEN POLICY ON WATER QUALITY CONTROL TO BE DEVELOPED BY THE PUBLIC WORK'S WATER DIVISION.

Fresno Neighborhood Alliance
P.O. Box 5956
Fresno, Ca. 93755

P.2 DEIR COMMENTS & AMMENDED BULLARD PLAN COMMENTS BY FNA

THE REVISED" PROPOSED BULLARD COMMUNITY PLAN MAP" SHOULD BE CORRECTED TO SHOW THE FOLLOWING EXISTING LOCAL STREETS:

1.) N. MARTY DEAD ENDS ON THE W. SIDE OF N. ALVA- (IT IS DEPICTED AS GOING DIRECTLY THROUGH FROM N VALENTINE TO N BRAWLEY)

THERE IS NO PLAN LINE FOR THIS SECTION OF N. MARTY/ W. PALO ALTO BETWEEN N ALVA AND THE PUD ON THE N SIDE OF PALO ALTO. IN FACT THE INTENTION OF THE COUNCIL AT THE 4 /13/82 COUNCIL HEARING WAS TO DEAD END N. MARTY ON THE W. SIDE OF N. ALVA AND USE A SOUTHERLY V-STREET CONNECTION BETWEEN MARTY & PALO ALTO

2.) N VALENTINE , S OF SIERRA BETWEEN W. ESCALON & FIG GARDEN DRIVE HAS BEEN VACATED(SEPTEMBER 13,1988) & DOES NOT GO THROUGH TO FIGARDEN DRIVE IN THE MANNER INDICATED ON THE MAP

3.) W. ESCALON HAS BEEN VACATED(SEPT.13,1988) & DOES NOT EXIST BETWEEN N. VALENTINE & N. TAMERA

4.) N. VALENTINE, N OF HERNDON IS AN EXISTING PAVED 2 LANE RESIDENTIAL STREET. IT HAS BEEN SHOWN ON THE MAP AS A PROPOSED STREET. ALSO THE STREET LOCATION DOES NOT RESEMBLE THE ACTUAL ON GROUND LOCATION

THE MAP & STREET ACCURACY IS IMPORTANT BECAUSE THE SPECIFIC PLAN PROCESS WAS INCLUDED INTO THE COMMUNITY PLANS. WITH THE LOCAL STREETS ON THE COMMUNITY PLAN MAP THE STREETS WILL BE DEVELOPED AS SHOWN. THEREFORE, EXISTING STREETS SHOULD BE ONLY DEPICTED IF THEY ARE ACTUALLY EXISTING, PLAN-LINED STREETS WHICH HAVE HAD DUE PROCESS HEARINGS INVOLVING RESIDENTS.

SINCERELY,

FRESNO NEIGHBORHOOD ALLIANCE
BOARD OF DIRECTORS

JONI JOHNSON, SECRETARY
GREGORY D. KLINE, PRES.
HERBERT N. PIPER, V.P.
DAVID G. HETH, MEMBERSHIP
SELMA M. LOAYNE, TREASURER

Fresno Neighborhood Alliance
P.O. Box 5956
Fresno, Ca. 93755

FRESNO CITY COUNCIL
2326 FRESNO STREET
FRESNO, CA 93721

RE: PRELIMINARY BULLARD COMMUNITY PLAN UPDATE

DEAR FRESNO CITY COUNCIL:

FNA SUPPORTS THE FOLLOWING IN THE 1988 PRELIMINARY BULLARD COMMUNITY PLAN:

1. GOALS & POLICIES CONCERNING RESIDENTIAL(P.14-16), COMMERCIAL(P.20-23), & INDUSTRIAL(P.24-26) LAND USE INTERFACE STANDARDS

2. CONSOLIDATION OF FIRE, WATER & POLICE SERVICES(P.35)

3. POLICIES ON:
   a. THE SAN JOAQUIN RIVERBOTTOM & BLUFFS (INCLUDING NO URBAN DEVELOPMENT IN THE FLOOD PLAIN)
   b. PARKS
   c. MAJOR STREET LANDSCAPING STANDARDS
   d. RAILROAD/ RESIDENTIAL INTERFACE STANDARDS
   e. MID-RISE/ HIGH RISE POLICY (WITH NO MID- RISE HIGH-RISE BUILDINGS IN THE BULLARD PLAN AREA)

4. INCLUSION OF THE FOLLOWING POLICY(P.46(4.5 CIRCULATION):

   EXPRESSWAYS ARE A SIGNIFICANT SOURCE OF NOISE, VIBRATION & VISUAL INTRUSION, WHICH CAN DISRUPT THE HABITABILITY OF A RESIDENTIAL AREA.

   MITIGATION MEASURES TO LESSEN THE EFFECT OF TRAFFIC NOISE FROM HERNDON EXPRESSWAY ON ADJACENT RESIDENTIAL PROPERTY SHALL BE REQUIRED FOR ALL NEW RESIDENTIAL USES AND, WHEN HERNDON IS WIDENED, SHALL BE PROVIDED FOR EXISTING RESIDENTIAL PROPERTY (INCLUDING PROPERTY ABUTTING THE HERNDON CANAL)

   A CONTINUOUS SOLID BARRIER OF THE REQUIRED HEIGHT NECESSARY TO REDUCE THE NOISE BY 10- 15 dBA SHALL BE PROVIDED ALONG RESIDENTIAL PROPERTY BOUNDARIES IN Ldn 65-70 dB NOISE CONTOURS OF THE HERNDON EXPRESSWAY.

   BARRIERS MAY BE CONSTRUCTED OF MASONRY, AN EARTH BERM OR A COMBINATION OF BOTH.

REASON FOR THIS POSITION:
MANY HOMES WILL BE IN THE Ldn 65-70 dB NOISE CONTOUR ALONG HERNDON EXPRESSWAY.

HOMES FALLING INTO THIS TRAFFIC NOISE CONTOUR WILL BE IMPACTED FOR A MUCH LONGER PERIOD OF TIME THAN HOMES IN THE FAT 65-70 CNEL NOISE CONTOURS SINCE TRAFFIC NOISE IS CONTINUOUS NOISE OVER THE 8 PEAK TRAFFIC HOURS & POSSIBLY, COULD OCCUR FOR UP TO 24 HOURS.

A SOLID BARRIER CAN REMOVE THESE HOMES FROM NOISE IMPACTS OF 65-70dB & MAKE THE HOMES & NEIGHBORHOOD HABITABLE.

5. SERIOUS CONSIDERATION OF NEIGHBORHOOD REQUESTS ON TRAFFIC SOLUTIONS DUE TO SAFETY, NOISE, & AIR QUALITY REASONS AS LONG AS STEPS CAN BE TAKEN TO ENSURE THAT STREET CLOSURES WILL NOT SERIOUSLY JEOPARDIZE EMERGENCY VEHICLE ACCESS.

6. IMPLEMENTATION OF A MAJOR AND VIGOROUS WELL WATER TESTING PROGRAM BY THE CITY ALONG WITH AN EMERGENCY CONTINGENCY PLAN FOR DEALING WITH WATER POLLUTANTS. SUCH A PROGRAM SHOULD INCLUDE TRACING THE POLLUTANT SOURCE & REQUIRING CLEAN-UP OF BOTH THE SOURCE & POLLUTED UNDERGROUND WATER PLUME.

FNA DOES NOT CONCUR WITH THE PRELIMINARY DRAFT'S ELIMINATION OF SPECIFIC PLANS; THEY HAVE BEEN COMBINED INTO THE COMMUNITY PLAN. FNA PREFERS KEEPING THE SPECIFIC PLAN PROCESS INTACT AS IT EXISTS TODAY. THE COMMUNITY SHOULD HAVE THE PROTECTION & AVAILABILITY OF A GENERAL PLAN, COMMUNITY PLAN & SPECIFIC PLAN PROCESS. THIS 3 PLAN PROCESS ALLOWS FOR STRONG NEIGHBORHOODS BY PROVIDING PLANNING IN GREATER DETAIL AND CUSTOMIZING NEIGHBORHOODS TO ADJACENT LAND USES.

EIR

FNA RESERVES COMMENT ON THE EIR UNTIL THE PUBLIC HEARINGS, BUT RECOGNIZES THREE PROBLEM AREAS WHICH COULD HAVE A GREAT IMPACT ON THE ADEQUACY OF THE EXISTING EIR . THESE ARE:

13 BALANCING DENSITIES WITH SERVICES- LAND USE DENSITIES SHOULD BE IN BALANCE WITH SERVICE CONSTRAINTS SUCH AS WATER, CIRCULATION, & SEWER CAPACITY &/OR AVAILABILITY. WHENEVER LAND USE POLICIES BETWEEN STAFF & THE CITIZEN'S COMMITTEE CONFLICT, FNA SUPPORTS THAT POLICY WHICH DOES NOT EXCEED THE SERVICES AVAILABLE INCLUDING TRAFFIC CAPACITIES.

P.3 FNA

FOR EXAMPLE:

1.) P.18- FNA SUPPORTS THE STAFF'S POLICY FOR LESS COMMERCIAL ACREAGE ALONG WEST SHAW AVENUE. REASONS: SERVICE CONSTRAINTS OF TRAFFIC & SEWER & EXCESSIVE AMOUNT OF COMMERCIAL ALREADY PROVIDED IN THE AREA.

COMMERCIAL ACREAGE/ SHAW AVE(SANTE FE RR TO HERNDON CANAL)

TOTAL	ACRES DEV.	ACRES PLANNED &ZONED NOT DEVELOPED	ACRES PROPOSED RE'S &PLAN AMEND.
125 A.	40 A.	40 A.	45 A.

C-M ZONED PROPERTY/SHAW AVE (WEST OF HERNDON CANAL-RR TRACKS)
(ALLOWS REGIONAL RETAIL)

TOTAL	ACRES DEV.	ACRES ZONED BUT NOT DEVELOPED
101 A.	65 A	36 A.

COMMERCIAL ACREAGE 1/2 MI. NORTH AT BULLARD/FIGARDEN

TOTAL	
30 A.	ZONED /NOT DEVELOPED

256 A. COMMERCIAL POSSIBLE= COMMERCIAL SQUARE FOOTAGE EQUIVALENT TO 3.8 FASHION FAIRS

*CURRENTLY, 211 ACRES ARE ALREADY ZONED COMMERCIAL. THIS IS EQUIVALENT TO COMMERCIAL FOOTAGE EQUAL TO 3 FASHION FAIRS.

2.) P.19- FNA SUPPORTS STAFF'S IDEA THAT COMMERCIAL NODES SHOULD BE LIMITED TO 1 OR 2 CORNERS OF MAJOR STREET INTERSECTIONS(NOT ALLOWED ON ALL 4 BECAUSE OF TRAFFIC FLOW PROBLEMS)

14 BULLARD LOOP INTENSIFICATION- THIS AREA HAS BEEN GREATLY INTENSIFIED OVER THE 1976 EXISTING PLAN AND THAT COULD MEAN LACK OF CAPACITY IN THE CORNELIA SEWER TRUNK. OF ADDITIONAL CONCERN TO FNA IS THAT THE ADVISORY COMMITTEE HAS STUDIED THIS BULLARD LOOP AREA FOR HIGHER DENSITY- INTENSE LAND USES OVER THE COURSE OF THE PLAN AND THE TERM "DOWNTOWN" HAS BEEN UTILIZED BY STAFF IN THAT REGARD. HOWEVER, THE TERM "DOWNTOWN", WHICH ADEQUATELY DESCRIBES THIS INTENSITY HAS BEEN DELETED IN THIS VERSION WITHOUT AUTHORIZATION FROM THE COMMITTEE. FNA'S CONCERN IS THAT THE PUBLIC BE FULLY AWARE OF THE POTENTIAL AMOUNT OF RESIDENTIAL, COMMERCIAL & OFFICE SPACE PLANNED FOR THE AREA. THE TERM "COMMUNITY CENTER" DOES NOT ADEQUATELY PRESENT THE TRUE PICTURE OF POTENTIAL DEVELOPMENT. JUST DELETING A TERM WITHOUT REDUCING DENSITY AND LAND USE CLASSIFICATIONS WOULD BE MISLEADING TO THE PUBLIC.

15 WATER QUALITY- FNA SUPPORTS A PROGRAM OF WATER WELL TESTING AS DESCRIBED IN #6 ABOVE, THIS LETTER & IN THE ATTACHED LETTER ON TCE POLLUTION. FNA ALSO RECOMMENDS TOXIC WASTE MANAGEMENT POLICIES AS DESCRIBED IN THE ATTACHED LETTER ON THE FRESNO COUNTY TOXIC WASTE MANAGEMENT / PROGRAM.

THANK YOU FOR YOUR ATTENTION TO THESE MATTERS.

SINCERELY,

FRESNO NEIGHBORHOOD ALLIANCE
BOARD OF DIRECTORS

JONI JOHNSON, SECRETARY

GREGORY D. KLINE
HERBERT N. PIPER
DAVID G. HETH
SELMA M. LAYNE

October 1. 1988

RECEIVED
OCT. 3 1988
CITY OF FRESNO
PLANNING DIVISION

Planning Division
Development Department
City Hall
2326 Fresno Street
Fresno. CA 93721

Dear Sirs:

In regard to the update of the Bullard Community Plan and its related Environmental Impact Report No. 10096. we wish to make some comments on section 4.5-5. Neighborhood Originated Traffic Issues. Specifically the Committee version versus Staff version on page 42.

16 We strongly disagree with the Committee proposal to block off Blythe and Palo Alto. It is our opinion that this would significantly increase traffic on Palo Alto between Brawley and Blythe creating a more hazardous and noisy environment for the many residents of Palo Alto while benefiting only a handful of residents on Blythe.

17 The Staff version presents a more sensible and workable solution to the proposal. The two lanes with continuous left turn lane and curb side parking would certainly make the entire neighborhood a safer area to live in. Two additions we would like to see added to the staff proposal are:

1. A bike lane on Palo Alto if the street width will accommodate it.
1. A maximum speed limit of 30 MPH.

Thank you for the opportunity to submit our comments.

Sincerely,

Lula G. Bonaker

William H. Bonaker

Lula G. Bonaker
William H. Bonaker
4340 W. Palo Alto
Fresno. CA 93722

State of California

Memorandum

To : Mr. John Keene
State Clearinghouse
Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, California 95814

Date : September 26, 1988

Place : Sacramento

From : Department of Food and Agriculture --1220 N Street, Room 104
Sacramento, CA 95814

Subject : SCH No. 87030914--Bullard Community Plan

The California Department of Food and Agriculture (CDFA) has reviewed the Draft Environmental Impact Report (DEIR) for the above referenced project and offers the following comments:

18 The DEIR notes that agricultural uses dominate the western one-third portion of the planning area. All but 700 acres of the 15,500-acre area is designated for eventual urban development. The CDFA encourages the City of Fresno to consider mitigation measures other than those listed on page 112 of the DEIR. These include, but are not limited to, encouraging infill development before agricultural land is converted to urban use, the use of setbacks and landscape buffers, and a right-to-farm ordinance. Implementation of these mitigation measures will allow agricultural production as long as possible in the urbanizing area.

19 The CDFA recognizes that urban development within the Bullard area will replace large-scale agricultural production and have negative impacts for the fig industry in Fresno County. However, as stated above, most of this area is planned for urban development. The CDFA prefers urban growth in areas such as this which are planned for development.

Martha Neuman

Martha Neuman
Research Assistant
(916) 322-5227

SEP 28 1988
MAIL
CLEARINGHOUSE

cc: Fresno County Agricultural Commissioner

JRNAME
-106

ATE OF CALIFORNIA
UBLIC UTILITIES COMMISSION
5 VAN NESS AVENUE
AN FRANCISCO, CA 94102-3298

GEORGE DEUKMEJIAN, Governor

September 9, 1988

Nick Yovino
City of Fresno
2326 Fresno St.
Fresno, CA 93721

Subject: California Public Utilities Commission Response to Bullard Community Plan DEIR (SCH #87030914)

Dear Mr. Yovino,

20 The California Public Utilities Commission (CPUC) has reviewed the DEIR for the proposed project. CPUC staff finds that public safety issues related to railroad operations in the project area have not been addressed adequately. Specifically, the following information relating to railroads and their crossings should be provided in the final EIR:

21 o Identification and location of railroad (or light rail transit) track and operations within two miles of the project site.

22 o Location and types (at-grade or separated grade) of any existing crossings of these tracks within two miles of project site.

23 o Existing levels of road and rail traffic across these at-grade crossings.

24 o Data on any accidents at these crossings.

25 o Whether the proposed project would involve building or altering any at-grade crossings of rail tracks. (Such changes in crossings require the authorization of the CPUC. Current CPUC policy generally discourages new at-grade crossings).

26 o The proposed project's impacts on automotive and rail traffic across any of the at-grade railroad crossings. Since some types of development can affect traffic as much as several miles from the actual development site, you should consider impacts on crossings at least two miles distant from your development--further as the scale and nature of your development warrant.

27 o Identification of signalized and unsignalized street intersections near at-grade rail crossings (the CPUC requires that control of signalized intersections within 200 feet of railroad track crossings be pre-empted by train traffic).

28 o Levels of railroad noise and vibration at development site. (Mitigation for such impacts may be a minimum setback distance from the tracks, or the building of barrier walls, fences, berms, etc.)

29 o Assessment of hazards associated with the development area from possible accidents such as spills of hazardous materials from railroad cars.

30 o Visibility problems associated with development-induced parking near at-grade train crossings (especially in industrial areas, where parking is prohibited within 100 feet of crossings).

31 o Any proposed encroachments on railroad rights-of-way.

32 o Evaluation of hazards and proposed mitigation measures for any potentially significant impacts.

If potentially significant impacts are identified, PUC staff can be consulted about appropriate mitigation. Please call Clyde Murley at (415) 557-4027 if you have any questions about this request.

Sincerely,

Robert W. Stich

Robert W. Stich, P.E.
Supervising Engineer
Rail/Transit Planning & Policy Branch
Transportation Division

cc: State Clearinghouse

State of California THE RESOURCES AGENCY OF CALIFORNIA

Memorandum

To : Dr. Gordon F. Snow
Assistant Secretary for Resources

Mr. Nick Yovino, Development Manager
City of Fresno
2326 Fresno Street
Fresno, CA 93721

Date : SEP 29 1988

Subject: Draft Environmental Impact Report (EIR) for Bullard Community Plan (CP) SCH# 87030914

From : Department of Conservation—Office of the Director

The Department of Conservation has reviewed the city of Fresno's Draft EIR for the CP referenced above. Because the proposal involves the loss of valuable farmland, involves lands under Williamson Act contracts, and impacts mineral resources, the Department offers the following comments.

AGRICULTURAL IMPACTS

The proposed CP update addresses public land use policy that will direct the physical growth and change on the 15,500-acre Bullard Community for the next twenty years. Currently, 3,243 acres of the CP area is used for agriculture (primarily fig production). Implementation of the CP would result in the eventual conversion of 2,300 acres of agricultural land.

33 The Department's 1986 Fresno County Important Farmland Map indicates that there are Prime Farmlands, Farmlands of Statewide Importance, Unique Farmlands, and Farmlands of Local Importance within the CP area. Farmlands of Local Importance for Fresno County are defined as all farmable lands within Fresno County that do not meet the definitions of Prime, Statewide, or Unique. The Fresno County Subvention Act Lands map indicates that there are lands under Williamson Act contract adjacent to the San Joaquin River.

34 The loss of any prime agricultural land, for example on the bluffs area, should be identified and treated as a significant environmental impact. The California Administrative Code (Section 15000 et seq., Appendix G (y)) states that a project will normally have a significant effect on the environment if it will convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land. It is important to address the loss of the prime agricultural land as a resource, rather than the agricultural product produced on the land. The fact that another region is increasing production of the same agricultural product does not compensate for the loss of availability of prime farmland.

35 The Final EIR should provide information on the number of acres of agricultural land to be developed (2,300 or 3,000 acres), the potential agricultural value of the site, the impacts of farmland conversion, and possible mitigation actions. In addition to the

35 information contained in the Draft EIR, we recommend that the Final EIR contain the following information to ensure the adequate assessment of the CP impacts in these areas.

Williamson Act Issues

36
- A map which identifies the location of agricultural preserves in the CP area, the number of acres and type of land in each preserve (i.e., prime/non-prime).
- The location of Williamson Act contracts on lands within and adjacent to the planning area.
- A discussion of the effects that cancellation of any Williamson Act contracts would have on nearby properties also under contract.
- A discussion of the specific findings (Government Code Section 51282, attached) that must be made by the City Council in order for any Williamson Act contract(s) to be cancelled.

37 It should also be noted that Government Code Section 51284 states that no contract may be cancelled until after the City has given notice of, and has held, a public hearing on the matter. Notice of the hearing shall be published and mailed to the Director of the Department of Conservation and other specified entities.

Agricultural Character and Farmland Conversion Impacts

38
- Agricultural potential of the area's soils, as defined by the Department of Conservation's Important Farmland Series map designations.
- The impact on current and future agricultural operations.
- The cumulative and growth-inducing impact of the CP on farmland in the CP and planning area.
- The economic impacts of the farmland conversion.

39 The Department is concerned with the statement in the Draft EIR that the proposed CP will not give rise to significant growth-inducing impacts. The Draft EIR notes that the population of the CP area is expected to increase from 64,300 (July 1, 1987) to 98,100 (July 1, 2005). The updated CP is being proposed for the purpose of addressing the growth of the CP area. The growth-inducing impacts of the CP should be addressed in light of whether the CP could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

Mitigation Measures

The Draft EIR should propose mitigation measures for the prime agricultural land loss as a result of CP implementation. Some possibilities are:

40 - Directing urban growth to lower-quality soils in order to protect prime agricultural land.

41 - Increasing densities or clustering residential units to allow a greater portion of the site to remain in agricultural production.

42 - Protecting other, existing farmland of equivalent, or better, quality through planning policy that relies on an active and strategic use of the Williamson Act.

43 - Establishing buffers such as setbacks, berms, greenbelts and open-space areas to separate farmland from urban uses. Many communities have considered 300 feet as a sufficient buffer for impacts such as pesticide spraying, noise and dust.

44 - Implementing right-to-farm ordinances to diminish nuisance impacts of urban uses on neighboring agricultural operations, and vice-versa.

45 - Adopting a farmland protection program that utilizes such land use planning tools as transfer of development rights, purchase of development rights or conservation easements, and farmland trusts.

Miscellaneous

The CP, Section 4.0, addresses different land uses within the CP area. This section should also include discussion on the open-space and agricultural land uses if these land uses are not restricted to only the San Joaquin Riverbottom and Bluffs.

The CP, Section 5.0, should discuss policies and procedures for preserving the agricultural land use in the Riverbottom and Bluffs area. The discussion could include some of the previous mitigation measures for farmland conversion and the role of the Williamson Act.

MINERAL IMPACTS

46 Under authority of the State Surface Mining and Reclamation Act of 1975 (SMARA), the Department of Conservation is authorized, among other responsibilities, to classify specified lands of the State according to the presence of significant mineral deposits. The primary objective of mineral land classification is to ensure that the mineral potential of land is recognized and considered before land-use decisions that could preclude mining are made. This mineral-land classification information should be considered in the land-use planning decisions of the City, including this action, because these non-renewable resources may be subject to loss, in part or total, as a result of this project.

47 The Department of Conservation has classified the aggregate resources in this area. Further, the State Mining and Geology Board has designated much of the area as having regionally-significant aggregate resources.[1] We recommend that the

47 Final/Draft EIR for the proposed project contain a discussion of the mineral resource potential, including an economic evaluation, of the project site. This discussion should also provide an analysis of the impacts that the proposed project will have on the local and regional aggregate resource supplies, and address the cumulative impacts that this project and other similar developments will have on the short- and long-term supply of locally available mineral resources in the area. We also recommend that the Final EIR discuss the potential problems of adjacent, incompatible land-use activities, again both short- and long-term, should continued mining be adopted as part of the Community Plan. The potential for noise and dust to nearby residences, as well as increased vehicle traffic, should be discussed in the Final EIR. These potential land-use conflicts may increase as housing develops along the bluffs and mitigations should be proposed as part of the Final EIR. Prior to making any decisions involving land use for designated areas, the County must make the findings contained in SMARA Section 2763, which deals with regional aggregate needs.

48 In addition, no plans for the reclamation of existing mined lands are included in the Draft EIR. We recommend the Final EIR include a Reclamation Plan, as required by the Surface Mining and Reclamation Act of 1975 (See attached DMG Note 26).

The Department appreciates the opportunity to comment on the Draft EIR. We hope that the issues discussed above are given adequate consideration in the Final EIR. If I can be of further assistance, please feel free to call me at (916) 322-5873.

Dennis J. O'Bryant
Environmental Program Coordinator

DJO:it
0298q/0008q

Attachments

cc: Stephen Oliva, Chief
Office of Land Conservation
Zoe McCrea, Division of Mines and Geology
Timothy McCrink, Division of Mines and Geology

1 Wiedenheft-Cole, J., and Fuller, D.R., 1985, Mineral Land Classification: Aggregate Materials in the Fresno Production-Consumption Region, California Division of Mines and Geology, Special Report 158.

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

October 6, 1988

File No. 410.21
410.28

DEVELOPMENT DEPARTMENT
PLANNING DIVISION
COMMUNITY AND GENERAL PLANNING SECTION
2326 Fresno Street
Fresno, California 93721

Gentlemen:

EIR NO. 10096
BULLARD COMMUNITY PLAN UPDATE

The following are District comments related to the land use and circulation proposals shown on the proposed Bullard Community Plan.

Land Use

Items A,D,E,F,HH & KK

The Master Plan for storm drainage in the Bullard Community Plan area is shown on the attached drawing. The plan identified for Drainage Areas "EI, EH, EG and EK" is somewhat different than that designated on the current District Master Plan. It is the District's intent, however, to adopt the plan shown on the attached sketch in order to accomodate commercial and industrial uses in this area.

A portion of the Bullard Community Plan area drains to a retention basin while the remainder drains to the San Joaquin River. Those portions of the Community Plan area that are within drainage systems discharging to the San Joaquin River will be subject to mitigation of storm water quality impacts.

49 EPA and the State Water Quality Control Board is implementing requirements for the National Pollution Discharge Elimination System for water discharged to natural water courses. As a result each developer must be required to comply with all EPA and State Water Quality Control Board requirements for NPDES permits for discharge to the San Joaquin River. This program is in the initial stages of implementation. However, permit requirements and the obligation to provide water quality testing data will be more stringent for discharges from commercial areas than residential areas.

Drainage Systems "EI, EH, EF, EL, AC, AH_1, AH_2, AG, MM, DD_1, DD_2, AA, AF, AE, AD, AB, K, J, D, I, CO_2, H and F" drain to retention basins. Developments within these areas may not experience any

SUITE 300 ROWELL BUILDING • FRESNO, CA. 93721 TELEPHONE (209) 485-6330

49 special conditions related to the NPDES permits. Drainage Systems "EG, EK, DF, DG, CO , DH, DI, and DJ" are planned to discharge to the river. Both District and City policy prohibit direct discharge of commercial runoff to the river. As such, commercial land uses in areas of the drainage systems that are proposed to drain to the San Joaquin River must be denied or approved with obligations to mitigate stormwater runoff quality. Mitigation may be accomplished not only by use of an on-site settling basin as stated on page 21, paragraph 6 and page 24, Section 4.3-3, Item No. 2. Other methods to be approved by FMFCD to reduce pollutants in the discharge are acceptable. We recommend the City require any on-site settling ponds or other mitigation areas to be landscaped. All costs associated with on-site stormwater quality mitigation must be borne by the developer.

50 Mitigation of storm water quality for runoff from high traffic areas of other land uses also must be provided before discharging to the public drainage system that leads to the San Joaquin River. An example is the parking area for recreational use of the proposed San Joaquin River Parkway. The District has raised this concern on the comments of the zoning ordinance amendment relating to use of the riverbottom area and a copy of that letter is attached for your reference.

51 For specifics on Item A, please refer to the Districts comments on the Spano River Ranch Environmental Impact Report, a copy of which is attached.

Item C

Item C is the same as Plan Amendment 7-W-87, E.A. 85-111 and R-7379. Please refer to attached letters for specific comments.

Item R

52 This parcel is located in Drainage Area "EF" and the drainage system has been planned for residential use of this parcel as designated on the previous Community Plan. Other residential projects to the northwest have been approved and storm drainage facilities have been installed in those project areas in conformance to the service demands of a residential use on this parcel. The pipelines installed within these other projects are to serve this parcel, but can not accommodate the higher rate of runoff typical of light industrial use. Therefore, the District recommends the designated use of this site remain as residential.

If a light industrial designation is approved, it is recommended certain mitigation measures be imposed to prevent flood damages and risks to public safety that would result from overloading the storm drainage system. An 18" parallel pipe will need to be constructed in Gates Avenue from Corona Avenue extending approximately 520' to San Jose Avenue due to the additional runoff caused by the rezoning of this site. The 18" parallel pipe and all related costs shall be at

52 the expense of the developer, thus no fee credit. The pipe will be required to be built when the industrial portion of the property is developed. An on-site system to reduce the peak rate of runoff is an alternative to the parallel pipe.

Item X - Dante and Bullard Avenues

53 District recommends the request for commercial designation of the northeast corner of Dante and Bullard Avenues be denied. The storm drainage system has been constructed to serve this parcel and it can only accommodate land uses that generate peak runoff rates approximating medium density residential use. Should this corner continue to be a part of the commercial node, a peak reducing pond or Non-Master Plan facilities will need to be provided at the developer's expense at the time of development. Commercial development can be accommodated at the southeast and southwest corners without an adverse impact on the storm drainage system.

Plan Amendment A-88-03

54 See attached letter.

Plan Amendment A-88-27

Our comments have been documented as they pertain to R-88-0085 (see attached letter). District has the same requirements for M-1 zoning as were placed on CM zoning.

Plan Amendment A-88-33

We have been informed by the City the proposal to rezone to office-commercial use has been revised to R-2 type development. The portion of the project located in Drainage Area "AE" (see attached sketch) has been Master Planned for R-1 type development. The proposed R-2 use would tax the existing system. Therefore, should the R-2 use be approved it is recommended certain mitigation measures be imposed. These measures are to be carried out at time of development and at the expense of the developer.

Basins

55 Basin "AH_1" needs to be added to the Land Use Map at the location shown on the attached sketch.

Circulation

C-17

56 A 20' wide easement for storm drain purposes must be retained for those segments of Ingram Avenue to be abandoned. The easement must be set 10' on either side of the existing storm drain. See the attached exhibit for the location of the storm drain.

The following are comments concerning specific sections of the report:

Addendum, Page 18

57 If the Shaw-Valentine project is approved with the traffic requirements stated in the addendum the District will require the following:

1. Should Emerson Avenue be closed existing drainage patterns must continue. This may require the need for additional non-District funded storm drain facilities. The District recommends this alternate over the Marty Avenue alternate.

2. Should Marty Avenue be extended south of Shaw Avenue the Basin "AF" fence will need to be relocated and any lost basin storage capacity be restored thru acquisition of additional property. Funding for any such improvements will not be provided by District sources or drainage fee credits.

Section 4.4-4, Page 31

58 The first paragraph describes the control of streams east of Fresno as "nearly complete". The construction of the features of the Redbank and Fancher Creeks Project has just started and it will be approximately 1994 when control of the streams is nearly complete.

The inventory of facilities discussed in the remaining paragraphs of this section have been revised recently. Please make the following revisions:

There are 18 basins located within the plan, 17 basins are in various phases of construction. Drainage Area "EI" is no longer proposed to drain to the river as a result of extensive designations of industrial uses. The "EI" System will discharge into a ponding basin. Of the 18 basins 13 are proposed for recreational use. Of these 13 basins, five are existing recreational basins. There are now only five additional discharge points proposed to drain to the San Joaquin River rather than six. There are six proposed contingency basins rather than seven.

Please add a final paragraph stating the District storm drainage and flood control Master Plan is included as an element of the Bullard Community Plan document.

The District changed the term used for the urban systems from drainage zones to drainage areas a few years ago to avoid confusion with use of the term "zones" for benefit assessment purposes. At least two locations should exchange the word "zones" for areas. The locations that have caught our attention are as follows:

Page	Section	Paragraph
114	7.2-2	last
35	4.4-8	No. 4

Section 4.6-1, Page 49, Paragraph 4

Please revise comments as follows: There are 13 of 18 basins to be used for recreational purposes.

58 Section 7.2-2, Pages 113 and 114

Please make the following revisions: There are nine drainage areas draining to the river, eight of which are in the boundaries of the Bullard Community Plan. Drainage Area "EI" is now planned to drain to a retention basin.

We appreciate the opportunity to participate in the development of the Bullard Community Plan.

Very truly yours,

Debbie Campbell

DEBBIE CAMPBELL
CIVIL ENGINEER III

Attachments

RECEIVED
OCT 10 1988
PLANNING DIVISION

County of FRESNO
Public Works & Development Services Department
Richard D. Welton
Director

October 10, 1988

George Kerber, Director
City of Fresno - Development Department
2326 Fresno Street
Fresno, CA 93721

Dear Mr. Kerber:

Subject: Proposed Bullard Community Plan and Draft Environmental Impact Report

59 We wish to amend our comments of October 5, 1988, to note a problem with the proposed location of a school site on the south side of Alluvial Avenue, east of Polk Avenue. This site falls within the Traffic Pattern Zone for Sierra Sky Park. According to the Sierra Sky Park Land Use Policy Plan, schools are not allowed within the Traffic Pattern Zone. This school site should be relocated to an area outside of these safety zones where this use is not prohibited. If the Bullard Community Plan continues to show this area as a proposed school site, the Draft Environmental Impact Report must address the safety concern associated with this location.

Very truly yours,

Jerry K. Boren
Development Services Manager

Peter J. Harkins

Peter J. Harkins
Senior Staff Analyst

PJH:jw
7010K

cc: Nick Yovino, City of Fresno, Development Department, Planning Division
Lois Johnson, City of Fresno, Development Department, Planning Division

453-5055
2220 Tulare Street, Sixth Floor/Fresno, California 93721/Phone (209)
Equal Employment Opportunity — Affirmative Action — Handicap Employer

BULLARD COMMUNITY PLAN

FINAL EIR

RESPONSE TO COMMENTS

7.5 BULLARD COMMUNITY PLAN
FINAL EIR
RESPONSE TO COMMENTS

Numbers in the left margin are coded to corresponding numbers added to the left hand margins of Public Comment letters, as incorporated into the Final Environmental Impact Report.

Response to J. Carl Motschiedler
Letter dated September 7, 1988

1. Property west of Polk Avenue is within the service area of the future Grantland Trunk. Therefore, permanent capacity for this area does not exist and any development in this area would have to temporarily hook up to the existing Cornelia Trunk by means of lift stations. Since development in the Grantland Trunk Service Area would take away capacity that was intended for other areas, it is likely that development west of Polk Avenue will be discouraged until the Grantland Trunk is completed. Specific Council approval will be required to allow temporary service to the Cornelia Trunk.

2. During the plan formulation process the amount of light industrial land use (as well as other land use categories) was evaluated with respect to the determining amount of land necessary to serve the buildout population of the plan and projected increases in industrial employment. In comparison to the 1984 General Plan, the proposed plan reduced the amount of light industrial land use shown by 322 acres. Of the approximately 1200 acres designated in the proposed plan for light industrial uses, about 50 percent is developed and about 50 percent is vacant. The amount of land designated for light industrial use is not considered to be excessive given the anticipated population and employment increases and the need to show a variety of appropriately located industrial sites.

Response to J. Carl Motschiedler
Letter dated September 14, 1988

3. The intent of the plan is to ensure that an acceptable alternative gravel truck route will be provided when use of the current one is precluded. The actual assignment and distribution of financial responsibility will be determined at the time at which an alternative route becomes necessary.

4. The report provides a substantial body of reference information to be used when evaluating a future development proposal for the Park Place site. A detailed evaluation of the study in conjunction with a specific development proposal would determine if all of the landfill related

concerns with development on this site are met. Such a determination could only be made at the time that a detailed development proposal for the site is submitted.

Response to Walter Yep
U.S. Army Corps of Engineers
Letter dated September 14, 1988

5. Comment noted.

Response to George D. Noke,
California Department of Fish & Game
Letter dated September 14, 1988

6. The content of this letter relates to urban storm water drainage to the San Joaquin River, which is within the purview of the Fresno Metropolitan Flood Control District (FMFCD). The Department of Fish and Game letter was referred to FMFCD, which responded by way of a letter dated October 12, 1988. The City adopts this letter as its response to the comments of the Department of Fish and Game. The FMFCD letter is attached.

File No. 410.21
410.28
520.22

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

October 12, 1988

MR. NICK YOVINO
CITY OF FRESNO
2326 Fresno Street
Fresno, California 93721

Dear Mr. Yovino

BULLARD COMMUNITY PLAN: EIR NO. 10096

We recently received a copy of the California Department of Fish and Game letter dated September 14, 1988 which was written in response to the subject EIR. A copy of the letter is attached for your reference. We would like to make the following comments regarding the issues raised in the letter.

Contrary to the implications in the State letter, there are no untreated river discharges proposed in the Bullard Community Plan. All planned systems include features to effect water quality treatment of the subject storm water. These features include: (1) aeration; (2) settlement (in settlement channels or basins, or by other means which may become available); (3) on-site treatment of all commercial and industrial runoff prior to discharge to a public system draining to the river; and (4) the construction of positive shut-off devices for management of spills. Additional treatment measures may be utilized on a case-by-case basis as determined necessary or appropriate.

It is important to note the authority to set standards and to regulate discharges to receiving waters, (i.e., the San Joaquin River) has been assigned by Federal law to the EPA. New regulations directly applying the NPDES program to storm water discharges are nearing publication. All discharges will be required to comply with these regulations, the administration of which has been delegated to the California Regional Water Quality Control Board.

Relatedly, State law also delegates the regulation of the Department of Fish and Game's water quality interests, with respect to waters of the State, to the Regional Water Quality Control Board.

The issue of storm water quality as it relates to discharges to the San Joaquin River has been previously addressed through two specific environmental impact reports. Please refer to the EIRs "Discharge of Urban Storm Water to the San Joaquin River" (SCH #81032654) and "District Services Plan," (SCH #8409170).

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We would note the subject of positive shut-off capabilities for emergency situations was not addressed in the District's EIRs. However, the three river discharges constructed by the District to date have been equipped with this type of feature and it is our intention to so equip future installations.

Should the City desire treatment standards for storm water discharges which exceed those promulgated by EPA and the State, the resulting cost impact must be addressed through special cost recovery provisions of the City's Community Plan and/or ordinance code. Environmental studies performed thus far, however, do not identify impacts to beneficial uses of the river which would warrant treatment systems beyond those specified in the current planning process.

We would request this information be considered in your response to the Fish and Game Department and for inclusion in the final EIR document. If we can provide any further information or assistance, please contact us.

Very truly yours

Rick Anderson

RICK ANDERSON
DESIGN ENGINEER

cc: Scott B.Odell
Michael Paoli & Associates

Enclosure

Response to Sandy Hesnard
California Department of Transportation,
Division of Aeronautics
Letter dated September 22, 1988

7. Comment noted.

Response to Fresno Neighborhood Alliance
Board of Directors
Letter dated September 8, 1988

8. The City has historically tested its domestic water for general mineral, inorganic chemical content and bacteria on a regular basis.

   Because of a growing understanding of other potential types of contaminants and the likelihood of their occurance, the City has increased the scope of its testing and is currently in the process of testing all of its domestic water wells quarterly for a range of volatile organic chemicals, including trichlorolethelyne (TCE).

   State law that has not yet gone into effect will soon require water purveyors statewide to perform quarterly analyses of their domestic water wells. The City has taken action to do quarterly testing of an expanded list of contaminants even more quickly than State law requires.

9. If a well is found to be pumping water that contains a contaminant level that exceeds the State's Action Level or Maximum Contaminant Level, it is shut down immediately and confirmation testing is conducted. Water service to customers is continued from clean wells via the City's intertied water system. No contaminated water is delivered to customers while a remedy is sought.

   Concerning the comment regarding a comprehensive testing plan, please refer to responses to comments #8 and #11.

10. It is the policy of the City of Fresno to seek solutions to water quality problems as soon as possible but there are certain constraints on the scope of testing. Once contaminants are identified, solutions often require interagency coordination, fund acquisition, and implementation/construction which are often complex, time consuming and costly.

    Because of these constraints, probabilities of contamination are used to focus testing efforts. Once contamination at significant levels is identified, based on State standards, every effort is made to mitigate the problems.

If fully adequate alternative well sources are available when a localized problem is identified, it may be possible just to close a well, using other ready water sources to permanently serve the area.

11. Water quality problems are regional in scope and are addressed by the various agencies that are either affected by the problem (water purveyors), or that are charged with investigative or remedial action responsibilities.

    The current TCE contamination problem, for example, is being addressed by an interagency task force comprised of the City of Fresno, the County Health Department, County Waterworks Districts, the State Department of Health Services, the Regional Water Quality Control Board, Pinedale County Water District, and the Environmental Protection Agency.

    The City has joined the City of Clovis, the County of Fresno, the Fresno Irrigation District, and the Fresno Metropolitan Flood Control District in the development of a Water Management Plan. This Plan has been included in the Regional Water Quality Control Board's Basin Water Plan, and addresses regional water issues, including water quality and quantity.

12. Prior to the development of the City's intertied water system, an emergency water plan was necessary to continue water service to customers in the event of a sudden interruption of service. Because the intertied system has been developed and can now move water around the City and supply water to areas where wells have been shut down deliberately (as is the case with pump site #93, contaminated with TCE) or where service has been curtailed accidently, a separate emergency plan is not considered necessary. This situation, however, can mean reduced pressures especially during the heavy pumping season.

13. The plan has attempted to balance land use densities and intensities with existing and future service capacities. This is a fundamental reason for doing a community plan. Approval of additional commercial development on West Shaw Avenue as recommended in the committee version of the plan will require the adoption of specific traffic mitigation measures as set forth in the EIR.

14. Land use and circulation in the Bullard-Brawley Loop area was of specific concern in the plan formulation process and, therefore, a specific section of the plan was prepared to address this area. The proposed plan provides for a land use and circulation arrangement that takes into account service and circulation constraints, provides for the intended community center function of this area (including a community park), precludes mid-rise development and protects existing neighborhoods.

15. Refer to EIR Response #11. The Fresno County Health Department is supported in their efforts to monitor hazardous waste in the Metropolitan Area and County and to impose cleanup standards when they are required. The County has developed a draft Hazardous Waste Management Plan for Fresno County, pursuant to State law. The City is required to review and consider this plan, which identifies appropriate areas for the storage of hazardous waste. A draft environmental impact report has also been prepared for this plan and has been reviewed by the City.

Response to Lula and William Bonaker
Letter dated October 1, 1988

16. The Conclusion of the City Traffic Engineer on this issue is in agreement with the Bonaker's opinion. Closing off Blythe and Palo Alto Avenues where proposed would increase traffic on the section of Palo Alto left open (between Blythe and Brawley Avenues).

17. It is the intent of the staff proposal to include bike lanes in Palo Alto Avenue if it is developed as a two lane street with continuous left turn lane. The issue of speed limit is under the purview of the City Traffic Engineer and is based on various factors and local conditions. Speed limits for specific streets are not within the scope of a community plan.

Response to Martha Neuman
California Department of Food and Agriculture
Memorandum dated September 26, 1988

18. There are existing City plans and policies to protect agricultural land uses within the urban boundary line, similar to the recommendations put forth by the CDFA. These policies were adopted as part of the 1984 Fresno General Plan.

    The General Plan states, "Prime farmland shall be preserved for continued agricultural use to the fullest extent feasible consistent with the protection of the environment, public safety and well-being, and the planned, orderly and efficient development of the urban area."

    The existing City plans and policies in the General and Community Plans are sufficient to allow agriculture in the urbanizing area.

19. Comment noted.

20. In general, it should be realized that a community plan is a long range land use and circulation plan for a very large area (24 square miles) and it does not contain the level of detail and degree of specificity of an EIR for a site specific development proposal. Many of the specific comments in the letter appear to be standardized comments designed for specific development proposals.

21. The community plan map identifies the mainline railroads within the boundaries of the plan. Identifying railroads two miles away in this type of document would not appear to serve any purpose in that railroads outside of the plan boundaries are already shown on the plan maps for those areas and on the General Plan Map.

22-24. This level of detail is beyond the scope of the project.

25. The City of Fresno is pursuing or intends to pursue grade separation structures at the following existing and future major street/railroad intersections: Herndon/Southern Pacific, Grantland Diagonal/Southern Pacific, Shaw/Southern Pacific, Shaw/Santa Fe, Marks/Santa Fe, Fig Garden Drive/Santa Fe. If the consolidation of the Santa-Fe and Southern Pacific operation onto the Southern Pacific tracks takes place, the grade separations on the Santa Fe tracks will no longer be necessary.

26. Development within the planning area in accordance with the land use designations shown in the plan will, of course, increase the amount of traffic at the various at-grade crossings within the planning area. The City strongly supports rail consolidation.

27. The two existing signalized intersections within 200 feet of railroad crossings (Herndon/Motel Drive at Southern Pacific and Shaw/Motel Drive at Southern Pacific) comply with CPUC requirements in this regard. The unsignalized intersections are at Bullard/Motel Drive at Southern Pacific and Bullard/Brawley at Santa Fe. The latter is planned to be eliminated as a railroad crossing and replaced by a signalized at-grade crossing or as a grade separation structure a Fig Garden Drive. The Bullard/Motel Drive Crossing will be closed when the Grantland/Southern Pacific grade separation is constructed.

28. The effect of railroad noise and vibration on future noise sensitive uses adjacent to the railroads was of specific concern in the planning process. Residential/railroad interface standards were developed and incorporated in the plan, which provide for minimum noise attenuation treatment using walls/berms, landscaping and building setbacks.

29. The potential for such accidents exists now and will continue to exist as long as there are railroads passing through Fresno. The adoption of a community plan update will not change that possibility. At the community plan level however, the best thing that can be done in this regard is to minimize the exposure of people to potential accidents by minimizing the amount of land shown for future residential use in close proximity to the railroad. In the proposed plan, the vast majority of land along the Southern Pacific tracks is designated for industrial use. Where residential uses are shown adjacent to the railroad, the interface standards required (wall/berms, setbacks, landscaping) would provide some protection, depending on the type and nature of the accident potential.

30. This type of potential problem should be addressed during the site plan review process for specific development proposals near at-grade railroad crossings.

31. No encroachments on railroad rights-of-way are proposed as part of the community plan update process.

32. No significant impacts are anticipated.

Response to Dennis J. O'Bryant
California Department of Conservation
Letter dated September 29, 1988

33. Comments Noted.

34. Prime Farmland in the Bullard Community, exclusive of the riverbottom, totals approximately 270 acres. The eventual conversion of this 270 acres of Prime Farmland to urban uses is considered to be a significant unavoidable adverse impact. However, there are considerations which tend to minimize the significance of the loss:

    a. The area in question has been designated for urban development by the County of Fresno since 1963, and by the City of Fresno since 1965;

    b. The City has existing policies that promote the preservation of agricultural uses within the planned urban boundary until the time when urbanization becomes appropriate;

    c. The relatively small geographical area of the Prime Farmlands and the overall lower quality agricultural soils in the Bullard Community make urban development more appropriate in this area than in other areas within and around the urban boundary.

35. There are approximately 3,000 acres of agricultural lands in the Bullard Community. Of this, 2,300 acres are designated for urban development. The remaining 700 acres lie in the San Joaquin Riverbottom and are designated for open space land uses, compatable with agriculture.

36. There are no properties under Williamson Act agricultural preserve contracts outside of the riverbottom area. It is an existing policy of the City of Fresno, as adopted in the General Plan, to "continue to recognize its agricultural preserve contracts...and promote the enrollment of all prime farmland within its domain that remains outside of its anticipated urban growth area."

37. Comment noted.

38. The overall potential of Bullard Community soils, excluding the riverbottom, has been classified by the U.S. Soil Conservation Service as less valuable for long-term agricultural use than Prime Farmland.

    The map described shows the majority of soils in the Bullard Community as Urban and Built-Up Land, followed by Farmlands of Statewide Importance and Unique Farmlands. Prime Farmlands are limited to two areas, totaling approximately 270 acres, both of which are north of Herndon Avenue.

39. The update of the Bullard Community Plan will not induce growth either within or outside its boundaries. Growth of the Bullard Community is a response to regional pressure for development, not a result of the Community Plan update. In accordance with General Plan policies, growth would occur in the area whether or not the Community Plan is updated.

    Growth inducement outside of the plan boundaries due to growth within the plan boundaries is also not expected. The Plan area is bounded on the north by a physical and jurisdictional boundary, the San Joaquin River, on the east and south by developed urban areas, and on the west by an industrially designated railroad/freeway corridor with another City area already planned for development beyond it and further to the west. Thus, the remaining large island of vacant land in the north west portion of the Plan area is supremely appropriate for timely urban development.

40-45. As mentioned in the response to comment #18, the City has adopted policies to protect existing agricultural land uses within the planned urban boundary. The Bullard Community has been designated for urbanization since the mid 1960's, and since that time substantial agricultural areas have been maintained pending urbanization. Agricultural operations within the planned urban boundary

are considered interim land uses to be protected to the extent feasible until urbanization becomes appropriate.

46. Discussions of the importance of mineral resources and economic evaluations of the riverbottom and gravel operations in the metropolitan area exist in the San Joaquin River Area Reconnaissance Study and in the Conservation Element of the General Plan.

47. It is almost certain that the noise and dust generated by surface mining operations would generate a nuisance should sensitive land uses be allowed to develop nearby. To prevent potential conflicts, the City has adopted policies in its Conservation Element that protect surface mining operations in the riverbottom.

    The updated Bullard Community Plan also contains goals and policies that advance the adopted policies of the General Plan, allowing for the continuance of open space uses in the riverbottom, such as the extraction of mineral resources, and allowing for the extraction of the sand and gravel resources in conformance with State law and local conditional use permits. Truck access to these sites is also addressed and secured through a policy in this Plan.

    The recommendations suggested by the Department of Conservation are adequately addressed in existing adopted or proposed plans.

48. In accordance with the Surface Mining and Reclamation Act of 1975 each surface mining operation must submit a reclamation plan to the agency which has principal responsibility for approving surface mining operations. The County of Fresno has a local ordinance requirement for reclamation plans. The operation of surface mining operations in the City of Fresno is subject to a Conditional Use Permit that includes an Operational Plan, a Rehabilitation(reclamation) Plan and compliance with all conditions specified by the Mineral Resources Section of the Open Space/Conservation Element of the General Plan. The inclusion of these plans from each of the mining operations in the riverbottom is not considered necessary or appropriate for the scope and purpose of the Bullard Community Plan.

Response to Debbie Campbell
Fresno Metropolitan Flood Control District
Letter Dated October 6, 1988

49. Comments noted.

50. The proposed Bullard Community Plan endorses the concept of a river parkway system but does not provide any specifics as to where parking areas in conjunction with recreational use of the riverbottom may be located. A

specific plan for the proposed San Joaquin River Parkway is being developed by parkway proponents. Any subsequent planning effort for the riverbottom area as well as any specific site proposals for component recreational facilities will be subject to environmental assessment pursuant to CEQA and any requirements deemed necessary by FMFCD for mitigation of runoff discharge to the river should be submitted as a part of that review process.

51. Item A (Spano River Ranch proposal) was not included as part of the proposed plan in that it was not recommended for inclusion by either the staff or the citizens committee, nor was it initiated by the City Council. Both the existing and proposed plan designate this property for open space uses.

52. Comments noted. The mitigation measures recommended by the District will be made a condition of subsequent rezoning approvals.

53. Given recent subdivision and rezoning approval for residential uses on the north side of the Bullard/Dante intersection, it is unlikely that a substantial amount of commercial development will occur on the north side. If commercial development does occur on the north side, then the mitigation measures recommended by the District should be imposed at the time of rezoning.

54. These amendments were not part of the community plan update. They are following their own course as individual plan amendment applications. Your comments will be considered as part of the analysis of those applications.

55. Basin AH1 will be added to the community plan map.

56. Comment noted. This request can be made as part of the subsequent formal abandonment process.

57. If the Shaw-Valentine proposals are approved, the District's requirements should be imposed as conditions of rezoning approval.

58. Comments noted. These text changes will be reflected in the final plan document.

Response to Peter J. Harkins
Fresno County Public Works and Development Services Department
Letter dated October 10, 1988

59. The chance of an aircraft accident occuring in this area is very remote. In fact, the City of Fresno did not include the Traffic Pattern Zone in its Sierra Sky Park Land Use Policy plan because it does not present an appreciable hazard to land uses on the ground. An elementary school site will be needed in the large planned residential area north of Herndon and to the west of

Sierra Sky Park. In that the Traffic Pattern Zone covers most of this area, there is no acceptable place to move the site. The only available areas would be near the Santa Fe Railroad tracks or at the extreme northern portion of the residential area near the river bluffs. Neither of these sites would be acceptable.

ADDENDUM

PROPOSED BULLARD COMMUNITY PLAN AND DRAFT ENVIRONMENTAL IMPACT REPORT

The proposed Bullard Community Plan was initiated by the Fresno City Council on May 24, 1988. Since that time, this addendum to the Plan and its EIR have been prepared and should be included with the plan as initiated and considered as part of the review process.

The addendum consists of three parts. The first part identifies additions to the Plan text. These additions are primarily intended to better clarify information and policies in the Plan, as well as discuss new issues that the Council asked to be addressed in the Plan, when it was initiated.

The second part of the addendum relates to the EIR. Changes to the water quality sections of the EIR were needed because several wells in the northeast part of the plan area have recently been impacted by trichloroethelyne (TCE). The EIR addendum also identifies recent actions by the U.S. Environmental Protection Agency (EPA) to further clean up a hazardous waste site in the northeast part of the plan area. An addition to the EIR has also been prepared to address separate recommendations by the Bullard Community Plan Advisory Committee, which were also initiated by the City Council.

The third part of the addendum is the revised plan map which accurately reflects proposed land uses initiated by the City Council.

7.6 ADDENDUM
MODIFICATIONS AND ADDITIONS TO ENVIRONMENTAL IMPACT REPORT

A. EIR MODIFICATIONS

1. Groundwater Contamination

a. The following summary pertaining to groundwater contamination is added to the EIR as Section 7.2-16:

Since April 1988, trichloroethelyne (TCE) contamination has been discovered in five domestic water wells (three operated by Fresno County Waterworks District Number 25, one operated by the City of Fresno and one operated by Pinedale County Waterworks District) in the northeast portion of the Bullard Community. All of these wells have been shut down since it was revealed that they contained water contaminated with TCE levels exceeding the State's Action Level of five parts per billion (PPB). Fresno County Waterworks District #2's Well #3, near Palm and Shaw Avenue, was closed in mid-October after a water analysis found levels of dichloroethylene (DCE) and perchloroethylene (PCE) in concentrations exceeding State Action Levels.

The affected water purveyors will begin treatment of the groundwater as soon as possible beginning at the point furthest upgradient in the plume of contamination. The well-head treatment know as "air stripping" is planned to be used to lower contaminants to non-detectable levels.

The City will conduct a comprehensive study of contaminant movement in the groundwater to determine the directions and rates of movement of TCE and other chemicals through the aquifer, and will resolve the water contamination problem in cooperation with other agencies.

b. A more comprehensive statement regarding groundwater contamination is added to the EIR, as follows:

Background

The historical development of the Central Valley has been due to its abundance of clean, available water from the underground aquifer.

The aquifer that supplies the metropolitan area is fed by a variety of natural and man-made sources. These include snowfall on the nearby Sierra Nevadas, canal seepage, water seepage from the San Joaquin River, over-irrigation of agricultural lands east of Fresno, and through the groundwater recharge program operated by the City of Fresno with the cooperation of the Fresno Metropolitan Flood Control District. In the southeastern portion of the metropolitan area, the aquifer is replenished by seepage from the Kings River.

It is an established principle of hydrology that groundwater moves from points of high pressure to points of low pressure (down gradient) and that gradients are often, but not exclusively, related to the rock type and structure of the aquifer.

Groundwater flows along the San Joaquin River between Friant and Highway 99 have historically been westward from the foothills and then southwestward south of Nees Avenue.

This southwest flow is facilitated by the presence underground of the ancestral San Joaquin River which flowed southwest, more or less, along its current path below Friant and then continued southwest where the present river turns westerly west of Highway 41.

The ancestral San Joaquin River is characterized by an alluvium (material deposited by running water) comprised primarily of deposits coarser than sand, usually cobbles, gravel and sometimes boulders. This composition facilitates the movement of groundwater.

Since April 1988, the water contaminant trichloroethelyne (TCE) has been discovered in five domestic water wells in the northeast Bullard Community (three operated by Fresno County Waterworks District Number 25, one operated by the City of Fresno and one operated by Pinedale County Waterworks District). All of these wells have been shut down since it was discovered that they contained TCE levels exceeding the State's Action Level of five parts per billion (ppb). Fresno County Waterworks District #2's Well #3 near Palm and Shaw Avenue, was closed in mid-October after a water analysis revealed levels of dichloroethylene (DCE) and perchloroethylene (PCE) in concentrations exceeding State Action Levels.

It should be noted that water quality tests conducted in 1984 on the City of Fresno well that has been shut down revealed no TCE. This would indicate either that there was no contamination at that time or that the 1984 test was inaccurate.

DCE, PCE, and TCE are chlorinated hydrocarbons, members of the family of organic chemicals, principally compounds in which carbon is combined with hydrogen, oxygen, nitrogen, sulfur or halogens. These chemicals are commonly used as a solvents. TCE and DCE are also used in refrigeration as a heat transfer fluid. They are colorless and nonflammable.

The major concern about these chemicals is their potential carcinogenic effect in humans. PCE has been implicated as an animal carcinogen through inhalation and ingestion. The epidemiological evidence that PCE is carcinogenic to humans is limited.

A U.S. Environmental Protection Agency (EPA) microbiologist claims that chloronated hydrocarbons are the most common organic chemical contaminate in ground water nationwide.

The area "upstream" from the plume of contamination has a long history of industrial use in and around the Pinedale area, stretching back over 60 years, well before the environmental impacts of hazardous materials were completely understood. In addition to the existing light industrial land uses, past land uses in this area included private and government landfills, an inactive sewage treatment facility, a vacant cotton storage facility, a lumber mill, and an abandoned glycol recovery company known to be a hazardous waste site(currently undergoing EPA-funded surface cleanup). In addition, the U.S. Army operated Camp Pinedale in this area during World War II.

There are also possible sites of random waste dumping that could have contributed to the contamination. To date, it is not known which site or sites may have contributed to the current contamination but the state is currently in the process of determining source(s).

While it is known that the general flow of the TCE contamination plume is southerly, the exact extent of the plume is not known. Several agencies, including the City of Fresno, Fresno County Waterworks District Number 25, Pinedale County Waterworks District, State Department of Health Services, Fresno County Health Department, State Regional Water Quality Control Board, and the U.S. Environmental Protection Agency are coordinating studies to determine the extent and movement of the plume.

Relationship of Groundwater Contamination to the Plan

The land surface above the contaminated groundwater is largely developed with medium and medium-low density residential uses.

Because domestic water can be supplied by noncontaminated wells, there is no immediate impact on these land uses. If the contamination was to expand, the water users might experience a decrease in water pressure as more wells are closed.

Should widespread decontamination measures be employed, there may be some impact on those land uses most sensitive to the noise and activity proximate to the operation, i.e. homes and schools. These impacts will be addressed by the agencies in charge of the operation through an environmental assessment for the specific project.

Mitigation Measures

The City of Fresno uses the State's Action Level as a guide to determine water quality. The Action Level is an interim recommended maximum allowable level of contamination in water set forth by the State Department of Health Services, and is based on the assumption that a greater exposure increases the risk of long-term health effects. DCE, PCE, and TCE, have Action Levels of 16, 2.0, and 5.0 parts per billion (PPB), respectively. Though the Action Level is only advisory, it is the City's policy not to exceed this level. The Action Level is differentiated from maximum contaminant level (MCL) in that the MCL is a maximum permissible level of a contaminant in water and is not to be exceeded under penalty of law. The MCL is also determined by the State. The MCL is substantiated by medical evidence that exposure to contaminants above this level results in adverse health effects. An MCL for DCE, PCE, and TCE is in the process of being established by the State. It is expected that the MCL's for these chemicals will be in effect sometime in 1989, at the same level as the Action Levels. Until the MCL is established, the Action Level will be use.

The water contamination can be addressed in several ways. One option is to close the affected wells and let the City's water grid system deliver high quality water to the areas affected by the well closure. While this is a practical short term solution, there is the possibility that poor water management practices could draw the plume from its natural course and into the operating wells. In addition, this action would not solve the problem of the TCE plume, which would still proceed in a southerly direction, spreading the contamination.

The approach preferred by the affected water purveyors is to begin treatment of the ground water at the furthest known access point "upstream" in the plume.

Such a point has been identified in the Pinedale area at the Pinedale County Waterworks District well Number 3.

This treatment approach will remove the contaminant from the water at a point that is furthest "upstream" in the TCE plume. Theoretically, this will place the decontamination process in close proximity to the source(s) of the contamination. This will be a well-head treatment i.e. the treatment will occur at the well rather than off-site. The method to be used is called "air stripping." Using this method, the contaminated water is delivered to the top of a large diameter vertical pipe and run through the pipe over hundreds of plastic structures while forced air is blown up from the bottom of the pipe. This rapidly aerates the water and volatilizes the TCE which is then discharged into the atmosphere and dispersed. By treating the furthest upstream impacted well, TCE levels flowing downstream in the plume can be reduced. The affected water purveyors are jointly working to implement this method by or during October 1988.

If necessary, an activated charcoal filter will be used to treat the water after air stripping. The goal is to bring the TCE to non-detectable levels.

It is expected that air stripping would be an effective process for the removal of DCE and PCE if such a procedure is deemed necessary.

The City of Fresno will participate in a study of contaminants in the groundwater that will be conducted to determine the directions and rates of movement of TCE and other chemicals through the aquifer. The City will also work to resolve the water contamination problem in cooperation with other concerned agencies.

The City will develop a comprehensive testing plan for TCE and other common types of contamination. In the mean time, the City will test all of its 100 wells for certain chemicals in the 601/602 test series, including TCE, and will as a matter of policy cease pumping operations if contaminant levels are above State Action Levels. Cleansing of the water will occur as soon as possible and when economically feasible.

2. The last paragraph of Section 7.2-7 has been revised as follows to reflect recent clean up efforts of the Industrial Waste Processing Company (IWP) site:

The site was placed on the Department of Health Service's Board Expenditure Plan and was scheduled for Preliminary Assessment in April 1988.

In July of 1988, the site underwent extensive surface stabilization by EPA personnel. Hazardous materials and contaminated surface soils were removed and a soil binder was applied to inhibit airborne contamination from the site. The contituency of surface materials and the necessity of subsurface excavation will be evaluated by the DHS. If excavation is warranted it will be financed through the Hazardous Substance Cleanup Bond Act.

B. EIR ADDITIONS ADDRESSING THE BULLARD ADVISORY COMMITTEE PLAN ALTERNATIVE INITIATED BY THE COUNCIL

On May 24, 1988, the Fresno City Council initiated two versions of the draft Bullard Community Plan, a version prepared by City staff and a version endorsed by the Bullard Community Plan Citizens Advisory Committee. The two versions of the plan are substantially similar, however, there are some notable differences that warrant discussion in the context of this Draft EIR. The purpose of this addition is to environmentally address the differences between the staff and committee versions of the plan at a level of detail appropriate for a community plan EIR. Environmental assessments for specific development proposals for land within the planning area will be required at the time that a development entitlement is requested.

Summary of Differences

Location	Acreage	Committee Recommendation
Shaw and Valentine NE Corner	8.8	Office to Community Commercial
South side of Shaw 500 feet east of Valentine	15.0	Office to Community Commercial
Browning and Salinas SW Corner	15.9	Medium Density Residential to Medium-High Density Residential (limited to 12.5 units/acre)
Bluff Parksite Near Audubon and Nees	5	Open Space to Medium Density Residential
300 Feet South of Herndon between Blythe and Santa Fe Railroad	27.6	Medium-High Density Residential to Office

Other differences not conducive to description in tabular form are noted below:

- The committee recommended the closure of Valentine and Blythe Avenues south of Herndon Avenue and the closure of Palo Alto Avenue west of Blythe Avenue.

- With respect to the commercial node designations at the Bullard/Dante, Sierra/Polk and Herndon/Bryan intersections, the committee did not specify an acreage limitation or a limitation on the number of intersection corners that could be developed. (Staff recommended a limitation of 15 acres of shopping center commercial development at each of the three intersections. The commercial development would be limited to one corner of the intersection or could occur on no more than two corners, such as a 10 acre neighborhood center and 5 acre accessory center on two separate corners).

- The committee recommended that the planned circulation system of the existing Bullard Community Plan be primarily retained for the area west of Polk Avenue. (Staff recommended some major circulation changes in this area).

In addition to initiating the committee and staff versions of the plan, the Council also initiated a land use alternative for the south side of Herndon Avenue in the vicinity of Milburn Avenue in response to a property owner request (TMI) at the time of initiation. In comparison to the staff plan, this alternative would replace 30.6 acres designated for medium-high density residential land use along both sides of Milburn Avenue, between Palo Alto Avenue and a point 300 feet south of Herndon Avenue, with office use. Additionally, 5.5 acres abutting the south side of Herndon Avenue, midway between Milburn and Blythe Avenues, would change from office to medium-high density residential.

Environmental Analysis

In the context of a community plan scale (total of 15,500 acres), the total net differences between the committee and staff versions of the plan are relatively minor. As compared to the staff version, the committee version of the plan would result in approximately 400 less housing units, an additional 23.8 acres of community commercial land use and an additional 3.8 acres of office land use. This level of difference is environmentally insignificant on a community plan scale.

However, when one looks at the specific geographic areas where these differences are concentrated, a more specific level of environmental analysis becomes appropriate with respect to four areas: (1) Shaw/Valentine, (2) Herndon/Milburn, (3) the neighborhood street closure proposals and (4) the commercial node policy.

Shaw/Valentine

The net increase of 23.8 acres of community commercial land use under the committee version occurs entirely at the intersection of Shaw and Valentine Avenues, 8.8 acres at the northeast corner and 15.0 acres on the south side of Shaw, approximately 500 feet east of Valentine. There is already substantial existing and planned commercial development at both the Shaw/Marks and Shaw/Brawley intersections, the amount of which was increased in March of 1987 as the result of the approval of two of five plan amendment applications for additional retail commercial development.

The major issues identified at that time were traffic generation on the adjoining street system (especially Shaw Avenue) and the creation of an excessive amount of commercial development at a location not planned for such uses (a situation that would be potentially detrimental to existing and planned commercial development in other areas of the community). It was decided that some additional commercial development could be accommodated at the major arterial intersections (Shaw/Marks and Shaw/Brawley) but not at the intersection of Shaw Avenue and Valentine, a collector street, which is discontinuous and does not extend north of San Jose Avenue or south of the Herndon Canal. The amendments were approved subject to a number of traffic/street improvement mitigation measures.

The two proposals at the northeast and southeast corners of Shaw and Valentine Avenues represent scaled down versions of the earlier plan amendments that were turned down in March of 1987. (The earlier amendments totaled approximately 41 acres as compared to 23.8 acres in the current proposal). Approval of 23.8 additional retail commercial development at this location would result in a net increase in traffic of about 7,500 trips per day over planned land use and would worsen projected capacity problems on West Shaw Avenue (Shaw Avenue in this area is projected to carry between 50,000 and 60,000 trips per day at buildout of planned land uses, exceeding the design capacity of the street as a six-lane arterial). Approval of additional commercial use would also promote the creation of a commercial strip along Shaw and could potentially damage the viability of existing and planned commercial sites in the community.

The Traffic Engineering Division of the Public Works Department has recommended that approval of the proposed additional commercial development at Shaw and Valentine Avenues be conditioned on the following mitigation measures:

1. Construct Valentine between San Jose and Ashlan and close Emerson to through traffic; or connect Marty/Shaw intersection to Valentine between the Herndon Canal and the Gettysburg alignment with a collector street.

2. Provide traffic signal at Shaw and Feland Avenues.

3. Provide traffic signal at Shaw and Valentine Avenues.

4. Provide an internal circulation system.

Herndon/Milburn

The south side of Herndon Avenue between Blythe and the Santa Fe Railroad is the subject of both a committee recommended land use difference and the TMI proposal initiated by Council. The committee recommended that 26.7 acres located 300 feet south of Herndon Avenue between Blythe and the Santa Fe Railroad be designated for office use instead of medium-high density residential use as recommended by staff. (The committee recommendation basically retains the existing Bullard Plan designation for this area. The staff recommendation was an attempt to reduce the amount of office land use previously designated along Herndon Avenue). As compared to the staff plan, the committee recommendation would result in about 500 less multiple family residential units in this area and an increase of about 421,000 square feet of office development.

With respect to traffic generation, the committee recommendation would result in a net increase of about 2,300 vehicle trips per day. Milburn Avenue, planned as an arterial street, is not expected to experience capacity problems at buildout of planned land uses and could be expected to handle the increase. However, Herndon Avenue, designated as an expressway, is projected to carry between 47,000 and 61,000 trips per day. The additional turning movements on Herndon Avenue from increased Milburn traffic will act to hamper Herndon Avenue's traffic carrying capacity, but not to a significant degree due to the eventual street and intersectional improvements that will ultimately be required and the fact that a substantial amount of traffic is expected to come and go from the south using Milburn.

The committee recommendation would result in a net decrease of 72,000 gallons per day of sewage effluent, provided that the offices are not substantially medical in nature. This would have a beneficial effect upon the capacity of the Cornelia trunk line.

The effects of the TMI proposal would be substantially similar to the committee recommendation in that it would result in a net decrease of 455 multiple family residential units, as compared to the staff recommendation, and a net increase of 383,000 square feet of potential office development. The notable differences have to do with the arrangement of the office and multiple family residential land uses. The TMI proposal would put office uses along both sides of Milburn

Avenue between Herndon and Palo Alto Avenues, whereas the committee recommendation would designate office uses between Herndon Avenue and a point 600 feet south of Herndon Avenue (half the distance between Herndon and Palo Alto Avenues) and the staff recommendation would provide for office uses only within the first 300 feet south of Herndon Avenue. The TMI proposal would also put multiple family residential land use adjacent to Herndon Avenue midway between Milburn and Blythe Avenues while residential uses would be buffered by a 300 foot wide strip of offices under the staff recommendation and a 600 foot wide strip of offices under the committee recommendation.

In terms of comparative environmental advantages/ disadvantages, the TMI proposal would be an improvement over the committee and staff recommendations in one aspect in that it places office land use adjacent to the noisy Santa Fe railroad tracks west of Milburn Avenue rather than residential land use. However, placement of residential land use immediately adjacent to Herndon Avenue east of Milburn would potentially expose future residents to high noise levels from Herndon Avenue and would require substantial noise attenuation measures to be built into the project. In this aspect, the TMI proposal is environmentally inferior to the staff and committee recommendations for this area.

Neighborhood Street Closure Proposals

Neighborhood proposals to close streets in the Blythe/Palo Alto area and to close Valentine Avenue immediately south of Herndon Avenue were endorsed by the committee and were thus included in the committee version of the plan. Staff did not support the street closure proposals. These proposals are explained and evaluated under Section 4.5-5 of the plan document titled "Neighborhood Originated Traffic Issues" on pages 41-43. The reader is referred to those pages for background information.

The basic premise of a number of residents in these areas is that as the community grows, too much traffic will be routed by their single family homes (which in most cases front on the streets in question), thereby lowering the quality of life in their neighborhood because of increasing noise, air pollutants and safety hazards associated with increased traffic.

In the case of Palo Alto and Blythe Avenues, both designated as collector streets, the amount of traffic ultimately projected for those streets (between 4,400 and 8,000) trips per day is at the low end of collector range and can be accommodated by two-lane collector streets rather than four-lane streets. This level of traffic was expected on these streets and, while representing an increase over present levels of traffic in this developing area, it is not a level of traffic considered to be significantly detrimental to adjacent homes. It is the position of the City Traffic Engineer that closing off Palo Alto Avenue (one-eighth mile

west of Blythe Avenue), while immediately beneficial to the residents on the closed off stubs, would result in increased traffic on the portions of the streets left open. The increased traffic on the portions of the streets left open would detrimentally affect the residents on these streets and may result in the need to eventually develop them as four-lane streets.

Valentine Avenue between Herndon and Sierra Avenues was developed as a local street but unfortunately lies on an alignment that is normally occupied by a collector street. It carries over 1,300 trips per day, which is reaching the upper limit as to the amount of traffic considered to be desirable for a local residential street (1,500 trips per day). As growth continues in the area, it is possible that the street may carry levels of traffic considered inappropriate for a local residential street. Closing Valentine Avenue immediately south of Herndon Avenue would have a beneficial effect for those residents living on Valentine Avenue, and if the closure is accomplished using a solid block wall, several houses fronting on Valentine Avenue immediately south of Herndon Avenue would benefit in terms of noise insulation from Herndon Avenue. However, it is the City Traffic Engineer's position that closing off Valentine Avenue would correspondingly increase traffic on other local streets, thereby negating any benefits derived from its closure.

Commercial Nodes

Three commercial nodes were provided for in the plan at the Polk/Sierra, Herndon/Bryan and Bullard/Dante intersections. In the staff version of the plan, these intersections were to be limited to no more than 15 acres of neighborhood commercial land use which was to be developed at no more than two corners of the intersection. The committee version kept the same locations but did not put any limitation on the acreage or number of corners that could be developed.

At first glance, it would appear that this policy difference would allow a potentially unlimited amount of commercial development to occur at these intersections. However, upon looking at other intersections in the Bullard area where neighborhood commercial development has occurred, it is unlikely that more than 15 acres of neighborhood commercial uses would develop, regardless of a stated limitation, given the planned residential density and likely market area. The development would, however, tend to develop at more than one or two corners of the intersection, thereby hampering traffic movement through the intersection and increasing potential traffic safety hazards and land use conflicts.

6100T/301

8.0 ENVIRONMENTAL IMPACT REPORT NO. 10096

8.1 INTRODUCTION

This section constitutes the Environmental Impact Report for the Bullard Community Plan Update. It is intended to be an integral part of the plan document and, as such, will avoid the repetition of information already in the plan document. For the purposes of Section 15124 of the State CEQA Guidelines, the project has been described in the earlier sections of the plan document.

It is also important to note that this Bullard Community Plan is a refinement of the 1984 Fresno General Plan and an update of prior community planning efforts, i.e. the 1965 and 1975 Bullard Community Plans. This is not a new plan. The area of concern has been previously planned, approved and environmentally assessed for future urbanization. The plan area is 60 percent developed and is hemmed in by existing development to the south and east, the San Joaquin River to the north and the Freeway 99-Southern Pacific Railroad corridor to the west. Thus, this plan update will not be involved with consideration of urban expansion issues beyond the adopted sphere of influence. The potential for such expansion does exist in five of the seven remaining community plan areas.

Both the 1975 Bullard Community Plan and the 1984 General Plan were subject to Environmental Impact Reports, the most recent of which was EIR No. 10085 for the 1984 Fresno General Plan. Extensive information on the environmental setting for the Fresno Metropolitan Area is set forth on pages 8-21 of the General Plan EIR No. 10085 and is incorporated into this EIR by reference.

This Bullard Community Plan EIR builds upon the base information provided in the General Plan EIR. Excerpts are pertinent and incorporated herein. The General Plan identified potential significant effects relating to the subjects listed below and adopted the mitigation measures listed as follows for each category (exerpt from Resolution 84-469 certifying Final EIR No. 10085):

> BE IT FURTHER RESOLVED, the Council finds certain mitigation measures, which will mitigate or avoid significant adverse effects on the environment identified in Final Environmental Impact Report No. 10085, have been incorporated into the project.
>
> A. AIR QUALITY
>
> 1. Support the currently operating Fresno County Vehicle Inspection program and encourage expansion of the program to other counties in the San Joaquin Valley Air Basin.

2. Continue to refer environmental documents for projects identified as potential area sources, stationary sources, and indirect sources of air pollution to the Air Pollution Control Office of the Fresno County Air Pollution Control District.

B. WATER QUALITY

1. Conduct a comprehensive study of contaminant movement in groundwater to determine the directions and rates of movement of dibromochloropropane through the aquifer from areas of known concentrations.

   a. Analyze appropriate means to feasibly remove harmful levels of dibromochloropropane from groundwater supplied by the City of Fresno.

   b. Require resolution of water contamination problems before permitting development in Southeast Growth Areas.

2. Select locations for water wells outside the area of potential effects attributed to salt contaminated groundwater in the West Growth Area and in the westerly portion of the Fresno High-Roeding Community Plan area.

C. DEPLETION OF GROUNDWATER RESOURCES

1. Continue the intentional recharge of groundwater with allocated surface water, in cooperation with other agencies.

2. Continue the location and development of ponding basins with recharge capabilities in cooperation with other agencies.

D. CONVERSION OF LAND WITH CLASS I AND CLASS II SOILS TO URBAN USES

Recommend approval of the proposed Sphere of Influence/Urban Boundary to the Fresno County Local Agency Formation Commission.

E. URBAN USES IN CLOSE PROXIMITY WITH ACTIVELY CULTIVATED FARM LAND

In order to determine feasible measures to mitigate the effects of sprayed agricultural chemicals on adjacent urban uses, establish a process which provides for review and analysis of actively cultivated farm land within one-eighth mile of the boundaries of any proposed residential subdivision or use.

F. CONSUMPTION OF NONRENEWABLE ENERGY SOURCES

1. Ensure solar access to all buildings through the design review and environmental review processes, pursuant to State Solar Access and Solar Shade Acts.

2. Identify and encourage energy conservation in building and subdivision design which exceed the minimum provisions of Title 24.

3. Continue the present conservation measures and use of methane gas to offset waste energy use by the City of Fresno in the operation of equipment and facilities.

G. INCREASES IN TRAFFIC GENERATED NOISE

Adopt the Noise Element of the 1984 Fresno General Plan and implement the recommendations of the Element relating to traffic generated noise.

This EIR for the Bullard Plan Update evaluates these effects as they relate to the Bullard Community Plan, updates environmental information as appropriate and focuses on some subjects that were not listed as significant in the General Plan EIR but warranted more specific discussion relevant to the smaller community planning area. It is noted that Subsection B., Water Quality, is not applicable to the Bullard Plan area because it deals with areas on the southeast fringe of the Metropolitan Area and areas west of Freeway 99. Additionally, Subsection D is not applicable to the Bullard Plan area in that the vast majority of the soils designated for urbanization in the Bullard Community are not Class I or II soils. Finally, with respect to Subsection E, established regulations and procedures under the purview of the County Department of Agriculture provide for reasonable and workable mitigation in that farming operations adjacent to residential uses can be restricted or conditioned regarding the use of certain pesticides or herbicides, if determined to be necessary.

8.2 SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS AND RECOMMENDED MITIGATION MEASURES

8.2.1 Air Quality

Air quality is a serious problem in the Fresno Metropolitan Area and the larger San Joaquin Valley Air Basin, of which Fresno County is a part. Fresno County is a nonattainment area for carbon monoxide, ozone, and particulates. This means that Fresno County will not achieve compliance with specified National Ambient Air Quality

Standards. This is a problem that has the potential to get much worse as rapid growth continues to occur in the San Joaquin Valley, necessitating areawide and regional strategies to effectively deal with the problem. The City of Fresno has recently adopted a revised Air Quality Element to the General Plan, which includes updated policies to improve air quality.

Continued growth in the Bullard Plan area, as set forth in the General Plan and the Bullard Community Plan update, will cumulatively contribute to deterioration of air quality in the metropolitan area. From the standpoint of a community plan update, which deals primarily with overall land use patterns and the circulation system, the Bullard Community Plan has attempted to arrange the land use and circulation pattern so as to minimize the length and number of vehicle trips, thereby minimizing air pollutant emissions.

Ultimate buildout of the vacant and agricultural land in the plan area, in accordance with the Bullard Community Plan designations, is projected to occur approximately in the year 2030 and would result in the generation of an additional 3.27 tons per day of Hydrocarbons (HC), 36.89 tons per day of Carbon Monoxide (CO), and 4.86 tons per day of Oxides of Nitrogen (NOx). For comparative purposes, the existing 1988 pollutant generation of Fresno County and the built portion of the Bullard Plan area are presented in Table 7.8.2 in Section 7.8. However, they are not directly comparable because of the difference in the base year assumptions.

If the Bullard Community Plan were not updated, it is assumed that the planning area would build out in accordance with the land use designations of the 1984 General Plan. A comparison of the land use differences between the 1984 Fresno General Plan designations for the Bullard Plan area and the Bullard Community Plan Update reveal a negligable difference in the amount of emissions generated, given the size of the area involved. CO would be reduced by 0.27 tons per day under the Bullard Plan update while HC and NOx would increase by 0.11 tons per day and 0.04 tons per day, respectively.

The mitigation measures considered to be necessary to address the cumulative air quality problems are already incorporated into the Air Quality Element of the General Plan and the Fresno Clean Air Plan.

8.2.2 Urban Storm Drainage to the San Joaquin River

The urban storm drainage system of the Fresno Metropolitan Flood Control District, FMFCD, includes nine drainage zones that are planned to drain directly into the San Joaquin River. Of the nine planned drainage outfalls, eight are within the boundaries of the Bullard Community Plan and of the eight, three are already built and operational. FMFCD hired the firm of Brown and Caldwell to prepare an EIR for its District Service Plan in July of 1985. The EIR addressed the potential environmental impact of the drainage outfalls to the river. The environmental impacts and mitigation measures identified in that document for the drainage outfalls are summarized below. For more information, the reader should refer to the Final EIR for the FMFCD District Service Plan (SCH 84091707).

ENVIRONMENTAL IMPACTS	MITIGATION MEASURES
May contribute slightly to downstream flood hazard.	Temporary storage of water in gravel mining ponds. Control releases from Friant Dam and Big Dry Creek Reservoir to minimize flooding.
Potentially high concentrations of suspended solids, nutrients, BOD, un-ionized ammonia, metals, and coliforms in the river.	Route water through detention basins prior to discharge to the San Joaquin River. Discharge water to retention basins rather than to the river.
Increased pollutant concentrations from industrial area in drainage zone E1.	Industrial portion of runoff intercepted and discharged to retention basin.
Possible accumulation of toxic substances in food chain could affect water-oriented wildlife. Possible toxicity to fish.	Monitor water quality and sediments near outfalls. If unacceptable levels occur, institute mitigation measures described under water resources.

The main environmental concern with urban drainage to the river is runoff from industrial and commercial uses. The Bullard Plan Update has reduced the amount of planned industrial and commercial acreage in the affected drainage areas by approximately 280 acres. Additionally, the plan includes policies that prohibit direct drainage of industrial and commercial areas to the river.

These policies and land use changes, in conjunction with the mitigation measures under the purview of FMFCD, will substantially mitigate the potential effects resulting from the drainage outfalls.

8.2.3 Flood Hazard

Almost all of the riverbottom area is within a 100-year or 500-year floodplain. Sedimentation and lack of channel maintenance has decreased channel capacity over the years, thus increasing the flooding potential. Because the Bullard Community Plan policies do not allow for urban development which would

result in large human populations in the riverbottom, flooding in the riverbottom is not considered to be a substantial threat to human life and property in the Bullard Community. Refer to pages V-17 through V-34 of the San Joaquin River Area Reconnaissance Study prepared jointly by the Counties of Madera and Fresno and the City of Fresno in June of 1986, for a complete discussion of flooding in the riverbottom.

8.2.4 Groundwater Depletion

Groundwater is the primary source of water for the Fresno Metropolitan Area. For many years a groundwater overdraft situation has existed, i.e. more water has been pumped out than replaced by natural and man-assisted replenishment, resulting in a continual lowering of the underground water table. Continued growth in the Bullard Plan area will contribute to the metropolitan wide groundwater depletion problem. In order to combat this problem the City of Fresno, Fresno Metropolitan Flood Control District, Fresno Irrigation District, the County of Fresno and the City of Clovis have combined in a cooperative effort to recharge the underground water supply, mainly through the ponding of surface water to permit infiltration into the ground. Approximately 40,000 acre feet of water per year is being recharged through this effort. The City of Fresno also actively promotes water conservation and prohibits watering between 12:00 noon and 6:00 p.m. in the spring and summer months.

The depletion of groundwater resources is being mitigated through 1) the continuation of the intentional recharge of groundwater with allocated surface water, in cooperation with other agencies; and 2) the location and development of ponding basins with recharge capacities in cooperation with other agencies. These were mitigation measures adopted as part of the General Plan EIR.

8.2.5 Inactive Landfill Areas

There are inactive landfill, i.e. solid waste disposal areas in the vicinity of the San Joaquin River bluffs near the Harrison and Nees Avenue alignments. Refer to Exhibit 7.2.5. These landfills ceased operation more than ten years ago. The area labeled "A" is designated for eventual residential development and the area labeled "B" is designated for open space. A future collector street will bisect the landfill area labeled as "A".

Before development can occur on or near these landfill areas, the following problems would have to be addressed and eliminated by way of a comprehensive engineering analysis:

1. Methane gas production and migration from decomposing materials is an explosive hazard, an asphyxiation risk in an enclosed structure, as well as an olfactory nuisance.

2. Differential settling of landfill materials can fracture building foundations and disrupt utility lines.

3. The potential for landslippage along the steep edges of the landfill sites.

4. The materials received at these landfills may not have been tightly controlled. Therefore, the potenial for hazardous substances in the landfills exists.

5. The existence of underground fires.

6. The potential degradation of groundwater by leachate, i.e. by water percolating through the landfill materials.

Portions of the Calcot, Park Place and Riverview Estates properties are also affected by intermittent landfill areas of varying depth, but not of the depth and concentration of the major areas identified as "A" and "B" on Exhibit 7.2.5. The southerly boundary of these potential landfill areas are identified on Exhibit 7.2.5. The approval of development entitlements for these areas shall be conditioned upon a soils and foundation study that determines the location and extent of the landfill and how potential problems will be addressed prior to the construction of any buildings.

Sources: BSK and Associates, geotechnical report estimate prepared for the City of Fresno Public Works Department, 12/12/83; Environmental Assessment file Nos. 3721 and 4510, City of Fresno Development Department, 1981 and 1982 and City of Fresno EIR No. 10075, 1981.

8.2.6 Geologic Hazards/Bluffs Preservation

Much of the land adjacent to the south side of the San Joaquin River Bluffs is designated for urban development, most of it for single family residential development. Approximately one-half of the bluff-top land has been developed, primarily between Sierra Sky Park and the Harrison Avenue alignment. Irresponsible and uncontrolled development near the bluffs could result in the erosion of the bluff face and the potential for landslides, damaging the most distinctive geologic and scenic feature found in the metropolitan area, as well as exposing people and property to hazard.

Since bluff preservation has been of substantial concern to the community for a number of years, prior planning efforts have resulted in the adoption of policies and ordinances intended to preserve the bluff area and minimize geologic hazards. The "BP" Bluff Preservation Overlay District is an example. This plan promotes and maintains the preservation policies for the bluff.

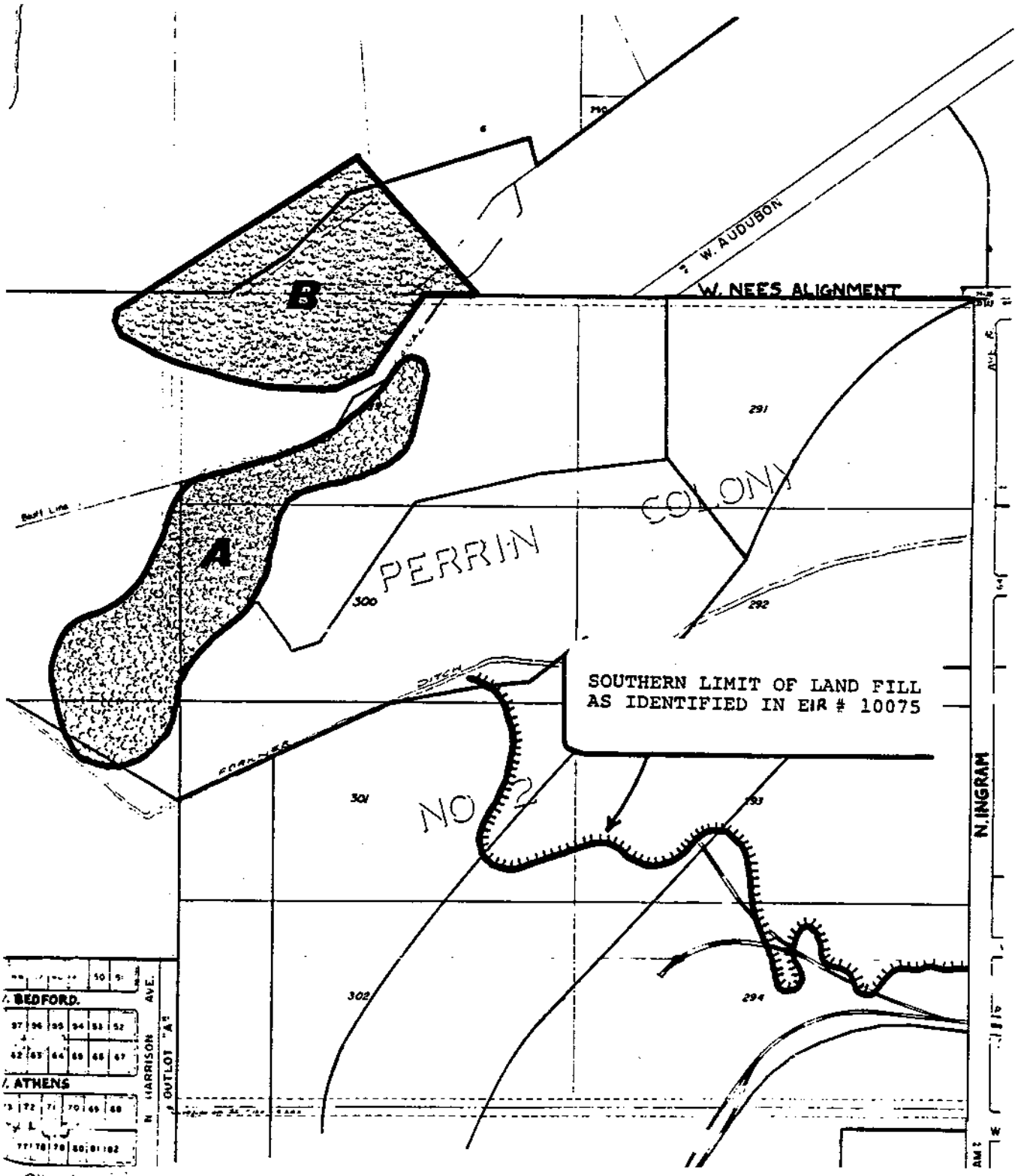
8.2.7 Hazardous Waste Site

A hazardous waste site was identified in 1987 at 7140 North Harrison Avenue. The site is about one-half acre in size and is the former location of a facility that recovered glycols from crude oil in the 1960's and later processed solder residues to

EXHIBIT 8.2.5

BULLARD COMMUNITY PLAN

Landfill Sites



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recover lead solder in the 1970's. The site is adjacent to industrial and single family residential land uses.

Known hazardous materials on site include two large piles of solder flux residues containing as much as forty percent inorganic lead. Other compounds, such as ammonia hydroxide, ethylene glycol, and isopropanol, were also found on the site, as well as uncovered concrete-lined bunkers filled with oily materials of an unknown composition. There are also drums containing indeterminate substances on site that are in various stages of deterioration. The site is fenced and inaccessible to the public.

The main concern identified for this site is potential groundwater contamination. However, there is also a possibility of public exposure to contaminants through windborne dust particles or surface sediment runoff.

The City of Fresno became aware of the site's existence in the summer of 1987. In 1987, the City wrote to the State Department of Health Services (DHS) asking whether a moratorium should be imposed on residential development within 2,000 foot of the site. The DHS responded that there was not adequate information to determine the impact of the contamination. Additional information about site conditions and conditions during cleanup activities is required by the DHS to evaluate the impact of the site on surrounding properties.

The site was placed on the Department of Health Service's Board Expenditure Plan and was scheduled for Preliminary Assessment in April 1988.

In July of 1988, the site underwent extensive surface stabilization by EPA personnel. Hazardous materials and contaminated surface soils were removed and a soil binder was applied to inhibit airborne contamination from the site. The constituency of surface materials and the necessity of subsurface excavation will be evaluated by the DHS. If excavation is warranted, it will be financed through the Hazardous Substance Cleanup Bond Act.

8.2.8 Agriculture

The eventual urbanization of the Bullard Community will occur at the expense of nearly forty percent of the County's fig orchard acreage. In Madera and Merced Counties there are about 13,000 acres of figs trees remaining to support the industry. Both counties have reported an increase in their fig production, due in part to advanced fig culture techniques. Urbanization, while displacing large scale agriculture in the Bullard Community, is not expected to have a significant effect on the overall fig industry. The vast majority of the soils in the Bullard Community are not considered to be prime agricultural soils i.e. Class I or II.

8.2.9 Noise

Noise levels along major streets are expected to increase as the Bullard Community develops and the population increases. Rail traffic is also expected to increase in frequency as well, further contributing to increased ambient noise levels. The impacts of noise can, however, be mitigated through the implementation of the existing regulations and policies contained in the Noise Element of the 1984 Fresno General Plan, Title 24 of the California Administrative Code and the City's Noise Ordinance.

8.2.10 Energy

The continued development of the Bullard Community will result in the consumption of nonrenewable energy resources in the form of natural gas, electrical energy generated from fossil fuels and fuel for transportation purposes. However, it is noted that consumption of natural gas and electrical energy is decreasing per capita in the FCMA, according to P.G. & E. figures. The proposed plan contains land use changes and urban design features that reduce vehicle miles traveled and facilitate the use of energy efficient transportation alternatives. Mitigation measures relating to solar access and energy conservation are already included in the General Plan.

8.2.11 Plant and Animal Life

The two events that caused the greatest impact on the original flora and fauna of the plan area were the agriculturalization of the area and the construction of Friant Dam. There are several endangered and sensitive species among the long list of plants and animals that inhabit the Bullard Community, the majority of which exist near the San Joaquin River. The proposed Bullard Community Plan will perpetuate the General Plan policies regarding the preservation of sensitive and endangered species and provide for continuation of open space uses in the riverbottom. Moreover, there is substantial existing legislation at the state and federal level intended to protect endangered plant and animal species.

8.2.12 Paleontology

Though paleontological findings have been made in the San Joaquin Valley, including one in the San Joaquin Riverbottom, their scarcity in this area indicates that there is not expected to be a significant effect on these resources from the implementation of the proposed plan.

8.2.13 Archaeology

A records search has called attention to at least four archaeological sites in the Bullard Community. One of these sites have been obliterated by urban development, one has suffered considerable disturbance from long-term tillage, and the other two are believed to be village sites along the San Joaquin River between Highways 41 and 99. The precise location of these sites is not known. There is sufficient protection for these resources in the language of State and Federal legislation.

8.2.14 Historic

There is a diverse collection of sites significant to Fresno's history in the Bullard Community. There is a growing constituency of historical preservationists in the Fresno area as evidenced by the City's enactment of legislation to identify and preserve historic structures and districts in the City. The Bullard Community Plan is not expected to have a significant effect on the historic resources in the Planning Area.

8.2.15 Traffic/Circulation

The circulation system of the Bullard Community Plan area has been extensively covered in Section 4.5 of the plan document. An evaluation of future capacity constraints is included in Section 4.5 and is based upon the Council of Fresno County Government's computer traffic model for buildout of the plan area. Circulation related mitigation measures considered to be necessary have been incorporated into the plan as circulation policies (4.5.9).

8.2.16 Groundwater Contamination

Since April 1988, trichloroethelyne (TCE) contamination has been discovered in five domestic water wells, (three operated by Fresno County Waterworks District Number 25, one operated by the City of Fresno and one operated by Pinedale County Waterworks District) in the northeast portion of the Bullard Community. All of these wells have been shut down since it was revealed that they contained water contaminated with TCE levels exceeding the State's Action Level of five parts per billion (PPB). Fresno County Waterworks District #2's Well #3, near Palm and Shaw Avenue, was closed in mid-October after a water analysis found levels of dichloroethylene (DCE) and perchloroethylene (PCE) in concentrations exceeding State Action Levels.

The affected water purveyors will begin treatment of the groundwater as soon as possible, beginning at the point furthest upgradient in the plume of contamination. The well-head treatment, known as "air stripping", is planned to be used to lower contaminants to non-detectable levels.

The City is conducting a comprehensive testing program of its domestic water wells for a wide range of contaminants and will resolve the water contamination problem in cooperation with other agencies. In addition, the State Regional Water Quality Control Board is proceeding with an investigation of contaminant movement in the groundwater, to determine the directions and rates of movement of TCE and other chemicals through the aquifer.

8.3 UNAVOIDABLE SIGNIFICANT EFFECTS

Potential significant effects which can be mitigated to some extent involve the following:

1. Vehicle emissions and effects on air quality in general.

2. Energy consumption, including consumption of non-renewable energy sources.

3. Depletion of groundwater resources.

4. Increases in noise as the result of increases in traffic as growth occurs.

Vehicle emissions and effects on air quality are major considerations, in terms of the nonattainment aspects of air quality in Fresno County. Air quality and mitigation measures are addressed in the section on Air Quality (7.8).

Consumption of petroleum fuels for vehicular travel within the FCMA can be mitigated to some extent by the same measures intended for the reduction of vehicle emissions. As with vehicle emissions, petroleum fuel consumption is affected more by the population and number of vehicles than by planning and the configuration of land use. However, the land use pattern of the plan was designed, to the extent feasible, to minimize vehicle miles traveled and to promote alternative transportation modes.

State provisions for residential energy standards apply to all new home construction and can be expected to continue to reduce consumption of natural gas and electricity for domestic heating, cooling, and lighting. Refer to Energy Section, 7.11.

Groundwater resources are diminishing in proportion to population, and industrial and commercial activity which support that population. Intentional recharging of the groundwater with allocations of surface water has been successful and will continue to be required in order to maintain groundwater levels at appropriate levels. Groundwater levels influence electrical energy consumed in pumping.

Noise from vehicular traffic varies primarily with traffic volumes and distances from the roadway. Mitigation measures involve barriers, subdivision design, landscaping, and the design and orientation of individual buildings. Refer to Noise Section, 7.10.

8.4 ALTERNATIVES TO THE PLAN

Two alternative population and land use distributions were examined and compared with the proposed Bullard Community Plan. One alternative assumes that the Bullard Community is developed as set forth in the 1984 Fresno General Plan. This alternative stems from the fact that if the Bullard Community Plan was not updated

the land use designations of the 1984 General Plan would guide the development of the Bullard Community. For comparative purposes, the other alternative presents the unlikely scenario of no further urbanization of the Bullard Community.

Since approximately sixty percent of the land within the plan boundaries is developed and constitutes an environmental constant regardless of alternative, this analysis will focus upon the forty percent of the plan area designated for urbanization that is undeveloped (approximately 5,000 acres). Development in accordance with the Bullard Community Plan would result in an increase of 359 acres of residential land, a decrease of 133 acres of office land, an increase of 45 acres of commercial land and a decrease of 322 acres of industrial land, as compared to the designations of the 1984 General Plan. These net differences in acreage would result in minor reduction of vehicle miles traveled, air pollutants and fuel consumption. Sewer and water demand would be reduced by approximately 200,000 gallons per day. The reduction in industrial and commercial acreage in the drainage zones that drain to the San Joaquin River will reduce the need for drainage runoff mitigation measures for this land.

The other alternative assumes no further urban development in the Bullard Community. Such a scenario would be of obvious benefit to the immediate area in terms of lowering the localized level of traffic, air pollutants, consumption of energy and urban services, and preventing the conversion of agricultural land to urban uses. The down side of this scenario is that the anticipated population increase for this area within the planning period, from 64,300 in 1988 to 98,100 in 2005, would occur in the other growing areas of the Fresno Metropolitan Area, specifically the Woodward Park area and the Southeast Fresno, i.e. Roosevelt Community Plan area, offsetting localized benefits in the Bullard area. There are greater environmental problems associated with growth. Directing more growth in these areas would exacerbate the problems. In the Woodward Park Community Plan's northeast growth area, water well yields are poor compared to the rest of the community, substantial traffic circulation problems are expected and this area is the most difficult and expensive area to provide with urban services, especially with sewer lines. Urban expansion in the Roosevelt Community Plan's southeast growth area would be at the expense of prime agricultural land and there is a substantial problem with pesticide contamination of the groundwater (DBCP).

This is, of course, a very simplified discussion of the environmental problems in the growth areas provided for in the 1984 General Plan. Extensive discussion of these growth areas is contained in both the General Plan text, pages 115 to 132, the Fiscal Impact Study of the Northeast Fresno Growth Area (Boyle Engineering, 1987) and the General Plan EIR, i.e. pages 41-51 of the Final EIR and pages 96-107 of the Draft EIR. The General Plan was adopted with a balanced growth perspective, allowing for urban expansion in the northwest, northeast and southeast. Redirecting additional growth to the northeast and southeast and reducing growth in the northwest would not be environmentally superior to

the balanced growth scenario.

8.5 RELATIONSHIP BETWEEN SHORT-TERM USES AND LONG-TERM PRODUCTIVITY/CUMULATIVE IMPACTS

The implementation of the Bullard Community Plan will result in long-term physical changes to the environment, due to the direct and indirect effects of continued urbanization and population growth in the area. If viewed as a series of reasonable foreseeable future projects, such physical changes will result in incremental effects on the environment, as have changes resulting from the past 100 plus years of urbanization in the Fresno area. Cumulative effects are thus attributed to the incremental implementation of the Bullard Community Plan and are recapitulated as follows:

1. Effects on air quality in proportion to increases in population and the number of vehicles.

2. Depletion of groundwater resources.

3. Increases in noise in some areas in proportion to increases in vehicular traffic.

4. Increases in energy consumption, including consumption of non-renewable energy sources in proportion to increase in population and attendant urban facilities.

5. Increases in solid waste material in proportion to population, which induces a long-term demand for larger or improved disposal facilities.

6. Increases in waste water in proportion to increases in population, which induces a long-term demand for larger or improved disposal systems and facilities.

7. Consumption of materials for the construction of buildings.

8.6 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The eventual planned urbanization of the Bullard Community would result in an irreversible loss of approximately 3,000 acres of agricultural land, primarily fig orchards, to urban development. Irreversible commitments of resources would involve the consumption of non-renewable energy resources and the use of construction materials from non-renewable resources, i.e. sand, gravel, cement, metals.

8.7 GROWTH INDUCING IMPACTS

The proposed Bullard Community Plan is not expected to give rise to any significant growth inducing impacts. The urbanization of the Bullard Community is consistent with the policies set forth in the 1984 Fresno General Plan and previous community planning efforts. Urban services extended to the Bullard Community are intended for the benefit of the Planning Area, to serve the level of development planned. They are substantially funded by new development through the application of the Urban Growth Management Policy, and are not anticipated to induce growth in this area beyond the level set forth in this plan.

This area is experiencing a considerable growth rate--not as a result of the plan, but in response to regional pressure for development. Rather than inducing urban growth, this plan is intended to guide the orderly development of the Bullard Community, the development of which would occur whether or not the Bullard Plan was updated.

8.8 AIR QUALITY

8.8.1 Existing Conditions

The City of Fresno lies near the center of the San Joaquin Valley, the southern half of the Great Central Valley. The San Joaquin Valley is "boxed-in" on three sides by mountain ranges rising to heights from 4,500 to 14,000 feet. These ranges are the Coast Range on the west, the Techachapis on the south and the Sierra Nevadas on the east.

This "boxed-in" situation, resultant temperature inversions and lack of air movement has given rise to serious air quality problem in the San Joaquin Valley Air Basin, which includes Fresno County together with seven other counties extending to Kern on the south and to San Joaquin on the north.

Air pollution in the Fresno area, and elsewhere, is the result of substances which are introduced into the air by man's activities and which directly, or indirectly, adversely affect humans, animals, vegetation, and other materials. Air in its natural state contains varying levels of pollutants. Smoke, dust, water vapor, and other impurities which do not result from man's activities are generally present.

The 1963 Clean Air Act and succeeding amendments and laws have provided for the establishment of mandatory air quality standards, air quality planning programs and the formation of state and local agencies responsible for the implementation or enforcement of air quality requirements. The Fresno County Air Pollution Control District (APCD) prepared an Air Quality Maintenance Plan (AQMP) and Non-Attainment Area Plan (NAP) in 1979 as Fresno County was

not expected to comply with the National Ambient Air Quality Standards for ozone, carbon monoxide and particulates by the mandated deadline 1985. The AQMP/NAP was updated in 1982 and is referred to as the Fresno Clean Air Plan. The 1985 deadline was subsequently extended by the EPA to December 31, 1987.

Based upon the air quality monitoring required of the APCD it has been determined that Fresno County will not achieve compliance with the National Ambient Air Quality Standards for ozone, carbon monoxide and particulates as required. On June 29, 1987, the EPA announced a sanction on 14 regions, including six in California, of which Fresno County is one. This action prohibits the construction of new uses which would have the potential of emitting 100 or more tons annually of volatile organic compounds (key elements in the formation of ozone) or carbon monoxide. Although it is unlikely that this sanction on large stationary sources such as industrial plants will adversely affect the Fresno Metropolitan Area, further sanctions are possible. These sanctions might include the discontinuance of federal funds for highway and sewer improvements.

Ambient Air Quality Standards have been established by the Environmental Protection Agency for the following pollutants:

Hydrocarbons (HC)	Carbon Monoxide (CO)
Nitrogen Oxides (NO_2)	Sulfur Dioxide (SO_2)
Photochemical Oxidents (OX)	Suspended Particulate Matter (TSP)

California standards apply to the same six pollutants and also set limits for sulfates, lead, hydrogen sulfide, ethylene, and particulates which reduce visibility. The more stringent standard applies, whether state or federal. The standards establish minimum levels of pollutant concentrations above which adverse effects on health are observed. The period of exposure time is considered equally important to the level of concentrations.

8.8.2 Impact of Plan

The basic land use pattern for the Bullard Community has been derived from the several past planning efforts for the area, the most recent being the 1984 Fresno General Plan, which was the subject of an Environmental Impact Report (No. 10085). This Community Plan is a refinement of the 1984 General Plan. This analysis will quantify the amount of air pollutant emissions that would result from the ultimate buildout of the plan area under two scenarios: the 1984 General Plan and the Bullard Community Plan update, as well as delineating the net difference between the two. This analysis will also examine the relationship of this plan to the Fresno Clean Air Plan and the recent update of the Air Quality Element of the 1984 Fresno General Plan and how the recommendations of these documents are being applied in the Bullard Community Plan.

EXHIBIT 8.8

BULLARD COMMUNITY PLAN

San Joaquin Valley Air Basin

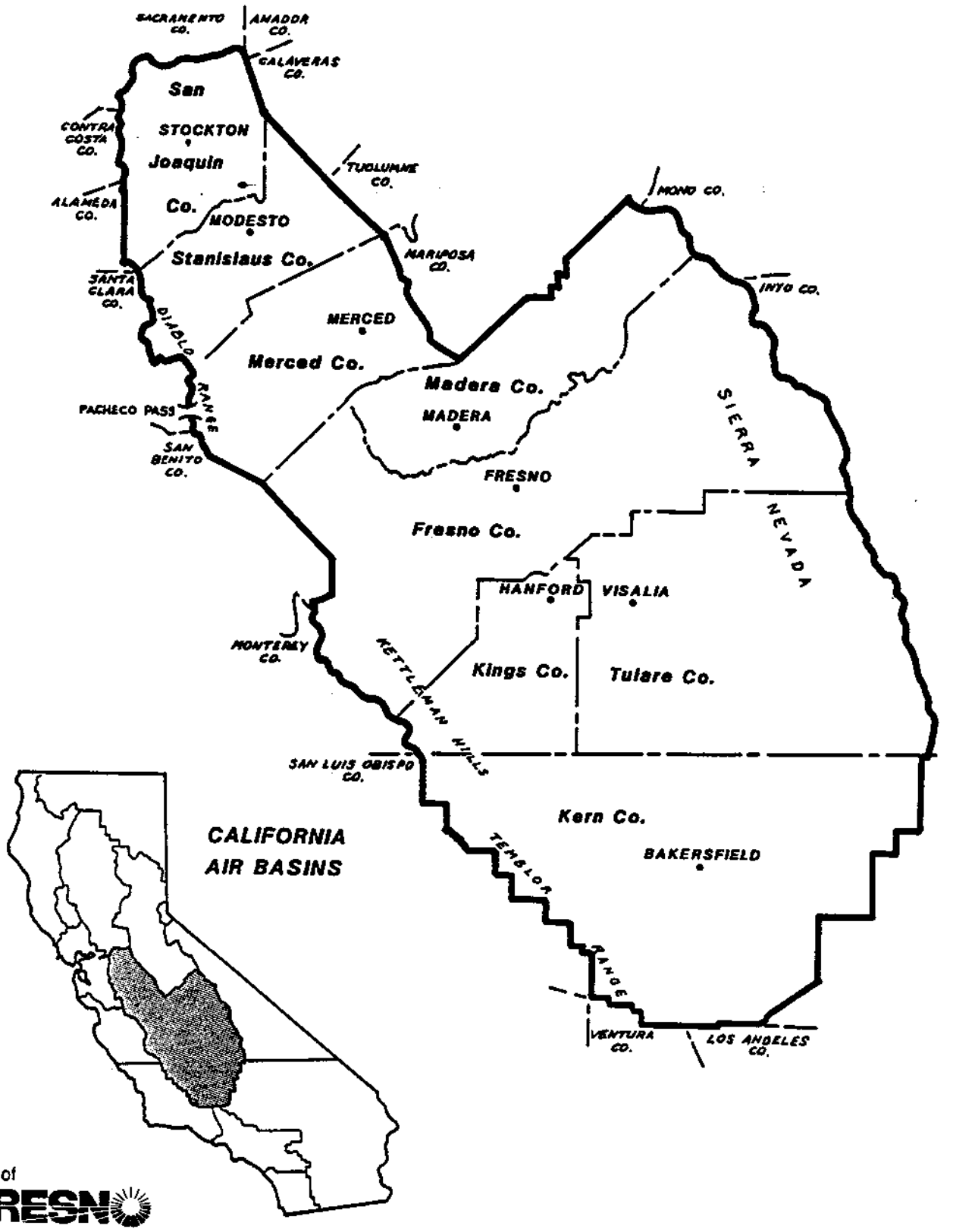

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Table 8.8.2
COMPARISON OF AIR POLLUTANT EMISSIONS

(TON/ DAY)	FRESNO COUNTY	EXISTING BULLARD AREA (1988)	EMISSION FROM BUILDOUT OF AG & VACANT LAND IN ACCORDANCE WITH BULLARD PLAN*	GENERAL PLAN*	NET DIFFER-ENCE
HC	24.05	9.50	3.27	3.10	+0.11
CO	200.95	63.36	36.89	37.16	-0.27
NOx	24.43	7.68	4.86	4.82	+0.04

Assumptions
1. Use EMFAC7 Emission Factors
2. Year = 2020
3. Temp = 60°F
4. Speed = 35 MPH
5. Average Trip Length = 5.3
6. Cold Starts = H-W 88.6; H-S 40.5; H-O 59.0; W 78.0; N-W 27.8
7. Results in Tons Per Day

Source: City of Fresno Development Department, using the URBEMIS #2 computer program, developed by the California Air Resources Board

Table 7.8.2 indicates that ultimate buildout of the vacant and agricultural land in the plan area in accordance with the Bullard Community Plan designations, by approximately the year 2030, would result in the generation of an additional 3.27 tons per day of Hydrocarbons (HC), 36.89 tons per day of Carbon Monoxide (CO), and 4.86 tons per day of Oxides of Nitrogen (NOx). For comparative purposes, the existing (1988) pollutant generation of Fresno County and the built portion of the Bullard Plan area are also presented in Table 7.8.2. However, they are not directly comparable because of the difference in the base year assumptions.

If the Bullard Community Plan were not updated, it is assumed that the planning area would build out in accordance with the land use designations of the 1984 General Plan. A comparison of the land use differences between the 1984 Fresno General Plan designations for the Bullard Plan area and the Bullard Community Plan Update reveal a negligable difference in the amount of emissions generated, given the size of the area involved. CO would be reduced by 0.27 tons per day under the Bullard Plan update while HC and NOx would increase by 0.11 tons per day and 0.04 tons per day, respectively.

8.8.3 Mitigation Measures

Because the Community Plan is a document to guide land use decisions, the efforts it employs to mitigate air quality impacts

emphasize land use strategies, since the spatial distribution, patterns, and density of various land uses tend to determine travel behavior.

The 1984 Fresno General Plan EIR concluded that as the result of the relatively low densities throughout most of the Fresno area, well established reliance on utility and convenience, and other factors, the private automobile will continue to be the predominate mode of transportation in the Fresno area. It is almost certain, as well, that population growth in the Bullard Community will result in an increase in the number of motor vehicles therein, making attainment of air quality standards more difficult.

The City of Fresno is in a position to exert some level of influence on air quality through the composition of its General and Community Plans and their designation of appropriate land uses.

There are existing General Plan policies and related land use regulations that have a bearing on air quality:

1. Contiguous Urban Expansion -- To reduce vehicle miles traveled.

2. Urban Infill -- To reduce vehicle miles traveled.

3. Mixed Land Use -- Utilization of Local Planning and Procedures Ordinance to achieve mixed residential, commercial and office uses and to reduce vehicle miles traveled.

4. Density Transfer - Utilization of Local Planning and Procedures Ordinance to reallocate dwelling unit densities in selected areas and to reduce vehicle miles traveled.

Those land use strategies recognized as having a positive influence on air quality do so because they reduce the necessity of vehicle travel by increasing the practicality of alternate transportation such as bicycles, foot travel, or mass transit. These land use strategies are incorporated in the updated plan.

The most apparent feature of the Bullard Community that fits this description is the Bullard Loop. Originally adopted in the 1975 Bullard Community Plan, the Loop is the embodiment of the Multiple Centers Concept: a series of centers throughout the metropolitan area to focus services within each community. Through this compact urban design, it is hoped that vehicle trips could be reduced or substituted by alternate transportation as distances are reduced in the vicinity of the Loop, due to the proximity of residences, businesses, and services. The need for cross town travel for goods and services is theoretically reduced as well, because of the concentration of these land uses in each community's center.

The next strategy available to land use planners that is incorporated in the Bullard Community Plan update is higher residential densities. The relatively low residential densities prevalent in the Bullard Community discourage alternative transportation and, as a result, encourage personal automobile use. A compact urban form increases use of mass transit. Higher residential densities also shorten the distances of many trips, thus reducing miles traveled. Given the development pattern of the FCMA, a general increase in residential densities is not likely to increase the use of mass transit. As noted in the 1982 Fresno County Clean Air Plan, "emphasis should be given to higher density residential development at strategic locations, such as areas adjacent to community centers, employment centers, and major streets. The concentration of higher density residential development at these locations is likely to generate more demand and provide for an efficient transit service."

Mixing compatible land uses can also reduce the necessity of vehicle travel by offering services within walking distances of the consumer. This strategy would have residential land use mixed with commercial, industrial and governmental land uses. To some degree, this strategy is incorporated in the Bullard Loop Plan.

Though the theoretical implications of these three strategies may be apparent, their practical applications are not as easily demonstrated. The weakness of these land use strategies is that the automobile has rendered, at least in the Fresno/Clovis Metropolitan Area, the locational tie between place of employment and residence relatively unimportant: it is possible for people to live in one community, work in another, and shop in still a different community. The personal automobile has become such a convenient method of travel that it has allowed the traveler to consider distance as a minimal limiting factor in the selection of a house, an occupation, and a livelihood. However, this situation could change quickly, should any kind of fuel shortage and corresponding rise in energy prices occur.

The multiple centers concept, mixed use and greater residential density strategies are not, however, without merit. They do provide, in a framework of land use design, the necessary distribution, density, and pattern of urban land uses to shorten automobile trip length and to facilitate the use of transportation other than the personal automobile, thus reducing overall vehicle emissions.

The recent adoption of a revised General Plan Air Quality Element reaffirms the City of Fresno's committment to participate in the continuing effort to improve air quality. The revised element endorses the continuation of existing efforts, as well as additional endeavors, to improve air quality. The adopted policies are listed below:

1. Where practicable, support and encourage regional, state and federal programs and actions for the improvement of air quality.

2. Where practicable, support and encourage the unification of existing air pollution control districts in the San Joaquin Valley Air Basin, in order to achieve maximum use of existing laws and available technology for air quality maintenance.

3. Develop and incorporate air quality maintenance considerations in the preparation of community and specific plans and in the review of land use and development proposals.

4. Modify land use regulations and related processes to provide for the integration of compatible land uses.

5. Integrate compatible land uses and concentrate development along major streets and near major employment areas to reduce vehicle miles traveled.

6. Develop the means to obtain or use land for on-site bus turning and parking areas with attendant employee and passenger facilities.

7. Support and encourage the priority construction and improvement of highway projects in the Fresno area, as set forth in the Fresno County Transportation Improvement Act.

As demonstrated by the above analysis, the Bullard Community Plan will result in a notable reduction in air pollutants from that generated by the land use pattern set forth in the 1984 Fresno General Plan. Moreover, the existing policies of the revised Air Quality Element of the General Plan will act to mitigate air quality in the Bullard Plan area to the extent feasible.

8.9 AGRICULTURE

8.9.1 Existing Conditions

The Bullard Community currently has about 3,000 acres of land in agricultural uses. Of this area, all but the 700 acres of land within the San Joaquin Riverbottom is designated for eventual urbanization. This has been planned for eventual urbanization since the adoption of the City's 1965 Bullard Community Plan. The San Joaquin Riverbottom is designated for multiple use open space in which agriculture may continue.

8.9.2 Soil Characteristics

According to the Soil Conservation Service (SCS) Soil Survey of East Fresno Area (1971), the soil types of the Bullard Community are dominated by the San Joaquin-Exeter-Ramona soil association: well-drained soils of low alluvial terraces. This association

consists of sandy loams to loams that are shallow or moderately deep to an indurated layer that restricts the penetration of water and roots. This layer is commonly referred to as "hardpan", though it is actually one of three soil phenomena: a true hardpan that is cemented with iron and silica, a moderately restrictive subsoil, or a sandy substratum at a depth of three to four feet. If this hardpan is not broken, the soils can become waterlogged both in wet years and when over irrigated. In dry years, crops are likely to be damaged by drought.

Two other soil associations lie in the Bullard Community. The next prevalent association is the Grangeville-Chino association: a deep to very deep, somewhat poorly drained, sandy loam to loams. This association is excessively drained to somewhat poorly drained of recent alluvial fans and floodplains of the San Joaquin River. Due to the high water table, drainage is poor but pumping of water for irrigation has lowered the water table in these soils.

The soil association with the smallest area in the Bullard Community is the Hanford-Hesperia association: well drained sandy loams and fine sandy loams that are moderately deep or deep to compact silt. This soil association is found only in the area of the Herndon townsite, north to the San Joaquin River.

Save for a portion of the bluffs area and a majority of the riverbottom, there are few areas in the Bullard Community classified by the SCS as Prime Farmland. Due to limitations including but not limited to soil properties, frequency of flooding, depth of water table, and susceptibility to erosion, the Bullard Community soils are largely classified as "Unique Farmlands" and are not considered as valuable for long-term agriculture as Prime Farmland.

8.9.3 Agricultural History

Prior to the 1920's, there was no predominant agricultural activity in the Bullard Community aside from some sheep grazing and a few attempts at dry farming with grain. The land was considered by many to be useless for agriculture. In 1920, J.C. Forkner began promoting real estate in what would become the Bullard Community, then known as "outlaw land". He planted 12,000 acres of fig orchards which subsequently sold in 10 to 40 acre parcels.

The unique combination of climate and soils have lent themselves to the production of figs in the Bullard Community. Though not the first to plant fig trees in the Fresno area, Forkner's original plantings in the 1920's came to dominate the agriculture landscape of northwest Fresno. The varieties currently grown are the Calimyrna, Adriatic, Kodota, and Mission. About ninety-seven percent of these figs are dried with the balance canned or sold fresh. While rivaled in terms of quantity, the Bullard Community has become known worldwide as an area of unsurpassed fig quality.

A slow but steady decline of agricultural acreage in the Bullard Community has occurred in response to the pressure for urban development. The 1965 Bullard Community Plan designated as appropriate for residential development the area occupying most of the land between the San Joaquin River, Blackstone Avenue, Ashlan Avenue and the Southern Pacific Railroad. The plan included a policy that "urban expansion into the agricultural areas should be made in an orderly manner; leap-frog development is not recommended." Since then the City has encouraged growth to develop contiguous to existing urban areas to allow for the continuation of agricultural production for as long as possible.

8.9.4 Impact of the Plan

The eventual loss of fig orchards in the Bullard community due to urbanization would have an impact on the fig industry in Fresno County. This is because the Bullard community contains a significant portion of the County's fig acreage. Out of a total 5,688 acres of producing fig lands in Fresno County (1986 Fresno County Crop and Livestock Report) approximately 2,300 acres or forty percent are within the Bullard Community Plan boundaries. In 1986 Fresno County produced 4,150 tons of figs.

8.9.5 Mitigating Circumstances

It is important to note that there are about 13,000 acres of fig orchards in the Madera/Merced region. In Madera County approximately 7,000 acres are devoted to figs. Much of the fig acreage in Merced and Madera counties is substantially newer than the Bullard area orchards, which are older and declining in production. Madera's 1986 fig crop was 6,032 tons, up twenty-eight percent from 1985. Merced County holds roughly 3,700 acres of fig orchards, and its 1986 output was 4,730 tons (1986 Merced County Crop and Livestock Report).

Newer fig orchards (±10 years old) may be able to yield more fruit than older orchards as they are often developed utilizing the latest in intensive cultural practices. These include the use of high density planting techniques such as decreasing the distance between trees from 30' X 30' to 15' X 30' and even to as close as 12' X 25'. It should be noted, though, that the final outcome of these practices has yet to come to fruition as it takes about 8-10 years to fully realize the benefits.

Another aspect of modern fig cultivation is the advancement in irrigation technology. The use of hardpan to "cap" soil moisture evaporation has given way to the use of drip irrigation in many newer orchards. This practice saves money over traditional irrigation systems because it uses about seventy-five percent less water and allows the location of orchards on rolling topography, omitting the necessity of leveling land for flood irrigation.

It should be noted that there has been little in the way of new fig plantings in the past three to four years in the Madera/Merced region. This can be attributed, in part, to the depressed

agricultural market in California; in particular, to the low demand for new fig acreage and the high cost of maintaining the orchards in existence.

Though the acreage of Fresno County's fig industry will be reduced forty percent by the eventual urbanization of the Bullard Community, substantial fig acreage will remain in the County and State to support the fig industry into the foreseeable future. Additionally, due to the limitations of the predominant soil associations, the Bullard Community as a whole is considered less valuable for continued long-term agricultural use, as compared to other fringe areas of the metropolitan area, which have prime agricultural soils.

8.10 NOISE

8.10.1 Introduction

Noise is defined in the context of this analysis as unwanted sound; a subjective reaction to a physical phenomenon. Its effects on people can range from pleasure to annoyance, and include an inhibition of a sense of well-being, sleep disturbance, interference with speech and activities, and even physical damage resulting in hearing impairment.

In order for noise to be planned for it is recognized as having three components: a source, a means of transmission, and a receiver. Sound is a function of pressure variation in the air occuring at a frequency (at least 20 times per second) that the human ear can detect. Sound is commonly measured in decibels (dB) using the threshold of human hearing as a point of reference (0dB) and increasing logarithmically. Thus a million-fold increase from 0dB is expressed as 120dB.

There are two composite noise descriptors in common use today: the Ldn and CNEL. The Ldn is an average day and night sound level based upon an average hourly sound level over a 24-hour day with a +10dB weighting applied to nighttime (2200 hrs-0700 hrs) sound level. CNEL (Community Noise Equivalent Level) is also based on an average hourly sound level over a 24-hour day with an additional +5dB penalty applied to evening (1900 hrs-2200 hrs) hourly sound levels. The CNEL scale was developed for the California Airport Noise Regulations. For planning purposes, the CNEL and Ldn descriptions are similar enough to be interchangeable.

Different land uses have varying degrees of sensitivity to noise, and the time and type of noise can alter the impact of noise on land uses. The most sensitive land uses include residential dwellings, schools, hospitals, and churches. Moderately sensitive land uses include motels, commercial and office uses. Agriculture, parking facilities, warehouses, and industrial uses are considered to be land uses that are largely insensitive to noise.

8.10.2 Existing and Future Conditions

The major noise sources in the Bullard Community can be broken down into the four categories. These are:

1. Roadways--This includes Freeway 99 and 41, the Herndon expressway, and arterials and collectors. Roadway noise levels are a function of automobile and truck size, vehicle speed and volume. For example, levels at Freeway 41 have been measured at 70dBA at fifty feet from the road, this level is subjectively evaluated as loud and is comparable to the top end of human speech.

2. Railroads--The Southern Pacific Railroad and the Atcheson, Topeka and Santa Fe Railroad run through the western portion of the Bullard Community, together equaling about 32 miles of track. Noise levels increase with rail traffic speed, and the lower speeds are to the south of the Bullard Community in proximity to the rail yards. As the trains speed up through the Bullard Community, their noise levels reach about 70dBA at 175 feet from the railroad. An engine's horn can exceed 110dBA when used.

3. Commercial/Industrial--Sand, gravel extraction and processing; industrial operations; car washes; and shopping centers are examples of these noise sources.

4. Sierra Sky Park--This is a privately owned, public use general aviation airport located north of Herndon Avenue, west of Brawley Avenue. The airport itself occupies 33 acres of a 168 acre subdivision and is capable of accommodating small aircraft. Airport noise, mentioned earlier as measured in dB CNEL, is considered conditionally acceptable to nearby residential areas at a level less than 65dB CNEL. The amount of land exposed to 65 CNEL or greater is minimal.

As growth and development occurs in the Bullard Plan area, noise levels associated with increased motor vehicle, rail and air traffic will also increase. The noise contours analysis in the General Plan Noise Element takes this into account and makes predictions for roadway and rail contours, based upon year 2000 population projections. The contours being used for planning purposes for land adjacent to Sierra Sky Park are also year 2000 predictions.

8.10.3 Mitigation Measures

It is possible to prevent exposure to noise or at least attenuate its impacts through design techniques such as:

1. Use of Setbacks--Noise exposure may be reduced by increasing the distance between the noise source and the receiving use.

2. Use of Barriers--Barriers, such as walls, berms, or other buildings can reduce noise exposure when placed between the noise source and the receiver.

3. Site Design--Buildings can be placed on a project site to shield other structures or areas, to remove them from noise-impacted areas, and to prevent an increase in noise level caused by reflections.

4. Unit Design--An acceptable interior noise environment can be achieved by placing the noise-sensitive portions of a dwelling on the side of the unit farthest from the noise source.

5. Building Design--The shape of building facades, as well as the orientation of the building, can influence reflected noise levels affecting adjacent buildings.

6. Noise Reduction by Building Facades--When interior noise levels are of concern in a noisy environment, noise reduction may be obtained through acoustical design of building facades.

7. Use of Vegetation--Although vegetation is not a practical method of noise control unless large tracts of dense foliage are part of the existing landscape, it can be used to acoustically "soften" intervening ground between a noise source and receiver, increasing ground absorption of sound and thus increasing the attenuation of sound with distance.

8. Sound Absorbing Materials--Absorptive materials, such as fiberglass, foam, cloth, and acoustical tiles or panels, are used to reduce reflections or reverberation in closed spaces. Because such materials are easily damaged by sunlight and moisture, their application as an outdoor noise control tool is limited to special cases where the control of reflected noise is critical.

In addition to design standards, there is existing legislation to limit noise exposures. The Noise Ordinance of the City of Fresno has established ambient noise levels for residential, commercial, and industrial land uses and controls the exposure of the public to annoying or harmful levels of noise through monitoring and regulation of noise sources.

The California Government Code requires that Noise Elements of the General Plan be prepared by all cities and counties to quantify the community noise environment, and to become a guideline for the development of the land use element of the General Plan. The Noise Element also provides base levels and noise source identification for use in individual project review and recommends techniques to mitigate potential noise problems.

8.11 ENERGY

8.11.1 Exisitng Conditions

From a planning perspective, energy planning must be a community-based strategy since the energy is consumed in several forms, by a myriad of devices, and over a vast area.

Natural gas and electrical energy usage figures for the Bullard Community can only be approximated, for a variety of reasons. The first is that the energy records kept by the Pacific Gas and Electric Company represent a different geographical context than the City's community planning areas. Another reason is that the building design and use patterns of each land use, especially residential use, vary greatly. Comparison, even among similar land uses, is difficult.

Yet there are records that can offer a "thumbnail sketch" of energy trends for the metropolitan areas as a whole. These records illustrate the following:

ENERGY CONSUMPTION BY LAND USE
1976 to 1986

Land Use	Natural Gas	Electricity
Residential	down 42%	down 7%
Commercial	down 25%	down 9%
Industrial	down 43%	down 46%

(Source P.G. & E.)

The overall decrease in consumption for natural gas is thirty-seven percent, for electricity it is twenty-one percent. These reductions can be attributed to an increased awareness of energy conservation on the part of the consumer, higher state insulation standards for new construction, and the development of energy efficient heating and cooling equipment.

The price of energy has a direct effect on the rate of energy consumption. When prices are high, conservation measures and alternatives to energy intensive practices gain acceptance. As a result, per capita consumption declines. When prices are low, energy conservation awareness assumes less importance and consumption rises.

This trend implies that the public's dedication to energy conservation is co-related to its impact on personal income. Perhaps long term energy consumption will be less a function of deliberate planning than short term economic preferences.

8.11.2 Impact of the Plan

Research has determined that a compact urban form has a higher energy efficiency than sprawling urbanization. This is due in part to the design potential of compact housing and subdivision design, i.e. multi-family, planned unit developments, common-wall units, and to solar design and orientation. Compact neighborhoods also result in a decrease of the distance of local vehicle trips and may even curtail the need for these trips in preference to pedestrian travel.

An urban design denser than that historically prevalent in the Bullard Community would also increase the potential for energy-saving transportation systems such as walking, bikeways, carpooling, and shuttle systems. Mass transit use has been shown to increase when urban densities are increased; transit trips rise when the distance between two points of travel is minimized. It has also been established that a density of seven or more units per acre increases the use of transit by area residents.

The central design feature of the Bullard Community Plan is intended to provide for energy efficiency. A community center cluster of uses is provided in the Bullard Loop area, combining commercial, office, higher density residential, educational and recreational facilities in a centralized location. This design will reduce the length and number of automobile trips and encourage foot and bicycle traffic between the uses.

Another opportunity for energy efficient land use design is the concept of mixed land uses. Encouraging compatible home occupations in residential neighborhoods reduces commuter traffic and in theory reduces the demand for new office space. Integrating residential, and commercial land uses can reduce commuting and trip distances.

8.11.3 Mitigation

In order to promote an energy efficient urban design, the City has encouraged higher density development in appropriate locations, including planned unit developments, and has adopted alternative local street standards that narrow widths to reduce the overall paved area and avoid heat buildup. Construction is done in accordance with State Energy Insulation Standards which greatly increases building energy efficiency.

Transportation systems other than the personal automobile have been proven to be more energy efficient, not only with regard to the energy needed to physically move the systems but to support them as well. By using mass transit, bikeways, carpooling and other alternatives to the personal automobile for example, the need for parking space, asphalt, and other support services is reduced.

The consumption of energy in the form of gas, electricity, and petroleum products fluctuates in response to variables such as

cost, availability, perception, and urban design. From the perspective of energy conservation, the historical low density development pattern of the Bullard community has not been the most energy efficient design possible. However, the design of the Bullard Community is changing to a more energy efficient form.

Based on the preceding analysis, it appears that the consumption of energy is influenced but not controlled by land use designs such as those found in the updated plan. Economics, in particular, personal economics, tend to dominate the amount and frequency of energy use. There are land use strategies in the updated plan that enhance the ability of people to use energy more efficiently i.e. the Bullard Loop concept, mixed use developments, higher residential densities. In the context of a land use plan and its effect on energy consumption, this plan essentially continues those policies set forth in the 1984 Fresno General Plan, and therefore, will be mitigated by the measures adopted as part of the General Plan EIR.

8.12 PLANT AND ANIMAL LIFE

8.12.1 Introduction

The natural condition of the planning area was that of a semi-arid grassland bounded on the north by the San Joaquin River riparian area. Development of agriculture has displaced most of the native flora and fauna with introduced species. The majority of the planning area is now urbanized or used for fruit production or grazing. The exception to this is the San Joaquin Riverbottom which still contains a large variety of native vegetation, including many different species not found elsewhere in the metropolitan area.

Perhaps the two events that caused the greatest impact on the Bullard Community's flora and fauna were not environmentally assessed in the first place. They were the agriculturalization of the Bullard Community and the construction of Friant Dam.

Damming the San Joaquin River at Friant substituted the seasonal flooding and scouring action of floodwaters with a regulated water flow that has allowed an encroachment of vegetation in the river channel and an increase in sedimentation, restricting the capacity of this waterway. The potential for flooding is now greater because the water channel is smaller.

The conversion of the Bullard Community from a natural regime to an agricultural one is also significant in relation to its impact on plant and animal life. Many species of plants and animals were displaced when the area was leveled and planted with figs, eucalyptus, oleander, and other non-native plants. In addition, native grasses were, over time, replaced with other introduced species more suited to man's domesticated landscape.

8.12.2 Existing Conditions

The animal population of the existing Bullard Community contains native and introduced species that have adapted to the man-made environment. A partial list of the wildlife species identified in the area follows:

Birds

Red-tailed hawk (*Buteo jamaicensis*)
Sparrow hawk (*Falco sparverius*)
Barn owl (*Tyto alba*)
Turkey vulture (*Cathertes aura*)
Horned lark (*Eremophila alpestris*)
Lark sparrow (*Charadrius vociferous*)
Goldfinch (*species*)
Killdeer (*Charadrius vociferous*)
Red-winged blackbird (*Agelaius phoeniceus*)
Mourning dove (*Zenaidura macroura*)
Migratory waterfowl

Mammals

Jackrabbit (*Lepus californicus*)
Beechi ground squirrel (*Cilellus beecheyi*)
Gray fox (*Urocyon cinercoargenteus*)
Long-tailed weasel (*Mustrela frenata*)
Striped skunk (*Mephitis mephitis*)
Common opossum (*Didelphis marsupialis*)
Botta pocket gopher (*Thamomys bottae*)
Field mice

Reptiles

Common king snake (*Lampropeltis getulus*)
Garter snake (*hamnophis species*)
Gopher snake (*Pituophis catenifer*)
Western rattlesnake ((*Crotalus viridis*)
Gilbert's skink (*Eumeces gilberti*)
Western fence lizard (*Sceloporus undulatus*)

Amphibians

Western spadefoot toad (*Scaphiopus hammondi*)
California slender salamander (*Batrachoseps attenuatous*)

A complete list can be found in the *San Joaquin River Area Reconnaissance Study* (City of Fresno, County of Fresno, County of Madera [1986]).

8.12.3 Impact of the Plan

The plan will continue the process of urbanization and, as a result, the replacement of native plants and animals with introduced species and those best-suited to Man's environment. However, the man-made environment resulting from the plan may contain a greater amount of vegetation and, with some exceptions, animal life, than that found in the non-urban portion of the metropolitan area.

The State has identified the locations of thirteen special plants and wildlife needing protection in the San Joaquin River area between Friant Dam and Highway 99. Within the Bullard Community, four of these plant and wildlife locations exist. The plants and their locations are:

1. San Joaquin Valley Orcuttia Grass A plant associated with vernal pools that is classified as a Category 1 candidate for Federal listing. It is listed as Endangered by the State and is identified as "Rare and Endangered in California and Elsewhere" by the California Native Plant Society. It was located by the Native Plant Society near Blackstone and Audubon Drive and may exist elsewhere.

2. San Joaquin Pocket Mouse A species classified as being either Uncommon and Declining or Peripheral and Endangered in California. The species is a Category 2 candidate for Federal listing.

3. California Yellow Billed Cuckoo A bird classified as a Category 2 candidate for Federal listing and is listed in California as Threatened. It is listed in the Natural Diversity Data Base (State Department of Fish and Game, December 13, 1985) as a rare and threatened species. Comments on the field report stated that these birds are historically uncommon but have been known to nest in this area.

4. Northern Claypan Vernal Pool A natural community with a high percentage of exotic plants, such as orcuttia grass or fleshy owl's clover. Identified by the State as important to Rare and Threatened Species or a Very Rare, Endangered or Threatened Subspecies. These pools are identified in the riverbottom and non-riverbottom area of Fresno County near Pinedale.

Other Federally listed endangered species associated with the San Joaquin River area include:

1. Blunt-nosed Leopard Lizard

2. Western Spadefoot Toad

3. California Tiger Salamander

4. Fresno Kangaroo Rat

5. Giant Garter Snake

The significance of these and other special plant and wildlife is due in part to their geographical limitations and the rate of disappearance of the associated riparian habitats. Existing Federal and State regulations provide for the inventory of endangered, threatened, and rare flora and fauna. Levels of protection, however, are not consistent. The Endangered Species Preservation Act of 1966 makes it a Federal offense to remove certain Threatened or Endangered wildlife. State law, on the other hand, seeks to protect these species by encouragement and cooperation of the property owner, rather than established penalties.

The existence of these unique species has a substantial aesthetic, natural, and educational value to Californians and insures that the remaining native environment contains a rich and diverse population of flora and fauna.

The protection of these communities is therefore vital to our continuing understanding of our world. Every effort should be made to protect and preserve these significant plants and animals.

8.12.4 Mitigating Measures

In the Bullard Community, the urban, relatively low density residential development has a propensity to encourage the extensive planting and landscaping of ornamental vegetation. This vegetation in turn offers habitat for many species of animal life. In this matter, the Bullard Community affords much habitat for wildlife suited to man's environment.

Once the Bullard area is developed according to adopted plans, the range of naturally occurring plants and animals will have diminished to a fraction of their original numbers, and will consist of only those creatures best suited to co-habitation with man, and those whose habitat is fortunate enough to remain untouched.

The value of flora and fauna, in particular those specifies considered to be native, unique, or sensitive, has been recognized by the City of Fresno through General Plan objectives that protect the habitat of these species. These objectives, as listed in the 1984 Fresno General Plan read as follows:

1. To protect and enhance the San Joaquin Bluff's and riverbottom's natural scenic and recreational resources through the preservation of open space areas.

2. To conserve lands important to the continued existence of plant and wildlife species by implementing policies which promote the conservation of the FCMA's remaining natural vegetative and wildlife resources.

There are fourteen policies to implement these objectives, including the use of open space easements and appropriate zoning to promote preservation and restrict development in areas identified as habitat for rare and endangered vegetation and wildlife species, and the avoidance of projects that may adversely affect endangered wildlife and vegetation.

Through the deliberate implementation of the objectives regarding endangered unique plant and animal species of the 1984 Fresno General Plan, and the continued designation of the San Joaquin River area for open space land use, the Bullard Community Plan is not expected to have a significant effect on the flora and fauna of the Bullard Community as a result of this plan.

8.13 PALEONTOLOGICAL/ARCHAEOLOGICAL/HISTORIC RESOURCES

8.13.1 Existing Conditions

8.13.1.1 Historic Sites

Compared to the rest of the Metropolitan Area, the Bullard Community has only a few nationally recognized historical sites. These sites include the former home of community leader J.C. Forkner, Northfield, located at the northwest corner of Van Ness and Bullard Avenues; and the Craycroft house on Palm Avenue south of Herndon Avenue.

There are many more sites in the Bullard Community that are significant in their architectural authorship, distinct style, and the role that they played in the development of the community, but lack the 50 year life-span that is recognized as "historic". In this respect, the Bullard Community holds a rich and diverse inventory of Fresno's past. These sites include the old Fig Garden subdivision, bounded by Shaw, Maroa, the Herndon Canal and Palm Avenues; the old trolley car right-of-way from Ashlan to the San Joaquin River; Van Ness extension landscaping; the original townsite of Forkner's Figarden; and Fresno Beach at the San Joaquin River.

8.13.1.2 Paleontological Sites

There have been significant findings of Paleontological remains in the San Joaquin Valley, locally in the vicinity of Clovis, Friant and Fancher Creek. In the mid-1970's, several bones of a pleistocene-age mastodon were unearthed in the Bullard Community in a gravel pit near the San Joaquin River. Since then no other findings have been made in this area. Dr. Arthur Staebler, a paleontologist associated with California State University, Fresno, considers it possible that there are other remains in the Bullard Community, especially near the river where ancient flood waters may have trapped prehistoric

creatures, but acknowledges that there is no great probability associated with the geographical location of the Bullard Community relative to paleontological findings.

8.13.1. Archaeological Sites

A record search performed by the Southern San Joaquin Valley Archaeological Information Center in Bakersfield has revealed that there are four known archaeologically significant sites in the Bullard Community in close proximity to the river. Three sites are on or near the bluff, and one site is on the river terrace between the riverbottom and the bluffs, near Highway 41. Not surprising considering the extent that the Bullard Community has developed, none of these sites have escaped one sort of disturbance or another.

Two of the sites have been examined by an archaeological survey and have yielded as full an accounting of their artifacts as possible, considering their disturbance. One site located in a riverbottom pasture, has been plowed over many times and the other has, since the survey in 1973, been fully obliterated by residential development.

Archaeologists Latta (1977) and Kroeber (1925) have noted the approximate location of two villages used by subgroups of the Yokut tribe along the San Joaquin River between Highways 99 and 41.

There have been a total of eleven archaeological surveys performed in the Bullard Community, accomplished mostly as a result of development activity. Accordingly, the geographical scope of these surveys has been limited to the particular project area. The approximate total area of these surveys combined is considerable, in excess of six and one-half miles. This equals 26 percent of the total area of the Bullard Community.

8.13.2 Impact of the Plan

An archaeological site can be disturbed in place, i.e. by plowing, urban development, or vandalism, or by the removal of the artifacts. The disturbance of a site destroys all or part of the site's context--the physical association that the artifacts share with each other and the surrounding area. It is this context that the archaeologist uses to interpret the site. With its disturbance, a site loses much of its value to archaeologists. As a consequence, its significance to the body of knowledge regarding prehistoric man is severely diminished.

The plan is expected to have little impact upon three of the four known sites in the Bullard Community. Of the three sites, one has been destroyed, and two are in areas designated for open space land uses. The fourth, located near the

Highway 99 crossing of the San Joaquin River, lies in an area designated for light industrial land uses. This designation would make appropriate those land uses permitted in the C-M, M-1-P, and M-1 Zone Districts, such as light manufacturing and warehousing, commercial and retail sales, distributing and storage, and compounding and sales of materials that are wholly or partially manufactured. Development of the area to light industrial standards without mitigating measures would, in all likelihood, produce an adverse effect on whatever archaeological artifacts that remain.

8.13.3 Mitigation

Archaeological and historic sites are important resources and deserve protection for future generations. As the stewards of our resources, governments at all levels have enacted legislation to protect the paleontological, archaeological, and historical findings.

The City Council has enacted the Preservation of Historic Structures Ordinance, finding that the protection, enhancement, perpetuation and use of these structures and districts is in the best interest of the City. The act provides for the identification and protection of historic structures and districts in the City and the review of development proposals to insure that the historic integrity of these structures and districts is preserved.

Federal legislation has set preservation standards for historic and prehistoric remains on Federal lands or lying within Federally funded project areas. State legislation also provides protection in the language of the California Environmental Quality Act (CEQA) and the California Public Resources Code, requiring the preservation of antiquities in State construction projects.

The California Environmental Quality Act (CEQA) uses as points of reference for archaeological resources the qualifiers "unique" and "non-unique". "Unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meet any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

2. Has a special and particular quality such as oldest of its type or best available example of its type.

3. Is directly associated with a scientifically recognized prehistoric or historic event or person.

A "non-unique archaeological resource" means an archaeological artifact, object, or site which does not meet the criteria set forth above. A non-unique archaeological resource need be given no further consideration, other than the simple recording of its existence by the municipality conducting the environmental assessment if it so elects.

According to CEQA, if as a result of an environmental assessment for a proposed development the project area is found to contain unique archaeological resources, and it can be demonstrated that the project will cause damage to this resource, the City, or County if the project is located in the unincorporated territory, may require reasonable efforts to be made to permit any or all of the resource to be preserved in place or left in an undisturbed state. Examples of such treatment may include any of the following:

1. Planning construction to avoid archaeological sites.

2. Deeding archaeological sites into permanent conservation easements.

3. Capping or covering archaeological sites with a layer of soil before building on the sites.

4. Planning parks, green space, or other open space to incorporate archaeological sites.

8.14 Water Quality/Groundwater Contamination

8.14.1 Background

The historical development of the Central Valley has been due to its abundance of clean, available water from the underground aquifer.

The aquifer that supplies the metropolitan area is fed by a variety of natural and man-made sources. These include snowfall on the nearby Sierra Nevada Mountains, canal seepage, water seepage from the San Joaquin River, over-irrigation of agricultural lands east of Fresno, and replenishment through the groundwater recharge program operated by the City of Fresno with the cooperation of the Fresno Metropolitan Flood Control District. In the southeastern portion of the metropolitan area, the aquifer is replenished by seepage from the Kings River.

It is an established principle of hydrology that groundwater moves from points of high pressure to points of low pressure (down gradient) and that gradients are often, but not exclusively, related to the rock type and structure of the aquifer.

Groundwater flows along the San Joaquin River between Friant and Highway 99 have historically been westward from the foothills, and then southwestward south of Nees Avenue.

This southwest flow is facilitated by the presence underground of the ancient San Joaquin River which flowed southwest, more or less, along its current path below Friant, and then continued southwest where the present river turns westerly west of Highway 41.

The ancient San Joaquin River is characterized by an alluvium, i.e. material deposited by running water, comprised primarily of deposits coarser than sand, usually cobbles, gravel and sometimes boulders. This composition facilitates the movement of groundwater.

Since April 1988, the water contaminant trichloroethelyne (TCE) has been discovered in five domestic water wells in the northeast Bullard Community, three operated by Fresno County Waterworks District Number 25, one operated by the City of Fresno and one operated by Pinedale County Waterworks District. All of these wells have been shut down since it was discovered that they contained TCE levels exceeding the State's Action Level of five parts per billion (ppb). Fresno County Waterworks District #2's Well #3 near Palm and Shaw Avenue, was closed in mid-October after a water analysis revealed levels of dichloroethylene (DCE) and perchloroethylene (PCE) in concentrations exceeding State Action Levels.

It should be noted that water quality tests conducted in 1984 on the City of Fresno well that has been shut down revealed no TCE. This would indicate either that there was no contamination at that time or that the 1984 test was inaccurate.

EXHIBIT 8.14

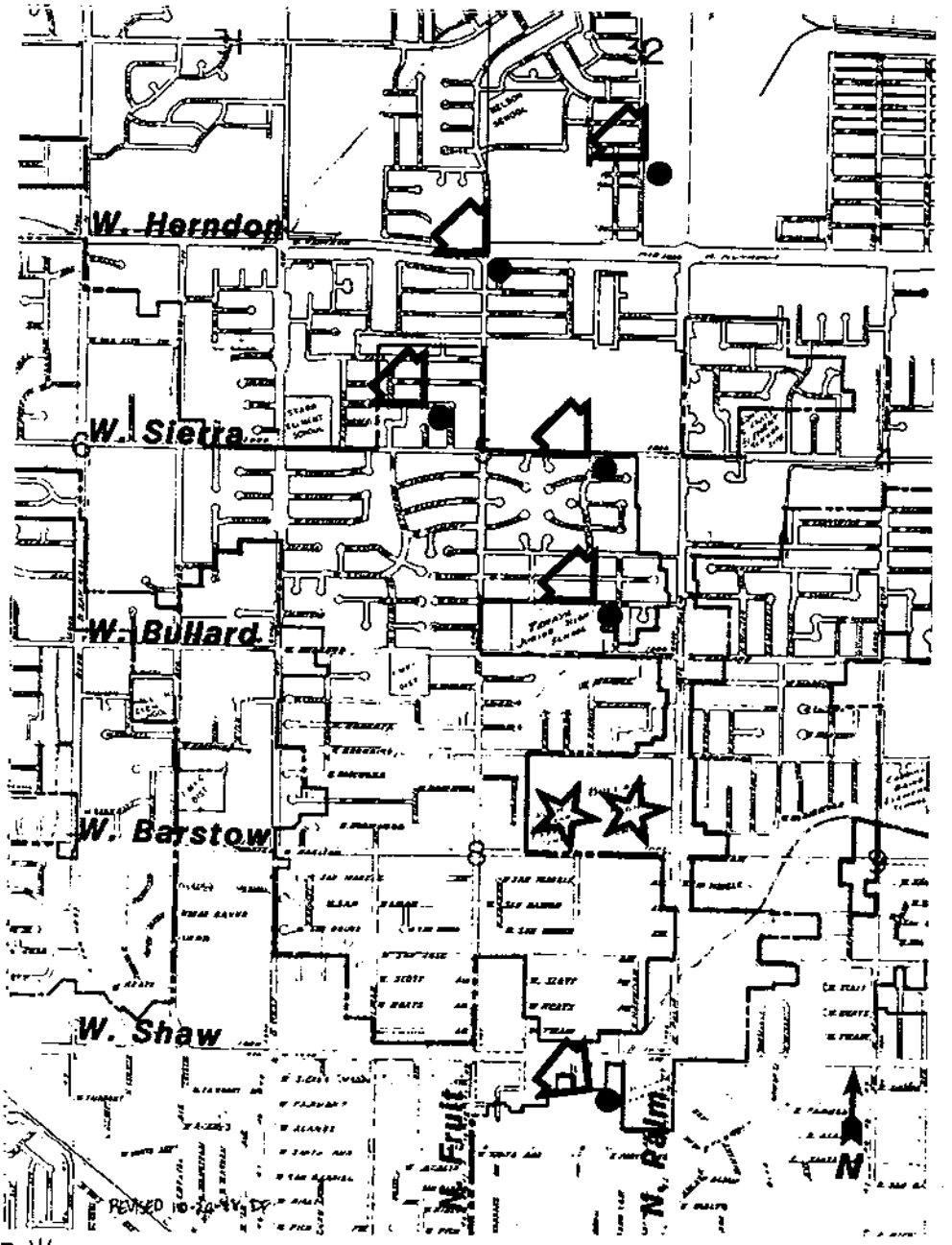
BULLARD COMMUNITY PLAN

Contaminated Water Wells

Legend

Contaminated well

Indicates that a contaminant has been identified in well, but at concentration below State Action Level



City of FRESNO

DCE, PCE, and TCE are chlorinated hydrocarbons, members of the family of organic chemicals, principally compounds in which carbon is combined with hydrogen, oxygen, nitrogen, sulfur or halogens. These chemicals are commonly used as a solvents. TCE and DCE are also used in refrigeration as a heat transfer fluid. They are colorless and nonflammable.

The major concern about these chemicals is their potential carcinogenic effect in humans. PCE has been implicated as an animal carcinogen through inhalation and ingestion. The epidemiological evidence that PCE is carcinogenic to humans is limited.

A U.S. Environmental Protection Agency (EPA) microbiologist claims that chloronated hydrocarbons are the most common organic chemical contaminate in ground water nationwide.

The area "upstream" from the plume of contamination has a long history of industrial use in and around the Pinedale area, stretching back over 60 years, well before the environmental impacts of hazardous materials were completely understood. In addition to the existing light industrial land uses, past land uses in this area included private and government landfills, an inactive sewage treatment facility, a vacant cotton storage facility, a lumber mill, and an abandoned glycol recovery company known to be a hazardous waste site. The latter is currently undergoing EPA-funded surface stabilization. In addition, the U.S. Army operated Camp Pinedale in this area during World War II.

There are also possible sites of random waste dumping that could have contributed to the contamination. To date, it is not known which site or sites may have contributed to the current contamination but the state is currently in the process of determining source(s).

While it is known that the general flow of the TCE contamination plume is southerly, the exact extent of the plume is not known. Several agencies, including the City of Fresno, Fresno County Waterworks District Number 25, Pinedale County Waterworks District, State Department of Health Services, Fresno County Health Department, State Regional Water Quality Control Board, and the U.S. Environmental Protection Agency are coordinating studies to determine the extent and movement of the plume.

8.14.2 Relationship of Groundwater Contamination to the Plan

The land surface above the contaminated groundwater is largely developed with medium and medium-low density residential uses. Because domestic water can be supplied by noncontaminated wells, there is no immediate impact on these land uses. If the contamination was to expand, the water users might experience a decrease in water pressure as more wells are closed.

Should widespread decontamination measures be employed, there may be some impact on those land uses most sensitive to the noise and

activity proximate to the operation, i.e. homes and schools. These impacts will be addressed by the agencies in charge of the operation through an environmental assessment for the specific project.

8.14.3 Mitigation Measures

The City of Fresno uses the State's Action Level as a guide to determine water quality. The Action Level is an interim recommended maximum allowable level of contamination in water, set forth by the State Department of Health Services, and is based on the assumption that a greater exposure increases the risk of long-term health effects. DCE, PCE, and TCE, have Action Levels of 16, 2.0, and 5.0 parts per billion (PPB), respectively. Though the Action Level is only advisory, it is the City's policy not to exceed this level. The Action Level is differentiated from maximum contaminant level (MCL) in that the MCL is a maximum permissible level of a contaminant in water and is not to be exceeded under penalty of law. The MCL is also determined by the State. The MCL is substantiated by medical evidence that exposure to contaminants above this level results in adverse health effects. An MCL for DCE, PCE, and TCE is in the process of being established by the State. It is expected that the MCL's for these chemicals will be in effect sometime in 1989, at the same level as the Action Levels. Until the MCL is established, the Action Level will be used.

The water contamination can be addressed in several ways. One option is to close the affected wells and let the City's water grid system deliver high quality water to the areas affected by the well closure. While this is a practical short term solution, there is the possibility that poor water management practices could draw the plume from its natural course and into the operating wells. In addition, this action would not solve the problem of the TCE plume, which would still proceed in a southerly direction, spreading the contamination.

The approach preferred by the affected water purveyors is to begin treatment of the ground water at the furthest known access point "upstream" in the plume. Such a point has been identified in the Pinedale area at the Pinedale County Waterworks District well Number 3.

This treatment approach will remove the contaminant from the water at a point that is furthest "upstream" in the TCE plume. Theoretically, this will place the decontamination process in close proximity to the source(s) of the contamination. This will be a well-head treatment i.e. the treatment will occur at the well rather than off-site. The method to be used is called "air stripping." Using this method, the contaminated water is delivered to the top of a large diameter vertical pipe and run through the pipe over hundreds of plastic structures while forced air is blown up from the bottom of the pipe. This rapidly aerates the water and volatilizes the TCE which is then discharged into the atmosphere and dispersed. By treating the furthest upstream

impacted well, TCE levels flowing downstream in the plume can be reduced. The affected water purveyors are jointly working to implement this method by or during October 1988.

If necessary, an activated charcoal filter will be used to treat the water after air stripping. The goal is to bring the TCE to non-detectable levels.

It is expected that air stripping would be an effective process for the removal of DCE and PCE if such a procedure is deemed necessary.

The City of Fresno will participate in a study of contaminants in the groundwater that will be conducted to determine the directions and rates of movement of TCE and other chemicals through the aquifer. The City will also work to resolve the water contamination problem in cooperation with other concerned agencies.

8.15 EIR ADDITIONS ADDRESSING THE BULLARD ADVISORY COMMITTEE PLAN ALTERNATIVE INITIATED BY THE COUNCIL

On May 24, 1988, the Fresno City Council initiated two versions of the draft Bullard Community Plan, a version prepared by City staff and a version endorsed by the Bullard Community Plan Citizens Advisory Committee. The two versions of the plan are substantially similar, however, there are some notable differences that warrant discussion in the context of this EIR. The purpose of this addition is to environmentally address the differences between the staff and committee versions of the plan at a level of detail appropriate for a community plan EIR. This allows for the adoption of either option or a combination of the two versions. Environmental assessments for specific development proposals for land within the planning area will be required at the time that a development entitlement is requested.

Though initiated, not all of the recommendations were ultimately adopted by Council. The recommendations that were adopted are denoted by an asterisk.

8.15.1 Summary of Differences

Location	Acreage	Committee Recommendation
Shaw and Valentine Avenues Commercial Land Use, NE Corner	8.8	*Office to Community Commercial Designation
South side of Shaw Avenue Commercial Land Use, 500 feet east of Valentine	15.0	*Office to Community Commercial Designation
Browning and Salinas Avenues SW Corner	15.9	*Medium Density Residential to Medium-High Density Residential Designation (limited to 12.5 units/acre)
Bluff Parksite Near Audubon and Nees Avenues	5.0	Open Space to Medium Density Residential Designation
300 Feet South of Herndon Avenue between Blythe Avenue and the Santa Fe Railroad	27.6	*Medium-High Density Residential to Office Commercial Designation

Other differences not conducive to description in tabular form are noted below:

The committee recommended the closure of:

- Valentine Avenue south of Herndon Avenue
- *Palo Alto Avenue west of Blythe Avenue, and Blythe Avenue south of Herndon Avenue

- With respect to the commercial node designations at the Bullard/Dante, Sierra/Polk and Herndon/Bryan Avenue intersections, the committee did not specify an acreage limitation or a limitation on the number of intersection corners that could be developed. Staff recommended a limitation of 15 acres of shopping center commercial development at each of the three intersections. The commercial development would be limited to one corner of the intersection or could occur on no more than two corners, such as a 10 acre neighborhood center and 5 acre accessory center on two separate corners.

- The committee recommended that the planned circulation system of the existing Bullard Community Plan be primarily retained for the area west of Polk Avenue. Staff recommended some major circulation changes in this area.

- *In addition to initiating the committee and staff versions of the plan, the Council also initiated a land use alternative for the south side of Herndon Avenue in the vicinity of Milburn Avenue in response to a property owner request (TMI)

at the time of initiation. In comparison to the staff plan, this alternative would replace 30.6 acres designated for medium-high density residential land use along both sides of Milburn Avenue, between Palo Alto Avenue and a point 300 feet south of Herndon Avenue, with office use. Additionally, 5.5 acres abutting the south side of Herndon Avenue, midway between Milburn and Blythe Avenues, would change from office to medium-high density residential land use.

8.15.2 Environmental Analysis

In the context of a community plan scale, i.e. a total of 15,500 acres in the plan area, the total net differences between the committee and staff versions of the plan are relatively minor. As compared to the staff version, the committee version of the plan would result in approximately 400 less housing units, an additional 23.8 acres of community commercial land use and an additional 3.8 acres of office land use. This level of difference is environmentally insignificant on a community plan scale.

However, when one looks at the specific geographic areas where these differences are concentrated, a more specific level of environmental analysis becomes appropriate with respect to four areas: (1) Shaw/Valentine, (2) Herndon/Milburn, (3) the neighborhood street closure proposals and (4) the commercial node policy.

8.15.2.1 The Shaw/Valentine Area

The net increase of 23.8 acres of community commercial land use under the committee version of the Plan, occurs entirely at the intersection of Shaw and Valentine Avenues, 8.8 acres at the northeast corner and 15.0 acres on the south side of Shaw Avenue, approximately 500 feet east of Valentine Avenue. There is already substantial existing and planned commercial development at both the Shaw/Marks and Shaw/Brawley Avenue intersections, the amount of which was increased in March of 1987 as the result of the approval of two of five plan amendment applications for additional retail commercial development.

The major issues identified at that time were traffic generation on the adjoining street system, especially on Shaw Avenue, and the creation of an excessive amount of commercial development at a location not planned for such uses, a situation that would be potentially detrimental to existing and planned commercial development in other areas of the community. It was decided that some additional commercial development could be accommodated at the major arterial intersections, i.e. Shaw/Marks and Shaw/Brawley Avenues, but not at the intersection of Shaw Avenue and Valentine, a collector street, which is discontinuous and does not extend north of San Jose Avenue or south of the Herndon Canal. The amendments were approved subject to a number of traffic/street improvement mitigation measures.

The two proposals at the northeast and southeast corners of Shaw and Valentine Avenues represent scaled down versions of the earlier plan amendments that were turned down in March of 1987. The earlier amendments totaled approximately 41 acres as compared to 23.8 acres in the current proposal. Approval of 23.8 additional acres of retail commercial development at this location would result in a net increase in traffic of about 7,500 trips per day over planned land use and would worsen projected capacity problems on West Shaw Avenue. Shaw Avenue in this area is projected to carry between 50,000 and 60,000 trips per day at buildout of planned land uses, exceeding the design capacity of the street as a six-lane arterial. Approval of additional commercial use would also promote the creation of a commercial strip along Shaw and could potentially damage the viability of existing and planned commercial sites in the community.

The Traffic Engineering Division of the Public Works Department has recommended that approval of the proposed additional commercial development at Shaw and Valentine Avenues be conditioned on the following mitigation measures:

1. Construct Valentine Avenue between San Jose and Ashlan Avenues and close Emerson to through traffic; or connect the Marty/Shaw intersection to Valentine Avenue between the Herndon Canal and the Gettysburg alignment with a collector street.

2. Provide traffic signal at Shaw and Feland Avenues.

3. Provide traffic signal at Shaw and Valentine Avenues.

4. Provide an internal circulation system.

8.15.2.2 Herndon/Milburn

The south side of Herndon Avenue between Blythe Avenue and the Santa Fe Railroad tracks was the subject of both a committee recommended land use difference and the TMI proposal initiated by Council. The committee recommended that 26.7 acres located 300 feet south of Herndon Avenue between Blythe Avenue and the Santa Fe Railroad tracks be designated for office use instead of medium-high density residential use as recommended by staff. (The committee recommendation basically retains the existing Bullard Plan designation for this area. The staff recommendation was an attempt to reduce the amount of office land use previously designated along Herndon Avenue). As compared to the staff plan, the committee recommendation would result in about 500 less multiple family residential units in this area and an increase of about 421,000 square feet of office development.

With respect to traffic generation, the committee

recommendation would result in a net increase of about 2,300 vehicle trips per day. Milburn Avenue, planned as an arterial street, is not expected to experience capacity problems at buildout of planned land uses and could be expected to handle the increase. However, Herndon Avenue, designated as an expressway, is projected to carry between 47,000 and 61,000 vehicle trips per day. The additional turning movements on Herndon Avenue from increased Milburn traffic will act to hamper Herndon Avenue's traffic carrying capacity, but not to a significant degree, due to the eventual street and intersectional improvements that will ultimately be required and the fact that a substantial amount of traffic is expected to come and go from the south using Milburn Avenue.

The committee recommendation would result in a net decrease of 72,000 gallons per day of sewage effluent, provided that the offices are not substantially medical in nature. This would have a beneficial effect upon the capacity of the Cornelia trunk sewer line.

The effects of the TMI proposal would be substantially similar to the committee recommendation in that it would result in a net decrease of 455 multiple family residential units, as compared to the staff recommendation, and a net increase of 383,000 square feet of potential office development. The notable differences have to do with the arrangement of the office and multiple family residential land uses. The TMI proposal would put office uses along both sides of Milburn Avenue between Herndon and Palo Alto Avenues, whereas the committee recommendation would designate office uses between Herndon Avenue and a point 600 feet south of Herndon Avenue, half the distance between Herndon and Palo Alto Avenues, and the staff recommendation would provide for office uses only within the first 300 feet south of Herndon Avenue. The TMI proposal would also put multiple family residential land use adjacent to Herndon Avenue midway between Milburn and Blythe avenues while residential uses would be buffered by a 300 foot wide strip of office uses under the staff recommendation and a 600 foot wide strip of office uses under the committee recommendation.

In terms of comparative environmental advantages/ disadvantages, the TMI proposal would be an improvement over the committee and staff recommendations in one aspect in that it places office land use adjacent to the noisy Santa Fe railroad tracks west of Milburn Avenue rather than residential land use. However, placement of residential land use immediately adjacent to Herndon Avenue east of Milburn Avenue would potentially expose future residents to high noise levels from Herndon Avenue and would require that substantial noise attenuation measures be built into the project. In this aspect, the TMI proposal is environmentally inferior to the staff and committee recommendations for this area.

8.15.2.3 Neighborhood Street Closure Proposals

Neighborhood proposals to close streets in the Blythe/Palo Alto Avenue area and to close Valentine Avenue immediately south of Herndon Avenue were endorsed by the committee and were thus included in the committee version of the plan. Staff did not support the street closure proposals. These proposals are explained and evaluated under Section 4.5.5 of the plan document titled "Neighborhood Originated Traffic Issues". The reader is referred to those pages for background information.

The basic premise of a number of residents in these areas is that as the community grows, too much traffic will be routed by their single family homes, which in most cases front on the streets in question, thereby lowering the quality of life in their neighborhood because of increasing noise, air pollutants and safety hazards associated with increased traffic.

In the case of Palo Alto and Blythe Avenues, both designated as collector streets, the amount of traffic ultimately projected for those streets, between 4,400 and 8,000 trips per day, is at the low end of the collector range and can be accommodated by two-lane collector streets rather than four-lane streets. This level of traffic was expected on these streets and, while representing an increase over present levels of traffic in this developing area, it is not a level of traffic considered to be significantly detrimental to adjacent homes. It is the position of the City Traffic Engineer that closing off Palo Alto Avenue one-eighth mile west of Blythe Avenue, while immediately beneficial to the residents on the closed off stubs, would result in increased traffic on the portions of the streets left open. The increased traffic on the portions of the streets left open would detrimentally affect the residents on these streets and may result in the need to eventually develop the streets with four-lanes.

Valentine Avenue between Herndon and Sierra Avenues was developed as a local street but unfortunately it lies on an alignment that is normally occupied by a collector street. It carries over 1,300 trips per day, which is reaching the upper limit as to the amount of traffic considered to be desirable for a local residential street, i.e. 1,500 trips per day. As growth continues in the area, it is possible that the street may carry levels of traffic considered inappropriate for a local residential street. Closing Valentine Avenue immediately south of Herndon Avenue would have a beneficial effect for those residents living on Valentine Avenue, and if the closure is accomplished using a solid block wall, several houses fronting on Valentine Avenue immediately south of Herndon Avenue would benefit in terms of noise insulation from Herndon Avenue. However, it is the City Traffic Engineer's position that closing off Valentine Avenue would

correspondingly increase traffic on other local streets, thereby negating any benefits derived from its closure.

8.15.2.4 Commercial Nodes

Three commercial nodes were provided for in the plan. They include nodes at the Polk/Sierra, Herndon/Bryan and Bullard/Dante intersections. In the staff version of the plan, these intersections were to be limited to no more than 15 acres of neighborhood commercial land use, which was to be developed at no more than two corners of the intersection. The committee version of the Plan kept the same locations but did not put any limitation on the acreage or number of corners that could be developed.

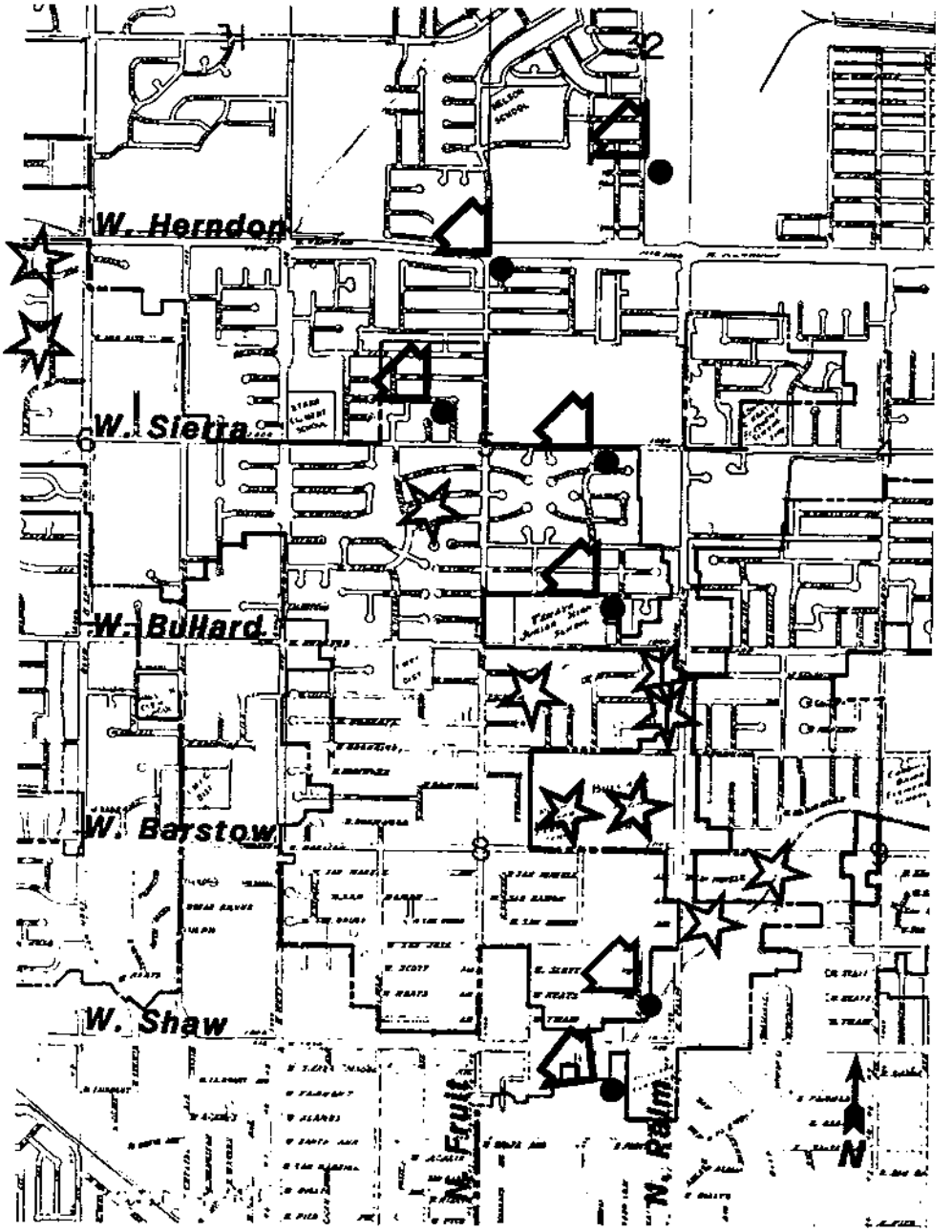
At first glance, it would appear that this policy difference would allow a potentially unlimited amount of commercial development to occur at these intersections. However, upon looking at other intersections in the Bullard area where neighborhood commercial development has occurred, it is unlikely that more than 15 acres of neighborhood commercial uses would develop, regardless of a stated limitation, given the planned residential density and likely market area. The development would, however, tend to develop at more than one or two corners of the intersection, thereby hampering traffic movement through the intersection and increasing potential traffic safety hazards and land use conflicts.

UPDATED
BULLARD COMMUNITY PLAN
Contaminated Water Wells

Legend

Contaminated well

Indicates that a contaminant has been identified in well, but at concentration below State Action Level



City of FRESNO

Revised 2-1-89 DF

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APPENDIX

FRESNO CITY PLANNING COMMISSION
RESOLUTION NO. 9553

The Fresno City Planning Commission at its special meeting of November 9, 1988, adopted the following resolution relative to the draft Bullard Community Plan update and Environmental Impact Report Number 10096 (EIR).

WHEREAS, The Fresno City Council on November 20, 1984 and on October 2, 1975, adopted the General Plan and current Bullard Community Plan respectively; and

WHEREAS, the Community Plans are essential to the refinement of the 1984 Fresno General Plan; and

WHEREAS, the Council directed that the 1975 Bullard Community Plan be updated; and

WHEREAS, the draft Bullard Plan is the first plan to be updated pursuant to the Local Planning and Procedures Ordinance (LPPO) and was formulated by staff with the help of a 17 member citizens advisory committee and with substantial public input and was initiated by the Fresno City Council on May 24, 1988 all in conformance with the LPPO and guidelines promulgated under it; and

WHEREAS, the Environmental Impact Report Number 10096 relating to the draft Bullard Community Plan has been prepared in compliance with the California Environmental Quality Act; and

WHEREAS on October 24, 1988 the draft Plan and EIR were considered by the Fresno County Airport Land Use Commission (ALUC) and the ALUC found the Plan consistent with the Fresno County Sierra Sky Park Land Use Policy Plan, with three exceptions which are discussed in Planning Commission Memorandum Attachment E; and

WHEREAS, the Planning Commission held a duly noticed public hearing, on November 9, 1988 and considered the Planning staff and Citizen Committee recommendations, written comments, and testimony given in favor of and in opposition to the draft Bullard Community Plan, modifications thereto, and EIR Number 10096.

NOW THEREFORE BE IT RESOLVED that the Planning Commission has reviewed and considered the information contained in the draft Bullard Community Plan and Final Environmental Impact Report Number 10096 and does hereby approve and recommend that the Council take the following action to adopt the Plans and Final EIR No. 10096:

1. Certify final Environmental Impact Report No. 10096 as being completed in compliance with the California

Environmental Quality Act, the State CEQA Guidelines, and the City of Fresno's Environmental Quality Ordinance; and

Find that certain mitigation measures which will mitigate or avoid potential significant adverse environmental effects identified in final Environmental Impact Report No. 10096 have either been incorporated into the project or are the responsibility of another public agency. Those measures that have been incorporated into the project are identified by an "(a)" and those measures that are the responsiblity of another agency are identified with a "(b)".

A. GROUNDWATER QUALITY

1) The city has begun to test all of its domestic water wells for a wide range of volatile organic chemicals (a)

2) It will continue to be City Policy that if a well is found to be pumping water that contains a contaminant level that exceeds the State's Action Level or Maximum Contaminant Level, it is shut down immediately and confirmation testing is conducted and every effort will be made to mitigate the problem (a).

3) The City will join the other affected water purveyors and begin a water cleansing operation known as "air stripping" at the Pinedale County Water District Well #3 in 1989, in response to the current trichlorethelyne (TCE) contamination (a) and (b).

4) The State Regional Water Quality Control Board has the responsibility to investigate and determine the cause and source of the current TCE contamination (b).

5) An interagency task force consisting of the City of Fresno, Pinedale County Water District, Fresno County Water Works, the County Health Department, the state Department of Health Services, the Regional Water Quality Control Board and the Environmental Protection Agency, has been assembled to coordinate the investigative remedial action as needed to mitigate the current northeast Bullard Community water contamination (a) and (b).

B. URBAN STORM DRAINAGE TO THE SAN JOAQUIN RIVER

1) Bullard Community Plan policies 4.2-4(6) and 4.3-3(3), which prohibit untreated drainage of commercial and industrial drainage to the San Joaquin River. (a)

2) The reduction of commercial and industrial land use designations in areas that are planned to drain to the river. (a)

3) The implementation of the mitigation measures of the EIR prepared for the Fresno Metropolitan Flood Control District Service Plan (SCH No. 84091707).(b)

4) The implementation of new Federal Environmental Protection Agency regulations relating to urban storm water runoff by the State Water Quality Control Board (the regulations are in the process of being developed). (b)

C. GROUNDWATER DEPLETION

1) Bullard Community Plan Policy 4.4-8(6): Promote and support existing water conservation and water recharge efforts and explore the feasibility of using more of the City's surface water entitlement to San Joaquin River water for groundwater recharge purposes. (a) & (b).

D. INACTIVE LANDFILL AREAS

1) Bullard Community Plan Policies 5.6-6(6) &(7), which require either a comprehensive engineering analysis or a soil and foundation study (depending on the area involved) to be prepared prior to the approval of development for areas affected by inactive landfills. (a)

E. HAZARDOUS WASTE SITE

1) The site identified at 7140 N. Harrison Avenue (Industrial Waste Processing Company) is in the process of being cleaned up by the Federal Environmental Protection Agency and the State Department of Health Services. (b)

F. TRAFFIC/CIRCULATION

1) Bullard Community Plan Policies 4.5-9(1) through (10) relating to traffic and circulation. (a)

2) Mitigation measures related to additional commercial development on W. Shaw Avenue at the northeast and southeast corners of W. Shaw and N. Valentine Avenues:

a. Construct N. Valentine Avenue between W. San Jose and W. Ashlan Avenues and close W. Emerson Avenue to through traffic; or connect the N.

Marty/W. Shaw Avenue intersection to N. Valentine Avenue between the Herndon Canal and the W. Gettysburg Avenue alignment with a collector street. (a)

b. Provide a traffic signal at W. Shaw and N. Feland Avenues. (a)

c. Provide a traffic signal at W. Shaw and N. Valentine Avenue. (a)

d. Provide an internal circulation system. (a)

BE IT FURTHER RESOLVED that certain significant unavoidable adverse environmental effects resulting from project implementation have been identified in final Environmental Impact Report No. 10096. These effects are mitigated to the extent feasible through the measures listed below. Based upon all the environmental findings made by this resolution, including the measures listed below, and on EIR 10096, there are specific reasons to support the project, not withstanding these significant unavoidable effects.

G. AIR QUALITY

1) The land use and circulation pattern of the Bullard Community Plan has been arranged to minimize the length and number of vehicular trips. (a)

2) Bullard Community Plan Policies 4.1-3(4) and 4.2-4(7) allow for mixed use development which will act to reduce vehicular trips. (a)

3) Section 5.9 of the Plan provides for a Bikeways Plan for the Bullard Community, which will promote the use of non-motorized transportation. (a)

4) The circulation policies of the Plan (4.5-9) are designed to promote smooth and efficient traffic flow in order to reduce air pollution and provide that if the consolidation of the Santa Fe and Southern Pacific Railroads occurs, the Santa Fe track right of way shall be preserved as a transportation corridor for light rail or other transportation purposes. (a) and (b)

5) Support the implementation of the Air Quality Element of the Fresno General Plan, the Fresno Clean Air Plan and the Fresno County Vehicle Inspection Program and encourage the expansion of the inspection program to other counties in the San Joaquin Valley Air Basin. (a) and (b)

6) Continue to refer environmental documents for projects identified as potential sources of air pollution to the Fresno County Air Pollution Control District. (a)

H. AGRICULTURAL LAND. The eventual loss of agricultural land cannot be mitigated. However, several considerations are evident that tend to minimize the significance of the loss:

1) The planting and production of figs, the dominant crop in the area, is increasing in other valley locations and should offset the loss in the Bullard Area.

2) The Bullard Area has been designated for urbanization in adopted land use plans since the 1960's.

3) The amount of prime farmland involved is small and the overall quality of the agricultural soil in this area is low compared to other metropolitan fringe areas with potential for growth.

4) The City has existing policies that promote the preservation of agricultural uses within the planned urban boundary until urbanization becomes appropriate.

I. NONRENEWABLE ENERGY RESOURCES

1) Mitigation measures 1 through 4 listed under Air Quality above will also act to lessen the use of nonrenewable fuel and energy resources. (a)

2) Ensure solar access to all buildings though the design review and environmental review processes, pursuant to State Solar Access and Solar Shade Acts. (a)

3) Identify and encourage energy conservation in building and subdivision design beyond minimum State requirements. (a)

4) Continue the present conservation measures and use of methane gas to offset waste energy use by the City of Fresno in the operation of equipment and facilities (a)

J. INCREASES IN TRAFFIC GENERATED NOISE

1) The implementation of provisions of the Noise Element of the General Plan, Title 24 of the

California Administrative Code and the application of the Expressway Area Overlay Standards of the Zoning Ordinance will substantially mitigate noise impacts for new noise-sensitive uses along major streets. (a)

2) Encourage sound mitigation measures for existing noise-sensitive uses along major streets as a condition of future transportation improvement projects. (a)

BE IT FURTHER RESOLVED that the no project alternative, which would mitigate the significant unavoidable effects identified above, is found to be infeasible based upon the following factors:

K. The population of the Bullard Community is expected to increase from 65,700 in 1988 to 98,100 in 2005.

L. The Fresno Metropolitan Area is expected to increase in population from 424,200 in 1988 to 588,000 in 2005.

M. The 1984 Fresno General Plan adopted a balanced growth scenario in which anticipated growth was directed to several potential growth areas rather than concentrating it in one area.

N. Restricting growth in the Bullard Community would cause a disproportionate amount of growth pressure to occur in the northeast (Woodward Park) and southeast (Roosevelt) growth areas. These areas have greater environmental problems than the Bullard Community in terms of having greater amounts of prime agricultural land, pesticides in the groundwater, low groundwater yields (northeast), and greater potential circulation and urban service problems. The northwest portion of the community is considered to be the environmentally preferred alternative for accomodating urban growth in the metropolitan area.

2. With respect to the Draft Community Plan:

A. Approve Attachment A, Bullard Community Plan Map including Citizens' Advisory Committee alternative recommendations Number 1, Number 2 but increasing the Community Commercial designation from 15 acres to 18 acres as shown on Attachment A, Item A; Number 3; Number 4; Number 6, including statements 1 to 3 on page 21 of the plan text; Number 7; and TMI proposals a and b. Not recommended for approval are committee recommendation Number 5 and committee recommended circulation changes.

B. Approve the following staff recommendations in the plan narrative: pages 40, 41, 42, 43 and 88.

C. Approve the following committee recommendations in the plan narrative: page 46, Policy No. 11, with the understanding that all options including grade separations should be considered; page 67; and page 73.

D. Approve staff recommendations for Policy No. 12 on page 46, and Policy No.13 on page 47.

E. Approve the request of Ibrahim Michael to designate four acres for commercial office use as recommended by the Citizen's Committee and shown on Attachment A, Item B.

F. Approve Memorandum Attachment B, draft Bullard Community Plan and EIR as initiated by the Fresno City Council on May 24, 1988 with modifications as indicated herein including incorporation of information on Exhibit G, Map Changes and Text clarifications, dated November 9, 1988; and addition of the word "permanent" on page 51 of the narrative as it relates to ponding basins. Note that the adoption will effectively repeal that portion of the Woodward Park Community Plan west of Blackstone Avenue.

G. Approve Memorandum Attachment C, Addendum to the draft Bullard Plan and EIR, with minor corrections to the water section (Exhibit H).

H. Approve Memorandum Attachment E, staff responses to public comments, including E-1, F-1, H-1, I-1, K-1, J-12, M-3, P-8, and Q-1 but excepting response R-1 and retaining the current land use as shown on map Attachment A.

3. Repeal the Corona-Tierra, Bullard/Blackstone, Nelson Area, and San Joaquin Bluffs Environs Specific Plans, and repeal the West Shaw Avenue Amendment, incorporating them into the Community Plan in order to create an internally consistent planning strategy.

4. Approve the amendment to the Sierra Sky Park Land Use Policy as stated on pages 102 and 105 of the draft Bullard Community Plan (Attachment "B")

5. Approve amendments to the 1984 Fresno General Plan, as depicted on Attachment "F" in order to maintain consistency between it and the Community Plan.

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6. Retain the existing Bullard Community Plan for that area west of the Southern Pacific Railroad within the boundary of the existing Bullard Community Plan.

The foregoing Resolution was adopted by the Fresno City Planning Commission on a motion by Chairperson Diener and seconded by Commissioner Laikam.

VOTING: Ayes - Diener, Laikam, Quintero, Loyd, Moore

Noes - None

Absent - Gaston, Brewster

ALVIN P. SOLIS, Secretary
Fresno City Planning Commission

DATED: November 9, 1988

Resolution No. 9553
Recommendation for
Adoption of Bullard
Community Plan and
Final EIR No. 10096

6192T/291

RESOLUTION NO. 88-426

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CERTIFYING FINAL ENVIRONMENTAL IMPACT REPORT NO. 10096, OVERRIDING CERTAIN RECOMMENDATIONS OF THE FRESNO COUNTY AIRPORT LAND USE COMMISSION, ADOPTING THE BULLARD COMMUNITY PLAN AS A REFINEMENT OF THE 1984 FRESNO GENERAL PLAN, AMENDING THE 1984 FRESNO GENERAL PLAN, AMENDING THE SIERRA SKY PARK LAND USE POLICY PLAN, AND REPEALING THE SAN JOAQUIN BLUFFS ENVIRONS SPECIFIC PLAN AND WEST SHAW AMENDMENT, AND RETAINING THE EXISTING BULLARD COMMUNITY PLAN FOR THAT AREA WEST OF THE SOUTHERN PACIFIC RAILROAD WITHIN THE BOUNDARY OF THE EXISTING BULLARD COMMUNITY PLAN

WHEREAS, The Fresno City Council on November 20, 1984 and on October 2, 1975, adopted the General Plan and current Bullard Community Plan, respectively; and

WHEREAS, the Community Plans are essential to the refinement of the 1984 Fresno General Plan; and

WHEREAS, the Council directed that the 1975 Bullard Community Plan be updated; and

WHEREAS, the draft Bullard Plan is the first plan to be updated pursuant to the Local Planning and Procedures Ordinance (LPPO) and was formulated by staff with the help of a 17 member citizens advisory committee and with substantial public input and was initiated by the Fresno City Council on May 24, 1988, all in conformance with the LPPO and guidelines promulgated under it; and

WHEREAS, the Environmental Impact Report Number 10096 relating to the draft Bullard Community Plan has been prepared in compliance with

PASSED 12/12/88

EFFECTIVE 12/12/88

the California Environmental Quality Act; and

WHEREAS on October 24, 1988 the draft Plan and EIR were considered by the Fresno County Airport Land Use Commission (ALUC) and the ALUC found the Plan consistent with the Fresno County Sierra Sky Park Land Use Policy Plan, with three exceptions as follows:

- Location of a school site in the airport traffic pattern zone was considered inappropriate (proposed school site location - southeast corner of Polk and Alluvial Avenues). The City's Sierra Sky Park Policy Plan does not recognize this zone.

- The ALUC indicates that minor variations in noise contours and height restrictions within the Regional Park Area should require specified conditions for development.

- City policies, which under certain conditions allow residential and school uses in the 60-65 CNEL contour, were considered inappropriate. Criteria in the revised City Noise Table were considered to be inconsistent.

WHEREAS, the Planning Commission held a duly noticed public hearing on November 9, 1988 and considered the Planning staff and Citizens Advisory Committee recommendations, written comments, and testimony given in favor of and in opposition to the draft Bullard Community Plan, modifications thereto, and EIR Number 10096; and

WHEREAS, the Fresno City Planning Commission at its special meeting of November 9, 1988, adopted Resolution Number 9553, recommending adoption of the draft Bullard Community Plan update and certification of Environmental Impact Report Number 10096 (EIR); and

WHEREAS, the Fresno City Council, on the 29th day of November, 1988, held a duly noticed public hearing to consider the draft Bullard Community Plan and EIR No. 10096 and at the public hearing considered all information contained in the draft Bullard Community Plan and EIR No. 10096, and all written and oral evidence and testimony related thereto;

NOW THEREFORE BE IT RESOLVED by the Council of the City of Fresno as follows:

SECTION 1. The Council certifies final Environmental Impact Report NO. 10096 (contained in Attachments B, C, D, and H which are part of and incorporated by reference into this resolution) as being completed in compliance with the California Environmental Quality Act, the State CEQA Guidelines, and the City of Fresno's Environmental Quality Ordinance.

Certain mitigation measures which will mitigate or avoid potential significant adverse environmental effects identified in final Environmental Impact Report No. 10096 have either been incorporated into the project or are the responsibility of another public agency. Those measures that have been incorporated into the project are identified punctuated by an "(a)" and those measures that are the responsibility of another agency are identified with a "(b)".

A. GROUNDWATER QUALITY

1) The City has begun to test all of its domestic water wells for a wide range of volatile organic chemicals. (a).

2) It will continue to be City Policy that if a well is found to be pumping water that contains a contaminant level that exceeds the State's Action Level or Maximum Contaminant Level, it is shut down immediately and confirmation testing is conducted and every effort will be made to mitigate the problem. (a).

3) The City will join the other affected water purveyors and begin a water cleansing operation known as "air stripping" at the Pinedale County Water District Well #3 in 1989, in response to the current trichlorethelyne (TCE) contamination. (a) and (b).

4) The State Regional Water Quality Control Board has the responsibility to investigate and determine the cause and source of the current TCE contamination. (b).

5) An interagency task force consisting of the City of Fresno, Pinedale County Water District, Fresno County Water Works, the County Health Department, the State Department of Health Services, the Regional Water Quality Control Board and the Environmental Protection Agency, has been assembled to coordinate the investigative remedial action as needed to

mitigate the current northeast Bullard Community water contamination. (a) and (b).

B. URBAN STORM DRAINAGE TO THE SAN JOAQUIN RIVER

1) Bullard Community Plan policies 4.2-4(6) and 4.3-3(3), prohibit drainage of untreated commercial and industrial drainage to the San Joaquin River. (a)

2) The reduction of commercial and industrial land use designations in areas that are planned to drain to the river. (a)

3) The implementation of the mitigation measures of the EIR prepared for the Fresno Metropolitan Flood Control District Service Plan (SCH No. 84091707).(b)

4) The implementation of new Federal Environmental Protection Agency regulations relating to urban storm water runoff by the State Water Quality Control Board (the regulations are in the process of being developed). (b)

5) Installation of a 24 inch parallel storm water drainage pipe in Corona Avenue from Gates Avenue extending down to San Jose Avenue nearly 1,400 feet. Implementation of this mitigation measure will be a requirement of the development which necessitates its implementation.

C. GROUNDWATER DEPLETION

1) Bullard Community Plan Policy 4.4-8(6): Promote and support existing water conservation and water recharge efforts and explore the feasibility of using more of the City's surface water entitlement to San Joaquin River water for ground water recharge purposes. (a) and (b)

D. INACTIVE LANDFILL AREAS

1) Bullard Community Plan Policies 5.6-6(6) & (7), require either a comprehensive engineering analysis or a soil and foundation study (depending on the area involved) to be prepared prior to the approval of development for areas affected by inactive landfills. (a)

E. HAZARDOUS WASTE SITE

1) The site identified at 7140 N. Harrison Avenue (Industrial Waste Processing Company) is in the process of being cleaned up by the Federal Environmental Protection Agency and the State Department of Health Services. (b)

F. TRAFFIC/CIRCULATION

1) Bullard Community Plan Policies 4.5-9(1) through (10) relating to traffic and circulation. (a)

2) Mitigation measures related to additional commercial development on W. Shaw Avenue at the northeast and southeast corners of W. Shaw and N. Valentine Avenues. Implementation of these mitigation measures will be requirements of the development or developments which necessitate their implementation.

   a. Construct N. Valentine Avenue between W. San Jose and W. Ashlan Avenues and close W. Emerson Avenue to through traffic; or connect the N. Marty/W. Shaw Avenue intersection to N. Valentine Avenue between the Herndon Canal and the W. Gettysburg Avenue alignment with a collector street. (a). The second is the preferred alternative.

   b. Provide a traffic signal at W. Shaw and N. Feland Avenues. (a)

   c. Provide a traffic signal at W. Shaw and N. Valentine Avenue. (a)

   d. Provide an internal circulation system. (a)

3) Mitigation measures related to devevelopment, including commercial development, allowed on the northwest corner of W. Shaw and N. Brawley Avenues. Implementation of these mitigation measures will be requirements of the development or developments which necessitate their implementation.

a. Improve the Brawley/Shaw intersection by providing dual left turn lanes and separate right turn lanes in the Brawley Avenue approaches to this intersection.

b. Install far-side separate bus turnouts on Shaw at the Brawley/Shaw intersection.

c. Establish an integrated design for one-way left turn lanes in the Brawley Avenue median between Shaw and San Jose Avenues.

d. Construct dual left turn lanes and separate right turn lanes on Shaw Avenue at Brawley.

e. Construct far side bus bays on Brawley Avenue at Shaw.

f. Construct separate right turn lanes and far side bus bays on Shaw Avenue at Feland, Valentine, Marty, and Brawley.

g. Construct separate right turn lanes and far side bus bays on Brawley Avenue at San Jose.

h. Provide 37' wide roadway on both sides of the Brawley median between the San Jose and Gettysburg alignment and a 32' wide roadway to the Weber connector.

BE IT FURTHER RESOLVED that certain significant unavoidable adverse environmental effects resulting from project implementation have been identified in final Environmental Impact Report No. 10096. These effects are mitigated to the extent feasible through the measures listed below. Based upon all the environmental findings made by this resolution, including the measures listed below, and in EIR 10096, there are specific reasons to support the project, notwithstanding these significant unavoidable effects.

G. AIR QUALITY

1) The land use and circulation pattern of the Bullard Community Plan has been arranged to minimize the length and number of vehicular trips. (a)

2) Bullard Community Plan Policies 4.1-3(4) and 4.2-4(7) allow for mixed use development which will act to reduce vehicular trips. (a)

3) Section 5.9 of the Plan provides for a Bikeways Plan for the Bullard Community, which will promote the use of non-motorized transportation. (a)

4) The circulation policies of the Plan (4.5-9) are designed to promote smooth and efficient traffic flow in order to reduce air pollution and provide that if the consolidation of the Santa Fe and Southern Pacific Railroads occurs, the Santa Fe track right-of-way shall be preserved as a transportation corridor for light rail or other transportation purposes. (a) and (b)

5) Support the implementation of the Air Quality Element of the Fresno General Plan, the Fresno Clean Air Plan and the Fresno County Vehicle Inspection Program and encourage the expansion of the inspection program to other counties in the San Joaquin Valley Air Basin. (a) and (b)

6) Continue to refer environmental documents for projects identified as potential sources of air pollution to the Fresno County Air Pollution Control District. (a)

H. AGRICULTURAL LAND

The eventual loss of agricultural land cannot be mitigated. However, several considerations are evident that tend to minimize the significance of the loss:

1) The planting and production of figs, the dominant crop in the area, is increasing in other valley locations and should offset the loss in the Bullard Area.

2) The Bullard Area has been designated for urbanization in adopted land use plans since the 1960's.

3) The amount of prime farmland involved is small and the overall quality of the agricultural soil in this area is low compared to other metropolitan fringe areas with potential for growth.

4) The City has existing policies that promote the preservation of agricultural uses within the planned urban boundary until urbanization becomes appropriate.

I. NONRENEWABLE ENERGY RESOURCES

1) Mitigation measures 1 through 4 listed under Air Quality above will also act to lessen the use of nonrenewable fuel and energy resources. (a)

2) Ensure solar access to all buildings though the design review and environmental review processes, pursuant to State Solar Access and Solar Shade Acts. (a)

3) Identify and encourage energy conservation in building and subdivision design beyond minimum State requirements. (a)

4) Continue the present conservation measures and use of methane gas to offset waste energy use by the City of Fresno in the operation of equipment and facilities. (a)

J. INCREASES IN TRAFFIC-GENERATED NOISE

1) The implementation of provisions of the Noise Element of the General Plan, Title 24 of the California Administrative Code and the application of the Expressway Area Overlay Standards of the Zoning Ordinance will substantially mitigate noise impacts for new noise-sensitive uses along major streets. (a)

2) Encourage sound mitigation measures for existing noise-sensitive uses along major streets as a condition of future transportation improvement projects. (a)

BE IT FURTHER RESOLVED that the "no project" alternative, which would mitigate the significant unavoidable effects identified above, is found to be infeasible based upon the following factors:

K. The population of the Bullard Community is expected to increase from 65,700 in 1988 to 98,100 in 2005.

L. The Fresno Metropolitan Area is expected to increase in population from 424,200 in 1988 to 588,000 in 2005.

M. The 1984 Fresno General Plan adopted a balanced growth scenario in which anticipated growth was directed to several potential growth areas rather than concentrating it in one area.

N. Restricting growth in the Bullard Community would cause a disproportionate amount of growth pressure to occur in the northeast (Woodward Park) and southeast (Roosevelt) growth areas. These areas have greater environmental problems than the Bullard Community in terms of having greater amounts of prime agricultural land, pesticides in the groundwater, low groundwater yields (northeast), and greater potential circulation and urban service problems. The northwest portion of the community is considered to be the environmentally preferred alternative for accomodating urban growth in the metropolitan area.

SECTION 2. The Council unanimously overrides the ALUC's recommendations, making its own findings as follows:

The proposed adoption and subsequent implementation of the Bullard Community Plan, including the adoption of the revised Noise Table on page 105, placement of the school site at the southeast corner of Alluvial and Polk Avenues, the designation of 95 acres located south of Alluvial and west of Cornelia Avenues to medium low density residential use, and the designation of a regional park in an area generally north and northwest

of Sierra Sky Park between the extension of the Polk and Brawley Avenue alignments extending to the San Joaquin River, will provide for the orderly development of the airport and the area surrounding the airport so as to protect the public health, safety and welfare and to promote the overall goals and objectives of the California Airport Noise Standards adopted pursuant to Section 1669 of the Public Utilities Code and prevent the creation of new noise and safety problems, because according to the City's Sierra Sky Park Land Use Policy Plan:

-In regard to the school site, the chance of an aircraft accident occuring in this area is very remote. In fact the City of Fresno did not include the Traffic Pattern Zone in its Sierra Sky Park Land Use Policy because it does not present an appreciable hazard to land uses on the ground. An elementary school site will be needed in the large planned residential area north of Herndon Avenue and to the west of Sierra Sky Park. Since the County designated Traffic Pattern Zone covers most of this area, then there is no acceptable alternative place to move the site.

-In regard to the parksite, the area within the 70 plus CNEL Contour shall be limited to open space uses and all park structures will need to comply with

height restrictions of Part 77, Subpart C of the Federal Aviation Regulations and of the City Zoning Ordinance. Noise criteria related to CNEL Contours of the City Plan will be applied.

-In regard to residential uses within the 55-60 CNEL Contours, construction features will provide sufficient noise attenuation. Residential noise attenuation will be implemented, based on the revised noise standards in the City Sierra Sky Park Land Use Policy Plan and in the 1984 General Plan Noise Element. At the time when the residential area is developed, an avigation easement will be put into place.

-In regard to the revised noise standards, these are more restrictive than noise standards of the current Sierra Sky Park Land Use Policy Plan. They have been brought into consistency with standards of the Fresno Air Terminal Environs Area Specific Plan Area and are considered adequate for the protection of area residents.

These measures will ensure the orderly expansion of the airport in that they adopt land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport to the

extent that these areas are not already devoted to incompatible uses, for the reasons stated above.

SECTION 3. The Council adopts the Bullard Community Plan as follows:

A. Approves Attachment A, Bullard Community Plan Map as revised, including Citizens' Advisory Committee alternative recommendations Number 1; Number 2 (but increasing the Community Commercial designation from 15 acres to 18 acres as shown on Attachment A (Item A)); Number 3; TMI proposals a and b; and Items B, AA, and BB. All are illustrated on the attached map. The Council specifies that mitigation measures be applied to Items 1, 2, A, and BB as specified in the EIR and staff memorandum to the Council. Not approved are Item CC which is delayed for future consideration, committee recommendation Number 4, Number 5, and committee recommended circulation changes, with the exception of those shown on Exhibit 1 of this resolution. Attachment A and Exhibit 1 are part of and incorporated by reference into this resolution.

B. Approves Attachment B as follows:

1. Approves staff recommendations on pages 18 (but adding the committee recommended community commercial acreage), 19, 21 (but eliminating staff policy No. 1), 40, 41, 43, 47, 67, 73, and 88. In regard to the Palm Avenue recommmendation on page 88, efforts

should continue to provide some on-street parking, possibly via parking bays.

2. Approves committee recommendations on pages 18 as they pertain to community commercial acreage only, 21 (deleting only policy No. 1), 42, and 46 (with the understanding that all options including grade separations should be considered as part of policy No. 11).

3. The word "permanent" shall be inserted on page 51, as it relates to ponding basins.

Attachment B is part of and incorporated by reference into this resolution.

C. Approves Attachments C, G, and H. Attachments C, G. and H are a part of and incorporated by reference into this resolution.

D. Approve the staff recommendations in Attachment E, as stated in items E-1, F-1, H-1, I-1, K-1, J-12, M-3, P-8, and Q-1. Attachment E is a part of and incorporated by reference into this resolution.

SECTION 4. The Council repeals the San Joaquin Bluffs Environs Specific Plans (Resolution 79-523) and the West Shaw Avenue Amendment (Resolution 70-14), incorporating pertinent

portions into the Community Plan in order to create an internally consistent planning strategy.

SECTION 5. The Council approves the amendment to the Sierra Sky Park Land Use Policy as stated on pages 102 and 105 of the draft Bullard Community Plan (Attachment "B").

SECTION 6. The Council approves amendments to the 1984 Fresno General Plan, as depicted on Attachment "F" in order to maintain consistency between it and the Bullard Community Plan. Attachment F is a part of and incorporated by reference into this resolution.

SECTION 7. The Council retains the existing Bullard Community Plan for that area west of the Southern Pacific Railroad within the boundary of the existing Bullard Community Plan.

BE IT FURTHER RESOLVED that the Mayor and Clerk hereof be, and they hereby are, authorized and directed to make the appropriate certification upon the originals of these documents and file the same as a permanent record in the office of the City Clerk.

CLERK'S CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF FRESNO) CITY OF FRESNO)

I, JACQUELINE L. RYLE, City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, California, at a regular meeting held on the 29th day of November, 1988.

JACQUELINE L. RYLE
City Clerk

By Elvira Summerville
Deputy

LJ:pg
6009T/291

APPROVED AS TO FORM
CITY ATTORNEY'S OFFICE
BY: DEPUTY

Attachments:
A - Bullard Community Plan Map
B - Bullard Community Plan Text and Draft EIR
C - Addendum to Draft Bullard Community Plan and Draft EIR
D - Final EIR No. 10096
E - Compendium of Comments and Responses
F - General Plan Amendment Map
G - Bullard Community Plan Map and Text Clarification Amendments
H - Modifications and Additions to the EIR
Exhibit 1 - Council Approved Circulation Changes/Blythe - Palo Alto Area

6009T/291

BILL NO. B-169

INTRODUCED BY COUNCILMEMBER: Chris Petersen

ORDINANCE NO. 88-149

AN ORDINANCE OF THE CITY OF FRESNO, CALIFORNIA, REPEALING THE BLACKSTONE-BULLARD AREA SPECIFIC PLAN (ORDINANCE NO. 76-1); THE NELSON AREA SPECIFIC PLAN (ORDINANCE NO. 76-2); AND THE CORONA TIERRA ESTATES SPECIFIC PLAN (ORDINANCE NO. 77-129).

WHEREAS, the Fresno City Council adopted the Blackstone-Bullard Area Specific Plan by Ordinance No. 76-1 on January 8, 1976, the Nelson Area Specific Plan by Ordinance No. 76-2 on January 8, 1976 and the Corona Tierra Estates Specific Plan by Ordinance No. 77-129 on October 18, 1977; and

WHEREAS, on November 9, 1988, the Planning Commission held a duly noticed public hearing to consider the repeal of these specific plans, updating and incorporating pertinent portions thereof into the proposed Bullard Community Plan, and to consider EIR No. 10096, both of which considered on that date; and

WHEREAS, pursuant to the Fresno Municipal Code, the repeal of these plans has been specifically noticed as a part of the Bullard Community Plan hearing process; and

WHEREAS, the repeal of these Plans has been environmentally assessed through EIR No. 10096; and

WHEREAS, the Fresno City Planning Commission at its special meeting of November 9, 1988 adopted Resolution Number 9553 recommending repeal of these specific plans; and

PASSED 12/12/88
EFFECTIVE 1/13/88

WHEREAS, the Fresno City Council, on the 29th day of November, 1988 held a duly noticed public hearing to consider repeal of the Bullard/Blackstone, Nelson Area, and Corona-Tierra Specific Plans and considered all testimony and evidence related thereto;

NOW, THEREFORE, THE COUNCIL OF THE CITY OF FRESNO DOES ORDAIN AS FOLLOWS:

SECTION 1. The Council incorporates by this reference its environmental determinations and findings in the accompanying Resolution No. _____ relating to EIR No. 10096, as they relate to these specific plans.

SECTION 2. The Blackstone-Bullard Area Specific Plan (Ordinance No. 76-1), The Nelson Area Specific Plan (Ordinance No. 76-2) and the Corona-Tierra Estates Specific Plan (Ordinance No. 77-129) are hereby repealed.

SECTION 3. This ordinance shall become effective and in full force and effect at 12:01 a.m. on the thirty-first day after its passage.

CLERK'S CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, JACQUELINE L. RYLE, City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, California, at a regular meeting held on the 12th day of December, 1988.

APPROVED AS TO FORM
CITY ATTORNEY'S OFFICE
BY: DEPUTY

JACQUELINE L. RYLE
City Clerk

By Jacqueline L. Ryle
Deputy

6009T/291

RESOLUTION NO. 88-451

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CERTIFYING FINAL ENVIRONMENTAL IMPACT REPORT NO. 10096, OVERRIDING CERTAIN RECOMMENDATIONS OF THE FRESNO COUNTY AIRPORT LAND USE COMMISSION, ADOPTING THE BULLARD COMMUNITY PLAN AS A REFINEMENT OF THE 1984 FRESNO GENERAL PLAN, AMENDING THE 1984 FRESNO GENERAL PLAN, AMENDING THE SIERRA SKY PARK LAND USE POLICY PLAN, AND REPEALING THE SAN JOAQUIN BLUFFS ENVIRONS SPECIFIC PLAN AND WEST SHAW AMENDMENT, AND RETAINING THE EXISTING BULLARD COMMUNITY PLAN FOR THAT AREA WEST OF THE SOUTHERN PACIFIC RAILROAD WITHIN THE BOUNDARY OF THE EXISTING BULLARD COMMUNITY PLAN

WHEREAS, The Fresno City Council on November 20, 1984 and on October 2, 1975, adopted the General Plan and current Bullard Community Plan, respectively; and

WHEREAS, the Community Plans are essential to the refinement of the 1984 Fresno General Plan; and

WHEREAS, the Council directed that the 1975 Bullard Community Plan be updated; and

WHEREAS, the draft Bullard Plan is the first plan to be updated pursuant to the Local Planning and Procedures Ordinance (LPPO) and was formulated by staff with the help of a 17 member citizens advisory committee and with substantial public input and was initiated by the Fresno City Council on May 24, 1988, all in conformance with the LPPO and guidelines promulgated under it; and

WHEREAS, the Environmental Impact Report Number 10096 relating to the draft Bullard Community Plan has been prepared in compliance with

PASSED 12/20/88
EFFECTIVE 12/20/88

the California Environmental Quality Act; and

WHEREAS on October 24, 1988 the draft Plan and EIR were considered by the Fresno County Airport Land Use Commission (ALUC) and the ALUC found the Plan consistent with the Fresno County Sierra Sky Park Land Use Policy Plan, with three exceptions as follows:

- Location of a school site in the airport traffic pattern zone was considered inappropriate (proposed school site location - southeast corner of Polk and Alluvial Avenues). The City's Sierra Sky Park Policy Plan does not recognize this zone.

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WHEREAS, the Planning Commission held a duly noticed public hearing on November 9, 1988 and considered the Planning staff and Citizens Advisory Committee recommendations, written comments, and testimony given in favor of and in opposition to the draft Bullard Community Plan, modifications thereto, and EIR Number 10096; and

WHEREAS, the Fresno City Planning Commission at its special meeting of November 9, 1988, adopted Resolution Number 9553, recommending adoption of the draft Bullard Community Plan update and certification of Environmental Impact Report Number 10096 (EIR); and

WHEREAS, the Fresno City Council, on the 29th day of November, 1988, held a duly noticed public hearing to consider the draft Bullard Community Plan and EIR No. 10096 and at the public hearing considered all information contained in the draft Bullard Community Plan and EIR No. 10096, and all written and oral evidence and testimony related thereto;

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4) The State Regional Water Quality Control Board has the responsibility to investigate and determine the cause and source of the current TCE contamination. (b).

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4) Continue the present conservation measures and use of methane gas to offset waste energy use by the City of Fresno in the operation of equipment and facilities. (a)

J. INCREASES IN TRAFFIC-GENERATED NOISE

1) The implementation of provisions of the Noise Element of the General Plan, Title 24 of the California Administrative Code and the application of the Expressway Area Overlay Standards of the Zoning Ordinance will substantially mitigate noise impacts for new noise-sensitive uses along major streets. (a)

2) Encourage sound mitigation measures for existing noise-sensitive uses along major streets as a condition of future transportation improvement projects. (a)

BE IT FURTHER RESOLVED that the "no project" alternative, which would mitigate the significant unavoidable effects identified above, is found to be infeasible based upon the following factors:

K. The population of the Bullard Community is expected to increase from 65,700 in 1988 to 98,100 in 2005.

L. The Fresno Metropolitan Area is expected to increase in population from 424,200 in 1988 to 588,000 in 2005.

M. The 1984 Fresno General Plan adopted a balanced growth scenario in which anticipated growth was directed to several potential growth areas rather than concentrating it in one area.

N. Restricting growth in the Bullard Community would cause a disproportionate amount of growth pressure to occur in the northeast (Woodward Park) and southeast (Roosevelt) growth areas. These areas have greater environmental problems than the Bullard Community in terms of having greater amounts of prime agricultural land, pesticides in the groundwater, low groundwater yields (northeast), and greater potential circulation and urban service problems. The northwest portion of the community is considered to be the environmentally preferred alternative for accomodating urban growth in the metropolitan area.

SECTION 2. The Council unanimously overrides the ALUC's recommendations, making its own findings as follows:

The proposed adoption and subsequent implementation of the Bullard Community Plan, including the adoption of the revised Noise Table on page 105, placement of the school site at the southeast corner of Alluvial and Polk Avenues, the designation of 95 acres located south of Alluvial and west of Cornelia Avenues to medium low density residential use, and the designation of a regional park in an area generally north and northwest

of Sierra Sky Park between the extension of the Polk and Brawley Avenue alignments extending to the San Joaquin River, will provide for the orderly development of the airport and the area surrounding the airport so as to protect the public health, safety and welfare and to promote the overall goals and objectives of the California Airport Noise Standards adopted pursuant to Section 1669 of the Public Utilities Code and prevent the creation of new noise and safety problems, because according to the City's Sierra Sky Park Land Use Policy Plan:

-In regard to the school site, the chance of an aircraft accident occuring in this area is very remote. In fact the City of Fresno did not include the Traffic Pattern Zone in its Sierra Sky Park Land Use Policy because it does not present an appreciable hazard to land uses on the ground. An elementary school site will be needed in the large planned residential area north of Herndon Avenue and to the west of Sierra Sky Park. Since the County designated Traffic Pattern Zone covers most of this area, then there is no acceptable alternative place to move the site.

-In regard to the parksite, the area within the 70 plus CNEL Contour shall be limited to open space uses and all park structures will need to comply with

height restrictions of Part 77, Subpart C of the Federal Aviation Regulations and of the City Zoning Ordinance. Noise criteria related to CNEL Contours of the City Plan will be applied.

-In regard to residential uses within the 55-60 CNEL Contours, construction features will provide sufficient noise attenuation. Residential noise attenuation will be implemented, based on the revised noise standards in the City Sierra Sky Park Land Use Policy Plan and in the 1984 General Plan Noise Element. At the time when the residential area is developed, an avigation easement will be put into place.

-In regard to the revised noise standards, these are more restrictive than noise standards of the current Sierra Sky Park Land Use Policy Plan. They have been brought into consistency with standards of the Fresno Air Terminal Environs Area Specific Plan Area and are considered adequate for the protection of area residents.

These measures will ensure the orderly expansion of the airport in that they adopt land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport to the

extent that these areas are not already devoted to incompatible uses, for the reasons stated above.

SECTION 3. The Council adopts the Bullard Community Plan as follows:

A. Approves Attachment A, Bullard Community Plan Map as revised, including Citizens' Advisory Committee alternative recommendations Number 1; Number 2 (but increasing the Community Commercial designation from 15 acres to 18 acres as shown on Attachment A (Item A)); Number 3; TMI proposals a and b; and Items B, AA, BB, and CC. All are illustrated on the attached map. The Council specifies that mitigation measures be applied to Items 1, 2, A, and BB as specified in the EIR and staff memorandum to the Council. Not approved are committee recommendation Number 4, Number 5, and committee recommended circulation changes, with the exception of those shown on Exhibit 1 of this resolution. Attachment A and Exhibit 1 are part of and incorporated by reference into this resolution.

B. Approves Attachment B as follows:

1. Approves staff recommendations on pages 18 (but adding the committee recommended community commercial acreage), 19, 21 (but eliminating staff policy No. 1), 40, 41, 43, 47, 67, 73, and 88. In regard to the Palm Avenue recommmendation on page 88, efforts

should continue to provide some on-street parking, possibly via parking bays.

2. Approves committee recommendations on pages 18 as they pertain to community commercial acreage only, 21 (deleting only policy No. 1), 42, and 46 (with the understanding that all options including grade separations should be considered as part of policy No. 11).

3. The word "permanent" shall be inserted on page 51, as it relates to ponding basins.

Attachment B is part of and incorporated by reference into this resolution.

C. Approves Attachments C, G, and H. Attachments C, G. and H are a part of and incorporated by reference into this resolution.

D. Approve the staff recommendations in Attachment E, as stated in items E-1, F-1, H-1, I-1, K-1, J-12, M-3, P-8, and Q-1. Attachment E is a part of and incorporated by reference into this resolution.

SECTION 4. The Council repeals the San Joaquin Bluffs Environs Specific Plans (Resolution 79-523) and the West Shaw Avenue Amendment (Resolution 70-14), incorporating pertinent

portions into the Community Plan in order to create an internally consistent planning strategy.

SECTION 5. The Council approves the amendment to the Sierra Sky Park Land Use Policy as stated on pages 102 and 105 of the draft Bullard Community Plan (Attachment "B").

SECTION 6. The Council approves amendments to the 1984 Fresno General Plan, as depicted on Attachment "F" in order to maintain consistency between it and the Bullard Community Plan. Attachment F is a part of and incorporated by reference into this resolution.

SECTION 7. The Council retains the existing Bullard Community Plan for that area west of the Southern Pacific Railroad within the boundary of the existing Bullard Community Plan.

BE IT FURTHER RESOLVED that the Mayor and Clerk hereof be, and they hereby are, authorized and directed to make the appropriate certification upon the originals of these documents and file the same as a permanent record in the office of the City Clerk.

CLERK'S CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF FRESNO) CITY OF FRESNO)

I, JACQUELINE L. RYLE, City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, California, at a regular meeting held on the 20th day of December, 1988.

JACQUELINE L. RYLE
City Clerk

By Jacqueline L. Ryle
Deputy

LJ:pg
6009T/291

APPROVED AS TO FORM
CITY ATTORNEY'S OFFICE
BY: DEPUTY

Attachments:
A - Bullard Community Plan Map
B - Bullard Community Plan Text and Draft EIR
C - Addendum to Draft Bullard Community Plan and Draft EIR
D - Final EIR No. 10096
E - Compendium of Comments and Responses
F - General Plan Amendment Map
G - Bullard Community Plan Map and Text Clarification Amendments
H - Modifications and Additions to the EIR
Exhibit 1 - Council Approved Circulation Changes/Blythe - Palo Alto Area

6009T/291

BILL NO. B-10

INTRODUCED BY COUNCILMEMBER: Les Kimber

ORDINANCE NO. 89-11

AN ORDINANCE OF THE CITY OF FRESNO, CALIFORNIA, REPEALING THE SAN JOAQUIN RIVER TRAILS SPECIFIC PLAN (ORDINANCE NO. 79-185).

WHEREAS, the Fresno City Council adopted the Blackstone-Bullard Area Specific Plan by Ordinance No. 76-1 on January 8, 1976, the Nelson Area Specific Plan by Ordinance No. 76-2 on January 8, 1976 and the Corona Tierra Estates Specific Plan by Ordinance No. 77-129 on October 18, 1977 and the San Joaquin River Trails Specific Plan hereafter, the "Trails Plan," implementing portions of the San Joaquin Bluffs Area Specific Plan) by Ordinance No. 79-185 on November 13, 1979; and

WHEREAS, on November 9, 1988, the Planning Commission held a duly noticed public hearing to consider the repeal of these specific plans, (including the Trails Plan) updating and incorporating pertinent portions thereof into the proposed Bullard Community Plan, and to consider EIR No. 10096, both of which were considered on that date; and

WHEREAS, pursuant to the Fresno Municipal Code, the repeal of the Blackstone Bullard Area Specific Plan, the Nelson Area Specific Plan, the Corona Tierra Estates Specific Plan, and the San Joaquin Bluffs Specific Environs Plan (implemented, in Part, by the Trails Plan) have been specifically noticed as a part of the Bullard Community Plan hearing process; and

PASSED 1/24/89

EFFECTIVE 2/24/89

WHEREAS, the repeal of these Plans including the Trails Plan, has been environmentally assessed through EIR No. 10096; and

WHEREAS, the Fresno City Planning Commission at its special meeting of November 9, 1988 adopted Resolution Number 9553 recommending repeal of these specific plans including the Trails Plan; and

WHEREAS, the Fresno City Council, on the 29th day of November, 1988 held a duly noticed public hearing to consider repeal of the Bullard/Blackstone, Nelson Area, Corona-Tierra and San Joaquin Bluffs Environs Specific Plans (including the Trails Plan) and considered all testimony and evidence related thereto;

NOW, THEREFORE, THE COUNCIL OF THE CITY OF FRESNO DOES ORDAIN AS FOLLOWS:

SECTION 1. The Council incorporates by this reference its environmental determinations and findings in the accompanying Resolution No. 88-426 relating to EIR No. 10096, as they relate to the San Joaquin River Trails Specific Plan.

SECTION 2. The San Joaquin River Trails Specific Plan (Ordinance No. 79-185, implementing the San Joaquin Bluffs Environs Plan) is hereby repealed.

SECTION 3. This ordinance shall become effective and in full force and effect at 12:01 a.m. on the thirty-first day after its passage.

CLERK'S CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, JACQUELINE L. RYLE, City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, California, at a regular meeting held on the 24th day of January, 1989.

JACQUELINE L. RYLE
City Clerk

By _____
Deputy

6054T/291

APPROVED AS TO FORM
CITY ATTORNEY'S OFFICE

BY: _____
DEPUTY