



## West Area Neighborhoods Specific Plan Comment Letter Table of Contents

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| 6        | Bonique Emerson | Precision Civil Engineering                       | 8/31/2021  |
| 7        | Brian Clements  | San Joaquin Valley Air Pollution Control District | 9/1/2021   |
| 8        | Brian Johnson   |   | 4/23/2021  |
| 9        | Bruce O'Neal    | Tree Fresno                                       | 8/27/2021  |
| 10       | Carol Underhill |   | 4/6/2021   |
| 11       | Cathy Caples    | West Area Neighborhoods Steering Committee        | 7/19/2021  |
| 12       | Daniel Brannick |   | 9/21/2021  |
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| Letter # | Name             | Organization                | Date       |
|----------|------------------|-----------------------------|------------|
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|   |           |  |           |
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| 1 | Anonymous |  | 8/26/2021 |
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**COMPLETE**

**Collector:** WA Comment (Web Link)  
**Started:** Thursday, August 26, 2021 2:29:21 PM  
**Last Modified:** Thursday, August 26, 2021 2:35:59 PM  
**Time Spent:** 00:06:38

Page 1

**Q1**

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**Q2**

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**Q3**

Respondent skipped this question

Email / Correo electrónicoxa ntawv hauv vassab / ਈ-ਮੇਲ:

**Q4**

Yes

I would like my comment to be anonymous / Quisiera que mi comentario fuera anónimo / Kuv xav kom kuv cov lus hais tsis muaj tswv / ਮੈਂ ਆਪਣੀ ਟਿੱਪਣੀ ਅਗਿਆਤ ਹੋਣਾ ਚਾਹਾਂਗਾ

**Q5**

Advocate / Activista / Tus Sawv Cev / ਐਡਵੋਕੇਟ

Affiliation (circle all that apply) / Afiliación (Circule cada uno que aplique) / Koom Tes (khij txhuas qhov yog) / ਸੰਬੰਧ (ਸਾਰੇ ਲਾਗੂ ਕਰੋ ਚੱਕਰ ਕਰੋ):

Page 2: Comment 1 / Comentario 1 / Lus Hais 1 / ਟਿੱਪਣੀ 1

**Q6**

Page # / Página #Nplooj # / ਪੇਜ #:

54

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**Q7**

Section / SecciónKoog / ਅਨੁਭਾਗ:

3.2.B

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**Q8**

Goal/Policy # / Objetivo/Políticas #Hom Phiaj/Txoj Cai # / ਟੀਚੇ ਅਤੇ ਨੀਤੀਆਂ #

Bike Paths

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**Q9**

Comment / Comentario / Lus Hais / ਟਿੱਪਣੀ:

Please ensure that there are safe crossings across 99 at both Herndon and Veteran's Blvd. Crossing 99 at Herndon is currently very unsafe with multiple high-speed streets and on/off-ramps. The current Veteran's Blvd plan calls for a separated bike trail that partially bypasses freeway ramps, please make sure that those bypasses remain in the plan.

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**Q10**

Add another comment or skip to end? / ੁAgregar otro comentario o saltar al final? / Ntxiv lwm cov lus lossis hla mus rau tom kawg? / ਕੋਈ ਹੋਰ ਟਿੱਪਣੀ ਸ਼ਾਮਲ ਕਰੋ ਜਾਂ ਅੰਤ ਨੂੰ ਛੱਡੋ

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Page 3: Comment 2 / Comentario 2 / Lus Hais 2 / ਟਿੱਪ 2

**Q11**

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**Q12**

Respondent skipped this question

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| 2 | Anonymous |  | 8/31/2021 |
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Collector: WA Comment (Web Link)  
 Started: Tuesday, August 31, 2021 7:07:53 PM  
 Last Modified: Tuesday, August 31, 2021 7:22:47 PM  
 Time Spent: 00:14:54

Page 1

Q1

Name / Nombre/ lub npe / ਨਾਮ:

Q2

Respondent skipped this question

Phone / No. de teléfonoNaj Npawb Xov Tooj / ਫੋਨ ਨੰਬਰ:

Q3

Respondent skipped this question

Email / Correo electrónicoxa ntawv hauv vassab / ਈ-ਮੇਲ:

Q4

Yes

I would like my comment to be anonymous / Quisiera que mi comentario fuera anónimo / Kuv xav kom kuv cov lus hais tsis muaj tswv / ਮੈਂ ਆਪਣੀ ਟਿੱਪਣੀ ਅਗਿਆਤ ਹੋਣਾ ਚਾਹਾਂਗਾ

Q5

Resident / Residente / Neeg Nyob / ਨਿਵਾਸੀ

Affiliation (circle all that apply) / Afiliación (Circule cada uno que aplique) / Koom Tes (khij txhuas qhov yog) / ਸੰਬੰਧ (ਸਾਰੇ ਲਾਗੂ ਕਰੋ ਚੱਕਰ ਕਰੋ):

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Q6

Respondent skipped this question

Page # / Página #Nplooj # / ਪੇਜ #:

**Q7** Respondent skipped this question

Section / SecciónKoog / ਅਨੁਭਾਗ:

**Q8** Respondent skipped this question

Goal/Policy # / Objetivo/Políticas #Hom Phiaj/Txoj Cai # /  
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**Q9** Respondent skipped this question

Comment / Comentario / Lus Hais / ਟਿੱਪਣੀ:

With farm animals a brick fence makes a better barrier than a wooden fence. Horses will eat a wood fence.

**Q10** Respondent skipped this question

Add another comment or skip to end? / ¿Agregar otro  
comentario o saltar al final? / Ntxiv lwm cov lus lossis hla  
mus rau tom kawg? / ਕੋਈ ਹੋਰ ਟਿੱਪਣੀ ਸ਼ਾਮਲ ਕਰੋ ਜਾਂ ਅੰਤ ਨੂੰ ਛੱਡੋ

Page 3: Comment 2 / Comentario 2 / Lus Hais 2 / ਟਿੱਪ 2

**Q11** Respondent skipped this question

Page # / Página #Nploo # / ਪੇਜ #:

**Q12** Respondent skipped this question

Section / SecciónKoog / ਅਨੁਭਾਗ:

**Q13** Respondent skipped this question

Goal/Policy # / Objetivo/Políticas #Hom Phiaj/Txoj Cai # /  
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**Q14** Respondent skipped this question

Comment / Comentario / Lus Hais / ਟਿੱਪਣੀ:

|   |             |  |          |
|---|-------------|--|----------|
| 3 | April Henry | Highway City Community<br>Development, Inc | 6/4/2021 |
|---|-------------|--|----------|

[www.highwaycitycd.com](http://www.highwaycitycd.com)

Center # 559-578-8991

HCCD is a local 501c3 nonprofit

Serving in the community since 1997

**Community Resource Center**

4718 N. Polk Ave, Fresno CA 93722

April Henry- Executive Director/President

[april@highwaycitycd.com](mailto:april@highwaycitycd.com)



June 4, 2021

TO: City Planning & Council District 1

RE: Re-zoning of APN 510-030-23

In the process of planning future development and working closely with the Fresno Planning Department in charge of the West Area Specific Plan, I studied the zoning for our Highway City Development, Inc. property and noticed that it is zoned Public Facility (Public/Quasi-Public Facility) with an underlying zoning of Medium Density Residential.

While proposing and discussing future development on the land, the zoning that best fits the multi-faceted, community development model we are using would be: NMX – Neighborhood Mixed Use.

We are requesting a zoning update to the West Area Specific Plan and the General Plan during the approval process.

April Henry ~ Executive Director, HCCD

|   |               |                |           |
|---|---------------|----------------|-----------|
| 4 | Bill Brouhard | Guillion, Inc. | 8/19/2020 |
|---|---------------|----------------|-----------|



August 19, 2020

Sophia Pagoulatos  
Manager: Long Range Planning  
Room 3065  
2600 Fresno Street  
Fresno, CA 93721

**RE: Request to Incorporate a Land Use Change within the Draft Specific Plan of the West Area**

Sophia;

We appreciate you and your staff for taking the time to discuss the issues and merits of a change in land use on our vacant parcel that fronts Barstow Avenue and abuts Highway 99 (APN 505-070-44).

As a follow up to our meeting, we wanted to address two topics; first, to formalize our request that a change in zoning from BP to RM2 be considered within the Draft Specific Plan of the West Area (Plan), and second, to better understand and perhaps broaden the City's CEQA protocol's and processes as the Plan moves through approvals.

**Zoning Designation Change**

Attached is a copy of a letter sent to Council Member Karbassi dated May 18, 2020 (Attachment A). This letter outlines various economic development and land use principles supporting the requested change in land use, from site specific limitations of the existing BP zoning to neighborhood incompatibility with the existing BP zoning. It also references the impact of the Covid-19 pandemic, noting that current and likely future demand for the office/business park campus envisioned by the BP zoning is severely challenged if not enduringly compromised. The letter also references that RM2 zoning would help the City of Fresno meet their housing needs, particularly multi-family housing in this northwest quadrant in alignment with SB330

In addition to the letter, we are also providing you with a the excel model used to approximate daily and AM and PM peak trip calculations for business park land uses comparable to the City's BP zoning (office, office/campus), and multi-family residential comparable with the City's RM2 zoning. This model, based upon 2019 Institute of Transportation Engineers Trip Manual, determines that a multi-family residential use would result in lower traffic volumes and reduced AM and PM peak hour trips when compared to land uses permitted by right under the current BP zoning. Model summary as follows:

| Allowed<br>by Zone | Description/ITE Code | Unit Type | Units | Total Generated Trips |         |         | Daily as<br>% of<br>MFD |
|--------------------|----------------------|-----------|-------|-----------------------|---------|---------|-------------------------|
|                    |                      |           |       | Daily                 | AM Hour | PM Hour |                         |
| BP                 | Office Park 750      | Acres     | 18    | 3,512                 | 462     | 509     | 160%                    |
| BP                 | Business Park 770    | Acres     | 18    | 2,696                 | 339     | 303     | 123%                    |
| RM2                | Apartment 220        | DU        | 330   | 2,195                 | 168     | 205     | 100%                    |

This simplified modelling exercise is not intended to replace a more detailed traffic analysis associated with CEQA should one be required, but it does, we believe, serve as an indicator which merits consideration. If the traffic model approximation is at all reflective of a more detailed traffic analysis, meaning traffic would be less under an RM2 use, it seems reasonable to expect that other environmental impacts may also be less.

### CEQA & Specific Plan Process

As you noted in our conference meeting, the City's CEQA consultant is well on their way to tightening up the Plan along with related environmental and traffic analysis, in anticipation of upcoming public review and comment. We understand that given the current state of these documents, the consultant has signaled that they are hesitant to analyze any alternative land uses at this stage in the process.

At the same time, it is clear from our dealings with City staff that there is a sincere interest in being responsive to area residents, receptive to vacant land owners, and efficient with resources. We believe it is reasonable, if not an intended outcome, that public consideration and comment on a draft document leads to one or more sensible refinements being reflected in the final Plan adopted by Council. From urban planning, environmental, housing, and economic development perspectives, the requested change in land use from BP to RM2 may serve as an example of a sensible refinement. Based on the traffic estimates model, it may also be beneficial from a neighborhood traffic perspective.


It is our understanding however that at present, there is no plan or provision for subsequent environmental/traffic analysis to evaluate Plan refinements resulting from public comment, staff recommendations, Steering Committee or Planning Commission recommendations, or City Council direction. In this respect, as we understand it Council supported changes falling within prior CEQA thresholds would be reflected in the final Plan, and Council supported changes falling outside of prior CEQA thresholds would be deferred to some future point under an entirely new planning, public and CEQA process via amendment. While we understand the genuine interest in bringing the Specific Plan of the West Area to an early conclusion, we believe it to be far more efficient and economical to incorporate what may end up being a few supported changes into the initially adopted Plan.

For the reasons outlined above we respectfully make the following requests:

1. That our request for a zone change be processed as part of the initial Plan adoption rather than by subsequent plan amendment.
2. That staff, Steering Committee and Planning Commission be given the opportunity to opine on any changes to the Plan based on information and or events occurring since the Committee last met (i.e. COVID, Draft EIR, public comment, etc...)
3. That changes supported by Council falling within prior CEQA thresholds be reflected in the initial Plan adoption (as would seem staff's current intent).
4. That changes supported by Council falling outside of prior CEQA thresholds be the basis of a supplemental yet highly focused environmental review, and that the Councils' final action incorporate supported changes.
5. That a copy of this letter (along with attachments) be provided to the Steering Committee, Planning Commission and City Council.
6. That staff make an inquiry to the CEQA consultant as to:
  - a. the scope and cost estimate for determining whether or not the requested change from BP to RM2 would represent an impact triggering additional environmental analysis.
  - b. and if so, a scope and cost estimate to complete the required additional environmental analysis.

Had we been aware of the City's effort to process the Specific Plan of the West Area we would have been active participants; such is the predicament for non-resident investors. Once again, we very much appreciate your and the City's consideration of our requests. If in the mean time you have any questions, please feel free to contact me at [bill@gbrealestate.net](mailto:bill@gbrealestate.net) or at (530) [REDACTED].

Respectfully,

  
Bill Brouhard  
Co-Owner

Cc: Council Member Karbassi; Casey Lauderdale, Planner – City of Fresno; Ed Dunkel – Precision Engineering; Bonique Emerson – Precision Engineering



September 1, 2020

Dear Neighbor;

We are writing this letter as a neighboring landowner of the vacant commercial property behind the masonry block wall east of North Contessa Avenue, fronting Barstow Avenue and Hwy 99. We have owned this land since 2008.

As you may be aware, earlier this there was interest from a local Buyer in developing an overnight truck terminal on this property, which is a use allowed under the properties' current "BP" commercial zoning. The BP zoning also allows Animal Care (including Kennels), Automotive Services, Construction and Material Yards (i.e. Concrete Batch Plants, Storage Yards etc.), Custom Manufacturing, Limited Industrial and Freight/Truck Terminals. Any of these uses, as well as other allowed uses, do not in our view align particularly well with surrounding residential development.

We understand that traffic was one of many concerns expressed during a neighborhood meeting arranged by the applicant of the truck terminal. As alternatives to the less neighborly uses mentioned above, the BP zoning also allows such things as large-scale multi-level office complexes. While this type of project may seem less in conflict with your neighborhood, traffic becomes more intense compared to residential uses.

In late 2018 we sent a letter to neighbors indicating that we were made aware of the complaints about the condition of the landscape between North Contessa Avenue and the masonry wall. We also mentioned that were working cooperatively with Team 5 Properties, Inc., and the City of Fresno to try to find a good, long-term landscape maintenance solution for this area. In addition, we were recently informed that the vacant land has attracted homeless encampments, and occasional dumping.

We are reaching out to you now because we are in discussions with the City and others exploring a rezone from BP to medium density residential. Although early in the process, if successful we believe this change eliminates potentially conflicting uses that are now allowed by right, while at the same time pursuing a land use that produces less traffic than may otherwise occur with higher intensity development allowed by right.

As a part of that outreach we wanted to invite your feedback. Please understand that we do not have a particular project in mind, much less planning or architectural exhibits. We are however hopeful that the zone change itself leads to a win-win; A better neighbor, less traffic, a long-term fix to North Contessa landscaping, and eliminating illegal dumping and encampments.

I hope to hear from you. I can be reached at (530) 893-1277, or via e-mail [Bill@gbrealestate.net](mailto:Bill@gbrealestate.net).

Best Regards,



Bill Brouhard  
Co-Owner

|   |               |  |          |
|---|---------------|--|----------|
| 5 | Bill Diedrich |  | 5/5/2021 |
|---|---------------|--|----------|

**From:** [Bill Diedrich](#)  
**To:** [Casey Lauderdale](#)  
**Subject:** West Area Plan  
**Date:** Saturday, May 1, 2021 6:08:27 PM

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**External Email:** Use caution with links and attachments

Dear Casey,

I couldn't find it in the plan, so I can't give you Goal/Policy, Section Number, and/or page #.

The issue, as you have heard I'm sure is traffic at the intersection of Herndon and Parkway. The gas station traffic, along with big rig trucks, almost make it impossible to turn right on Parkway for those of us that live in the county island of Sample, Tenaya, and Menlo between Grantland and Garfield. It is a real problem for us. The intersection work and the left turn lane were a definite improvement, but now traffic backs up out of the gas station and blocks the traffic on Parkway. This is such a problem for us that live out here. Veterans BLVD has to be completed soon, and this gas station HAS to go!

This is why those of us who live out here do not want additional development in this area.

Best,  
Bill Diedrich



|   |                 |                             |           |
|---|-----------------|-----------------------------|-----------|
| 6 | Bonique Emerson | Precision Civil Engineering | 8/31/2021 |
|---|-----------------|-----------------------------|-----------|



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**TO:** West Area Neighborhoods Specific Plan (WANSP) Steering Committee  
**FROM:** Bonique Emerson, AICP, Precision Civil Engineering (Owner Representative)  
**RE:** Proposed Land Use Change for Property Located at 3120 North Polk Avenue  
(**Request for Change to Map 5-1 of the WANSP, Page 105**)  
**DATE:** August 31, 2021

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Dear Steering Committee Members:

This memo outlines a proposal for a land use change for property located on the northeast corner of West Shields and North Polk Avenues at 3120 North Polk Avenue (APN: 511-022-01) (**Figure 1**). The land use change proposed is from 18-acres of Community Commercial to 2-3-acres of Community Commercial and 15-16-acres of Residential – Medium Density. This memo illustrates why this land use change is appropriate for this property and how it would result in an ideal development with mutual benefits for both the community and the property owner.

Based on the information contained in the Draft West Area Neighborhoods Specific Plan (Specific Plan), Initial Reports, and minutes from various community meetings, it appears that a major concern of the West Area community is the uneven development and lack of much-needed infrastructure and commercial amenities. Regarding desired commercial amenities, we understand that the community's preferences are for supermarkets, movie theaters, bakeries, and restaurants (other than fast food). Both the General Plan and Draft Specific Plan make it clear that commercial is needed and must be strategically located along transportation corridors. This is further evidenced by the Specific Plan's Guiding Principles, including:

- **Transportation.** Provide a complete, safe, well-maintained sidewalk network from residential neighborhoods to commercial centers, schools, parks, and community centers.
- **Retail.** Encourage the development of retail establishments along commercial corridors.
- **Housing.** Reaffirm the City's commitment and obligation to affirmatively furthering access to fair and affordable housing opportunities by strongly encouraging equitable and fair housing opportunities to be located in strategic proximity to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes.
- **Catalytic Corridors.** Encourage the orderly and consistent development of civic, parkland, retail and commercial, mixed-use, and multi-family uses along West Shaw Avenue, West Ashlan Avenue, Veterans Boulevard, West Clinton Avenue, and Blythe Avenue.



The subject site is in an ideal location to strategically scale back the large-scale commercial amenities in order to generate a more efficient use of land and a dynamic sense of activity between uses while providing easy access to various neighborhood-serving amenities. The site and proposal are described on the following pages.

## 1. Site Description

### Site Location

The subject 18 acre site is located in west Fresno approximately two (2) miles west of State Route 99 (SR 99) and approximately three (3) miles north of State Route 180 (SR 180) (**Figure 1**). The site consists of one (1) parcel totaling approximately 20 acres (APN: 511-022-01). The site is within the West Area Neighborhoods Specific Plan Area and Council District 1. The property is at the Western edge of City limits and abuts County property on its south, west and east property lines. At present, the subject site is neither central nor convenient to City residents. It should be noted that given the lack of a tax sharing agreement between the City and County, the timing of development of anything outside of City limits is not likely to occur for a number of years.

### Site Setting

Historically, the site has been operated as agricultural land. The site is currently vacant and undeveloped. There are no improvements or structures on site and the vegetative cover is primarily ruderal vegetation. As referenced in **Table 1**, the site is primarily surrounded by single-family rural residential uses in addition to a ponding basin.

**Table 1. Existing Uses, Plan Designations, & Zone Districts of Surrounding Properties**

| Direction from Project site | Existing Use                        | General Plan Designation                                 | Zone District                                       |
|-----------------------------|-------------------------------------|--|---|
| <b>North</b>                | Single-Family Residential           | Residential – Medium Density                             | RS-5  |
| <b>East</b>                 | Ponding Basin and Rural Residential | Open Space – Ponding Basin and Residential – Low Density | OS – Open Space and RR – Rural Residential (County) |
| <b>South</b>                | Rural Residential                   | Residential – Medium High Density                        | RR – Rural Residential (County)                     |
| <b>West</b>                 | Vacant and Rural Residential        | Residential – Medium Low Density                         | RS-4 and RR – Rural Residential (County)            |

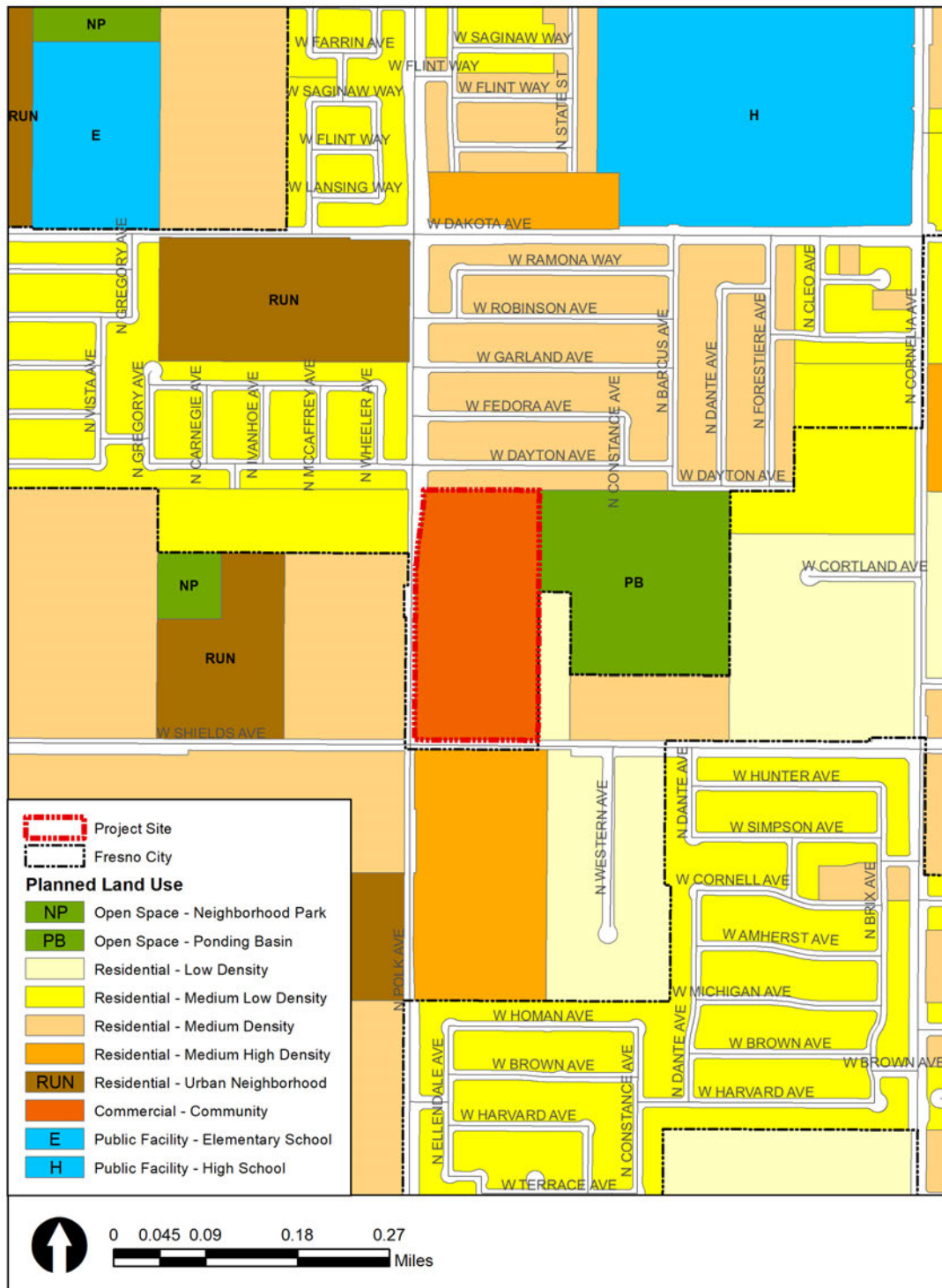
### Land Use and Zoning

The subject site is currently planned and zoned Community Commercial (**Figure 2**). Pursuant to the Planned Land Use Exhibit for the West Area Specific Plan, the site is not located on a parcel proposed for change and is thus proposed to remain Community Commercial. According to the Fresno General Plan, Community Commercial is intended for commercial development that primarily serves local needs such as convenience shopping and small offices. Specific uses allowed include medium-scale retail, office, civic and entertainment uses, supermarkets, drug stores, and supporting uses.



[illegible]

**Figure 2. Planned Land Use Designation**



## 2. Reasons for Proposed Land Use Change

The primary reason for this requested land use change is because Community Commercial uses are infeasible for this site due to several factors, including:

- **The ever-changing retail landscape does not support development of a new 18-acre retail shopping center.** E-Commerce giants such as Amazon, and online or app-based delivery options such as Instacart and Doordash have changed the retail landscape. Since the 2008 recession, brick and mortar retail demand per capita has been contracting not expanding with the trend having accelerated as a result of the pandemic. Developers are re-purposing older retail properties to accommodate non-retail uses. Though grouped shopping trips remain popular within certain regional retail centers that offer a wide array of cross shopping options, many malls, “Big Box Retail” and Regional Centers are being redeveloped with new purposes. All market dynamics governing retail development, from tenant demographic requirements to increasingly rigorous commercial financing standards, are making retail development increasingly difficult and less profitable. As a result, very few “ground up” projects are being developed even in densely populated regions that would have supported additional retail development just a few years ago. “Ground up” retail centers have languished and will languish for the foreseeable future. This is especially true for commercially planned sites that are not located on main commuter traffic corridors, central to existing residents, or at the outermost edges of a retail trade area. Macro and micro-economic market demands, not zoning designations drive the viability of commercial uses.
- **Site’s location and surrounding conditions align with incidental neighborhood-scale commercial uses vs destination community-scale commercial uses.** The Draft West Area Specific Plan introduces “catalytic corridors” whereby orderly and consistent development of higher density uses is encouraged along West Shaw Avenue, West Ashlan Avenue, Veterans Boulevard, West Clinton Avenue, and North Blythe Avenue (Map 3-1, Page 50). These corridors are envisioned to be “vibrant, highly walkable areas with broad sidewalks, trees and other landscaping, and local-serving uses” (Page 43). The nearest proposed catalytic corridors to the subject site are located one (1) mile east (intersection of North Blythe and West Shields Avenues) and three quarters of a mile north (intersection of North Polk and West Ashland Avenues). Because the subject site is not located along an identified catalytic corridor, a large community serving retail center does not make sense. There is no direct access to the freeway and the property is on the fringe of plan area and is thus difficult to market to retail uses. The site is better suited for small neighborhood-serving incidental retail uses vs. a community or neighborhood retail center.
- **More than 30 years of actively marketing the site to retail tenants have generated no leads or future interest.** The owners of the subject site, DBO Development Company, purchased it with the intent of developing a neighborhood retail center to follow the retail center that they developed at Shields and Brawley

more than 30 years ago. This has proven a major miscalculation. During the same period of time, DBO has built numerous other neighborhood, community and regional shopping centers throughout the Central Valley representing +/-2,000,000 s.f.. Despite 50 years of experience in retail development, 30 years of marketing by nearly 10 different retail brokerage firms have yielded no results. Absent the requested change, the property is likely to remain undeveloped for many decades into the future, if not forever. Conversely, allowing 15-16-acres of the 18-acre site to be developed as Residential – Medium Density while leaving 2-3-acres of Community Commercial at the intersection will help to 'fill-in' the density that retail requires and accelerate development of retail development that is better suited to the trade area and demographics at the intersection of Shields & Polk. They have held onto this land for decades with the intent of developing a shopping center one day, but there is just no demand for a large retail center at this location now or in the foreseeable future.

- **The requested change is consistent with the surrounding changes in the West Area Neighborhoods Specific Plan.** When viewing the Specific Plan of the West Area Slider Map, it is very clear that the direction of the committee is to reduce density. Unfortunately, reducing density in this area will only make the likelihood of a large commercial center less feasible. Retail needs rooftops. A single-family neighborhood on the fringe of the city will not support a large commercial shopping center.
- **There is current market demand for housing at this site.** Retail land values are substantially greater than residential land values, as such, the owner of the Property has an economic incentive to prioritize retail use of the property over residential. If there was any hope of achieving a higher land value from community commercial development as proposed by the current zoning designation, the owner would do so. There is not. Instead, the owner is requesting a use designation that is aligned with the realities of current and future market demand. Toward the goal of realizing some development of land that was recently annexed into the City and helping to satisfy a shortage of new housing locally and regionally, the owner of the property has reached agreement on terms for a sale of the property to KB Home. KB has extensive experience developing houses within the City and throughout the US, building an approachable, high quality product. As such, the change in land use designation responds to actual not theoretical interest in advancing the goals of the Specific Plan and the City.

### **3. Proposed Land Use Change**

The Applicant is requesting that the land use designation for the site be amended from 18-acres of Community Commercial to approximately 2-3-acres of Community Commercial and 15-16-acres of Residential – Medium Density in order to facilitate a residential development (5-12 du/acre) with supporting, neighborhood-serving commercial uses. The corresponding RS-5 zone district is the highest density single-family zone district in the city of Fresno. This blending of residential and commercial



uses would result in an ideal and efficient use of vacant land, generating a dynamic sense of activity between uses. In addition, this blending of uses would bring more design flexibility than what would be possible for a large-scale commercial development.

The proposed land use change is consistent with the policies of the General Plan and Draft West Area Neighborhoods Specific Plan. Below are a few examples of how this proposed land use change is in line with these goals and policies.

### **Fresno General Plan**

*General Plan Goal #7: Provide for a diversity of districts, neighborhoods, housing types (including affordable housing), residential densities, job opportunities, recreation, open space, and educational venues that appeal to a broad range of people throughout the City.*

**Response:** As previously discussed, the apparent direction of land use in the West Area is to reduce density. Reduced density does not induce retail demand. As such, the proposed land use change to blend or integrate commercial and residential uses would help introduce greater diversity into the West Area neighborhoods. A smaller-scale, neighborhood-serving retail center is more likely to appeal to the Plan Area and surrounding neighborhood by bringing residents closer to jobs and amenities. For these reasons, the proposed land use change would meet General Plan Goal #7.

*General Plan Goal #8: Develop Complete Neighborhoods and districts with an efficient and diverse mix of residential densities, building types, and affordability which are designed to be healthy, attractive, and centered by schools, parks, and public and commercial services to provide a sense of place.*

**Response:** A smaller-scale, neighborhood-serving retail center that provides jobs and amenities in close proximity to residents would help to build a Complete Neighborhood. The integration of residential and commercial uses would generate dynamic sense of activity between the uses and thereby would help provide a sense of place to the neighborhood, anchored by local-serving commercial services and amenities. Therefore, the proposed land use change would meet General Plan Goal #8.

### **Draft West Area Specific Plan**

*LUH Goal 1 Promote the orderly development of the West Area.*

- *LUH 1.1 Continue to implement policies that encourage orderly development and discourage premature development of land near the planned urban fringe.*
- *LUH 1.3 Promote development of vacant, underdeveloped, re-developable land within the Plan Area where existing and planned public infrastructure is available.*



**Response:** As previously mentioned, the subject site is a vacant and undeveloped parcel near the planned urban fringe within the Plan Area. Aside from the adjacent parcels to the north and east of the site, a majority of the surrounding properties are outside of the existing City Limits. In most cases, a vacant and undeveloped parcel such as the subject site could be considered “leapfrog” development. However, as a result of recent residential development to the north of the subject site, there is existing public infrastructure (e.g., curb, gutter, sidewalk, and utilities) along North Polk Avenue and West Dayton Avenue. The subject site therefore presents a strategic opportunity for orderly development of vacant land where existing and planned public infrastructure is available. As such, development of the subject site is consistent with the goal to promote the orderly development of the West Area.

*LUH Goal 3. Create Complete Neighborhoods in the West Area that provide a variety of amenities within walking distance to meet the daily needs of residents.*

- *LUH 3.1. Attract desired and needed local retail establishments to serve the needs of the West Area community, such as grocery stores, bakeries, restaurants (other than fast food places), and boutiques.*
- *LUH 3.2. Consider updating the Development Code to permit limited, small-scale neighborhood commercial uses within all residential districts, with restrictions on the sale of items such as liquor, tobacco, and other adult products.*
- *LUH 3.3. Support the co-location of community centers, such as libraries, within retail nodes to increase mutually supportive pedestrian activity.*
- *LUH 3.4. Encourage the development of more adaptable retail formats, such as open-air markets or stores with smaller square footage, especially where such formats provide affordable space for local entrepreneurs and contribute to walkable and lively commercial nodes.*

**Response:** As discussed above, the U.S. retail landscape is everchanging. Recent trends show a transition away from “Big Box” retail and “ground up” retail centers. It is therefore unlikely that an 18-acre commercial parcel will be developed and if it is developed, it is unlikely to be successful. Smaller, local-serving retail establishments have a greater likelihood to be developed and to be successful in today’s retail market. The proposed land use change to reduce the acreage planned for commercial uses from 18-acres to 2-3-acres is more conducive to attracting small-scale neighborhood commercial uses within a residential area. With the inclusion of 15-16-acres for residential development, this blending of uses would contribute to a walkable and lively commercial node that more closely aligns with the preferences of the West Area community.

## **Conclusion**



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The analysis provided in this memo supports the proposed land use change of the subject property from 18-acres of Community Commercial to 2-3-acres of Community Commercial and 15-16-acres of Residential – Medium Density. This proposed change would result in mutual benefits to the community and the property owner. Such a change is in line with existing and proposed planning policies as well as current and future market demands.

|   |                |   |          |
|---|----------------|---|----------|
| 7 | Brian Clements | San J oaquin Valley Air Pollution<br>Control District | 9/1/2021 |
|---|----------------|---|----------|



September 1, 2021

Casey Lauderdale  
City of Fresno  
Planning and Development Department  
2600 Fresno Street, Room 3065  
Fresno, CA, 93721

**Project: Draft West Area Neighborhoods Specific Plan (WANSP)**

**District CEQA Reference No: 20210443**

Dear Ms. Lauderdale:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the City of Fresno's (City) West Area Neighborhoods Specific Plan (WANSP) Public Review Draft (PRD) (Project). Per the PRD, the proposed Project would designate land uses, establish a planning framework, and development standards to facilitate and guide future development within the approximately 7,077-acre planning area. The specific plan proposes land use and zoning designations, specific design guidelines, and process improvements. The purpose of the WANSP is to help address community needs and guide future public and private development to create a more equitable and healthy community. The Project is located West of Highway 99, approximately North of Clinton Avenue and East of Garfield Avenue (See Figure 1 below).

**Samir Sheikh**

Executive Director/Air Pollution Control Officer

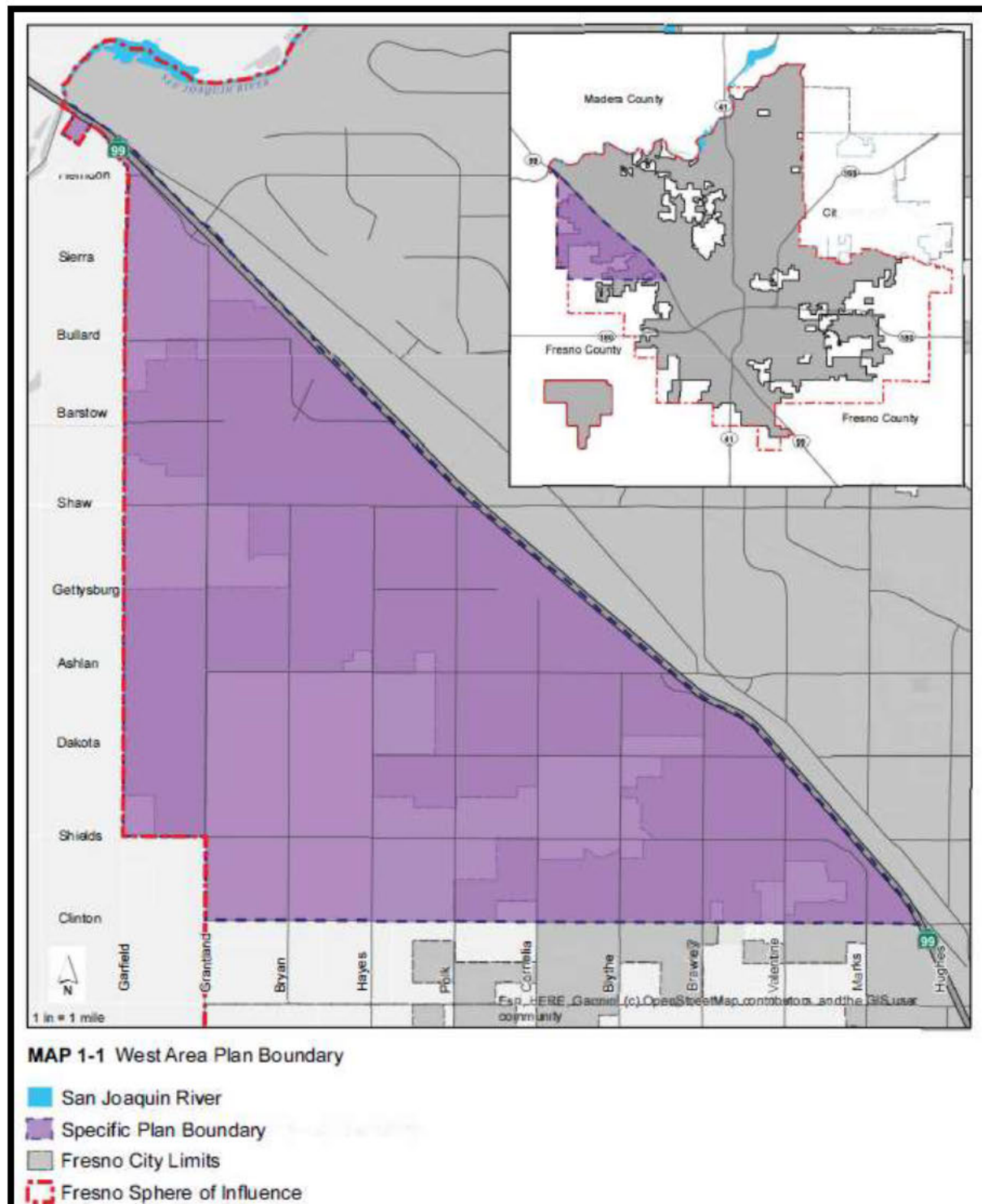
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**Figure 1: Boundaries of Fresno's West Area Neighborhoods Specific Plan (WANSP)**



The District offers the following comments regarding the Project:

## **1) Land Use Planning**

Nearly all development projects within the San Joaquin Valley Air Basin, from general plans to individual projects have the potential to generate air pollutants, making it more difficult to attain state and federal ambient air quality standards. Land use decisions are critical to improving air quality within the San Joaquin Valley Air Basin because land use patterns greatly influence transportation needs, and motor vehicle emissions are the largest source of air pollution in the Valley. Land use decisions and project design elements such as preventing urban sprawl, encouraging mix-use development, and project design elements that reduce vehicle miles traveled (VMT) have proven to be beneficial for air quality.

The District appreciates the City's vision to create a mix-use community, for example, incorporating walking and biking elements into the WANSP design, and designating buffer areas between industrial and residential uses. The District recommends that the WANSP incorporate strategies that require future industrial developments to utilize the cleanest available Heavy-Heavy Duty (HHD) trucks and vehicles, including zero and near-zero technologies. Additional design element options for the WANSP can be found at:

<http://www.valleyair.org/transportation/Mitigation-Measures.pdf>

In addition, the District recommends that the WANSP incorporate strategies that will advance implementation of the best practices listed in Tables 5 and 6 of CARB's Freight Handbook Concept Paper, to the extent feasible. This document compiles best practices designed to address air pollution impacts as "practices" which may apply to the siting, design, construction, and operation of freight facilities to minimize health impacts on nearby communities. The concept paper is available at:

[https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook\\_1.pdf](https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf)

## **2) Project Siting**

The WANSP is the blueprint for future growth and provides guidance for the community's development. Without appropriate mitigation and associated policy, future development projects within the City may contribute to negative impacts on air quality due to increased traffic and ongoing operational emissions. Appropriate project siting helps ensure there is adequate distance between differing land uses, which can prevent or reduce localized and cumulative air pollution impacts from business operations that are in close proximity to receptors (e.g. residences, schools, health care facilities, etc.). The District appreciates the City's acknowledgement in the WANSP that buffers between industrial developments and sensitive receptors are a vital component for a healthy community. It would be beneficial for the WANSP to

include siting-related goals, policies, and objectives and include measures and concepts outlined in the following resources:

- CARB's Air Quality and Land Use Handbook: A Community Health Perspective. The document includes tables with recommended buffer distances associated with various types of common sources (e.g. distribution centers, chrome platers, gasoline dispensing facilities, etc.), and can be found at: <https://ww3.arb.ca.gov/ch/handbook.pdf>
- CARB's Freight Handbook Concept Paper: This document compiles best practices designed to address air pollution impacts, which may apply to the siting, design, construction, and operation of freight facilities to minimize health impacts on nearby communities, and can be found at: [https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook\\_1.pdf](https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf)

### 3) **Truck Routing**

Truck routing involves the assessment of which roads HHD trucks take to and from their destination, and the emissions impact that the trucks may have on residential communities and sensitive receptors.

The District recommends the City evaluate HHD truck routing patterns as they consider the detailed zoning changes and community concerns within the scope of the WANSP, with the aim of limiting emission exposure to residential communities and sensitive receptors. This evaluation should consider the current and potential future truck routes, the quantity and type of each truck (MHD, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall VMT, and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT, GHG emissions, and air quality.

### 4) **Electric On-Site Off-Road and On-Road Equipment**

Since the future development projects may include industrial uses, they may have the potential to result in increased use of off-road equipment (i.e. forklifts) and on-road equipment (i.e. mobile yard trucks with the ability to move materials). The District recommends that the WANSP stipulate requirements for future project proponents to utilize electric or zero emission off-road and on-road equipment.

## 5) **Under-fired Charbroilers**

Potential future development projects for restaurants with under-fired charbroilers may pose the potential for immediate health risk, particularly when located in densely populated areas or near sensitive receptors. Since the cooking of meat can release carcinogenic PM<sub>2.5</sub> species, such as polycyclic aromatic hydrocarbons, controlling emissions from new under-fired charbroilers will have a substantial positive impact on public health. The air quality impacts on neighborhoods near restaurants with under-fired charbroilers can be significant on days when meteorological conditions are stable, when dispersion is limited and emissions are trapped near the surface within the surrounding neighborhoods. This potential for neighborhood-level concentration of emissions during evening or multi-day stagnation events raises air quality concerns.

Furthermore, reducing commercial charbroiling emissions is essential to achieving attainment of multiple federal PM<sub>2.5</sub> standards and their associated health benefits in the community. Therefore, the District recommends that the WANSP include a measure requiring the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers. The District is available to assist the City and project proponents with this assessment. Additionally, the District is currently offering substantial incentive funding that covers the full cost of purchasing, installing, and maintaining the system during a demonstration period covering two years of operation. Please contact the District at (559) 230-5800 or [technology@valleyair.org](mailto:technology@valleyair.org) for more information, or visit: <http://valleyair.org/grants/rctp.htm>

## 6) **Vegetative Barriers and Urban Greening**

For future development projects within the WANSP, and at strategic locations throughout the WANSP in general, the District supports the City incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g. residences, schools, healthcare facilities).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

**7) Solar Deployment in the Community**

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for future development projects within the WANSF.

**8) Electric Vehicle Chargers**

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations throughout the WANSF.

Please visit [www.valleyair.org/grants/chargeup.htm](http://www.valleyair.org/grants/chargeup.htm) for more information.

**9) Nuisance Odors**

The City should consider all available pertinent information to determine if future development projects could have a significant impact related to nuisance odors. Nuisance odors may be assessed qualitatively taking into consideration the proposed business or industry type and its potential to create odors, as well as proximity to off-site receptors that potentially would be exposed to objectionable odors. The intensity of an odor source's operations and its proximity to receptors influences the potential significance of malodorous emissions.

As the future development projects that will fall within the WANSF do not yet exist, the City should stipulate odor mitigation measures in the WANSF as conditions of approval for those business and industry types. An example would be for a project proponent whose project is determined to have a potentially significant odor impact to draft and implement an odor management plan.

**10) District Rules and Regulations**

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's

regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: [www.valleyair.org/rules/1ruleslist.htm](http://www.valleyair.org/rules/1ruleslist.htm). To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

**10a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources**

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

Future development project(s) may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the project proponents should submit to the District an application for an ATC.

*Recommended Measure:* For projects subject to permitting by the San Joaquin Valley Air Pollution Control District, demonstration of compliance with District Rule 2201 shall be provided to the City before issuance of the first building permit.

For further information or assistance, project proponents may contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

**10b) District Rule 9510 (Indirect Source Review)**

The purpose of District Rule 9510 is to reduce the growth in both NO<sub>x</sub> and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The Rule requires developers to mitigate their NO<sub>x</sub> and PM emissions by incorporating clean air design elements into their projects. Should the proposed

development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Accordingly, a future development project within the WANSF may be subject to District Rule 9510 if upon full buildout, the project would equal or exceed any of the following applicability thresholds, depending on the type of development and public agency approval mechanism:

| <b>Development Type</b> | <b>Discretionary Approval Threshold</b> | <b>Ministerial Approval / Allowed Use / By Right Thresholds</b> |
|-------------------------|---|---|
| Residential             | 50 dwelling units                       | 250 dwelling units  |
| Commercial              | 2,000 square feet                       | 10,000 square feet  |
| Light Industrial        | 25,000 square feet                      | 125,000 square feet   |
| Heavy Industrial        | 100,000 square feet                     | 500,000 square feet   |
| Medical Office          | 20,000 square feet                      | 100,000 square feet   |
| General Office          | 39,000 square feet                      | 195,000 square feet   |
| Educational Office      | 9,000 square feet                       | 45,000 square feet  |
| Government              | 10,00 square feet                       | 50,000 square feet  |
| Recreational            | 20,000 square feet                      | 100,000 square feet   |
| Other                   | 9,000 square feet                       | 45,000 square feet  |

District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two tons of NO<sub>x</sub> or two tons of PM.

In the case the individual development project is subject to Rule 9510, an Air Impact Assessment (AIA) application is required, and the District recommends that demonstration of compliance with the rule prior to issuance of the first building permit, be made a condition of project approval.

Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>.

The AIA application form can be found online at:  
<http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>.

District staff is available to provide assistance with determining if future development projects will be subject to Rule 9510, and can be reached by phone at (559) 230-5900 or by email at [ISR@valleyair.org](mailto:ISR@valleyair.org).



**10c) District Rule 4901 (Wood Burning Fireplaces and Wood Burning Heaters)**

The purpose of this rule is to limit emissions of carbon monoxide and particulate matter from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This rule establishes limitations on the installation of new wood burning fireplaces and wood burning heaters. Specifically, at elevations below 3,000 feet in areas with natural gas service, no person shall install a wood burning fireplace, low mass fireplace, masonry heater, or wood burning heater.

Information about District Rule 4901 can be found online at:  
<http://valleyair.org/rule4901/>

**10d) District Rule 4002 – National Emissions Standards for Hazardous Air Pollutants**

In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at:  
<http://www.valleyair.org/busind/comply/asbestosbultn.htm>.

**10e) District Regulation VII – Fugitive PM10 Prohibitions**

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*.

The application for both the Construction Notification and Dust Control Plan can be found online at:  
<https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx>

Information about District Regulation VIII can be found online at:  
[http://www.valleyair.org/busind/comply/pm10/compliance\\_pm10.htm](http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm)

**10f) Other District Rules and Regulations**

Future development projects may also be subject to the following District rules: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), Rule 9410 (Employer Based Trip Reduction), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

## 11) **WANSP Environmental Assessments**

The District understands that the WANSP is not an environmental document under California Environmental Quality Act (CEQA), but is a blueprint to establish a planning framework and development standards to facilitate and guide future development within the planning area that may require an environmental assessment under CEQA. The following items should be considered for future development projects located within the planning area.

### 11a) **Criteria Pollutant Emissions**

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM<sub>2.5</sub>) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM<sub>10</sub>, PM<sub>2.5</sub> standards.

As such, the District recommends that the future environmental assessments stipulate that development projects within the WANSP identify and characterize project construction and operational air emissions. The District recommends the air emissions be compared to the following CEQA significance thresholds for annual emissions of criteria pollutants: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NO<sub>x</sub>), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SO<sub>x</sub>), 15 tons per year of particulate matter with an aerodynamic diameter less than or equal to a nominal 10 or 2.5 microns (PM<sub>10</sub> or PM<sub>2.5</sub>). The District recommends that future proposed projects be mitigated to the extent feasible, and that future proposed projects with air emissions above the aforementioned thresholds be mitigated to below these thresholds.

Environmental reviews of potential impacts on air quality should incorporate the following items:

- **Construction Emissions**

Construction air emissions are short-term emissions generated from construction activities such as mobile HHD diesel off-road equipment, and should be evaluated separately from operational emissions. If air emissions from ongoing operational activities occur within the same year as construction emissions, those emissions should be combined.

*Recommended Measure:* To reduce impacts from construction-related diesel exhaust emissions, the project should utilize clean off-road

construction equipment, including the latest tier equipment as feasible.

- **Operational Emissions**

Operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately. For reference, the District's annual criteria thresholds of significance are listed above.

*Recommended Measure:* At a minimum, project related impacts on air quality should be reduced to levels of significance through incorporation of design elements such as the use of cleaner HHD trucks and vehicles, measures that reduce VMTs, and measures that increase energy efficiency. More information on transportation mitigation measures can be found at:

<http://www.valleyair.org/transportation/Mitigation-Measures.pdf>.

- **Recommended Model for Quantifying Air Emissions**

Project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: [www.caleemod.com](http://www.caleemod.com).

#### **11b) Cleanest Available HHD Trucks**

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NO<sub>x</sub> emissions in the San Joaquin Valley. The District's ARB-approved 2018 PM<sub>2.5</sub> Plan includes significant new reductions from HHD Trucks, including emissions reductions by 2023 through the implementation of CARB's Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 standard of 0.2 g-NO<sub>x</sub>/bhp-hr by 2023. Additionally, to meet federal air quality attainment standards, the District's Plan relies on a significant and immediate transition of HHD truck fleets to zero or near-zero emissions technologies, including the near-zero truck standard of 0.02 g/bhp-hr NO<sub>x</sub> established by CARB.

For future development projects which typically generate a high volume of HHD truck traffic (e.g. "high-cube" warehouses or distribution centers), there are HHD trucks traveling to-and-from from the project location at longer distribution trip length distances. Since these projects may exceed the District significance

thresholds, the District recommends that the following mitigation measures be included in the WANSP for project-related operational emissions:

- *Recommended Measure:* Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhp-hr NOx) technologies.
- *Recommended Measure:* All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.

#### **11c) Reduce Idling of HHD Trucks**

The goal of this strategy is to limit the potential for localized PM<sub>2.5</sub> and toxic air contaminant impacts associated with failure to comply with the state's HHD anti-idling regulation (e.g. limiting vehicle idling to specific time limits). The diesel exhaust from excessive idling has the potential to impose significant adverse health and environmental impacts. Therefore, the WANSP should deploy strategies to ensure compliance of the anti-idling regulation, especially near sensitive receptors, and discuss the importance of limiting the amount of idling within the WANSP.

*Recommended Measure:* Construction and operational fleets based within the WANSP area limit vehicle idling pursuant to 13 CCR § 2485 and 13 CCR § 2480.

#### **11d) Health Risk Screening/Assessment**

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a health risk assessment (HRA) should be performed for future projects within the WANSP. These health risk determinations should quantify and characterize potential Toxic Air Contaminant (TAC) air pollutants identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the facility, including multi-year construction, as well as ongoing operational activities of the facility. Note, two common sources of TACs can be attributed to diesel exhaust emitted from HHD off-road earth moving equipment during construction, and from ongoing operation of HHD on-road trucks. A list of TACs identified by OEHHA/CARB can be found at:

<https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air->

### contaminants

#### Prioritization (Screening Health Risk Assessment):

A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology. The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:

[http://www.valleyair.org/busind/pto/emission\\_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS](http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS)

#### Health Risk Assessment:

Prior to performing an HRA, it is strongly recommended that land use agencies/development project proponents contact the District to review the proposed health risk modeling protocol. A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk, or 1.0 for either the Acute or Chronic Hazard Indices. A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA AERMOD model files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodology.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: [hramodeler@valleyair.org](mailto:hramodeler@valleyair.org)
- Calling (559) 230-5900

- Visiting the Districts modeling guidance website at:  
[http://www.valleyair.org/busind/pto/Tox\\_Resources/AirQualityMonitoring.htm](http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm).

*Recommended Measure:* Development projects resulting in toxic air contaminant emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective.

*Recommended Measure:* A health risk screening and/or assessment should be performed to assess potential risks to sensitive receptors for all of the following projects:

- Projects whose proposed locations are within the established buffer distances identified in CARB's handbook located at <https://ww3.arb.ca.gov/ch/handbook.pdf>
- Projects whose land uses are not specifically identified in ARB's handbook (such as shopping centers), but there is sufficient information to reasonably conclude that sensitive receptors would be exposed to significant sources of toxic air contaminants; and
- Projects that would otherwise appear to be exempt from CEQA requirements, but there is sufficient information to reasonably conclude that sensitive receptors would be exposed to significant sources of toxic air contaminants, such as industrial use projects allowed by right.

#### **11e) Ambient Air Quality Analysis**

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends that the environmental assessment requires an AAQA to be performed for any future development project with emissions that exceed 100 pounds per day of any pollutant.

An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website:

[www.valleyair.org/ceqa](http://www.valleyair.org/ceqa).

**11f) Voluntary Emission Reduction Agreement (VERA)**

Future development projects within the WANSF could have a significant impact on air quality. The District recommends the environmental assessment include a feasibility discussion on implementing a Voluntary Emission Reduction Agreement (VERA) as a mitigation measure for future development projects that are determined to exceed the District's CEQA significance thresholds.

A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project specific emissions by providing funds for the District's incentives programs. The funds are disbursed by the District in the form of grants for projects that achieve emission reductions. Thus, project-related impacts on air quality can be fully mitigated. Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old HHD trucks with new, cleaner, more efficient HHD trucks, and replacement of old farm tractors.

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District certifies to the Lead Agency that the mitigation is completed, providing the Lead Agency with an enforceable mitigation measure demonstrating that project-related emissions have been mitigated to less than significant. To assist the Lead Agency and project proponent in ensuring that the environmental document is compliant with CEQA, the District recommends the environmental assessment includes an assessment of the feasibility of implementing a VERA.

**12) Future Projects / Land Use Agency Referral Documents**

Future development projects may require an environmental review and air emissions mitigation. Referral documents and environmental review documents for these projects should include a project summary, the land use designation, project size, air emissions quantifications and impacts, and proximity to sensitive receptors and existing emission sources, and air emissions mitigation measures. For reference and guidance, more information can be found in the District's Guidance for Assessing and

Mitigating Air Quality Impacts at: <https://www.valleyair.org/transportation/GAMAQI.pdf>

If you have any questions or require further information, please contact Eric McLaughlin by e-mail at [Eric.McLaughlin@valleyair.org](mailto:Eric.McLaughlin@valleyair.org) or by phone at (559) 230-5808.

Sincerely,

Brian Clements  
Director of Permit Services



For Mark Montelongo  
Program Manager



|   |               |  |           |
|---|---------------|--|-----------|
| 8 | Brian Johnson |  | 4/23/2021 |
|---|---------------|--|-----------|

April 23, 2021

Dear Planning Members,

I am writing this letter to offer my opinion regarding the use of land in a particular section of your West Area Plan. My home and property abut the west side of a Fresno Metropolitan Flood Control District ponding basin located on W. Barstow between N. Grantland and N. Garfield. The area of development that I am specifically concerned about is the northwest corner of the intersection of N. Grantland and W. Barstow. There are currently homes there on rather big lots. However, the West Area Plan as I understand it is rezoning this corner for medium to high density multi-use construction.

One of the objections that I have to this particular part of the plan is that during early meetings regarding this project I remember that one of the guiding principles of making this plan was to be that the edges of the plan area were not to be developed. They were to remain rural. The area that I'm concerned with is only one block away from the western most border of the plan. Medium to high density and multi-use structures are not congruent with the above noted principle.

Secondly, I am concerned that the development of this area will have a negative impact on the ponding basin and its wildlife. We moved to our house on the ponding basin a little less than 7 years ago. Since then, we've observed 82 species of birds (list attached) including Bald Eagles and Osprey. Currently we have 6 active nests of Canada Geese on the ponding basin. Up to 12 American White Pelicans have been staying on the pond over the last 2 months and may decide to nest there. We have Red Fox that live in the ponding basin along with their young. We've also seen Coyote, Raccoon and Gray Fox in the basin. The ponding basin has become like a wildlife refuge in an area where wildlife habitat is dwindling. It is a special place at the edge of the Plan area. The kind of development that is being proposed for this area can only serve to displace, disrupt and destroy the ecology of the area.

Given the above information I would like to see northwest corner of Grantland and Barstow used for something far less invasive than what is currently being proposed. I would still like to see the edge West Plan Area kept as rural as possible. Thanks for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Johnson", with a large circular flourish at the beginning.

Brian Johnson

[REDACTED]

[REDACTED]

[REDACTED]

# RIO BELLEZA BIRD SIGHTINGS

| DATE     | SPECIES                       | COMMENTS   |
|----------|-------------------------------|--|
| 4/18/14  | 1. Canada Goose               | Seen nesting next to ponding basin. Made deposit on the lot today.   |
| 4/18/14  | 2. Mallard                    | Seen swimming in ponding basin.  |
| 4/18/14  | 3. Bufflehead                 | Lone female swimming in ponding basin. 10/22/18  |
| 4/18/14  | 4. Double-crested Cormorant   | A pair swimming.   |
| 4/18/14  | 5. American Crow              | Seen flying over.  |
| 4/18/14  | 6. European Starling          | Seen on the chain-linked fence.  |
| 4/24/14  | 7. Rock Dove                  |  |
| 4/24/14  | 8. Killdeer                   | Around the ponding basin edge.   |
| 4/24/14  | 9. Tree Swallow               | Seen flying over the water in the ponding basin. 1/29/19   |
| 4/24/14  | 10. Mourning Dove             |  |
| 4/26/14  | 11. American Pipit            | On the ponding basin fence and dirt building lots. 11/14;  |
| 4/26/14  | 12. Red-tailed Hawk           | Seen circling the development.   |
| 4/26/14  | 13. Barn Swallow              | Seen flying over the ponding basin.  |
| 4/26/14  | 14. Cliff Swallow             | Seen flying over the ponding basin.  |
| 5/5/14   | 15. Black-necked Stilt        | On the shoreline.  |
| 5/5/14   | 16. House Finch               | On the fence.  |
| 5/16/14  | 17. Great-tailed Grackle      | Saw 2 flying low over our property. 4/16/16  |
| 5/18/14  | 18. Western Kingbird          | Flew to the edge of the ponding basin water. 2 on 5/10/16. 7/12/18   |
| 6/6/14   | 19. House Sparrow             | On a roof next door to our model.  |
| 6/12/14  | 20. Great Blue Heron          | Two seen in ponding basin.   |
| 6/12/14  | 21. Snowy Egret               | Chased by the 2 above Herons when it landed in the basin.  |
| 6/24/14  | 22. Pied-billed Grebe         | Seen diving right in front of our backyard. 4/28/16  |
| 7/11/14  | 23. Say's Phoebe              | Seen on ponding basin bank just below our yard.  |
| 8/20/14  | 24. Great Egret               | Wading in the ponding basin.   |
| 9/6/14   | 25. American Avocet           | Wading in the ponding basin. Winter plumage. We moved in yesterday. 7/4/15; 3/17/16, 4/19/16                   |
| 9/6/14   | 26. Brewer's Blackbird        | On ground near the water.  |
| 9/7/14   | 27. Osprey                    | Saw it flying over the ponding basin with a fish in it's claws. Feeding on what appears to be good sized Carp. |
| 9/19/14  | 28. California Gull           | Flying over the ponding basin then landed and had a fish in his mouth soon thereafter.                         |
| 9/23/14  | 29. Eared Grebe               | A flock of about 10 were cruising the ponding basin diving for fish. 9 on 4/11/16. 9/14/16; 12/11/18; 3/20     |
| 9/23/14  | 30. Turkey Vulture            | Two seen by the ponding basin on the ground. They appeared to be feeding on something.                         |
| 9/28/14  | 31. Black-crowned Night Heron | Seen at late dusk on the edge of the pond. Maybe that's why they call them night herons. 7/2/15, 7/14/16, 5/20 |
| 9/30/14  | 32. American Coot             | Seen swimming with some Canadian Geese. He was the only Coot on the pond.                                      |
| 10/5/14  | 33. Ruddy Duck                | Only one swimming in the middle of the pond.   |
| 10/21/14 | 34. Yellow-rumped Warbler     | Two seen on our backyard fence.  |
| 11/8/14  | 35. Anna's Hummingbird        | We just put a hummer feeder out yesterday and a nice male showed up at it today;                               |
| 11/9/14  | 36. Ringed-neck Duck          | A male & a female were snoozing on the pond. 10/1  |
| 11/9/14  | 37. Hooded Merganser          | Hanging out with the 2 Ringed-necked Ducks.  |
| 11/13/14 | 38. Lesser Scaup              | Two females or immatures were swimming in Lake Johnson early this morning. 2/7/15 males.                       |
| 11/16/14 | 39. Common Merganser          | Alone swimming in pond.  |
| 11/22/14 | 40. Northern Shoveler         | A male swimming alone in a flock of Canadian Geese.  |

# RIO BELLEZA BIRD SIGHTINGS

| 11/27/14 | 41. American Goldfinch          | Jeannie spotted on the hummer pole then at the thistle feeders.   |
|----------|---------------------------------|---|
| 11/29/14 | 42. Canvasback                  | Seen at dawn on the pond by itself. 2/3/16; 12/10/16; 1/21/17; 12/17; 12/22/20;                                 |
| DATE     | SPECIES                         | COMMENTS  |
| 11/30/14 | 43. Green-winged Teal           | A group of 6 seen huddling together right on the bank at the water's edge.                                      |
| 12/6/14  | 44. Western Sandpiper           | A group of 11 seen at the ponds edge just below our property. Had black legs. Flock twisting & turning 5/10/17. |
| 12/23/14 | 45. Greater White-fronted Goose | Seen in a flock of 70+ Canada Geese grazing around the pond. 11/2/18  |
| 12/24/14 | 46. White-crowned Sparrow       | An immature and an adult we're seed eating seed Jeannie put out on the other side of the chain fence. 4/18/20   |
| 1/11/15  | 47. Least Sandpipers            | A group of 8 seen working the bank at the water's edge just below our backyard. Saw the yellow legs.            |
| 2/2/15   | 48. American Widgeon            | One female on the pond & grazing some. Bluish bill w/black tip. 2 males 2/14/15, 4/19/16                        |
| 2/15/15  | 49. Mockingbird                 | Jeannie saw it on top of our next door neighbors roof. 5/16/18  |
| 2/18/15  | 50. Lesser Goldfinch            | A male and female were seen on our thistle feeders.   |
| 4/5/15   | 51. Rufous Hummingbird          | A male and female were seen feeding at our hummer feeder. 4/17/16. Male 3/11/17                                 |
| 4/13/15  | 52. Forster's Tern              | Saw 4 flying over the pond. One seemed to still be in winter plumage. 6/20/16                                   |
| 4/23/15  | 53. Spotted Sandpiper           | Was on the shore right in front of our backyard. Had a spotted front (breeding plumage). 4/28/16                |
| 5/22/15  | 54. Black-chinned Hummingbird   | A male seen at our hummer feeders. 8/23/16; 7/9/17; 8/26/18; 12/28/18   |
| 6/17/15  | 55. Cooper's Hawk               | An immature w/finely streaked breast perched on next door neighbor's wood fence. 7/14/16; 8/12/16               |
| 8/18/15  | 56. Caspian Tern                | Seen sitting along the shoreline. 5/31/17 4 flying over pond. 2 on 4/19/18                                      |
| 8/27/15  | 57. Great Horned Owl            | Jeannie saw it fly over the backyard just at dawn. I heard 5 am 12/9/16 on roof.                                |
| 9/29/15  | 58. Wood Duck                   | A male was with a group of 6 Mallards hanging out on the shoreline. Mr. & Mrs. 1/30/16, 3/23/18                 |
| 10/5/15  | 59. Savanna Sparrow             | One seen on the other side of the chain link fence.   |
| 2/21/16  | 60. Cinnamon Teal               | Saw a group of 8 flying around the ponding basin. 2/7/18 2 males 1 female; 2 on 4/19/19;                        |
| 2/29/16  | 61. Wilson's Snipe              | One seen on mud flats as water recedes.   |
| 3/10/16  | 62. Cedar Waxwing               | Jeannie saw through the scope in neighbors tree.  |
| 3/20/16  | 63. Cattle Egret                | One by itself on the shoreline and in breeding plumage.   |
| 3/31/16  | 64. Gadwall                     | One male seen along the shore. I was just thinking today "when will we see a Gadwall"? 11/20/17; 1/14/18        |
| 4/7/16   | 65. Sharp-shinned Hawk          | Seen flying along the fence line in the backyard.   |
| 4/22/16  | 66. Scrub Jay                   | Jeannie saw it on the far bank of the ponding basin with the scope. Front roof by JJ.                           |
| 6/6/16   | 67. Barn Owl                    | We saw it as we were watching Mars & Jupiter in the backyard. It almost landed on our roof. 4/21/20             |
| 6/20/16  | 68. Western Screech Owl         | Jeannie heard it calling in the olive trees on the other side of the ponding basin.                             |
| 12/31/16 | 69. Ross's Goose                | 1 seen with other Canada Geese in the pond.   |
| 2/2/17   | 70. Red-shouldered Hawk         | Seen with the scope on top of a Deodora Cedar across the pond.  |
| 2/11/17  | 71. Common Golden Eye           | Male & female seen swimming in the pond. 3/5/19, 11/26/20;  |
| 2/12/17  | 72. Cackling Goose              | Seen swimming with other larger geese. Relatively shorter neck and stubby bill.                                 |
| 3/28/18  | 73. American White Pelican      | 1 w/nodule on beak. 10/2/20 2 adults & 2 immatures on pond. 4/1/21 = 11   |
| 5/8/18   | 74. Eurasian Collared Dove      | 2 on our artificial turf. Jeannie's sighting.   |
| 8/1/19   | 75. Costa's Hummingbird         | Male at back feeder with 5 other hummers. 1 was a Blacked Chinned others were Annas.                            |
| 1/15/20  | 76. Orange-crowned Warbler      | Seen in the backyard. Jeannie's Birthday bird.  |
| 3/24/20  | 77. Bald Eagle                  | Jeannie discovered it flying above the pond. 3/21/21 mature sitting on island.                                  |
| 4/10/20  | 78. Clark's Grebe               | 1 on the pond giving his trill call.  |

## RIO BELLEZA BIRD SIGHTINGS

|          |                             |  |
|----------|-----------------------------|--|
| 5/8/20   | 79. Yellow-headed Blackbird | 1 female/Immature. Dark brown back & stomach. Yellow under chin & around eyes. Notched tail. |
| 8/23/20  | 80. Western Grebe           | A pair floating on our pond and seen from our bedroom.                                       |
| 9/10/20  | 81. Green Heron             | Seen on the shoreline on the north side of the pond.   |
| 10/25/20 | 82. Belted Kingfisher       | Seen flying by with a fish in his mouth. Roosted on the measuring post in the pond.          |

|   |              |             |           |
|---|--------------|-------------|-----------|
| 9 | Bruce O'Neal | Tree Fresno | 8/27/2021 |
|---|--------------|-------------|-----------|



**We create special places. We plant, care, inspire.  
We are a voice, a teacher, a steward.**

August 27, 2021

Casey Lauderdale  
Long-Range Planning  
2600 Fresno Street, Room 3065  
Fresno, CA 93721

**SUBJECT:** Comments on the Draft West Area Neighborhood Specific Plan

Ms. Lauderdale:

Thank you for the opportunity to comment on the Draft West Area Neighborhood Specific Plan (Draft Plan). Tree Fresno is a non-profit organization that has planted over 50,000 trees since 1985, most in the City of Fresno and neighboring communities. As noted on page 65 of the Draft Plan (3.3C Landscaping), Tree Fresno prepared the Community Landscapes Plan for West Fresno under a grant from the Fresno Council of Governments which covers an area slightly larger than the Draft Plan boundary. To achieve the many benefits of trees, it is stated that the City should investigate refinement of the Community Landscapes Plan for West Fresno to include further resident engagement. Tree Fresno, including members of its Board and staff, would be happy to assist in this effort.

The Draft Plan correctly states that trees filter pollutants from air and water, produce oxygen, provide shade and cooler temperatures on hot days, conserve energy, beautify our streets and neighborhoods, and reduce the heat island effect. Other benefits include provision of wildlife habitat, and connection to natural history and the environment. Fresno currently has a tree canopy estimated at 10% coverage. Efforts should be made in new subdivisions and along streets and highways to increase the tree canopy. This is especially true in small-lot subdivisions and higher density projects where current trends in maximizing lot coverage tend to reduce the area available for tree and landscape planting.

EnviroScreen 3.0 results show that much of the Draft Plan area is considered “disadvantaged” (81-90% ranking). This is primarily due to the plan area’s location adjacent to Highway 99 and the mainline railroad to the east and emissions related to both sources. The pollution burden is widespread and should be addressed in a comprehensive manner. This could include the many benefits of trees and the role that an increased tree canopy plays, including strategic planting of key species that produce oxygen and trap pollutants.

Tree Fresno, working directly with the California Air Resources Board, has a tree planting program along Highway 99 in both central Fresno and the City of Fowler that is studying the beneficial effects of trees along the freeway right-of-way. The project includes analysis of the strategic location of tree species that can trap diesel emissions and sequester GHG emissions to



reduce harmful effects to adjacent areas, including residential, school, park and other sensitive uses. As results of the study become available, we will share them with the City for review and use as appropriate.

The Community Landscapes Plan beginning on page 70 includes comprehensive policy review and environmental mitigation recommendations. Subject areas include plant lists and street trees; ecological sustainability; land use planning; transportation solutions; noise abatement; near-road pollution and diesel particulate matter reduction; and public health recommendations. It is hoped that staff will further review these recommendations as proposed policy and forward the Community Landscapes Plan to the EIR consultant as an aid to environmental analysis and mitigation.

Thank you for the opportunity to comment and we look forward to further participation in the Draft Plan and EIR process.

Sincerely,  
Tree Fresno



Bruce O'Neal  
Member of the Board of Directors

|    |                 |  |          |
|----|-----------------|--|----------|
| 10 | Carol Underhill |  | 4/6/2021 |
|----|-----------------|--|----------|

**From:** [Carol Underhill](#)  
**To:** [Casey Lauderdale](#)  
**Subject:** Re: West area specific plan I progress  
**Date:** Tuesday, April 6, 2021 12:50:37 PM

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External Email: Use caution with links and attachments

Thank you Casey. Very helpful.

My big concern is the development of a senior center on our West side. there are so many new schools being built in Central Unified and no place for Seniors to gather and not be lonely. it's sad as Fresno (this huge city) has no senior center—look at Clovis,- very sophisticated senior center and building a new one. Shame on Fresno.

I'm a native of Fresno and use to be so proud of our city.

Thanks for listening, Carol Bowman Underhill

Sent from my iPad

> On Apr 6, 2021, at 11:00 AM, Casey Lauderdale <[casey.lauderdale@fresno.gov](mailto:casey.lauderdale@fresno.gov)> wrote:

>

> Hi Carol,

>

> So nice to meet you by email and thank you for reaching out. Right now the first set of meetings will be held online with the Zoom video conference platform. You can also call into the meeting, too. If you need any help accessing the virtual meetings, please let me know, I'd be happy to lend some support or even go through a test run.

>

> With regard to in-person meetings, we are still waiting for clearance to hold them safely and they will probably look a bit different than how they've been held in the past (with people gathered in one room for a presentation).

>

> Please do let me know your thoughts- it'd be really helpful to know what might work best to share information about the Plan.

>

> As we are working from home right now, I also want to offer my personal cell phone number, in case you'd like to connect over the phone. It's [REDACTED].

>

> -Casey

>

> -----Original Message-----

> From: Carol Underhill <[REDACTED]>

> Sent: Monday, April 5, 2021 4:50 PM

> To: Casey Lauderdale <[casey.lauderdale@fresno.gov](mailto:casey.lauderdale@fresno.gov)>

> Subject: West area specific plan I progress

>

> External Email: Use caution with links and attachments

>

>

> Hello, I am 83 and I would like to attend meetings. Please tell me where they are. Thank you very much Carol Underhill

>

> Sent from my iPhone

|    |              |   |           |
|----|--------------|---|-----------|
| 11 | Cathy Caples | West Area Neighborhoods<br>Steering Committee | 7/19/2021 |
|----|--------------|---|-----------|

July 19, 2021

TO: Casey Lauderdale  
City of Fresno

FROM: Cathy Caples  
West Area Neighborhoods Steering Committee

RE: Comments to the Draft West Area Neighborhoods Plan

Thank you, Casey, for taking time to speak with me regarding the draft on July 8. This memo summarizes my comments by page number.

Page 2 - This is a beautifully written introduction statement. I really like the idea of shifting our focus to Fresno's Final Frontier from Forgotten Fresno. Thank you for clarifying that Highway City is part of the City of Fresno annexed in the 70's and bringing our attention to the only Historic Landmark. I had no idea that the Jose Garcia Adobe existed. I don't recall it being discussed during our planning process.

Page 11 -The shading on this map is hard to distinguish. The map legend doesn't give the information needed. Recommend different shading to distinguish city limits, West Area Planning area and the dotted line before final draft.

Page 17- This is an interesting map. I think we need to ask more questions about the results on the CalEnviro Scan. What do the shadings represent? And how can there be such discrepancy in just a ½ mile radius. Please add a link to the CalEnviro Scan to the map and the text.

On this map the West Area is represented as east of 99 but on page 11 it is just west of 99. Why this is should be mentioned in the map legend.

Pages 25- 29 – I think there is a need for a sentence at the beginning of this section referring readers to the referenced maps. At the beginning of each section the map could be referenced. For example: The Highway City Neighborhood Specific Plan (1998) Map 1.5 page 28 then text. And then on Map 1.5 reference page 25. Reader can then view map while reading section. It might also make sense to add a smaller version of the map to each page.

Page 41 – Sphere of Influence recommendations. I would like to see this section brought back to the Steering Committee for discussion. I don't think we wanted to expand the boundaries of the City of Fresno westward. I think we were talking about just one square quarter mile and I didn't realize the rest of the City boundary is Grantland as we were only looking at the West Area. I think the wording of this section misrepresents our intent.

Page 65 – How can the Community Landscapes Plan developed by Tree Fresno for COG be extended to include the entire West Area not just the area south of Shaw? Another example of why the phrase Forgotten Fresno was adopted by the neighborhoods north of Shaw. I think the



plan gives good definition through greening of the neighborhoods which is also good for the air we breathe.

Page 82 – It would be helpful if this map highlighted all of the park space in the West Area in a bright color. Can the Class A trail that extends along the Herndon Canal to the west be colored the same as the trail along the proposed Regional Park?

Excited about the potential to create trails and a regional park that meets our goals to tell the story of agriculture while meeting the needs of the community to have play and enrichment space combined with vibrant local businesses.

In the last meeting Kimberly McCoy mentioned a park in the South area that was built on a dump, which park would that be? Could Option B also be designated as park space without regional designation?

Page 105 – Map of Specific Plan proposed use. On the NE corner of Dakota and Grantland park space was moved to general commercial – when did we vote on that change? It is what caused the decrease in park space in our area – can it be placed back as park space as shown on page 106 in the existing General Plan?

|    |                 |  |           |
|----|-----------------|--|-----------|
| 12 | Daniel Brannick |  | 9/21/2021 |
|----|-----------------|--|-----------|

## West Area Neighborhood Specific Plan Comments

September 21, 2021

To: Casey Lauderdale, Planner III

City of Fresno, Development and Resource Management Department

### **Subject: West Area Neighborhoods Specific Plan – Public Review Draft**

Hi Casey, thank you for the opportunity to review and comment on the public review draft of the West Area Neighborhoods Specific Plan. My comments on the plan are presented below and are organized in the following five categories:

- Notably Good Stuff
- Comments Regarding Specific Policies and Implementation Measurements
- Comments Regarding Proposed Catalytic Corridors
- Comments Regarding Contents of Maps and Figures
- Additional Project Ideas for Future Consideration

#### Notably Good Stuff:

Since comment letters for planning projects are often heavily skewed towards listing criticisms or recommendations for changes while remaining silent on areas of approval, I want to explicitly mention that I think the draft Specific Plan does a very good job overall of identifying the major planning issues affecting the West Area and setting forth goals and policies that are capable of addressing those issues. I think this may be best reflected in the “Core Vision for the West Area” presented on page 3, which in my opinion is spot-on in its identification of the interests and needs that have been identified by the community during development of the WANSP. I also want to briefly highlight some of the discussion areas and policies in the draft Specific Plan which I thought were – as the heading indicates – notably good:

- Urban-Rural interface ideas (5.7.A, LUH 2.2, LUH 5.1)
- Connected community and neighborhood design (5.4, IPR 1.3, PF 1.9, PF Goal 2)
- Policies addressing micromobility (3.2.E, IPR 1.16)
- Regarding commercial development, emphasis on promoting “smaller yet adaptable buildings” (5.3.C, LUH 3.4)
- The writeup about housing opportunity, particularly the point recognizing that “Housing opportunity and stability is not just about housing affordability, it also means providing enough options for residents to not have to move out of their neighborhood when their life circumstances change.” (5.7.B, LUH Goal 6)
- The Agrihood concept (5.6, LUH 2.6)

#### Comments Regarding Specific Policies and Implementation Measurements:

##### *Infrastructure & The Public Realm*

IPR 1.2 – I think this policy could benefit from the inclusion of a short list of priority SRTS-eligible projects (i.e., a list of 3-5 roadway segments in proximity to school sites), which could then be included

## West Area Neighborhood Specific Plan Comments

as an additional measurement of implementation progress (e.g., “percentage of priority projects completed” as a measurement).

IPR 1.3 – I would like to see some language that specifically calls for “closing gaps” in the existing pedestrian infrastructure network. Since this policy seems to address new development, I am not sure if such language should be added to this policy or added as a separate policy. Either way, the intent of this recommendation is to promote continuity in the West Area’s network of sidewalks and bike lanes, which has a number of small gaps due to the relatively “piecemeal” nature of development that has occurred. For example, on the south side of Ashlan east of Cornelia, there is a segment in front of a lone single-family residence where no sidewalk exists and pedestrians either have to walk off the curb into the bike lane on Ashlan or walk across a private driveway and yard area. To me, it seems like acquisition of the sidewalk right-of-way should have been a requirement on the newer development that occurred on either side of this small “gap” area.

IPR 1.7 – For this policy, consider including the following as additional performance measurements: “route miles added”, percentage of population within a physical distance of transit stops (e.g. “% population within 1/2 mile of transit”), and percentage of population within a time interval of transit stops (e.g. “% population within 5 minutes of transit”).

IPR 1.8 – Question for clarification: Is this policy referring to the Fresno County SB 743 Implementation Regional Guidelines (which to my understanding the City has adopted) or to some other VMT program? Additionally, if feasible, I would recommend including some kind of VMT-related factor as a performance measurement for this policy (e.g., “Post-mitigation VMT reduction”, or “ $\Delta$  VMT”).

IPR 1.11 – Question for clarification: Does the “underpass at West Gettysburg Avenue” refer to the undeveloped strip of land between Cornelia and Golden State, or are there any plans to construct an underpass that runs beneath the Union Pacific railroad tracks and future HSR tracks?

IPR 3.2 – This may be beyond the scope of the WANSP, but consider incorporating language that calls for adding to/improving the “public facing” aspect of the City’s CIP processes in order to 1) help make people more aware of what projects are underway at a given time, and 2) facilitate input from community members about which specific areas/streets need improvements.

### *Public Facilities*

PF 1.2 – Consider expressly including “acreage by park type” and “number of new parks by park type” as additional implementation measurements in order to better contextualize progress made towards adding park space. (Note: By “park type” I am referring to the City’s terminology for different types of parks – e.g., “Neighborhood”, “Community Park”, “Regional Park”)

PF 1.8 – Question regarding methods for funding development of a regional park: Could an Enhanced Infrastructure Financing District (EIFD) be utilized to fund a park, or park-adjacent infrastructure development? If so, it may be worth considering the inclusion of a policy

### *Land Use and Housing*

LUH 1.2 – Measurements like “# annexations”, “# added acres”, and “# developments” (which are already included as measurements for LUH 1.1 and 1.3) could also be included as implementation measurements for this policy.

## West Area Neighborhood Specific Plan Comments

LUH 2.2 – Consider revising this policy for clarity (i.e., I think the idea of promoting an agricultural buffer is a good policy, but I am somewhat confused by how encouraging “new non-agricultural and non-recreational uses” advances this policy).

LUH 3.1 – This policy speaks to what I consider to be one of the top overall issues that needs to be addressed in the West Area. That being said, to better promote the actualization of what this policy sets out to achieve, I would like to see the formation of a program (or committee) that functions to promote the types of development sought after by residents in the West Area. Rather than merely leaving things in the hands of commercial development professionals (who seemingly have a penchant for promoting new gas stations and chain fast food restaurants but not much else), this program/committee would ideally facilitate more robust involvement from community members and help more directly draw development that fits what the community wants to see in the West Area. I am not sure if this is something that could (or should) be done directly as part of the WANSP adoption process, but included below is some draft policy language. (Note: Also see additional proposed language for Policy LUH 3.1, which is based on later comments regarding Catalytic Corridors)

*LUH Goal 3: Create Complete Neighborhoods in the West Area that provide a variety of amenities within walking distance to meet the daily needs of residents.*

*LUH 3.1: Attract desired and needed local retail establishments to serve the needs of the West Area community, such as grocery stores, bakeries, restaurants (other than fast food places), and boutiques – with a special focus on Catalytic Corridors.*

*LUH 3.1(a): Initiate formation of a group or committee – led by West Area community members with participation from City of Fresno staff, community groups, and community businesses – that works to identify specific types of retail and commercial development sought for the West Area, form ideas for specific projects, and promote their development.*

LUH 3.4 – To better implement and track this policy (which I think is a good policy), I think it would be useful to develop an “adaptable retail factors” checklist. Here are two ways in which I think such a checklist could be utilized: 1) As a reference guide for new retail development when seeking to promote and incorporate “adaptability” features. 2) As a method for categorizing retail development projects by their “adaptability” levels (e.g., “high adaptability”, “mid adaptability”, “low adaptability”), which could then be used an implementation measurement for this policy (e.g., “number of ‘high adaptability’ businesses”).

LUH 3.8 – Consider rewriting this policy as proposed below:

~~*Encourage use of a gridded street pattern in new development for optimal connectivity.*~~

*Encourage street patterns in new development that optimize connectivity, such as a gridded street pattern.*

LUH 6.3 – Provide a definition of “defensible space” in the Glossary section, or alternatively, consider using a different term to represent the concept being advanced by this policy (which, to me, seems more like “eyes on the street”)



## West Area Neighborhood Specific Plan Comments

*Incorporate the concept of “eyes on the street” as part of new development and require future residences to face parks, public streets, and/or public schools in order to provide natural surveillance and promote safety for all users.*

### Comments Regarding Proposed Catalytic Corridors:

I think the concept of Catalytic Corridors offers a great framework for creating an improved sense of place in the West Area; it seems capable of encouraging new development in a manner that can attract needed community amenities to the West Area while allowing for preservation of the area’s rural/agricultural character. That being said, I think the discussion and policies presented in the WANSP would benefit from being revised in at least two ways: 1) Adding more emphasis on utilizing Catalytic Corridors as a means to develop complete neighborhoods, and 2) Including more discussion on how the proposed Catalytic Corridors will relate to one another.

Regarding the first point, the current draft discusses specific street infrastructure improvements and higher density and intensity sought for Catalytic Corridor areas, but there is less discussion about the actual types and mix of uses envisioned for the corridors. While land use and zoning designations provide some information about the potential types of uses that could occur along each of the corridors, I think it is important for the WANSP to more actively identify the Catalytic Corridors as centers of community activity with a comprehensive range of uses present.

Regarding the second point, I would like to see additional discussion that addresses the following questions about the relationship among the different corridors: Will each of the corridors have a different emphasis or will they be generally similar to one another? Are they going to delineate distinct neighborhoods within the West Area? Should they be linked in an interconnected chain?

Additionally, regarding the specific roadway segments that are identified as Catalytic Corridors in the WANSP, I strongly believe that the Catalytic Corridor designation on Blythe Avenue should be moved to Brawley Avenue. Reasons for making this switch include the following:

- Currently, Blythe has no notable “nodes” or “hubs” of activity or development (except at its northern end where it meets Ashlan, which is already planned as a Catalytic Corridor). In contrast, Brawley has existing “nodes/hubs” located at Shields/Brawley and Clinton/Brawley intersections.
- Much of the existing development along Blythe is residential in nature (either rural residential or single-family residential tracts), and there are numerous small rural lots without right-of-way dedications. Brawley appears to have more existing right-of-way dedications and slightly fewer small lots.
- There is existing FAX transit service on Brawley (which also indirectly reflects its value as a corridor)
- Utilizing Brawley as a Catalytic Corridor offers the potential for better connectivity among other Catalytic Corridors planned along Ashlan and Clinton.

If for some reason it is unfeasible to move the Catalytic Corridor to Brawley, I think it may actually be better to simply not include Blythe as a Catalytic Corridor and focus on planning for the corridors on Shaw, Ashlan, Clinton, and Veterans Boulevard.

## West Area Neighborhood Specific Plan Comments

### Comments Regarding Contents of Maps and Figures:

The following comments address information presented in maps and figures that are included in the draft WANSP, but it is noted that the information may be sourced from other documents and not necessarily attributable to the WANSP.

#### *Island Waterpark Drive*

In reviewing the WANSP, I have noticed that Island Waterpark Drive is frequently obscured by other map elements (such as the Specific Plan Boundary border) or omitted from maps that display major roadways (see for example pages 17, 29, and 56 where there is no line segment whatsoever north of the Shaw/Polk intersection). My guess as to the cause of this issue is that Island Waterpark Drive is not officially designated as either an Arterial or Collector roadway; this is surprising to me because Island Waterpark Drive is a direct link between Polk (an Arterial roadway) and Barstow (a Collector roadway), and its configuration (i.e., width, number of lanes, etc.) is at least at a Collector standard. I would like to get clarification from City staff on Island Waterpark Drive's existing and future planned roadway designation, and would recommend that it be officially classified as at least a Collector roadway.

(One additional recommendation for Island Waterpark Drive: Widen the roadway from south of the Herndon Canal to Shaw Avenue and add bike lanes.)

#### *Park Space/Open Space Land Use Designations for New Subdivisions*

I noticed that Map 4-1 and other figures depicting park space generally do not include park areas that have been developed as part of new residential subdivisions. To provide a more complete picture of the availability and location of park space within the West Area, I would recommend updating the park space figures to display these CFD-funded park areas.

Additionally, during the time the WANSP has been undergoing development, there was a new residential subdivision approved near Dakota and Hayes that required modifications to its park space before its approval by the City Council. It is unclear whether the City's land use and zoning maps have been updated to recognize the park space that is delineated in the project's approved tract map. If not done so already, the City's land use and zoning maps should be updated to designate the appropriate area as park space, and these updates should be incorporated in the WANSP.

### Additional Project Ideas for Further Consideration

While reviewing the draft Specific Plan, I could not help but brainstorm a number of specific project ideas I would be interested in exploring for the West Area. While each of the ideas presented would need further planning and refinement (and funding) to become realistically actionable, I feel that they are within the realm of possibility and would serve to advance goals and policies set forth in the WANSP.

#### *"Powerline Trail"*

The "Powerline Trail" idea refers to formally designating and planning a trail that follows the alignment of the overhead electrical transmission lines that run north-to-south in the vicinity of Hayes Avenue. As I envision it, there would be a continuous trail from the Shaw/Hayes area to Dakota/Hayes area. This concept appears to have been at least partially implemented as part of some recent new residential development in the West Area; the Westerra subdivision near Ashlan

## West Area Neighborhood Specific Plan Comments

and Hayes includes a powerline-aligned trail segment south of Gettysburg Avenue, and a recently-approved subdivision at the northwest corner of Dakota and Hayes has also been planned to include a trail area following the powerline easement. This trail would provide a community asset/placemaking feature, improve the active transportation network, add needed open space/recreational areas, and could be used to help delineate different neighborhoods in the West Area.

### *“Groundwater Recharge Greenway”*

This idea involves planning for a large linear area capable of capturing groundwater and recharging the underlying aquifer. Such an area would ideally be located at the western edge of the West Area boundary so that it could offer recharge benefits to the West Area’s neighboring agricultural areas while also serving as a “buffer use” between agricultural and urban development. Unlike typical urban flood control basins, the groundwater greenway area would generally be unfenced so as to provide a more scenic setting. It is also worth noting that groundwater recharge projects may be eligible for funding opportunities that are not available for other types of land use planning projects.

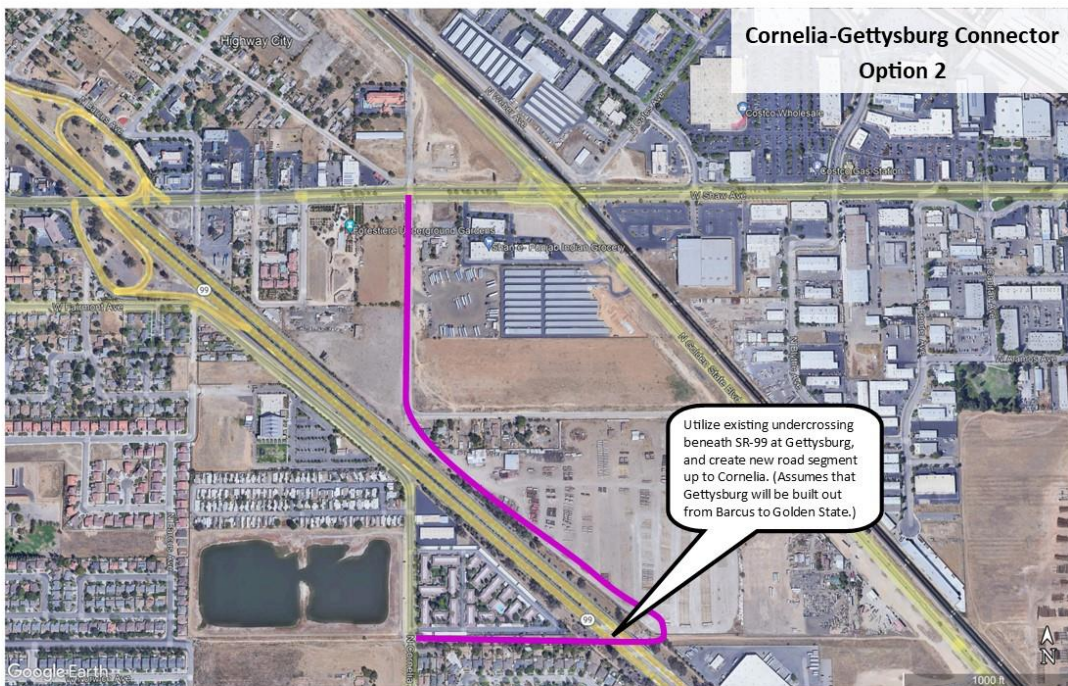
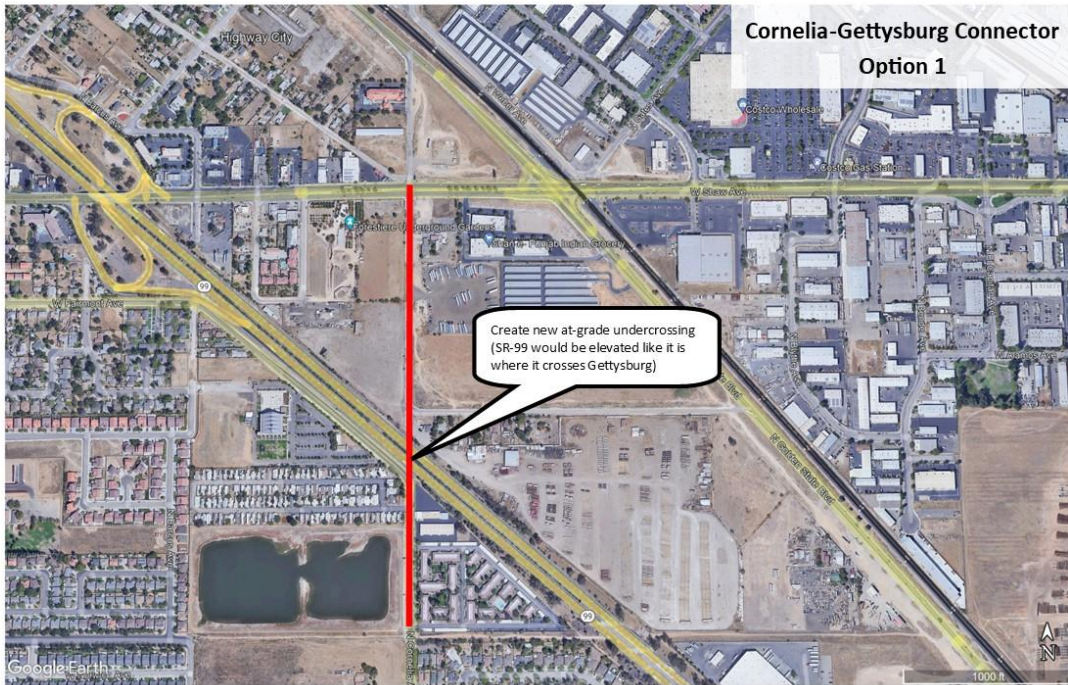
### *“Cornelia Connector Roadway”*

This idea calls for construction of a new north-south roadway to link Cornelia between Shaw and Gettysburg, which would utilize an undercrossing beneath Freeway 99 (i.e., either construction of a new undercrossing near where Cornelia currently becomes Parkway, or utilization of the existing unimproved undercrossing at Gettysburg with a new roadway segment that runs up to Cornelia/Santa Ana; see the figure included on the next page for a visual representation of each scenario).

The purpose of proposing this new roadway connection is to address two major transportation issues: 1) poor north-south connectivity that exists throughout the West Area, and 2) existing and future traffic congestion on Shaw between Golden State and Polk. While the completion of Veterans’ Boulevard will ideally help address both of these issues to some degree, it will not fix everything. Even with Veterans’ Boulevard constructed, every major north-south roadway in the span of between Polk and Marks will still either be cut off by Freeway 99/the railroad tracks (i.e., Cornelia and Blythe) or require some amount of “backtracking” to travel between the span of Shaw and Ashlan (both Golden State and the 99 run at a diagonal, and Brawley requires “doing a loop” at Weber/Marty). Additionally, there will still be a significant bottleneck on Shaw at the bridge over 99 (where, despite being an Arterial, there is essentially only one through-lane in each direction). By serving as an additional north-south route and funneling traffic away from the Shaw/99 bottleneck, providing a connection across the freeway at Cornelia would help on both fronts. Further, a crossing at Cornelia could incorporate features to improve multimodal connectivity within the WANSP’s subareas.

*(This space intentionally left blank.)*

## West Area Neighborhood Specific Plan Comments





## West Area Neighborhood Specific Plan Comments

### *“West Area-Downtown Transit”*

This idea involves adding direct transit service between the West Area and downtown Fresno, either as a regular bus route or as a limited service during peak commuting times. While the West Area is currently served by several cross-town transit routes, there is not a true north-south route that serves the area, nor is there a route with direct access to downtown Fresno. Looking at the current FAX system map, most areas within the Fresno city limits are located within a one-mile radius of a bus route that directly connects to downtown. In the West Area, however, only a small pocket of land east of the Clinton/Marks intersection is located within one mile of a downtown-connected bus route (Route 22), and getting to that route requires traveling over the notably steep Clinton overpass. Adding a north-south route with a direct connection to downtown Fresno would measurably improve transit connectivity within the West Area and help make transit a more viable means of transportation for West Area residents.

Below are two preliminary suggestions for implementing West Area-Downtown transit service:

- 1) Extend and modify Route 12 to run from the El Paseo Shopping Center to downtown Fresno via existing transit stops within and near the West Area.
- 2) Implement a pilot program to run buses on Freeway 99 during weekday morning and afternoon commuting hours with stops near major interchanges (e.g., Herndon/99, Shaw/99, Ashlan/99, Clinton/99).

### *“Container Farming Program”*

This idea is related to the Agrihood concept presented in the WANSP and would involve promoting the development of small vertical farms housed inside shipping containers. (Examples of container farms currently being manufactured: <https://www.freightfarms.com/>, <https://cropbox.co/>). My understanding is that shipping container farms are often marketed in areas with very high land costs and/or poor farming climates as a way to offer access to high-quality, locally-sourced produce that would not otherwise be available. In the West Area, I think the container farming concept could be a means to improve access to fresh and healthy foods while functioning as a placemaking feature that has a connection to the West Area’s agricultural heritage. Additionally, it seems within the realm of possibility that shipping container farms could be utilized as mitigation in addressing conversions of agricultural lands.

As a closing comment, I want to acknowledge the great job that City staff has done in facilitating the development of the West Area Neighborhoods Specific Plan. Throughout the process, I feel there has been a sustained and genuine effort by City staff to garner meaningful input from the community and deliver a Specific Plan that is responsive to the needs and aspirations of West Area residents. I am optimistic as the West Area Neighborhoods Specific Plan moves closer to adoption.

Sincerely,

Daniel Brannick

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|----|-----------------|--|------------|
| 13 | Daniel Brannick |  | 11/12/2021 |
|----|-----------------|--|------------|

**From:** [Daniel Brannick](#)  
**To:** [Casey Lauderdale](#)  
**Subject:** Commercial Land Use Designations on WANSP Land Use Map  
**Date:** Friday, November 12, 2021 5:00:39 PM

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**External Email: Use caution with links and attachments**

Hi Casey, I just wanted to send a follow-up email regarding our recent discussion about the commercial land use designations in the WANSP near Ashlan and 99.

As mentioned, in the most current iteration of the proposed WANSP Land Use Map, there are some areas on the south side of Ashlan between Blythe and Parkway that are designated with a planned land use of General Commercial. However, after reviewing the the City Development Code, I am thinking it would be appropriate to change the planned land use to either Community Commercial or to a Mixed Use designation in order to better promote the type of development sought for this area.

As some additional context, for the most part these areas are currently zoned and land use designated as Community Commercial. Early on in the WANSP process, there was a preliminary land use map put out by City staff that proposed converting almost everything near Ashlan/99 to residential uses. In response to this earlier map, I provided comments (as did others) requesting that these areas be kept as commercial uses in order to help better draw in missing community assets (i.e. commercial and community uses, such as a grocery store and a gym), especially along Catalytic Corridor areas like Ashlan where they are more likely to be viable for such development. City staff subsequently revised the map to change the areas back to allow for commercial use, but in the revised map the areas were designated as General Commercial instead of Community Commercial.

At first glance, I was pretty happy that the planned designations had been switched back to commercial uses. However, after reviewing Article 12 of the Development Code, I am concerned that the General Commercial designation would be "biting off too much" in terms of the type of development allowed for the area and may lead to the unintentional/unwitting development of uses that would not fit the vision.

I just wanted to get this in writing ahead of the next WANSP meeting, and I am anticipating that I will comment or further discuss this proposed change with the Steering Committee.

As always, I greatly appreciate your efforts in developing the WANSP.

Thanks,  
Daniel Brannick



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|----|--------------|--|-----------|
| 14 | David Lantis |  | 9/22/2021 |
|----|--------------|--|-----------|

October 5, 2021

Casey Lauderdale  
City of Fresno  
Long Range Planning Division

Re: West Area Specific Plan Changes

To whom it may concern,

In response to receiving notification of proposed planned land use designation please let this letter serve as support to maintain the current lower density zoning (primarily medium low density) within and around the boundary lines of Shields-Dakota and Cornelia-Blythe.

The current planned land use coordinates with the established neighborhoods within the above described area. It maintains one of the few medium low density areas within the greater boundary of HWY 99/Clinton and HWY 99-Polk. Conversely the proposed plan change does not coordinate with established neighborhoods and eliminates presence of virtually all medium low density within the above stated greater boundary.

The streets that service this area are already heavily impacted with traffic and increasing the residential density will further worsen traffic impact.

Please consider to maintain the current lower density zoning (primarily medium low density) within and around the boundary lines of Shields-Dakota and Cornelia-Blythe.

Sincerely,

David Lantis

|    |               |                     |          |
|----|---------------|---------------------|----------|
| 15 | David Padilla | Caltrans District 6 | 8/6/2021 |
|----|---------------|---------------------|----------|

## California Department of Transportation

DISTRICT 6 OFFICE  
1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616  
(559) 981-1041 | FAX (559) 488-4195 | TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



August 3, 2021

West Area Neighborhoods Specific Plan  
Preliminary Review

<https://ld-igr-gts.dot.ca.gov/district/6/report/23472#32614>

### **SENT VIA EMAIL**

Casey Lauderdale, Planner  
City of Fresno Long Range Planning Division  
[casey.lauderdale@fresno.gov](mailto:casey.lauderdale@fresno.gov)

Dear Mx. Lauderdale,

Thank you for the opportunity to review the West Area Neighborhoods Specific Plan. The City of Fresno is developing a plan for future growth and development in the West Area. The project area is located west of Highway 99, generally north of Clinton Avenue and east of Garfield Avenue.

The transportation portion of this Specific Plan corresponds with state planning priorities contained in state law (i.e., AB 857, 2002 Wiggins) and meets state policy goals on transportation (improving access to destinations), Vehicle Miles Traveled (VMT) reduction, greenhouse gas emissions reduction, and/or betterment of the environment and human health.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. Early engagement with Caltrans is recommended for future projects that would impact state right-of-way.
2. Caltrans commends the City for aligning their planning priorities and policy goals in ways that may accommodate for transit-oriented development (TOD) and therefore resulting in VMT reduction practices.
3. Improvements for existing and future bike/pedestrian facilities on roads within the boundaries of the specific plan and connectivity between home to work/home to shops should be considered. Therefore, Caltrans recommends this specific plan coordinate with the existing Fresno Active Transportation Plan, 2016.

4. Active Transportation Plans and Smart Growth efforts support the state's 2050 Climate goals. Caltrans supports reducing VMT and GHG emissions in ways that increase the likelihood people will use and benefit from a multimodal transportation network.

If you have any other questions, please call or email Edgar Hernandez at (559) 981-7436 or [edgar.hernandez@dot.ca.gov](mailto:edgar.hernandez@dot.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read 'David Padilla', with a long horizontal flourish extending to the right.

David Padilla, Branch Chief  
Transportation Planning – North

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|----|---------------|---------------------------------|-----------|
| 16 | Dirk Poeschel | Land Development Services, Inc. | 5/25/2021 |
|----|---------------|---------------------------------|-----------|

## Casey Lauderdale

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**From:** Dirk Poeschel <dirk@dplds.com>  
**Sent:** Tuesday, May 25, 2021 11:50 AM  
**To:** Jennifer Clark  
**Cc:** Will Tackett; Drew Wilson; Casey Lauderdale; Bill Walls; Walter Diamond; ara.chekerdemian@lennar.com  
**Subject:** West Area Plan Lennar Property APN 505-060-07

**External Email: Use caution with links and attachments**

Dear Jennifer:

Reference is made to the Tentative Tract Map No. 6284 that proposes to divide the 27.69 acre parcel my client, Lennar Homes of California, (Lennar) is processing with your department. The parcel is more particularly defined as Fresno County Assessor's parcel number 505-060-07. Please see the attached map of the Lennar site.

I recently attended by zoom conference produced by your staff for the West Area Plan. It was my understanding and that of Lennar that the West Area Advisory Committee recommended the draft plan designation for the Lennar property to be changed from *Regional Mixed Use* to *Medium Density Residential*. A modification Lennar fully supports. This designation would allow Lennar to construct essentially the same project product they built immediately west of Grantland Ave. A project well received by the market and the neighborhood.

During the zoom conference, staff mentioned various modifications to the proposed West Area Plan. I provided a letter for the hearing's record that Lennar's supports the *Medium Density Residential* designation and asked staff to confirm *Medium Density Residential* remained the committee's preference.

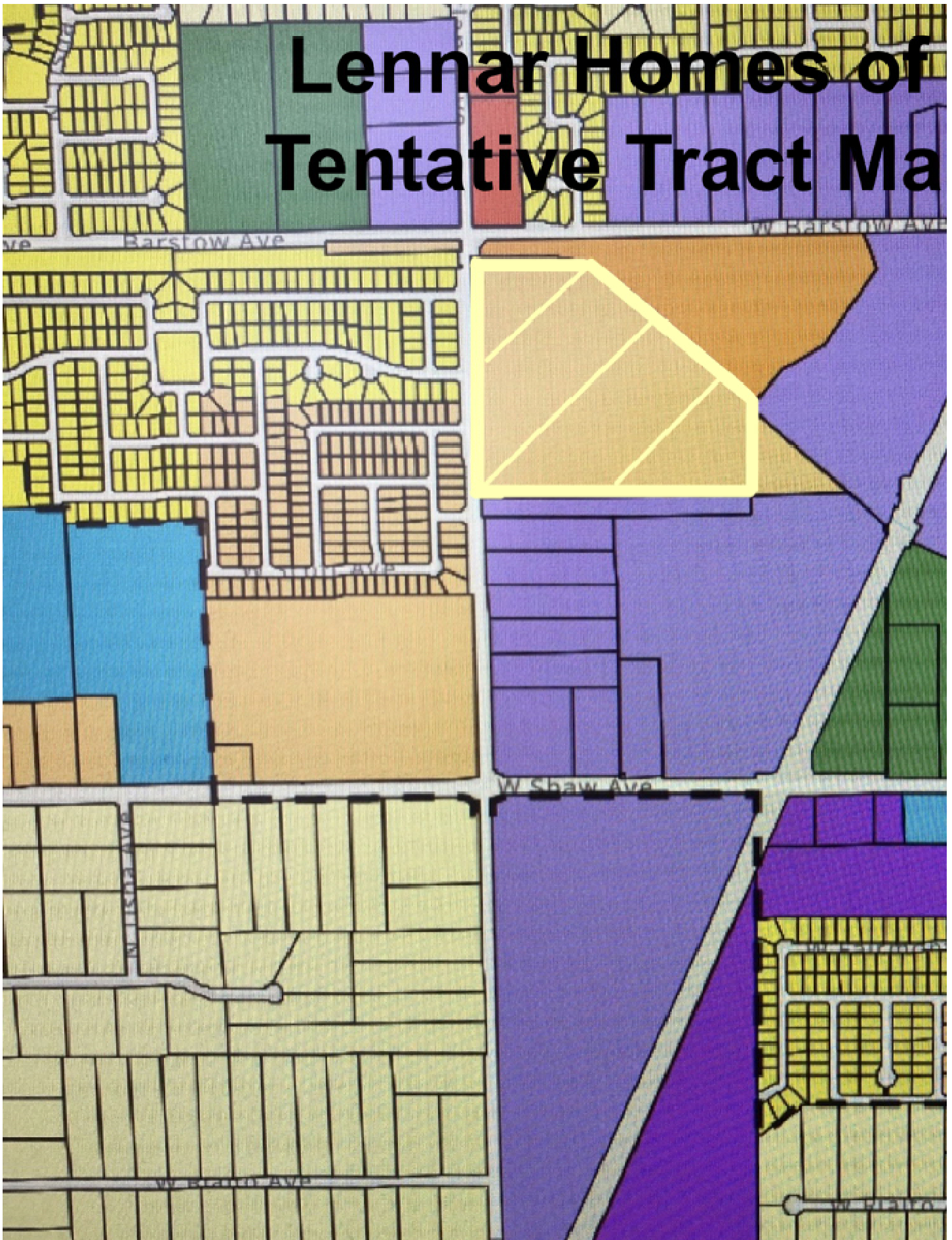
Staff was not sure so in the interest of time and clarity I contacted your staff after the zoom meeting to confirm that the West Area Advisory committee remained in support of changing the property to *Medium Density Residential*. City Planner Ms. Casey Lauderdale, responded to me and she interprets the plan such that a sliver of the southern portion of the Lennar parcel is now designated for another land use. In her defense, she did not know how or when the change occurred or if it was just an erroneous delineation of the site boundary. Obviously, there are no planning reasons that would support bifurcating the property land use designation and future zoning.

If the designation is not a mistake, Lennar would like to understand the justification of the bifurcated designation as we are unaware of any reasons for its support. As you recall, to cover all eventualities, Lennar is concurrently processing a request to change to the West Area Plan designation to *Medium Density Residential* and concurrently processing a request to recover the lost multifamily zoning on the Blackstone Ave. corridor should that be necessary.

Please be so kind as to confirm that the aforementioned bifurcated designation was an error and that it will be corrected or provide the justification for the aforementioned split designation. Thank you in advance for your assistance.



# Lennar Homes of Tentative Tract Map



*Dirk Poeschel, AICP*

Land Development Services, Inc.

923 Van Ness Ave., Suite 200

Fresno, Ca. 93721

Ph- 559-445-0374

CalBRE No. 01882606

I want to reassure our clients that we are still open and operational with full staff. Some of our team members are working remotely from home and others are at the office. We are actively working on our clients projects. Be well and stay safe.

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|----|--------------|------------------|-----------|
| 17 | Elisa Bilios | Forgotten Fresno | 5/19/2021 |
|----|--------------|------------------|-----------|

**From:** [Elisa B](#)  
**To:** [Casey Lauderdale](#)  
**Subject:** Fwd: Notice of Preparation for the Specific Plan of the West Area  
**Date:** Wednesday, May 19, 2021 5:22:28 PM  
**Attachments:** [image001.png](#)  
[DARM NOP Letter 8-2-2019.pdf](#)

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**External Email: Use caution with links and attachments**

Casey,

Here is what was sent to Rodney in 2019.

Thank you,

Elisa

----- Forwarded message -----

**From:** Elisa B [REDACTED]  
**Date:** Fri, Aug 2, 2019 at 1:18 PM  
**Subject:** Re: Notice of Preparation for the Specific Plan of the West Area  
**To:** Rodney Horton <[Rodney.Horton@fresno.gov](mailto:Rodney.Horton@fresno.gov)>, District2 <[District2@fresno.gov](mailto:District2@fresno.gov)>

Good Afternoon Rodney,

Attached is a letter from the Forgotten Fresno Board Members along with signatures of residents in our community. Going door to door we spoke with neighbors and we all have the same issues and concerns. We are thankful that the city is conducting the EIR and we hope our voices are heard throughout this process. I personally want to thank you for your efforts and assistance. If it weren't as hot as Hades the past few weeks I could have gotten more signatures, and then there's also the factor of taking my 16 month old daughter along with me.

Again we thank you for your time and consideration.

Sincerely,

Elisa Bilios  
Forgotten Fresno Board Member  
[REDACTED]

On Thu, Aug 1, 2019 at 10:56 AM Rodney Horton <[Rodney.Horton@fresno.gov](mailto:Rodney.Horton@fresno.gov)> wrote:

Hi Elisa,

For the NOP – the August 2<sup>nd</sup> date is pretty firm. You can submit what you have by the

BOARD OF DIRECTORS  
ROGER DAY  
PRESIDENT  
GURBINDER S. DHALIWAL  
SECRETARY  
JAGIR S. GILL  
TREASURER  
ELISA BILIOS  
AMOLAK SINGH

**FORGOTTEN FRESNO**  
**FORGOTTENFRESNO@GMAIL.COM**  
**EIN 83-2685199**

Wednesday, July 17, 2019

City of Fresno – DARM  
Attn: Rodney Horton  
2600 Fresno Street, Suite 3065  
Fresno, CA 93721-3604

Dear Mr. Horton,

We the undersigned residents of Forgotten Fresno appreciate the opportunity to comment on the Notice of Preparation for the Specific Plan of the West Area. As the City of Fresno proceeds with the Environmental Impact Report (EIR) for the Specific Plan of the West Area, we would like to request attention to the matters detailed below.

1. The infrastructure of our community has not kept pace with the rapid housing development of the past, present, and future. Commonly Initial Studies submitted to the Development and Resource Management Department during the application process are recommend by staff that the Mitigated Negative Declarations (MND) be approved. Often the MND fails to consider what we constituents consider common sense. Traffic concerns have been severely downplayed in the past for our community. We are currently in litigation for a rezone item with Fresno County where an MND with a traffic study done on a Wednesday was approved. Wednesday's are early out days for Central Unified School District; therefore, typical traffic occurs earlier in the day. This is a clever way to downplay our traffic plight. We would like to request that any future traffic studies submitted are not permitted to be executed on a Wednesday.
2. In speaking to a neighbor that works for the Fresno Fire Department it was alarming to find out that Shaw Avenue traffic signals do not have the ability to be changed during an emergency. Not only are the Levels of Service (LOS) at stoplights utilized to travel our community reprehensible, emergency services are delayed when a response is required. It is very common to see police officers, the fire department, or ambulances stuck on Shaw or Herndon at Golden State or Highway 99. It is abysmal that this has perpetuated as long as it has and we would like to have the widening of the Shaw Avenue at Highway 99 and the underpass at Herndon Avenue and Highway 99 be priorities in the future. We would also like to have the traffic signals improved to have the ability to be controlled by emergency services when required.
3. We are in desperate need of lighted park spaces in our community. Developers should have to mitigate benches, tables, lights, playground structures, and fields for sports activities. To help promote healthier lifestyles a community should be designed to promote that vision. The housing tracts are produced to optimize the number of units therefore resulting in small yard spaces. Many local youth teams do not have a place to adequately practice or play their games. The majority of green space in the West Area is owned by Central Unified School District and it is not the school district's responsibility to provide such spaces for the community at large. Rather than Code Enforcement issuing notices for basketball hoops in the streets the city can have playground spaces mitigated by housing developers.

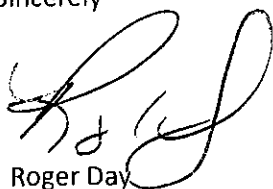
We'd like to request that offsite improvements be near completion before a developer begins their construction. This would be applicable to both commercial and residential construction. For far too many years construction workers and material supply trucks have overwhelmed our roads. With the development of High Speed Rail and Veteran's Boulevard in the works our community will suffer without such mitigation.

4. We are against the intensification of land uses outside of the General Plan. Many of us have been attending the West Side Steering Committee Meetings and have voiced our desires on the record. Serving the personal interests of private developers and corporations at the expense of our constituency is unwelcome.

We are not against development, but we do appeal that the City of Fresno request all necessary mitigation in relation to traffic and public safety for future development applications for the West Area.

We thank you for your time and consideration.

Sincerely



Roger Day

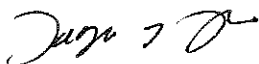


Gurbinder S. Dhaliwal

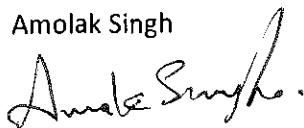
Jagir S. Gill


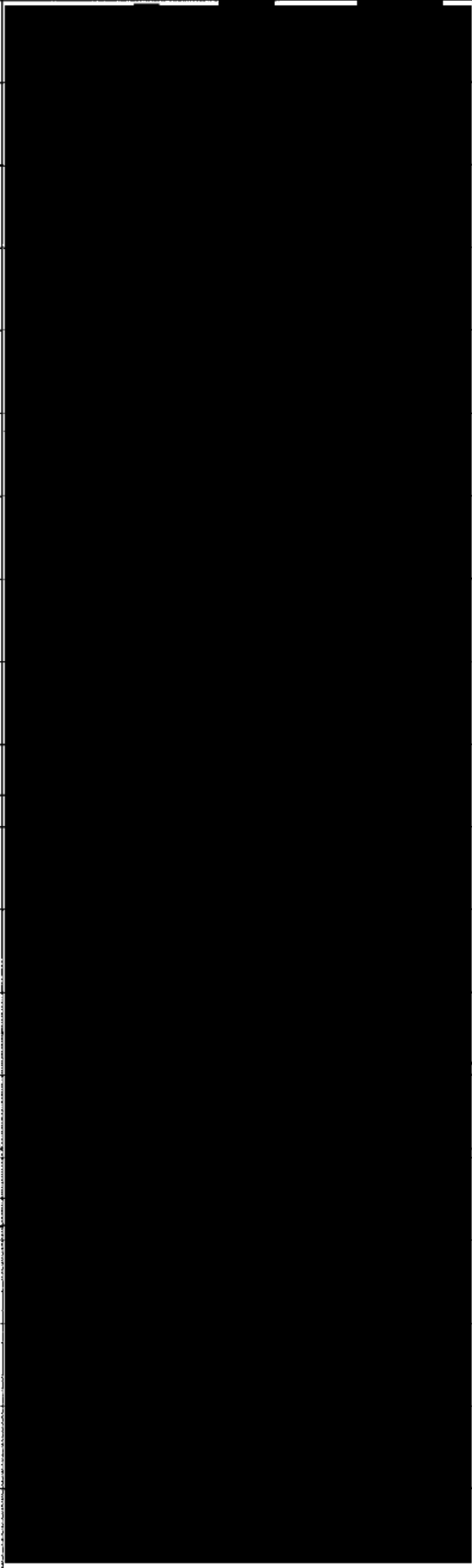
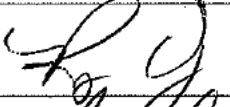
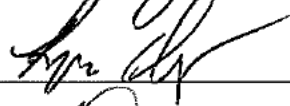


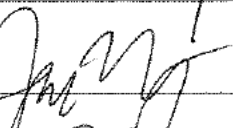
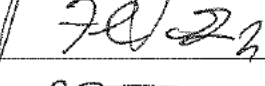


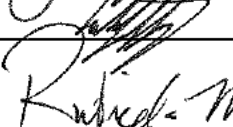
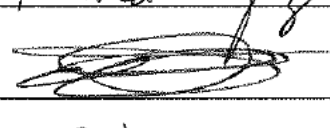
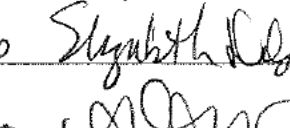
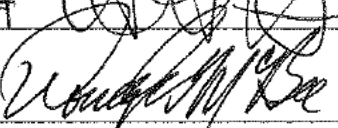

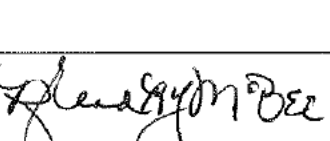


Elisa Bilios

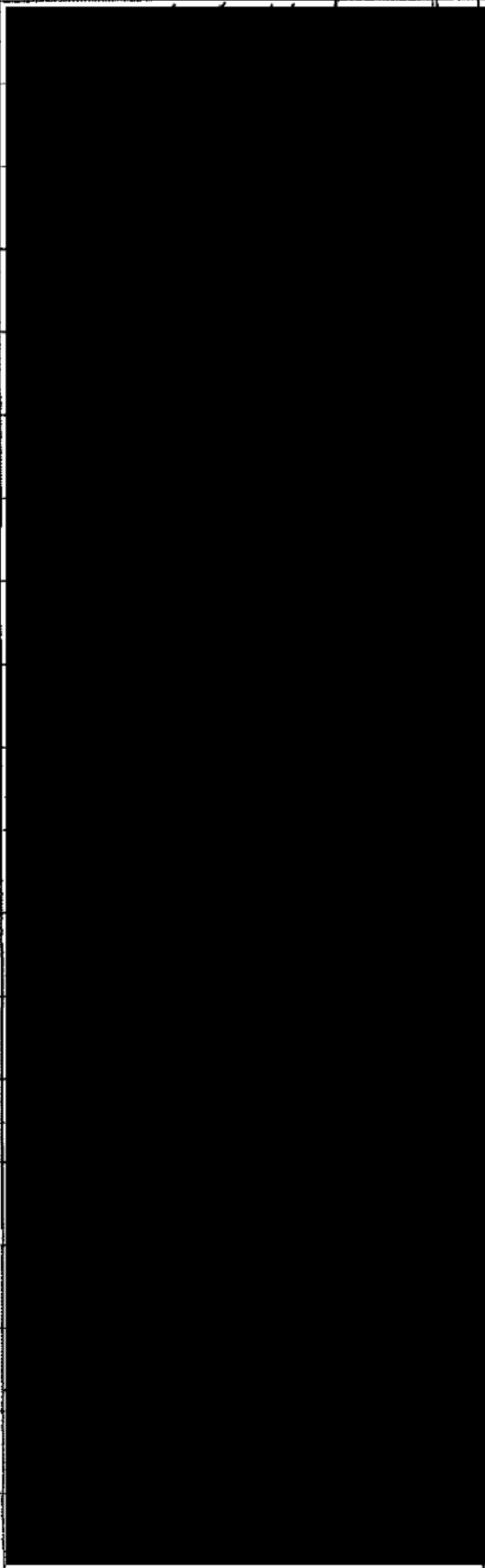


Amolak Singh


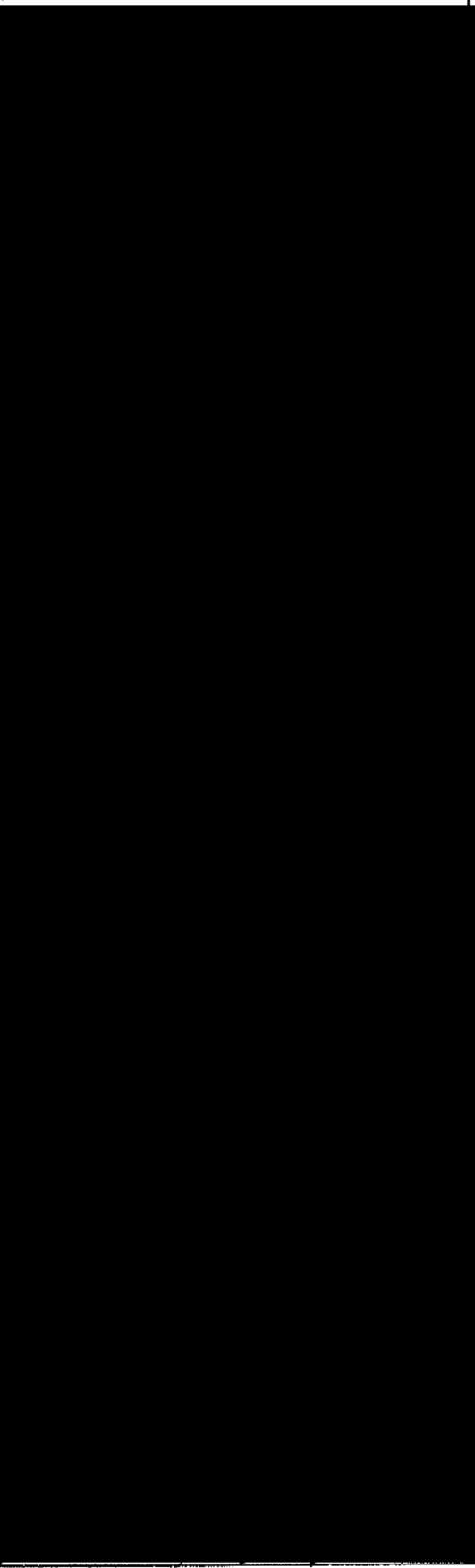
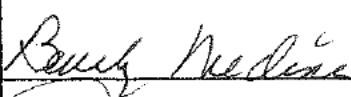
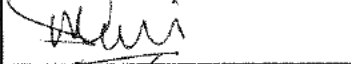
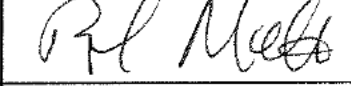

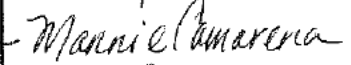



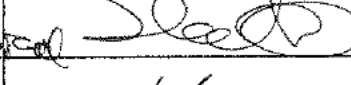
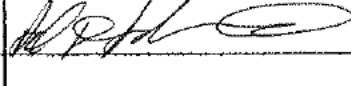
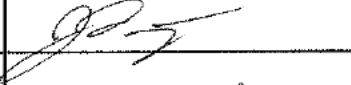

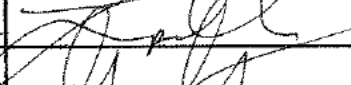



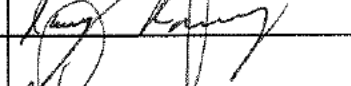



| Printed Name      | Signature   | Address   | Date    |
|-------------------|---|---|---------|
| Elisa Bilio       |    |  | 7.14.19 |
| Roger Day         |    |   | 7-24-19 |
| Ryan Day          |    |   | 7-24-19 |
| Seana Day         |    |   | 7-31-19 |
| Amanda Francis    |    |   | 7.31.19 |
| Shirley Lee       | Shirley Lee   |   | 8/01/19 |
| Justin Hickey     |    |   |         |
| Frank Gibson      |    |   | 8/1/19  |
| Barbir Kaur       |   |   | 8/1/19  |
| Hilda Medrano     |  |   | 8/1/19  |
| CARLOS ARTIZ      |  |   | 8/1/19  |
| Ruby Marquez      |  |   | 8/1/19  |
| David Delgado     |  |   | 8-1-19  |
| Elizabeth Delgado | Elizabeth Delgado   |   | 8-1-19  |
| Ashleigh Garrett  |  |   | 8.1.19  |
| Douglas McBee     |  |   | 8/01/19 |
|                   |   |   |         |
| Brenda McBee      |  |   | 8-1-19  |



| Printed Name     | Signature        | Address   | Date              |
|------------------|------------------|---|-------------------|
| GURPREET TOOR    | Gurpreet Toor    |  | 8-1-19            |
| Sukhdeep Sethi   | Sukhdeep Sethi   |   | 8-1-19<br>\$40.00 |
| GARY MANN        | Gary Mann        |   |                   |
| Bobby Dhallwal   | Bobby Dhallwal   |   |                   |
| Jay Sungu        | Jay Sungu        |   | 8-1-19            |
| SANDEEP MEHTA    | Sandeep Mehta    |   | 8-1-19            |
| Sarbjit Kaur     | Sarbjit Kaur     |   |                   |
|                  |                  |   | 8-1-19            |
| Harjot Kaur      | Harjot Kaur      |   |                   |
| Rajwinder Kaur   | Rajwinder Kaur   |   |                   |
| Parnjit Kaur     | Parnjit Kaur     |   | 93722             |
| Aman Kaur        | Aman Kaur        |   | 93722             |
| GURINDERJIT Kaur | Gurinderjit Kaur |   | 93723             |
| Sharan Dhallwal  | Sharan Dhallwal  |   |                   |
| Chetanjit Toor   | Chetanjit Toor   |   |                   |
| AJAY MANN        | Ajay Mann        |   | 8-1-19            |
| HARMAIL KHELA    | Harmail Khela    |   | 8-1-19            |
| GARY SIOTH       | Gary Sioth       |   | 8-1-19            |
| ISH RAHURAN      | ISH RAHURAN      |   | 8-1-19            |

| Printed Name        | Signature        | Address | Date   |
|---------------------|------------------|---------|--------|
| Taivinder Nihar     | T. Nihar         |         | 8-1-19 |
| KARN DEEPSAKH       |                  |         | 8-1-19 |
| Surbjit S. Deol     |                  |         | 8/1/19 |
| Sunny Boparai       | Sunny Boparai    |         | 8-1-19 |
| GURJIT SINGH        |                  |         | 8-1-19 |
| Gurvendra Singh     |                  |         | 8-1-19 |
| Gurdev Singh        | Gurdev S.        |         | 8-1-19 |
| Jasvinder Singh     |                  |         | 8-1-19 |
| Vik Mann            |                  |         | 8/1/19 |
| GURBINDER S. DHANRA |                  |         | 8-1-19 |
| KULWANT K DHANRA    | Kulwant K Dhawal |         | 8-1-19 |
| D.S. SAGHERA        |                  |         | 8-1-19 |
| GURCHARAN SINGH     |                  |         | 8-1-19 |
| INDERJIT KAUR       |                  |         | 8-1-19 |
|                     |                  |         |        |
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| Printed Name       | Signature   | Address   | Date    |
|--------------------|---|---|---------|
| Brandon Camarena   |    |  | 7/19/19 |
| Beverly Medina     |    |   | 7/19/19 |
| Manpreet Kaberwal  |    |   | 7-19-19 |
| ROB MELTON         |    |   | 7-19-19 |
| Cathy Melton       |    |   | 7-19-19 |
| Mannie Camarena    |    |   | 7/19/19 |
| Sandra S. Shollen  |    |   | 7/19/19 |
| Cathy R Gonzales   |    |   | 7/20/19 |
| Denise Rangel      |   |   | 7/21/19 |
| Shoona Hildebrand  |  |   | 7/21/19 |
| HAL HILDBRAND      |  |   | 7/21/19 |
| JEREMY DOTY        |  |   | 7/21/19 |
| Janel Ortiz        |  |   | 7/21/19 |
| Lupe Mendez        |  |   | 7/21/19 |
| Guillermo Esquivel |  |   | 7/21/19 |
| RAVINDER SINGH     |  |   | 7/21/19 |
| Marcel Carbajal    |  |   | 7/21/19 |
| Kayman Laverde     |  |   | 7-21-19 |
| Darvin Jones       |  |   | 7-21-19 |

| Printed Name              | Signature                 | Address | Date       |
|---------------------------|---------------------------|---------|------------|
| Lisa Pierson              | Lisa Pierson              |         | 7/22/19    |
| Kemie Vaccaro             | Kemie Vaccaro             |         | 7/22/19    |
| <del>Daniel Vaccaro</del> | <del>Daniel Vaccaro</del> |         | 7/22/19    |
| Robert Watkins            | Robert Watkins            |         | 7/22/19    |
| Nancy Bluhm               | Nancy Bluhm               |         | 7/22/19    |
| Claudia Galvez            | Claudia Galvez            |         | 7/22/19    |
| Junior Long               | Junior Long               |         | 7/22/19    |
| Sandy Kaur                | Sandy Kaur                |         | 7/22/19    |
| Altamirano                | Altamirano                |         | 7/22/19    |
| Mangelita                 | Mangelita                 |         | 7/22/19    |
| Cathy Wilkinson           | Cathy Wilkinson           |         | 7/22/19    |
| Damien Robles             | Damien Robles             |         | 7/23/19    |
| Ray De la Cruz            | Ray De la Cruz            |         | 7/23/19    |
| Jedd Ingraham             | Jedd Ingraham             |         | 07/23/2019 |
| Erica Flores              | Erica Flores              |         | 7/23/19    |
| Paul Alariz               | Paul Alariz               |         | 7/23/2019  |
| Phil Gonzales             | Phil Gonzales             |         | 7-24-19    |
| Dena Curtis               | Dena Curtis               |         | 7-25-19    |
| Marco A. Diori            | Marco A. Diori            |         | 7/27/19    |

| Printed Name    | Signature       | Address | Date    |
|-----------------|-----------------|---------|---------|
| Christina Diez  | CD              |         | 7/27/19 |
| Gustavo Diez    | [Signature]     |         | 7/27/19 |
| Edmundo Aquino  | [Signature]     |         | 7/27/19 |
| Raul Trevino    | Raul Trevino    |         | 7/27/19 |
| LYSSA TREVINO   | E Trevino       |         | "       |
| Judith Haret    | Judith Haret    |         | 7/27/19 |
| Milani Salas    | [Signature]     |         | 7/28/19 |
| Chayit Lu       | [Signature]     |         | 7/28/19 |
| Shawn Campbell  | [Signature]     |         | 7/28/19 |
| Scott Wilson    | [Signature]     |         | 7/28/19 |
| Karlwant John   | [Signature]     |         | 7/29/19 |
| John Lally      | [Signature]     |         | 7/29/19 |
| KARINA VERA     | [Signature]     |         | 7/30/19 |
| Jose Vera       | [Signature]     |         | 7/30/19 |
| DEAN'S KATHIRIN | [Signature]     |         | 7/29/19 |
| Carolina Mora   | Carli Mora      |         | 7/31/19 |
| MICHAEL SANTOYA | [Signature]     |         | 7/31/19 |
| Shirley Jackson | Shirley Jackson |         | 7/31/19 |

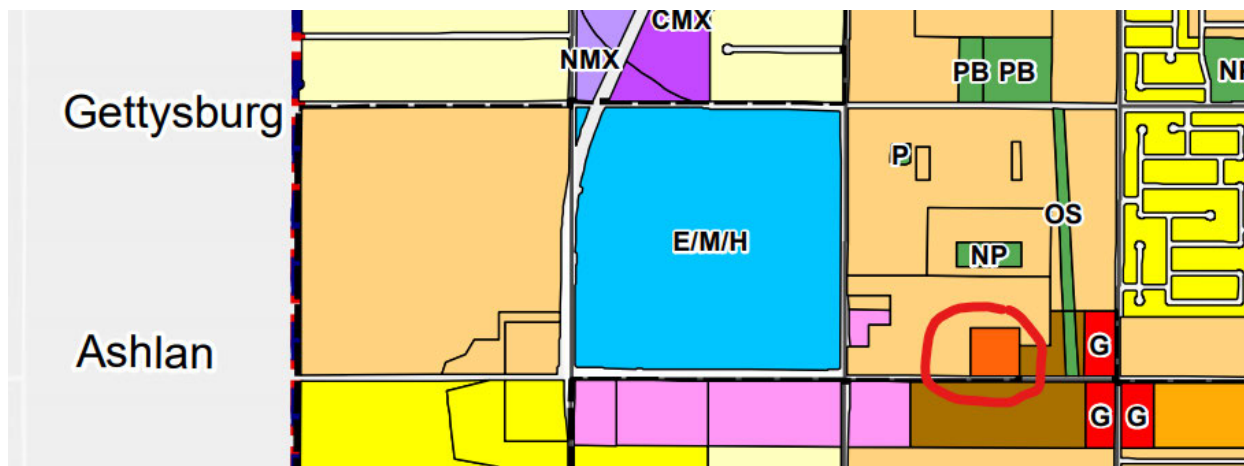
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| 18 | Eric Gibbons | Wathen Castanos Homes | 5/4/2021 |
|----|--------------|-----------------------|----------|

**From:** [Eric Gibbons](#)  
**To:** [Casey Lauderdale](#)  
**Cc:** [Adrienne Burns](#)  
**Subject:** RE: West Area Neighborhoods Specific Plan Posted  
**Date:** Friday, May 7, 2021 10:17:56 AM  
**Attachments:** [image001.png](#)  
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[Tract 6258 Vesting Tentative Tract Map.pdf](#)  
[Tract 6308 VTTM 4-14-2020.pdf](#)

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**External Email: Use caution with links and attachments**

Good morning Casey. I'm not sure that it matters but there is a bit of cleanup that should probably be done to the property north of Ashlan between Hayes and Bryan. We have approved tentative maps over those entire areas. The plan currently shows some commercial in an area where homes are already built. I've attached a copy of those tentative maps for your use.



**Eric Gibbons**  
Director of Forward Planning  
Phone 559 432 8181 ext 162  
1446 Tollhouse Rd, Suite 103, Clovis, CA 93611



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**From:** Casey Lauderdale <[casey.lauderdale@fresno.gov](mailto:casey.lauderdale@fresno.gov)>  
**Sent:** Friday, April 30, 2021 4:47 PM  
**To:** Casey Lauderdale <[casey.lauderdale@fresno.gov](mailto:casey.lauderdale@fresno.gov)>  
**Cc:** Drew Wilson <[Drew.Wilson@fresno.gov](mailto:Drew.Wilson@fresno.gov)>  
**Subject:** West Area Neighborhoods Specific Plan Posted

Dear West Area Community Member,

The West Area Neighborhoods Specific Plan (formerly known as the Specific Plan of the West Area) has been posted to the Plan's webpage at [www.fresno.gov/westareaplan](http://www.fresno.gov/westareaplan).

You can also access it directly here: <https://www.fresno.gov/darm/wp-content/uploads/sites/10/2021/04/WANSPPublicReviewDraft042021.pdf>  
Or, for the *reduced size file*, use this link: <https://www.fresno.gov/darm/wp-content/uploads/sites/10/2021/04/WANSPPublicReviewDraft042021reducedsize.pdf>

The **public comment period** will be from April 30, 2021 to **August 1, 2021**.

I'd like to share a big THANK YOU and some next steps for the Plan process.

**Next Steps**



|    |            |   |           |
|----|------------|---|-----------|
| 19 | Eric Payne | West Area Neighborhoods<br>Steering Committee | 4/22/2021 |
|----|------------|---|-----------|

Comments submitted verbally during April 22. 2021 Steering Committee meeting.

|    |            |   |           |
|----|------------|---|-----------|
| 20 | Eric Payne | West Area Neighborhoods<br>Steering Committee | 7/21/2021 |
|----|------------|---|-----------|

**From:** [Eric Payne](#)  
**To:** [Casey Lauderdale](#); [Drew Wilson](#); [Jennifer Clark](#)  
**Cc:** [Dolores Barajas](#); [Terry Cox](#)  
**Subject:** West Area Specific Plan  
**Date:** Wednesday, July 21, 2021 6:43:38 PM

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**External Email: Use caution with links and attachments**

Good Evening —

I wanted to circle back and familiarize planning and public utilities staff with the key drivers for mitigation efforts in the West Area Specific Plan to include a congestion management process (CMP) plan during our conversation staff appeared to not have a deep understanding of this type of planning document, which is a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet State and local needs. A CMP is required in metropolitan areas with population exceeding 200,000, known as Transportation Management Areas (TMAs). Federal requirements state that in all TMAs, the CMP should be developed and implemented as an integrated part of the metropolitan transportation planning process; however, Federal regulations are not prescriptive regarding the methods and approaches that must be used to implement a CMP.

The CMP and planning for operations are frequently combined in metropolitan regions. The strategies that come from a CMP are often M&O strategies. The CMP uses an objectives-driven, performance-based approach to planning for congestion management. Through the use of congestion management objectives and performance measures, the CMP provides a mechanism for ensuring that investment decisions are made with a clear focus on desired outcomes. This approach involves screening strategies using objective criteria and relying on system performance data, analysis, and evaluation. I hope this offers clarity for my August Motion for an amended West Area plan adoption.

For your review and consideration

1. CMP Guidebook

[https://www.fhwa.dot.gov/planning/congestion\\_management\\_process/cmp\\_guidebook/](https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/)

2. Case Studies

[https://www.fhwa.dot.gov/planning/congestion\\_management\\_process/case\\_studies/](https://www.fhwa.dot.gov/planning/congestion_management_process/case_studies/)

Thanks again,

In Community,

Eric Payne

--

In Community,

Eric Payne

**CONFIDENTIALITY NOTICE:** This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable law including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication

|    |              |  |          |
|----|--------------|--|----------|
| 21 | Holly Warren |  | 7/1/2021 |
|----|--------------|--|----------|

July 1, 2021

Casey Lauderdale  
City of Fresno  
Long Range Planning Division  
2600 Fresno Street, Room 3065  
Fresno, CA 93721

Dear Casey,

Thank you for your work on the West Area Neighborhood Specific Plan. I enjoyed meeting you at the Food Truck Event and participating in virtual the June 15<sup>th</sup> Community Conversation. I was impressed by the various speakers and their presentations. I learned a lot about the overarching goals of the plan..

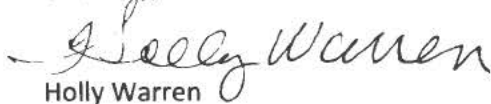
I completed my survey (enclosed) but I also wanted to provide input into the West Area Plan. As you know, this area of Fresno has a unique opportunity to plan for public/common spaces. The undeveloped and open land could be targeted for Neighborhood, Community and Regional parks. Neighbors need playgrounds for children, grounds for sporting events, Community Centers/meeting rooms and larger parks for community gardens, musical events and family picnics. I would urge you to make the parks a priority. It could define our area if our percentage of green space is high.

I am also interested in making bike/pedestrian paths abundant and accessible to our West Plan community. At this time, connecting our neighborhoods to the east side of freeway 99 is very important. Although the Veterans Blvd bike/pedestrian path will provide a path forward, it is easier for us to take the path under Freeway to Herndon to the El Paseo shopping center. Whatever we could do to make that safer would be appreciated.

I have one more recommendation. I am not sure if this is in your area of responsibility, but it would be helpful if the City of Fresno established some kind of infrastructure to allow for "registering" neighborhood associations. When we spoke on the phone a few weeks ago, we both talked about our experiences in other cities that had strong community organization. I lived in Baltimore for 15 years and was very involved in the Patterson Park Neighborhood Association. Patterson Park was my neighborhood and we held monthly meeting. We had specific boundaries, voluntary \$5 dues, and elected officers each year. They were mostly social events, but they also provided a forum for city leaders to discuss issues about the city. It provided a forum to get to know your neighbors which is always a good thing.

Thanks again for your work. If you have any questions or comments, please feel free to let me know.

Sincerely,

  
Holly Warren

[Redacted]  
[Redacted]  
[Redacted]

|    |              |                         |           |
|----|--------------|-------------------------|-----------|
| 22 | Janie Baxter | A1 Truck Driving School | 2/24/2021 |
|----|--------------|-------------------------|-----------|

To whom it may concern;

I am requesting a re-zoning of a property I own APN #'s 51124015S, 51124016S (3639 N Brawley Fresno, CA 93722) currently zoned RM-1. Previously this property was commercially zoned as well as each property surrounding my property as well. Prior to the pandemic I discovered that my property had been re-zoned to RM-1 while each of the others remained commercial. This location is mostly industrial use located directly off an exit of south 99 freeway. I am currently conducting business as a trade school (A1 Truck Driving School) and have been for several years on the next door property that I have rented and my lease is expiring soon as the owner is looking to conduct his own business instead of renewing my lease. I am currently seeking an opportunity for my property APN's 51124015S, 51124016S to be rezoned from RM-1 to Commercial General. Commercial General would allow me to lawfully conduct my trade school (A1 Truck Driving School) on my own properties next door to my current rented location. Thank you for your consideration.

All the best,  
Janie Baxter

[REDACTED]



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|----|--------------|--------------|-----------|
| 23 | Jeff Roberts | Assemi Group | 6/28/2021 |
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## Casey Lauderdale

---

**From:** Jeff Roberts <JRoberts@assemigroup.com>  
**Sent:** Monday, June 28, 2021 1:05 PM  
**To:** Casey Lauderdale  
**Subject:** West Area Neighborhoods Draft Plan

**External Email: Use caution with links and attachments**

Casey,

Thanks for sending the package over in advance of tomorrow nights meeting.

There are a couple of items that I want to point out to you since you were not involved early in the process. Additionally, some time has passed since the initiation of the plan and some new State laws have gone into effect. These issues have caused some "re-thinking" to occur about the proposed land uses. Here are the issues that I will be bringing up at the meeting tomorrow:

1. The 160 acres on the southwest corner of Grantland and Shields. This land is "outside" of the current SOI / City limits but there was quite a bit of discussion about this property by the Committee. The Committee voted 7-0 to consider adding it to the SOI. In addition, when this plan was considered by the Planning Commission and City Council, both bodies unanimously endorsed the idea of adding the area to the City. I was told that the land would be included in the EIR as well. I see on Pg. 41 of the document that the addition of land to the SOI is contrary to the 2014 General Plan Policy LU-1-g.
  - a. Is this 160 acres of land part of the "project area"?
  - b. Is this land included in the "Alternatives" section of the proposed EIR for the project area?
  - c. Does the "initiation" of the Specific Plan constitute a "General Plan Amendment"
2. The planned residential area on the north side of Shields, south of the Dakota alignment, west of Grantland and east of the Garfield alignment is currently designated "Medium Density Residential" and Zoned "RS-5". ( see Map 5-2 / Page 106 ) The Draft Plan graphic indicates that this area will be designated "Medium Low Density" and Zoned "RS-4" ( see Map 5-1 / Page 105 ) On behalf of the property owner, I am requesting that this 102 acre property retain its current "Medium Density" land use designation and "RS-5" zoning illustrated on Map 5-2.
3. I have asked on several occasions previously about the "SB 330" issue and how the City will deal with a reduction in the potential number of residential units within the 7700 acre Plan Area. I assume that the "solution" to this question will be presented to the group on 6-29-2021.

Please let me know if you would like me to "elaborate" on any of the issues referenced above,.

Thank you



Jeffrey T. Roberts | Entitlement Director

T: [\(559\) 440-8308](tel:(559)440-8308) | M: [\(559\)288-0688](tel:(559)288-0688) | F: [\(559\) 436-1659](tel:(559)436-1659) | X: [308](tel:(559)308-XXXX)

E: [jroberts@assemigroup.com](mailto:jroberts@assemigroup.com)

**W:** [www.assemigroup.com](http://www.assemigroup.com)

1396 W. Herndon Ave., Ste. 110, Fresno, CA 93711

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|----|--------------|--------------|-----------|
| 24 | Jeff Roberts | Assemi Group | 6/30/2021 |
|----|--------------|--------------|-----------|

**Subject:** Questions and Comments: West Area neighborhoods Specific Plan Policies ( 6-30-2021 )

**General Question:**

1. What does the Phrase "each policy shall be interpreted as an affirmative and required action" mean?
2. The term "best practices" is used. What does this mean and is there a source document?

**Chapter 3 Comments / Questions:**

1. IPR 1.8; Is the City's VMT Program" set up yet? If so, can a copy of the program be provided and explained to the Committee?
2. IPR 1.12; The Boulevard are should extend to Clinton Ave., not Shields.
3. IPR 3.1; Is there a "greywater system" in the City of Fresno?

**Chapter 4 Comments / Questions:**

1. PF 1.3; Who at the City will advocate for new parks and open space funding? Where will this advocacy occur?
2. PF 1.8; The term "cultivate a participatory strategy" is unfamiliar to me. Can you define this?
3. PF 1.11; Please define which trails will be required to install trash cans and pet waste bins and who will empty these.
4. PF 3.1; What land use designation / zoning is needed for "higher education"?

**Chapter 5 Comments / Questions:**

1. LUH 1.1; The term "discourage premature development" is used in this proposed Policy and is a difficult one to define. This needs discussion / input from the Committee and development within the SOI should not be discouraged.
2. LUH 1.2; The General Plan defines priority areas and everything north of Clinton Ave. is already in the "Priority Area".
3. LUH 1.6; Where has "undeveloped land on three sides" been an issue for the City of Fresno? Why is a "peninsula" next to agriculture an issue?
4. LUH2.1; Who at the City will "promote the enrollment" ( in the Williamson Act ) of all Prime Farmland outside the Sphere of Influence and how will the promotion take place?

5. LUH 2.2; It appears as though this policy is referring to residential land. Please confirm and if so, the "specifics" of an "agricultural buffer setback from the Sphere of Influence" need to be defined and discussed by the Committee.
- 6 LUH 2.4; It the City considering allowing chickens, bees, and goats in all areas of the City or just within the West Area Neighborhoods Specific Plan area?
- 7 LUH 2.7; Has the City obtained the support from the County of Fresno to alter property tax assessments? What is AB 465?
- 8 LUH 3.2; This needs to be discussed since it may be in conflict with current City discussions about adult products and IPR 2.4
- 9 LUH 3.7; What is meant by the phrase "require transitions between land uses to emphasize the pedestrian experience"? Please define "transition" and explain how it would be implemented.
- 10 LUH 3.8; This policy appears as though the City wants to "discourage" cul-de-sac streets. Is this the reason for this proposed policy?



Jeffrey T. Roberts | Entitlement Director

**T:** (559) 440-8308 | **M:** (559) 288-0688 | **F:** (559) 436-1659 | **X:** 308

**E:** [jroberts@assemigroup.com](mailto:jroberts@assemigroup.com)

**W:** [www.assemigroup.com](http://www.assemigroup.com)

1396 W. Herndon Ave., Ste. 110, Fresno, CA 93711

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| 25 | John Mlotkowski |  | 8/27/2021 |
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#4

INCOMPLETE

**Collector:** WA Comment (Web Link)  
**Started:** Friday, August 27, 2021 2:27:30 PM  
**Last Modified:** Friday, August 27, 2021 2:35:27 PM  
**Time Spent:** 00:07:56

Page 1

Q1

Name / Nombre/ lub npe / ਨਾਮ:

John mlotkowski

Q2

Respondent skipped this question

Phone / No. de teléfonoNaj Npawb Xov Tooj / ਫੋਨ ਨੰਬਰ:

Q3

Respondent skipped this question

Email / Correo electrónicoxa ntawv hauv vassab / ਈ-ਮੇਲ:

Q4

Respondent skipped this question

I would like my comment to be anonymous / Quisiera que mi comentario fuera anónimo / Kuv xav kom kuv cov lus hais tsis muaj tswv / ਮੈਂ ਆਪਣੀ ਟਿੱਪਣੀ ਅਗਿਆਤ ਹੋਣਾ ਚਾਹਾਂਗਾ

Q5

Property Owner / Propietario / Tswv Vaj Tse / ਜਾਇਦਾਦ ਦਾ ਮਾਲਕ

Affiliation (circle all that apply) / Afiliación (Circule cada uno que aplique) / Koom Tes (khij txhuas qhov yog) / ਸੰਬੰਧ (ਸਾਰੇ ਲਾਗੂ ਕਰੋ ਚੱਕਰ ਕਰੋ):

Page 2: Comment 1 / Comentario 1 / Lus Hais 1 / ਟਿੱਪਣੀ 1



**Q6**

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**Q7**

Respondent skipped this question

Section / SecciónKoog / ਅਨੁਭਾਗ:

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**Q8**

Respondent skipped this question

Goal/Policy # / Objetivo/Políticas #Hom Phiaj/Txoj Cai # /  
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**Q9**

Comment / Comentario / Lus Hais / ਟਿੱਪਣੀ:

I've contacted city on numerous occasions about the horrendous traffic situation at Polk and Shaw! They need to widen streets and establish another access to hwy 99 at Fairmont!

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**Q10**

Respondent skipped this question

Add another comment or skip to end? / ¿Agregar otro comentario o saltar al final? / Ntxiv lwm cov lus lossis hla  
mus rau tom kawg? / ਕੋਈ ਹੋਰ ਟਿੱਪਣੀ ਸ਼ਾਮਲ ਕਰੋ ਜਾਂ ਅੰਤ ਨੂੰ ਛੱਡੋ

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Page 3: Comment 2 / Comentario 2 / Lus Hais 2 / ਟਿੱਪ 2

**Q11**

Respondent skipped this question

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**Q12**

Respondent skipped this question

Section / SecciónKoog / ਅਨੁਭਾਗ:

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**Q13**

Respondent skipped this question

Goal/Policy # / Objetivo/Políticas #Hom Phiaj/Txoj Cai # /  
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| 26 | Keith Woodcock |  | 9/1/2021 |
|----|----------------|--|----------|

**From:** [Keith Woodcock](#)  
**To:** [Casey Lauderdale](#)  
**Subject:** Comments on West Area Plan  
**Date:** Wednesday, September 1, 2021 4:56:48 PM

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**External Email: Use caution with links and attachments**

Hi Casey

I understand that comments on the plan close today (9/1/21).

In brief, here are my comments.

1. The pictures shown as to what Shaw 'could' look like, Shaw Ave will look nothing like that unless specific design details are established. Developers will only design to the minimum, no greater and no less. The City has to establish a high bar for design.
2. Related, designs for subdivisions need to include higher standards for parks. I greatly appreciate the planning for a new large park in the plan area, more comments on that to follow, but that park doesn't meet the neighborhood needs. I recommend establishing a requirement that 85 percent of residential units be located within 1/4 mile of a park.
3. I know financing a large park such as the proposed park is difficult. I believe setting up a benefit assessment district is important. Require developers to agree to the district if they want their project approved. Parks are an important part of quality of life.
4. I am concerned about the proposed concentration of the higher density housing along the Veterans Blvd. This is most likely where the affordable housing development would occur. In my mind, this raises potential social justice issues. It appears to limit where lower income families could live within the West Area. Although it maybe a bit extreme, Santa Barbara and Santa Barbara County did the same type of action when it placed most of its affordable housing in Isla Vista thus avoiding placing affordable housing through the community.
5. I believe that, again, design is an important component to quality development. The City needs to raise the bar on design and hold development to that higher standard. The West Area plan is a great start.
6. Look at the concepts regarding "The missing middle" and integrate them into the land use plan for the West Area. Look at subdivision designs and where higher density can occur rather than putting it in one place. A question is does this concentration of higher housing density work to protect single family housing and thus continue economic segregation and stratification?
7. I recommend that a Social justice element to the West Area Plan be included. It's not just the numbers. It's about people and the quality of life.

Thank you for considering my comments.

Keith Woodcock, AICP CEP CUD

Sent from my Verizon, Samsung Galaxy smartphone  
Get [Outlook for Android](#)

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| 27 | Mohamad Annan |  | 4/22/2021 |
|----|---------------|--|-----------|

**From:** [mohamad annan](#)  
**To:** [Casey Lauderdale](#)  
**Subject:** Tuesdays meetings link/ west area specific plan  
**Date:** Thursday, April 22, 2021 6:51:25 PM

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**External Email: Use caution with links and attachments**

Good afternoon,

Thank you for facilitating the public meeting today. It was informative for me.

You mentioned in the public meeting that happen every Tuesday, how can I get that link to those meetings?

I have another question about APN 433-090-24S, I own it, it is designated as meduim High Density 12-16 DU/acre. How will I be able to change that to high density 30-45 DU/Acre

I appreciate the help

Thank you,

Mohamad Annan

[REDACTED]

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| 28 | Sheila Krebs |  | 8/30/2021 |
|----|--------------|--|-----------|

**From:** [Sheila](#)  
**To:** [Casey Lauderdale](#)  
**Subject:** West Side Of 99  
**Date:** Monday, August 30, 2021 10:44:56 PM

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External Email: Use caution with links and attachments

Thank you Casey, for sharing this information with me. I'm looking forward to shopping on this side of town.

My ideas are as follows:

- 1) extend Gettysburg out to golden state to help with decongestion of Ashlan;
- 2) shopping centers: Lowe's/Home Depot;
- 3) medical facilities- hospital not clinics. Building a hospital would decongest Fresno community center;
- 4) more fire stations in our area. We had station 16 on Cornelia and Brea but it was removed and put at Polk and Clinton. They turned it into a hazmat fire station which is fine but it is not near highways or gas stations like it was before it was movEd.

Thank you for contacting and informing me of the ideas for building up this area.

Sheila Krebs  
Sent from my iPhone

|    |       |                                       |  |
|----|-------|---------------------------------------|--|
| 29 | Staff | City of Fresno Long-Range<br>Planning |  |
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## **West Area Neighborhoods Specific Plan**

Changes suggested by Long Range Planning Staff.

1. Inside Cover - Update text: Public Draft
  - a. New text to read: Revised Public Draft
2. Inside Cover - Add Plan webpage URL to inside cover.
  - a. Added text to read: [www.fresno.gov/westareaplan](http://www.fresno.gov/westareaplan)
3. Section 1.2.B, pg. 7 - Update text: In 1912 James Clayton Forkner moved to Fresno and helped establish Highway City, a neighborhood for industrial and farm workers that derives its name from its location straddling Highway 99.
  - a. New text to read: An early West Area community is Highway City, a neighborhood of industrial and farm workers that derives its name from its location straddling Highway 99.
4. Section 3.4.A, pg. 67 - Update text: It is only required when the existing well runs dry, is abandoned, or otherwise becomes unusable.
  - a. New text to read: It is only required when the existing well runs dry, is abandoned, or otherwise becomes unusable.
5. Section 4.2.B, pg. 81 - Update text: Some amenities on the community wish list include lighted athletic facilities, picnic tables and benches, paved trails, playgrounds with universally accessible equipment, an indoor gym, chess/checkers tables, tennis courts, a putting green, fitness equipment for adults and kids, a concert amphitheater, basketball courts, practice fields, and pickle ball courts.
  - a. New text to read: Some amenities on the community wish list include lighted athletic facilities, picnic tables and benches, paved trails, playgrounds with universally accessible equipment, an indoor gym, chess/checkers tables, tennis courts, a putting green, fitness equipment for adults and kids, a concert amphitheater, basketball courts, practice fields, and pickle ball courts. The park could also contain a visitor's center.
6. Section 1.6, pg. 32 - Update text: Walking distance is key, as it is economical and enhances both physical, mental, and emotional health.
  - a. New text to read: Walking distance is key, as it is economical and enhances physical, mental, and emotional health.
7. During the District 1 Project Implementation Review Committee meeting on 05.06.2021, Staff learned that - in response to community requests - the developer for APN 512-021-26 is retaining a portion of the existing Community

Commercial designation. Staff proposes an amendment to the Specific Plan Proposed Land Use map to be consistent with this action.

8. During the District 3 Project Implementation Review Committee meeting on 04.27.2021, staff heard concerns regarding the loss of commercially designated land in the area near Bryan and Shields Avenue. In response to this, Staff proposes that APNs 312-052-14 and 312-052-48 be redesignated as either Neighborhood Mixed Use or Community Commercial.
9. Staff proposes an amendment to the Specific Plan Proposed Land Use move the commercial designation from existing rural residential homes at the intersection of Ashlan and Hayes and place on the currently vacant APN 510-021-30, located at the northeast corner of Ashland and Hayes.
10. LUH 3.2 - Update text for consistency with Chapter 3: Update the Development Code to permit limited, small-scale neighborhood commercial uses within all residential districts, with restrictions on the sale of items such as liquor, tobacco, and other adult products.
  - a. New text to read: Consider updating the Development Code to permit limited, small-scale neighborhood commercial uses within all residential districts, with restrictions on the sale of items such as liquor, tobacco, and other adult products.
11. Inside back cover - Update Planning Commission Members, Staff, and Steering Committee on back inside cover.

\*See Comment Matrix for additional edits made prior to Planning Commission

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|----|----------------|-------------------|------------|
| 30 | Ricky Dhaliwal | Ekam Construction | 02/18/2022 |
|----|----------------|-------------------|------------|

**From:** [Ekam Construction](#)  
**To:** [Casey Lauderdale](#)  
**Subject:** Fwd: Zoning Reconsideration West Area  
**Date:** Friday, February 18, 2022 10:25:10 AM  
**Attachments:** [6839 SiteMap.pdf](#)

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**External Email: Use caution with links and attachments**

----- Forwarded message -----

**From:** Ekam Construction <[info@ekamconstruction.com](mailto:info@ekamconstruction.com)>  
**Date:** Fri, Nov 12, 2021 at 6:43 AM  
**Subject:** Zoning Reconsideration West Area  
**To:** <[casey.laurderdale@fresno.gov](mailto:casey.laurderdale@fresno.gov)>

Hi Casey,

As the current property owner at 6839 W. Ashlan Ave (APN# 512-130-14), we would like to request a zoning re-consideration for the West Area Plan. The current plan is indicated to be zoned Office Space. However, after conducting research and communicating with the surrounding neighbors we have determined that we are unable to use the property to its highest potential with the current zoning plan. We strongly believe that this area is not suitable for Office Space.

We would recommend options for a more CMX or NMX zoning that provides the land owner more flexibility with developing the site. For example, the Mixed-Use zoning would leave us open with more options for residential space.

Please re-consider this decision to be in our favor. If you require further information or clarification do not hesitate to call or email.

Thank you,

--

**Ricky Dhaliwal**

**EKAM CONSTRUCTION**

Phone: (559) 401-1234

Email: [info@ekamconstruction.com](mailto:info@ekamconstruction.com)

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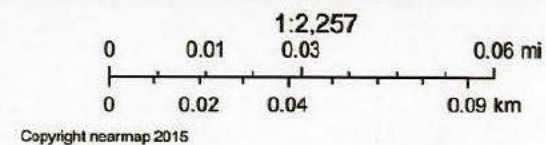
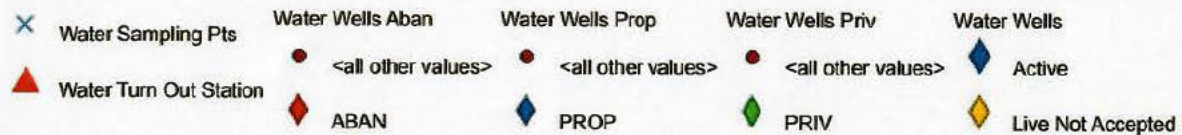


6839 - W ASHLAN  
512-130-14

## ArcGIS Web Map



10/12/2021, 9:53:58 AM



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| 31 | Sanktokh Dhillon |  | 01/25/2022 |
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January 25, 2021  
Casey Lauderdale  
City of Fresno  
Planning and Development Department  
2600 Fresno Street, Room 3065 Fresno, CA, 93721

**Re: Proposed Land Use Change for APN 511-021-13**

Dear Steering Committee Members:

This memorandum is a request to consider a land use change to the draft WANSF (Map5-1/Page 105) for property located on the northwest corner West Shields and North Polk Avenues. The property is a two acre vacant parcel APN 511-021-13.

The site and is part of a larger area proposed for Medium Density Residential development. The proposed land use change would be to Community Commercial. It is being presented to the Committee to help offset another planned land use modification request on the northeast corner of Shields and Polk Avenues that would reduce planned Community Commercial development by 15 or 16 acres (Precision Engineering/August 31, 2021).

This request is being made to help better implement principles and goals of the Plan that call for attracting adequate retail and service commercial uses that best serve West Area residents. These include placing local commercial properties and uses along major transportation corridors while providing more opportunities for alternative and adaptable retail and service space formats.

We respectfully request that our land use modification proposal be considered as part of the adoption process for the Plan. I am available to discuss this matter at any time.

Respectfully,



Sanktokh Dhillon  
Property Owner

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| 32 | Caroline Hamett |  | 03/23/2022 |
|----|-----------------|--|------------|



Caroline Hamett  
[REDACTED]  
[REDACTED]

March 23, 2022

Casey Lauderdale  
City of Fresno  
Long Range Planning Division  
Email: [casey.lauderdale@fresno.gov](mailto:casey.lauderdale@fresno.gov)

Dear Ms. Lauderdale,

**REF: CITY OF FRESNO WEST AREA SPECIFIC PLAN**

I represent the residents of the outlined area in the City of Fresno West Area Specific Plan. This area should not have been included in the City of Fresno West Area Specific Plan, and should be removed from the "Plan".

**Please review the 4 attached Area maps. Please examine the orange squiggly outlined areas** on all four maps. It is the same outlined area in each map, but presented in different map views.

This area was originally designated AE. As the area began to develop in the 1970's it gradually changed to AE20, then AE5, then AE2.3. The enlarged map shows the homes and sites, most, if not all are fully developed from 1 to 2.3 Acres parcels, with Custom homes and various structures and nicely landscaped. A few "sleeper" lots are currently being developed with large custom homes with extensive landscaping. This area will never be developed in a Tract home situation which would automatically be annexed into the City.

During the time that most of us developed our homes here, in the highlighted area, we decidedly moved to the country. Basically there were miles and miles of only fig trees from Grantland Avenue to Blackstone. Herndon and Blackstone Avenues was a 4-way stop. Many of us are 2nd and 3rd generation Central High District Alumni. The country school at Dickenson and McKinley. We grew up FFA and 4-H and continue with our love of the country life. We continue to be involved in agriculture, leading and teaching children and others in FFA and 4-H. In order to direct them with hands on experiences we need to maintain our Agriculture way of life.

We each have invested large amounts of money into our utilities and have no need or desire to abandon them to hook up to City utilities now or in the future.

We love and appreciate our Fresno County Sheriff department. Whenever I have had the occasion to call on them, they typically arrive within minutes.

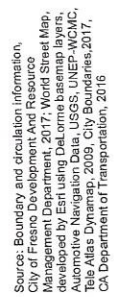
Thank you in advance.

Respectfully,

Caroline Hamett



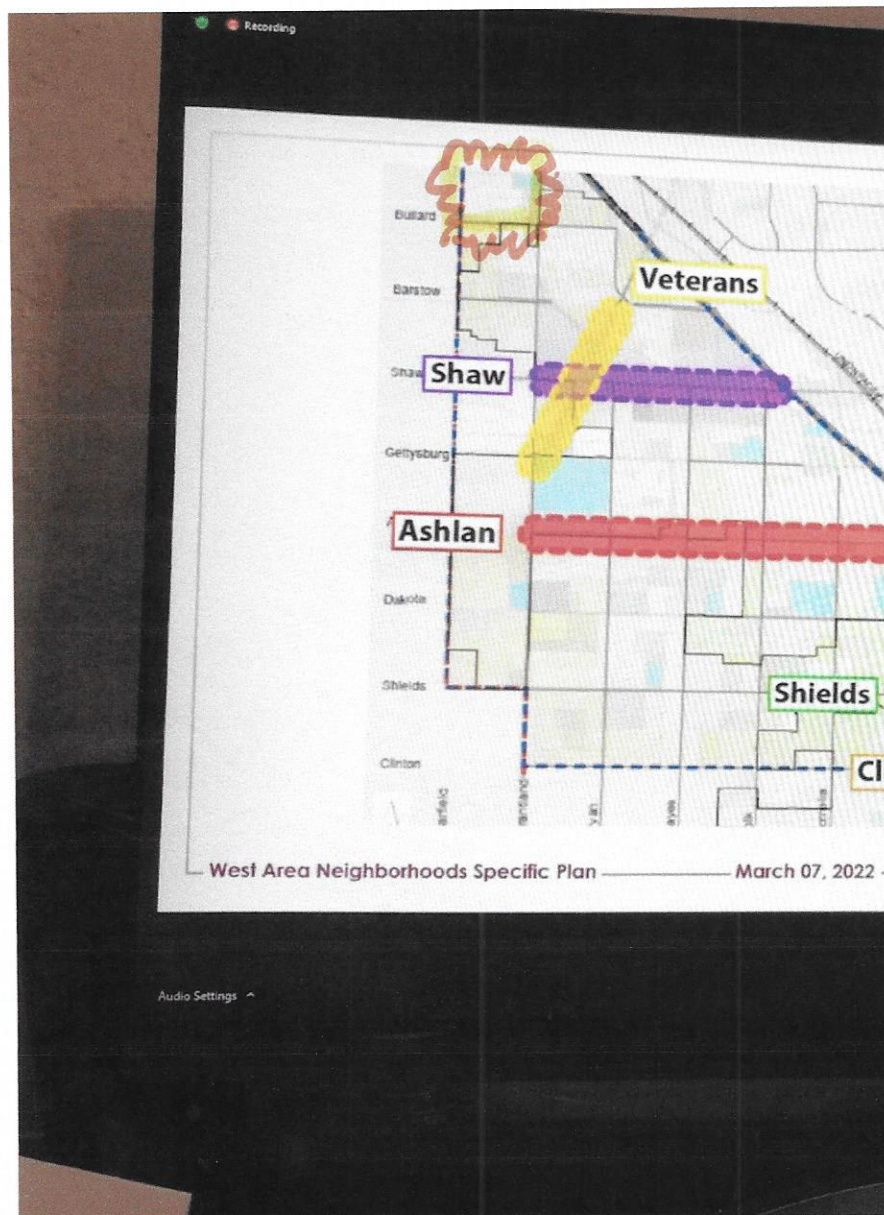
# FRESNO WEST AREA SPECIFIC PLAN



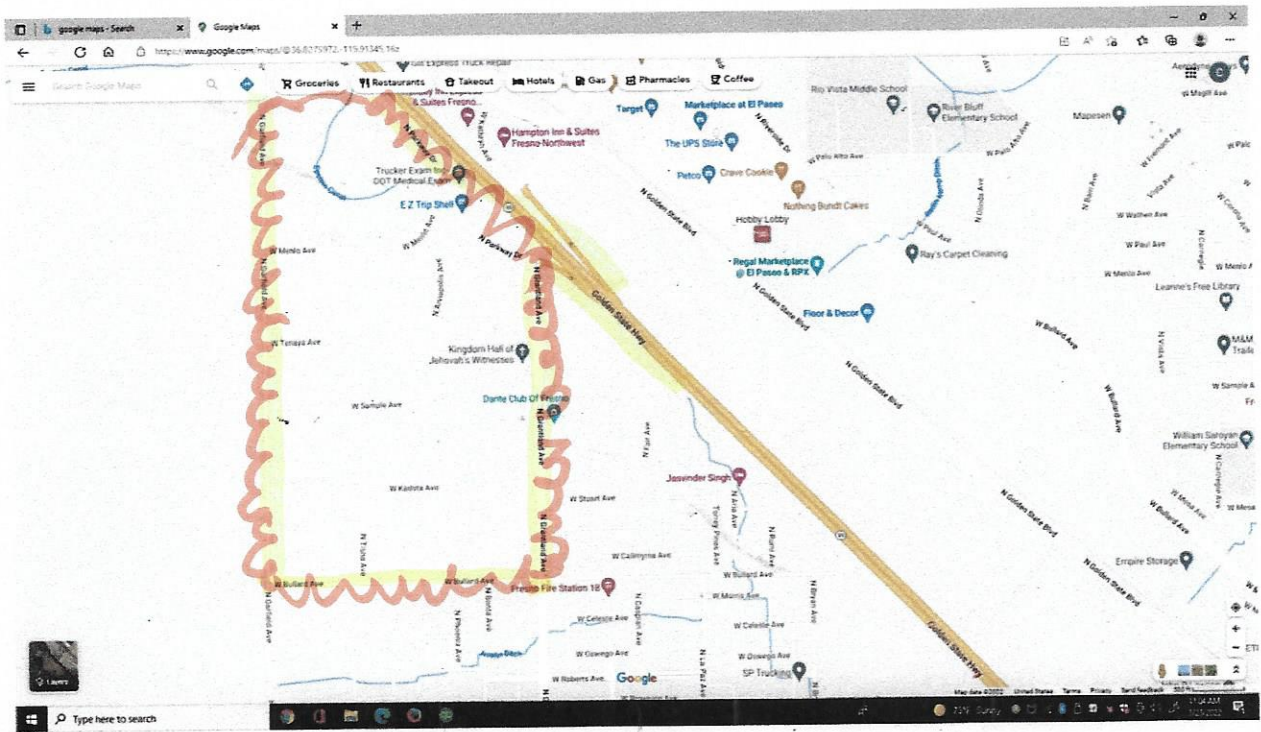


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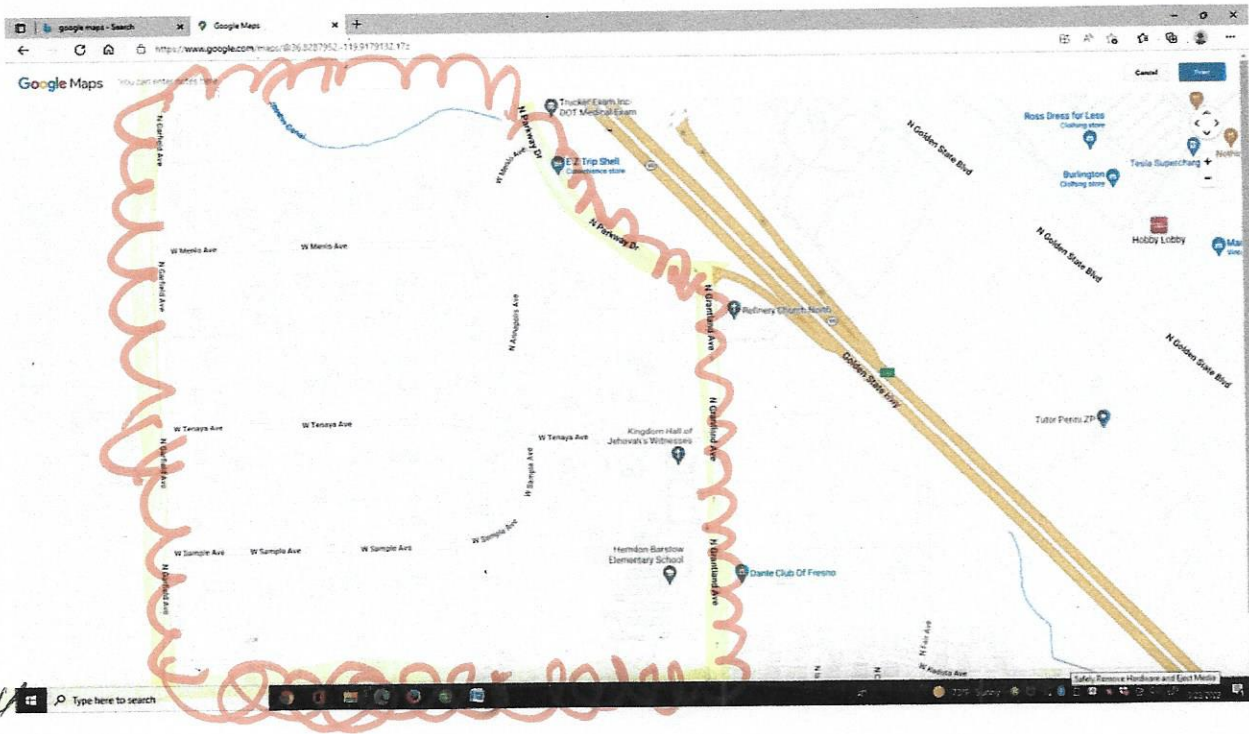


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Bullard

Bullard





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| 33 | John Kashian | Lance Kashian & Co. | 05/03/2022 |
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**From:** [John Kashian](#)  
**To:** [Casey Lauderdale](#)  
**Subject:** Re: [West Area] FAX route extensions and WANSP updates  
**Date:** Tuesday, May 3, 2022 1:36:17 PM  
**Attachments:** [Service Changes and Title VI Workshop Flyer May 2022.pdf](#)  
[04-22 FAX Newsletter ENGLISH FINAL.pdf](#)  
[04-22 FAX Newsletter SPANISH FINAL.pdf](#)

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**External Email: Use caution with links and attachments**

Casey- the zoning on NE corner of Polk and Ashlan should not be office. It needs to remain community commercial. Office is not right in that location.

Sent from my iPhone

On May 3, 2022, at 12:16 PM, Casey Lauderdale <[casey.lauderdale@fresno.gov](mailto:casey.lauderdale@fresno.gov)> wrote:

**[This email is from an external sender.]**

Hello West Area community members,

I'm writing to share two items that you may be interested in.

**1. Fresno Area Express (FAX)** is considering options to extend Route 45 bus service to serve either Justin Garza High School or additional areas closer to Central High East, as well as frequency enhancements for three routes (Route 3, 20, and 45). FAX staff will be holding in-person and virtual workshops, as well as bus stop meetings throughout the month of May and would like to hear from members of the West Area community.

**The first workshop will be held on Monday, May 9<sup>th</sup> at the Library at Central High East.** See the attached flyer and newsletter (in English and Spanish) for more details or visit: [www.fresno.gov/transportation/fax/outreach](http://www.fresno.gov/transportation/fax/outreach). Be sure to sign up to the FAX newsletter to receive the latest updates:  
[www.fresno.gov/transportation/fax/newsletter](http://www.fresno.gov/transportation/fax/newsletter).

**2. The West Area Neighborhoods Specific Plan** continues its journey towards adoption. The Revised Public Draft is available to review on [www.fresno.gov/westareaplan](http://www.fresno.gov/westareaplan). It incorporates feedback from the public comment period. The Plan will next be considered by the District 1 and District 2 Project Review Committees (details below).

Meeting agendas are posted [here](#). Zoom links to access the meetings are

provided in the agendas.

- **Tuesday, May 3** – District 1 Project Review Committee | 5:00pm
- **Monday, May 9** – District 2 Project Review Committee | 5:30pm

Note: if you are unable to attend you can still send written comments in advance to me and I will forward them to the meeting coordinator.

Following the District Committee meetings, the Plan will head to Planning Commission and City Council. We should have the dates confirmed soon and I'll be sure to send an update when they are. Thank you always for your input and support. Have a great rest of your week!

-Casey

-

**Casey Lauderdale | Planner**  
[City of Fresno](#)  
Long Range Planning Division

Office: (559) 621-8515

Email: [casey.lauderdale@fresno.gov](mailto:casey.lauderdale@fresno.gov)

**Resources:** [GIS Data Hub](#) | [Fresno Municipal Code](#) | [Plans & Projects Under Review](#)

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**From:** Casey Lauderdale  
**Sent:** Friday, April 22, 2022 4:16 PM  
**Subject:** West Area Neighborhoods Specific Plan upcoming meetings

Dear West Area stakeholders,

I hope you are doing well. I'm writing to share an update that the **West Area Neighborhoods Specific Plan** is scheduled to go before the three Council District Project Review Committees in the next few weeks. The Plan will be heard as part of their regularly scheduled meetings and staff will be soliciting their formal recommendations.

~~**Monday, April 25** – District 2 Project Review Committee | 5:30pm~~ **RESCHEDULED TO MAY 9**

- *Register* in advance via Zoom [here](#).
- The agenda can be downloaded [here](#).

**Tuesday, April 26** – District 3 Project Review Committee | 5:30pm

- *Join* at the meeting time via Zoom [here](#).



- The agenda can be downloaded [here](#).

**Tuesday, May 3 – District 1 Project Review Committee | 5:00pm**

- *Join* at the meeting time via Zoom [here](#).
- The agenda will be posted to the City Clerk's Notices & Publications webpage early next week. Please check [here](#).

Following the District Committee meetings, the Plan will move forward to be scheduled for hearings with the City of Fresno Planning Commission and City Council. I will reach out again once we've confirmed those dates!

Have a great weekend and hope to see you on an upcoming meeting.

Best,  
Casey

[www.fresno.gov/westareaplan](http://www.fresno.gov/westareaplan)

-

**Casey Lauderdale | Planner**  
[City of Fresno](#)  
Long Range Planning Division

Office: (559) 621-8515  
Email: [casey.lauderdale@fresno.gov](mailto:casey.lauderdale@fresno.gov)

**Resources:** [GIS Data Hub](#) | [Fresno Municipal Code](#) | [Plans & Projects Under Review](#)

|    |                 |                             |            |
|----|-----------------|-----------------------------|------------|
| 34 | Bonique Emerson | Precision Civil Engineering | 07/08/2022 |
|----|-----------------|-----------------------------|------------|



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**TO:** West Area Neighborhoods Specific Plan Steering Committee  
**FROM:** Bonique Emerson, AICP, Precision Civil Engineering (Owner Representative)  
**RE:** Proposed Land Use Change for Property Located at the northeast corner of Shaw Avenue and Veterans Boulevard  
**DATE:** July 8, 2022

---

Dear Planning Commission and City Council:

This memo outlines a proposal for a land use change for property located on the northeast corner of Shaw Avenue and Veterans Boulevard (APNs: 505-060-16S, 505-060-42, 505-060-41, 505-060-43, 505-060-34, 505-060-33) (**Figure 1**). The land use change proposed is from  $\pm 26.34$ -acres of Open Space to Corridor/Center Mixed Use. An additional land use change is being request for the western portion of APN 505-060-16s (west of Veterans Blvd), approximately 14.6 acres, to retain it's existing land use and zone district of Regional Mixed Use – RMX.

This memo illustrates why this land use change is appropriate for this property and how it would result in an ideal development with mutual benefits for both the community and the property owner.

## **Site Description**

### **Site Location**

The subject site is  $\pm 26.34$  acres and is located in west Fresno approximately one (1) mile west of State Route 99 (SR 99) and approximately five (5) miles north of State Route 180 (SR 180) (**Figure 1**). The site consists of six (6) parcels totaling approximately 26.34 acres (APNs: 505-060-16S, 505-060-42, 505-060-41, 505-060-43, 505-060-34, 505-060-33). The site is within the West Area Neighborhoods Specific Plan Area and Council District 2. At present, the subject site is neither central nor convenient to City residents. It should be noted that given the lack of a tax sharing agreement between the City and County, the timing of development of anything outside of City limits is not likely to occur for a number of years.

### **Site Setting**

The site is currently vacant and undeveloped and has been for at least the last 30 years. There are no improvements and minimal structures on site and the vegetative cover is primarily ruderal vegetation. As referenced in **Table 1**, the site is primarily surrounded by mixed-use and high density residential planned land use, though most of the surrounding site is currently vacant.

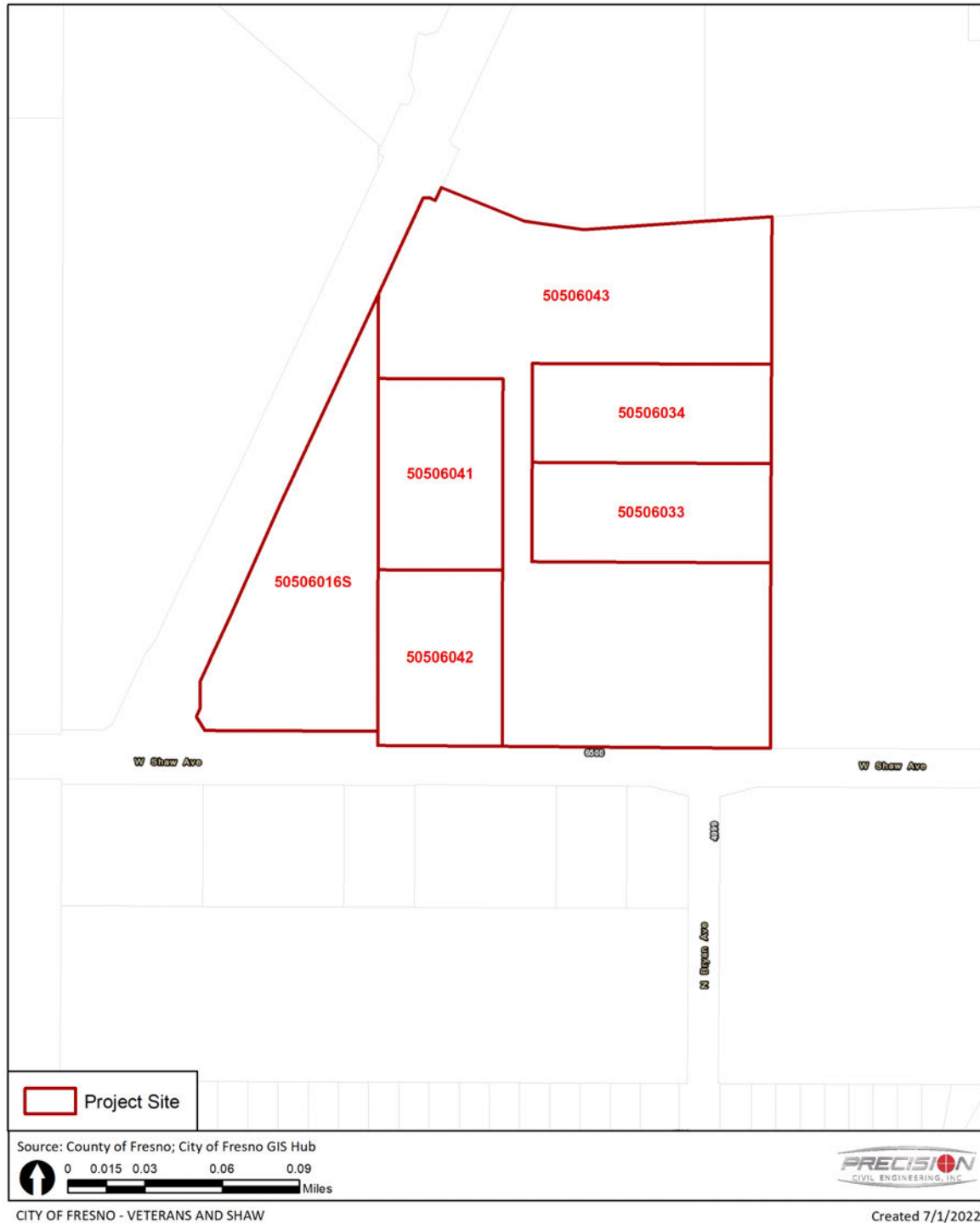
**Table 1. Existing Uses, Plan Designations, & Zone Districts of Surrounding Properties**

| Direction from Project site | Existing Use                 | General Designation              | Plan | Zone District |
|-----------------------------|------------------------------|----------------------------------|------|---------------|
| <b>North</b>                | Vacant                       | Residential – Urban Neighborhood |      | RM-2          |
|                             |                              | Corridor Center Mixed-Use        |      | CMX           |
| <b>East</b>                 | Vacant                       | Corridor Center Mixed-Use        |      | CMX           |
| <b>South</b>                | Rural Residential            | Regional Mixed-Use               |      | RMX           |
| <b>West</b>                 | Vacant and Rural Residential | Regional Mixed-Use               |      | RMX           |

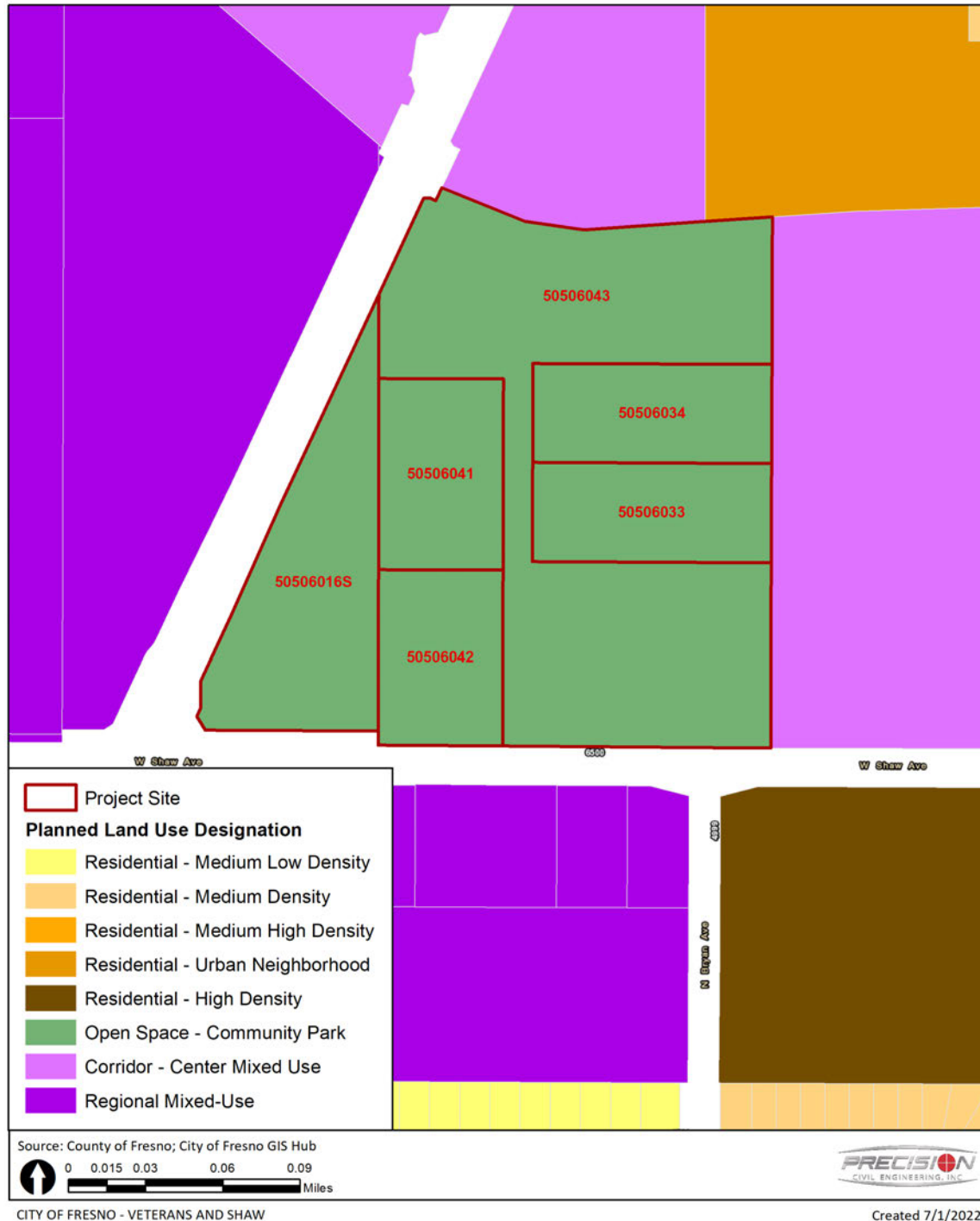
#### **Land Use and Zoning**

The subject site currently has a planned land use of Open Space but a zone district of CMX (**Figures 2 and 3**). Pursuant to the Planned Land Use Exhibit for the West Area Specific Plan, the site is not located on a parcel proposed for change and is thus proposed to remain Open Space.

**Figure 1. Subject Property**

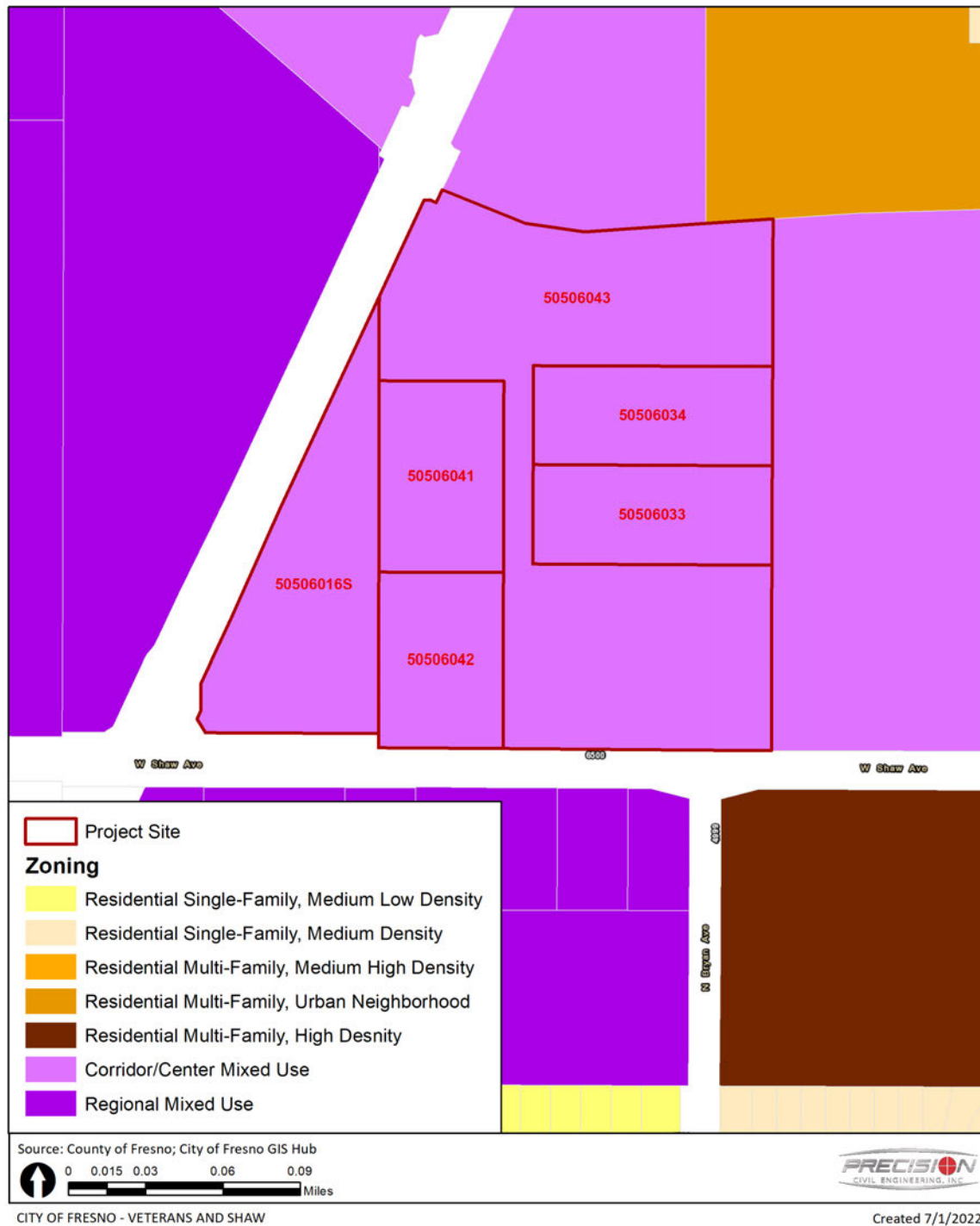


**Figure 2. Planned Land Use Designation**





**Figure 3. Current Zone District Designation**



## **OPEN SPACE**

### **Reasons for Proposed Land Use Change – Open Space**

The primary reason for this requested land use change is because the existing land use designation is not developable; nor is not consistent with the current zone district designation. Government Code Section 65860 requires any adopted zoning ordinance to be consistent with the general plan land use. Further, when the zoning becomes inconsistent, the City must address the inconsistency in “reasonable time.” The Applicant’s property reveals an inconsistency that must be rectified.

The City had an opportunity to correct the inconsistency in 2014 during a citywide rezoning effort that took place with the adoption of the current development code. With the adoption of the current development code, several parcels were rezoned as a result, including the subject parcels. Prior to 2014, this property was zoned AE-5 for five-acre agricultural purposes. During the citywide rezoning, the subject parcels could have been rezoned to OS to correspond with the Open Space land use designation. Instead, the property was rezoned to CMX, indicating the intent of the City was for this property to be developed with mixed use development and not open space.

Additionally, there are several sites less than a mile from the subject parcels that are planned for open space and parks. Within a single mile radius, there are approximately 44.5 acres of land spanning 5 separate parcels in different directions that are designated for open space purposes. The availability of open space land use designations in the area further indicates the likely intention to develop the subject parcels with commercial mixed-use.

The proposed adoption of the West Area Neighborhoods Specific Plan (WANSP) offers the easiest solution to amend the land use to make it consistent with the existing zone district. We recommend the City include the subject parcels to be included in the adoption of the WANSP land use change requests to correct the land use inconsistency and ensure the property is developable and with uses compatible with the surrounding area.

### **Proposed Land Use Change – Open Space**

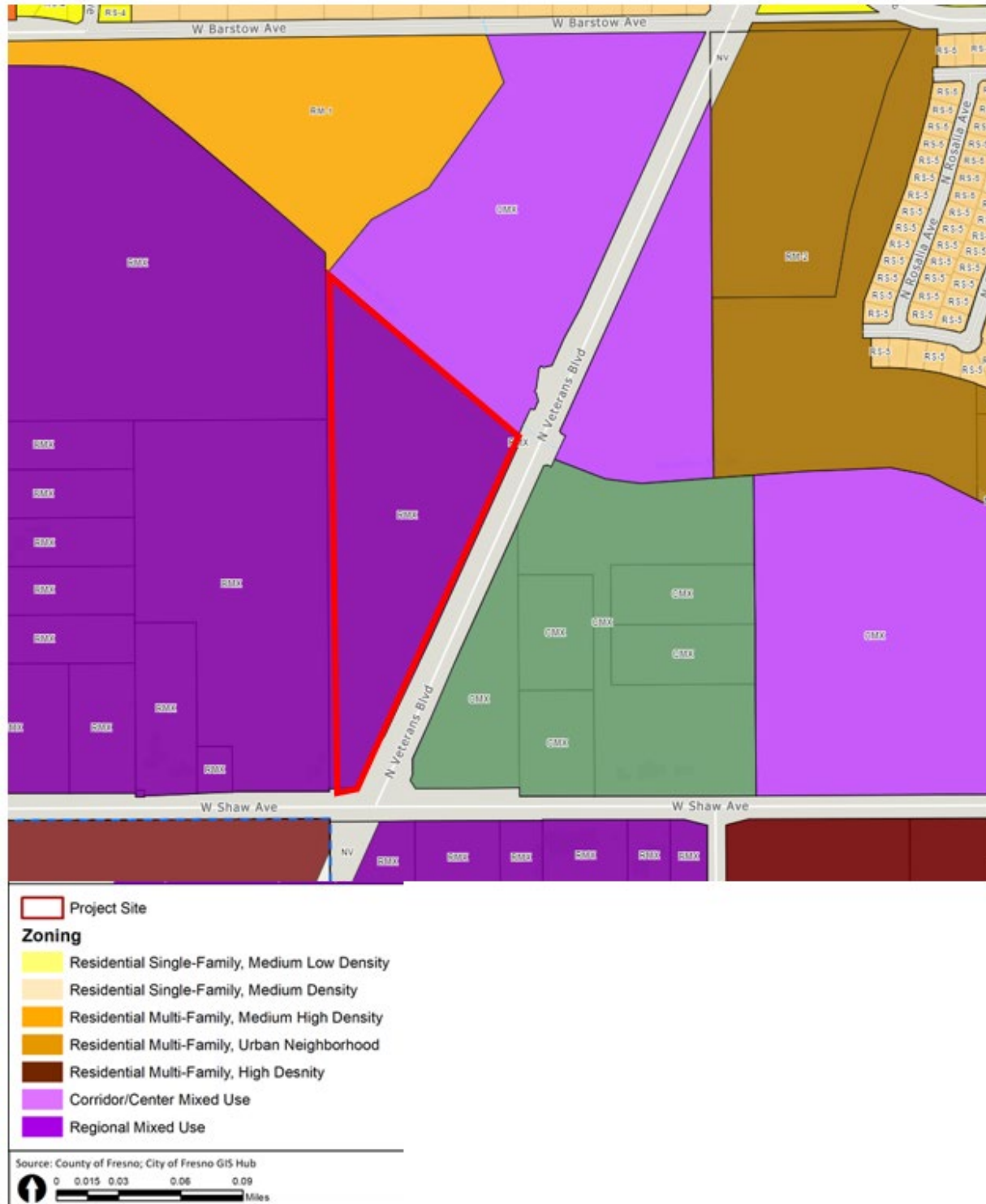
The Applicant is requesting that the land use designation for the subject parcels be amended from ±26.3-acres of Open Space to Corridor/Center Mixed Use which corresponds with the existing zone district of CMX. The land use change would facilitate the development of a cohesive, master planned commercial mixed-use project in an area of the City with few options and amenities.

## **REGIONAL MIXED USE**

In addition to addressing the land use change request to the open space portion, this request also includes a proposed change to the RMX zoned portion of the site (**Figure 4**).



**Figure 4 Existing Land Use Designation**



## **Reasons for Proposed Land Use Change – Regional Mixed Use**

The primary reason for this portion of the requested land use change is to retain the existing land use and zone district. There is no plans to include any kind of regional mixed use district in the WANSP. The request to keep the existing RMX zone district and corresponding land use would pertain to approximately 14.6 acres and would be sufficient space to attract quality large format retail. At this time, the WANSP does not allow for any large format retail which would severely limit the area in attracting the amenities needed to support the population.

Keeping the existing land use and zone district on this portion of the parcel would be the easiest way to streamline development in a centralized and accessible location of the plan, while maintaining the intent of the West Area Neighborhood Specific Plan.

## **CONCLUSION**

The proposed land use change is consistent with the policies of the General Plan and Draft West Area Neighborhoods Specific Plan. Below are a few examples of how this proposed land use change is in line with these goals and policies.

### **Fresno General Plan**

*General Plan Goal #8: Develop Complete Neighborhoods and districts with an efficient and diverse mix of residential densities, building types, and affordability which are designed to be healthy, attractive, and centered by schools, parks, and public and commercial services to provide a sense of place.*

**Response:** A master planned neighborhood-serving retail center that provides jobs and amenities near residents would help to build a Complete Neighborhood. The ultimate integration of residential and commercial uses would generate dynamic sense of activity between the uses and thereby would help provide a sense of place to the neighborhood, anchored by local-serving commercial services and amenities. Therefore, the proposed land use change would meet General Plan Goal #8.

### **Draft West Area Specific Plan**

*LUH Goal 1 Promote the orderly development of the West Area.*

- *LUH 1.1 Continue to implement policies that encourage orderly development and discourage premature development of land near the planned urban fringe.*
- *LUH 1.3 Promote development of vacant, underdeveloped, re-developable land within the Plan Area where existing and planned public infrastructure is available.*

**Response:** As previously mentioned, the subject parcels are vacant and undeveloped



parcel near the planned urban fringe within the Plan Area. In most cases, a vacant and undeveloped parcel such as the subject site could be considered “leapfrog” development. However, the subject parcels are adjacent to the Veterans Boulevard extension which will provide access from the west area to east of SR99. The subject site therefore presents a strategic opportunity for orderly development of vacant land where planned public infrastructure is available. As such, development of the subject site is consistent with the goal to promote the orderly development of the West Area.

*LUH Goal 3. Create Complete Neighborhoods in the West Area that provide a variety of amenities within walking distance to meet the daily needs of residents.*

- *LUH 3.1. Attract desired and needed local retail establishments to serve the needs of the West Area community, such as grocery stores, bakeries, restaurants (other than fast food places), and boutiques.*
- *LUH 3.2. Consider updating the Development Code to permit limited, small-scale neighborhood commercial uses within all residential districts, with restrictions on the sale of items such as liquor, tobacco, and other adult products.*
- *LUH 3.3. Support the co-location of community centers, such as libraries, within retail nodes to increase mutually supportive pedestrian activity.*
- *LUH 3.4. Encourage the development of more adaptable retail formats, such as open-air markets or stores with smaller square footage, especially where such formats provide affordable space for local entrepreneurs and contribute to walkable and lively commercial nodes.*

**Response:** Smaller, local-serving mixed use commercial establishments have a greater likelihood to be developed and to be successful in today’s retail market. The proposed land use change would allow this site to be developable and with uses that are needed in the area. The master plan concept would allow for a variety of small to medium scale amenities that could include small scale restaurants and coffee shops, grocery stores, and convenience retail. The improvements that would be constructed would promote walkability for the surrounding existing and planned residential uses.

## **Conclusion**

The analysis provided in this memo supports the proposed land use change of the subject property from ±26.34-acres of Open Space to Corridor/Center Mixed Use. This proposed change would result in mutual benefits to the community and the property owner. Such a change is in line with existing and proposed planning policies as well as current and future market demands regarding mixed-use development.

|    |               |  |            |
|----|---------------|--|------------|
| 35 | Charles Silva |  | 07/18/2022 |
|----|---------------|--|------------|

## Casey Lauderdale

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**From:** Charles Silva [REDACTED] >  
**Sent:** Monday, July 18, 2022 12:55 PM  
**To:** Casey Lauderdale  
**Subject:** West Area Neighborhoods Specific Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**External Email:** Use caution with links and attachments

7-18-2022

Dear Ms. Lauderdale,

We are the property owners of 3131 N. Blythe Avenue, Fresno, California 93722 which, according to the provided map, is designated as Urban Neighborhood for planning purposes. I would like to inform you that at this time we are in support of the proposed change for the Specific Plan. The Specific Plan is scheduled for consideration by the Planning Commission on Wednesday, July 20, 2022.

If additional information is needed from us, please let us know.

Charles Silva  
Jeannette Silva

|    |               |                             |            |
|----|---------------|-----------------------------|------------|
| 36 | Kelsey George | Precision Civil Engineering | 07/18/2022 |
|----|---------------|-----------------------------|------------|

## Casey Lauderdale

---

**From:** Kelsey George <kgeorge@precisioneng.net>  
**Sent:** Monday, July 18, 2022 5:02 PM  
**To:** Casey Lauderdale  
**Cc:** Bonique Emerson  
**Subject:** Polk and Shields Land Use Change - WANSP  
**Attachments:** Screenshot.PNG; 22-096 Tentative Parcel Map-TPM.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**External Email: Use caution with links and attachments**

Hi Casey,

Happy WANSP Planning Commission week!

I was looking through the agenda and noticed that for the Polk and Shields land use change request, you have the commercial on the entire Shields Ave frontage (see attached screenshot).

Attached is the parcel map showing what the commercial should be – the acreage is the same in both (2.6 net acres) but the residential won't work without two points of access so I wanted to make sure I differentiated between the two to notate that the commercial shouldn't extend down the entire Shields Ave frontage.

We will be there on Wednesday, but wanted to reach out to you and give you a heads up.

Let me know if you have any questions.

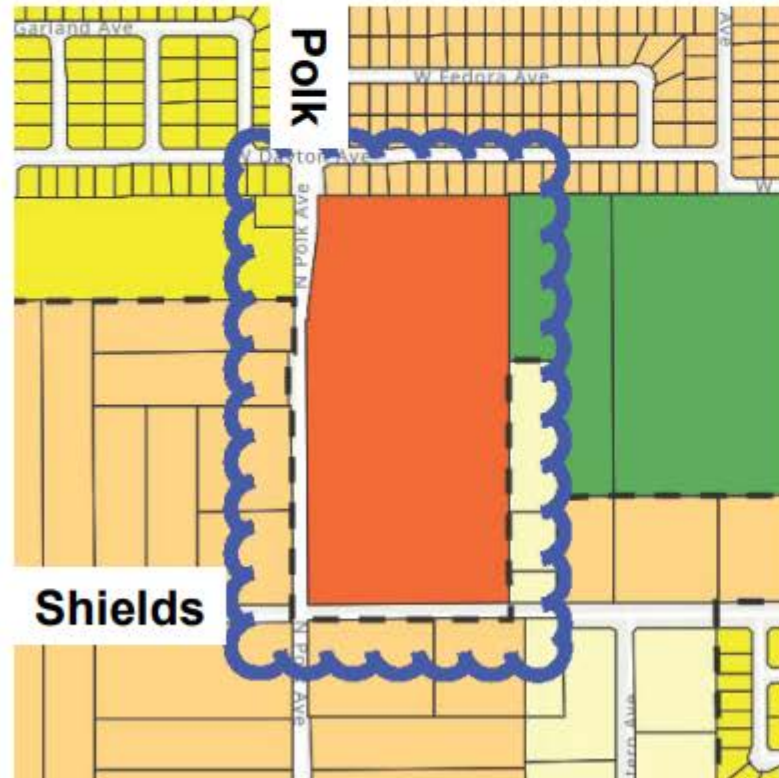


Kelsey George  
Senior Planner  
(559) 449-4500 ext. 118  
1234 O Street  
Fresno, CA 93721

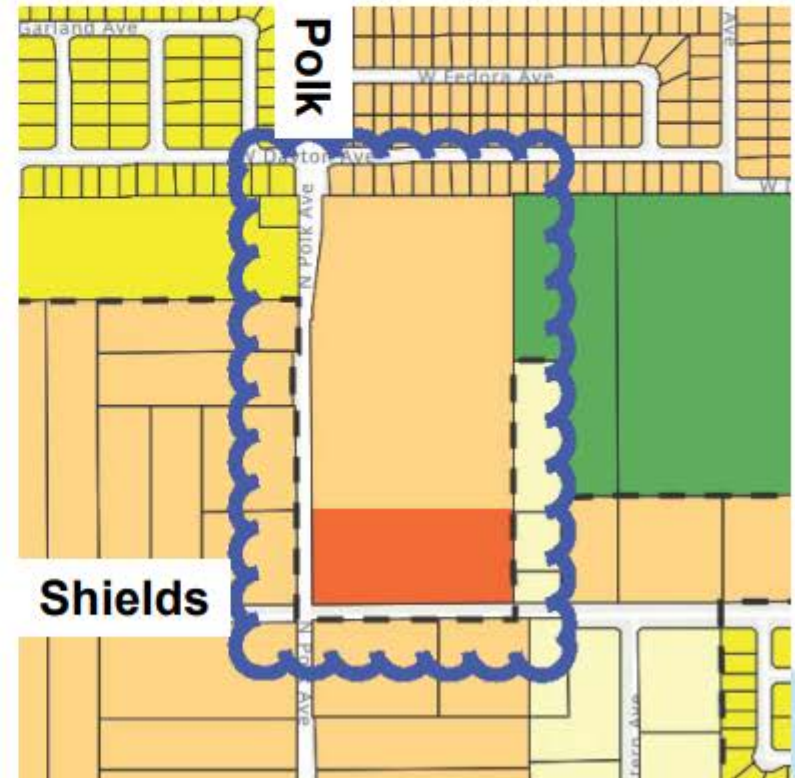


# ID# 6-1 | APN 511-022-01

**WANSP Designation**  
Community Commercial



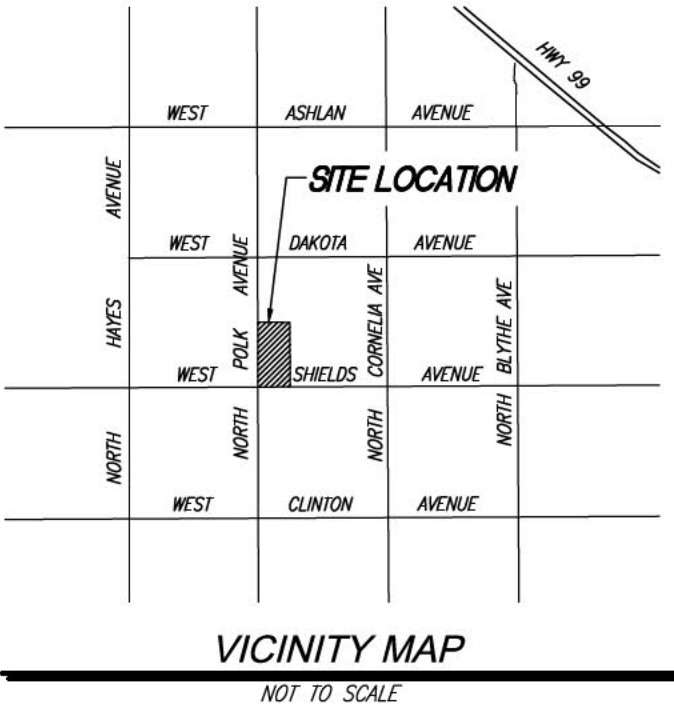
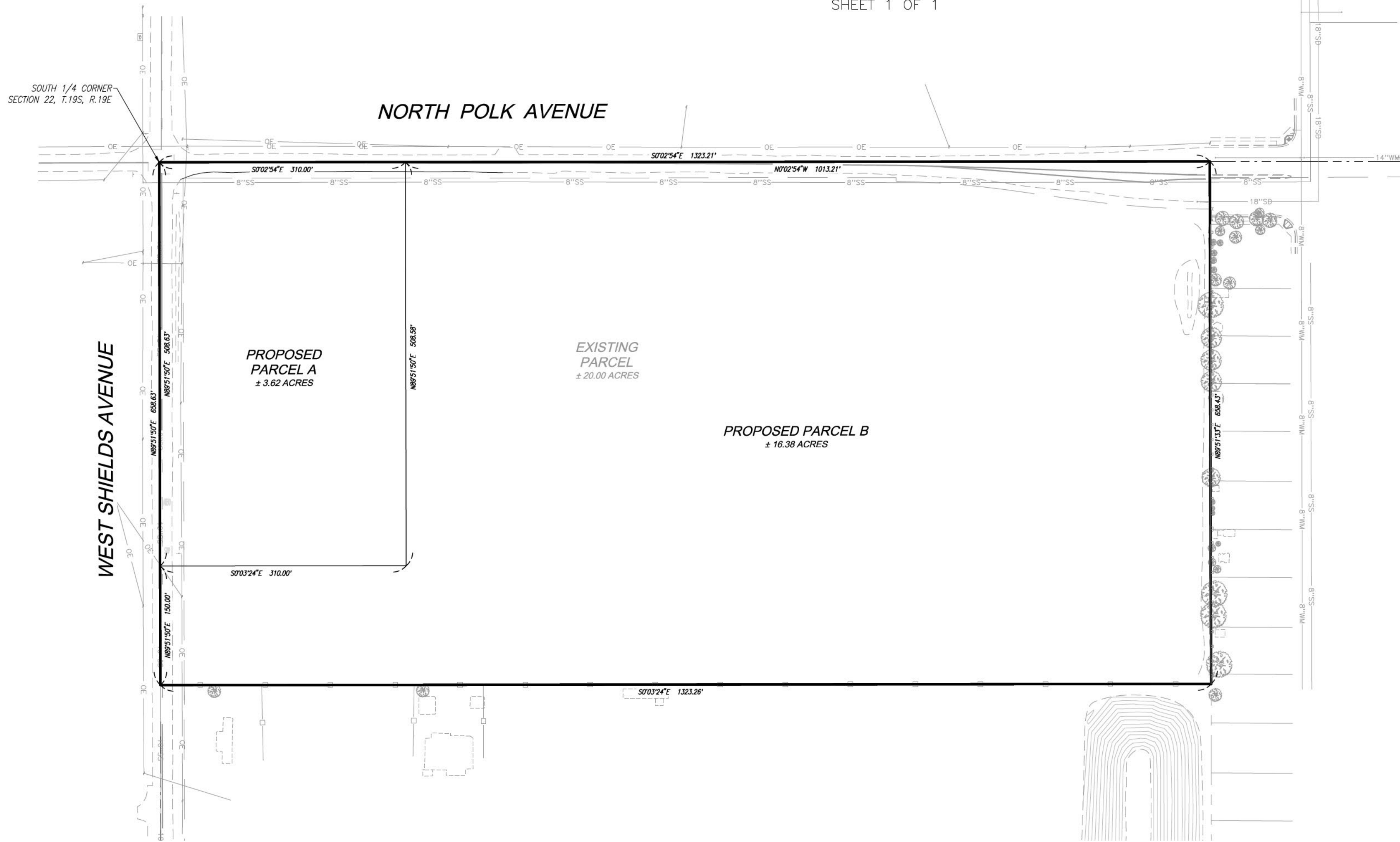
**Requested Designation**  
Community Commercial + Medium  
Density Residential





# TENTATIVE PARCEL MAP NO. 2022

IN THE CITY OF FRESNO, COUNTY OF FRESNO, CALIFORNIA  
PREPARED ON JUNE 20, 2022 BY PRECISION CIVIL ENGINEERING, INC.  
SHEET 1 OF 1



## LEGEND

- INDICATES BOUNDARY OF SUBJECT PROPERTY
- EASEMENT UTILITY LINE
- PROPERTY LINE
- STREET CENTER LINE
- SECTION LINE
- EXISTING BLOCK WALL
- EXISTING FENCE
- EXISTING OVERHEAD ELECTRICAL
- EXISTING SHED
- EXISTING CONCRETE CURB AND GUTTER
- EXISTING SEWER MAIN (SIZE AS NOTED ON PLANS)
- EXISTING WATER MAIN (SIZE AS NOTED ON PLANS)
- EXISTING STORM DRAIN (SIZE AS NOTED ON PLANS)
- EXISTING POWER POLE
- EXISTING SIGN
- EXISTING SEWER MANHOLE
- EXISTING WATER METER
- EXISTING STREET LIGHT
- EXISTING TREE

## SITE INFORMATION

**LAND USE**  
EXISTING: VACANT  
PROPOSED: RESIDENTIAL - MEDIUM DENSITY (RS-5) AND COMMUNITY COMMERCIAL (CC)

**ZONING**  
EXISTING: CC  
PROPOSED: CC

**OWNER/SUBDIVIDER**  
DBO DEVELOPMENT NO 23  
10 HARRIS CT #B1  
MONTEREY, CA, 93940

**SITE LOCATION/ADDRESSES**  
NE CORNER OF SHIELDS AND POLK

**ASSESSOR'S PARCEL NUMBERS**  
511-022-01

## SITE AREA

GROSS AREA = 20.00 ± ACRES  
PROPOSED PARCEL A = 3.62 ± ACRES  
PROPOSED PARCEL B = 16.38 ± ACRES

## SOURCE OF TELEPHONE

AT&T

## SOURCE OF GAS

PG&E

## SOURCE OF CABLE TV

COMCAST

## SOURCE OF WATER

CITY OF FRESNO

## SOURCE OF SEWAGE DISPOSAL

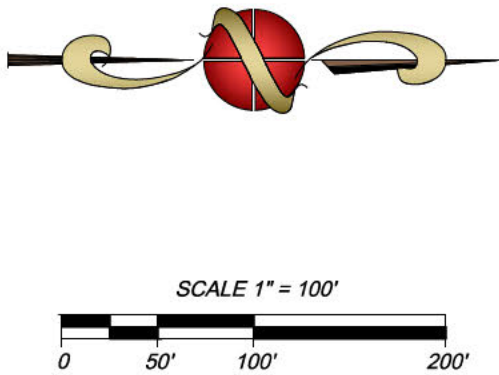
CITY OF FRESNO

## SOURCE OF ELECTRICITY

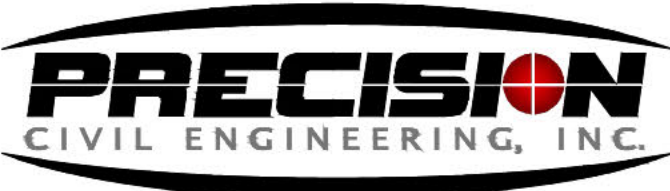
PG&E

## LEGAL DESCRIPTION

THE WEST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 22, TOWNSHIP 13 SOUTH, RANGE 19 EAST, MOUNT DIABLO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF.



PREPARED BY:



1234 'O' STREET  
FRESNO, CA 93721  
559-449-4500

|    |              |  |            |
|----|--------------|--|------------|
| 37 | Pam Strachan |  | 07/18/2022 |
|----|--------------|--|------------|

## Casey Lauderdale

---

**From:** pam.jstrachan@inc.com [REDACTED] >  
**Sent:** Monday, July 18, 2022 1:31 PM  
**To:** Casey Lauderdale  
**Subject:** RE: Request #29-8 APN 31205214

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**External Email:** Use caution with links and attachments

Hi Casey,

First of all, thank you for helping me with this. Last week I did say that I favored the Community Commercial designation. But, after giving it some thought and speaking with the Realtor, it's in our best interest to keep it as Residential Medium Density. Therefore, we are opposing the Community Commercial designation.

Sorry for the confusion and hope this is clear. Thanks again!

Sincerely,  
Pam

---

**From:** Casey Lauderdale <casey.lauderdale@fresno.gov>  
**Sent:** Monday, July 18, 2022 12:10 PM  
**To:** pam.jstrachan@inc.com [REDACTED] >  
**Subject:** RE: Request #29-8 APN 31205214

Hi Pam,

Thank you for the email. To be certain of clarity in the record, could I please ask which which land use designation you are opposing?

Are you opposing the Community Commercial designation or the Residential Medium Density designation?

Per our conversation last week I believe that you wanted the Community Commercial designation to remain, thus would oppose the Residential designation, but please let me know if this is correct.

Best,  
Casey

-

**Casey Lauderdale | Planner**  
City of Fresno  
Long Range Planning Division

Office: (559) 621-8515  
Email: [casey.lauderdale@fresno.gov](mailto:casey.lauderdale@fresno.gov)

**Resources:** [GIS Data Hub](#) | [Fresno Municipal Code](#) | [Plans & Projects Under Review](#)

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**From:** pam.jstrachan@inc.com [REDACTED] >  
**Sent:** Monday, July 18, 2022 12:01 PM  
**To:** Casey Lauderdale <[casey.lauderdale@fresno.gov](mailto:casey.lauderdale@fresno.gov)>  
**Subject:** Request #29-8 APN 31205214

**External Email:** Use caution with links and attachments

Dear Casey,

We were notified that you would like to make a Land Use Change for our property APN #31205214. We are opposed to this. It is connected to a neighboring 14 acres. We currently have these properties for sale as one piece for potential development

Thank you for your consideration in this matter.

Pamela Strachan  
[REDACTED]

|    |              |  |            |
|----|--------------|--|------------|
| 38 | Debbie Yanez |  | 07/19/2022 |
|----|--------------|--|------------|

## Casey Lauderdale

---

**From:** Debbie Yanez <[REDACTED]>  
**Sent:** Tuesday, July 19, 2022 11:35 AM  
**To:** Casey Lauderdale  
**Subject:** Fwd: I'm writing in regards to the requested plan change I received. I...

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**External Email:** Use caution with links and attachments

Just hoping to clarify I want the general plan in place to stay the same.

Sent from my iPhone

Begin forwarded message:

**From:** Debbie Yanez <[REDACTED]>  
**Date:** July 19, 2022 at 2:31:43 PM EDT  
**To:** Casey Lauderdale <casey.lauderdale@fresno.gov>  
**Subject:** Re: I'm writing in regards to the requested plan change I received. I...

Hi Casey I'm currently out of town and don't have the information with me. I recall that someone else had already sent something back and I support that position. My address is 4572 W. Shields Ave and I forgot to mention all the traffic from the high school. When school is on, in the morning I can't get out of my driveway because traffic is backed up from the Blythe traffic light towards Cornelia. It's like that in the afternoon when they get out too. Also about a year ago I called sheriff Margaret Mims office to offer my front yard for free to put a speed light or a camera because of the racing on Shields. So unfortunately there's some traffic issues that should be addressed prior to development of anything. Thank you for responding and your time, Debbie

Sent from my iPhone

On Jul 19, 2022, at 1:09 AM, Casey Lauderdale <casey.lauderdale@fresno.gov> wrote:

Hi Debbie,

Thank you for the email. To be sure I enter this correctly into the record, I have a few follow up questions I'd like to confirm with you.

1. Is this regarding Request #14-1? (the # is on the front above your address)
2. Are you supporting the whole request, a portion, or just your property to stay at the current General Plan designations? If just your property, please let me know the APN or address.

Thank you for any clarification you can provide. It is helpful in ensuring we get the right information to decision-makers.

Best,  
Casey

-

**Casey Lauderdale | Planner**  
City of Fresno  
Long Range Planning Division

Office: (559) 621-8515

Email: [casey.lauderdale@fresno.gov](mailto:casey.lauderdale@fresno.gov)

**Resources:** [GIS Data Hub](#) | [Fresno Municipal Code](#) | [Plans & Projects Under Review](#)

-----Original Message-----

From: Debbie Yanez [REDACTED] >

Sent: Monday, July 18, 2022 9:18 PM

To: Casey Lauderdale <[casey.lauderdale@fresno.gov](mailto:casey.lauderdale@fresno.gov)>

Subject: I'm writing in regards to the requested plan change I received. I...

External Email: Use caution with links and attachments

I'm writing in regards to the requested plan change I received. I would like to request that the current plan remain the same. I understand the need for development however, that is not why I moved to the country. As development has come through the roads have not been maintained. Shields and Valentine intersections have big lumps, bumps and potholes. I have driven that route for the last 3 years and now I just don't go that way anymore as it is ruining my car. Unfortunately that is the only way to the Clinton Avenue Overpass, which is always backed up. Ashlan overpass is consistently backed up as well. Only during the pandemic when kids were homeschooled was it not. I ask that anyone who wants to develop or condense the housing take into consideration there is no overpass for Shields Avenue or Dakota and this will only create more traffic congestion than we already have. Thank you for your time .

Sent from my iPhone



|    |                 |  |            |
|----|-----------------|--|------------|
| 39 | Dennis Shamlian |  | 09/07/2022 |
|----|-----------------|--|------------|

***Dennis E. Shamlian D.D.S., M.A.G.D.***

*7077 N. West Suite #107*

*Fresno, CA 93711*

*(559) 438-4642 or (559) 438-4646*

*Fax (559) 438-4652*

*[drdshamlian@gmail.com](mailto:drdshamlian@gmail.com)*

---

*August 19, 2022*

Casey Lauderdale  
C/O City of Fresno  
Planning & Development Department  
Long-Range Planning Division  
Fresno City Hall  
2600 Fresno Street  
Fresno, CA 93721-3600  
APN: 504-030-18 (property address: 7020 W. Bullard Ave.)  
APN: 504-030-19 (property address 6071 N. Grantland Ave.)

Regarding Bullard/Grantland properties

Dear Casey Lauderdale,

Thank you for meeting with me yesterday in the City Council Chambers. As I told you yesterday, I have owned 7020 W. Bullard for over 20 years. It is currently zoned agriculture and tenants have livestock.

It is our intention to develop the properties listed above for senior housing (like Westwood Bluffs at the North West Corner of West and Herndon). There may be 10-15% low cost housing. The proposed Low Density designation is not practical as these parcels front the busy Grantland Avenue. The designation will reduce the value of the properties for potential development. Also, now there is a stop light on the corner of Bullard and Grantland- the noise of accelerating and braking vehicles is not conducive for quiet enjoyment of a single family residence.

Please forward my request to the appropriate Councilperson to leave the designation as High Density.

Thank you.

Best Regard,



Dennis Shamlian DDS  
Owner

|    |               |                 |            |
|----|---------------|-----------------|------------|
| 40 | Darius Assemi | Granville Homes | 09/06/2202 |
|----|---------------|-----------------|------------|



September 6, 2022

Mayor Jerry Dyer and Members of the Fresno City Council  
2600 Fresno Street  
Room 2075  
Fresno, CA 93721

Subject: City of Fresno Proposal to Single Out West Area with Added Housing Cost

Hon. Mayor Jerry Dyer and City Council Members,

I am writing today to express concern and request your attention to the West Area Neighborhoods Specific Plan (WANSP), its Environmental Impact Report (EIR), and two specific mitigation measures regarding ag land mitigation.

I recommend your staff evaluate the limited conservation impacts of an ag land mitigation policy versus the significant damage such a policy would bring for housing affordability by artificially increasing prices. Implementing this with the WANSP will single out folks living or looking to move to the plan area by adding cost to develop property.

I'll address the specifics momentarily, but first, would like to briefly speak to the merits of ag land mitigation policies in general. It is clear that the greatest threat to agriculture in our community is not development, but drought and water availability. Estimates show that one-fifth, or more, of San Joaquin Valley farmland will need to be fallowed by 2040 to accommodate required reductions in water consumption, including the Sustainable Groundwater Management Act (SGMA). A focus on the impact of development ignores the proverbial "elephant in the room" while simultaneously exacerbating the housing production and affordability crises.

We know these crises are very real; our city and state face serious challenges in building new housing and maintaining affordability. It is also apparent that one of the best opportunities for greater supply and affordability in the Fresno housing market lies west of SR 99, particularly in the area bounded by the proposed WANSP.

The WANSP committee considered that much of the affordable property in the plan area is "ag land" and included a goal addressing agricultural preservation in the plan: Land Use and Housing Goal #2 (LUH Goal 2). This goal establishes that the WANSP will seek to "increase opportunities to retain agricultural uses and promote agritourism within the West Area." None of this goal's, nor any other goals', policies refer to anything resembling an ag land mitigation policy.

However, when the WANSP draft EIR was released, it included two mitigation measures which are unrelated to the proposed LUH Goal 2 and will not serve to implement the proposed WANSP. These are Mitigation Measures 3.2-1 and 3.2-2.

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MM 3.2-1, as written, will require stricter application of ag land mitigation than currently adopted in the citywide Program EIR by limiting options for mitigation methods. MM 3.2-2 expands what is currently adopted in the Program EIR to include not only Prime Farmland, Farmland of Statewide Importance, and Unique Farmland, but also any "land zoned for agricultural use in the Plan Area." These mitigation measures go beyond current citywide policy and will place a unique burden on folks looking to build in, move to, or do business in the WANSP area. This is a regressive approach and will erode affordability in an area that can little manage to bear the increased cost.

In addition to adding disproportionate cost to a specific, disadvantaged segment of the city, which raises legal questions in and of itself, there are also concerns of legality if MMs 3.2-1 and 3.2-2 are implemented in their current form without a nexus study. In its Oct. 17, 2013 decision in the *Sterling Park v. City of Palo Alto* case, the California Supreme Court saw an "inclusionary zoning" requirement as an exaction. The Court ruled that, to impose an exaction, a nexus is required – in this particular case, to show that there is a reasonable relationship between the land conserved by the program and the impact from the proposed development. If a nexus is not established, constitutional issues come into question and the requirement for mitigation could be considered an undue taking.

For these reasons, I ask that you direct staff to prepare findings on MMs 3.2-1 and 3.2-2 that "override" their effects in the interest of housing affordability and equity for homebuyers throughout the city. When bringing the WANSP and its EIR for City Council consideration, staff can present this Statement of Overriding Consideration for approval.

Without this outcome, the potential legal issues are concerning in maintaining the mitigation measures as currently proposed. Not only could it be argued that the required mitigation, without an adopted nexus, constitutes a taking, but the case could also be made that protected classes of residents are negatively impacted with a policy not applied to other, similar residents in other areas of the city.

We, along with others in the homebuilding industry, will be watching this process closely and appreciate your engagement and consideration on the issue. I am happy to discuss the issue further at your convenience.

Sincerely,



Darius Assemi

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September 7, 2022

To: Members of the Fresno City Council  
From: Cathy Caples, West Areas Steering Committee Member District 2  
[REDACTED]  
RE: Approval of the West Area Neighborhoods Specific Plan

This letter is to encourage approval of the West Area Neighborhoods Specific Plan that was pulled from the August 19<sup>th</sup> City Council Agenda. I will be out of the state for the month of September and do not want to miss the opportunity to applaud the efforts of the residents of the West Area who have worked so diligently to envision the future of Fresno's Last Frontier.

Although involved in improving our City over many years as a nonprofit leader, I had no idea of the complexities of a planning process. The city staff who guided this process are to be commended for their teaching ability with the many residents who have been involved. We are diverse and our neighborhoods very different, but we all support the core values laid out on page 3 of the document. One particularly valuable piece of the plan was achieved with the decisions around ***Catalytic Corridors that will lead to complete neighborhoods where everyone has access to the resources they need to thrive.*** I am excited to see how the complete neighborhood concept becomes a reality working with citizens committees from each neighborhood to bring the vision to life.

The area west of 99 has often been referred to as "Forgotten Fresno" caused largely by the recession of 2008 and the challenges of blending the County of Fresno planning policies and processes with the City of Fresno General Plan. Right now, however, the residents are celebrating the long-awaited road construction taking place, watching the daily progress towards an overpass over 99 which will help with traffic congestion. But this is also an anxious time for residents – for instance, in the District 2 area bounded by Shaw, Parkway, Barstow and Grantland, we see convenience stores with gas stations being built and semi-truck parking being proposed, resulting in a strong and unsettling conflict with the types of development and lifestyles for residents set forth in the specific plan's vision.

This area will become Fresno's next urban center with a population capacity of over 160,000 people at full buildout, a diverse stock of new housing integrated with the area's existing residences, retail that supports the complete neighborhoods concept, and greenspace including trails and parks. We fully support the City Staff recommendation to convene another group to work with a visionary urban planner to create something great, but that means a pause on development until this vision can be fully delineated.

A regional park concept for this area is included in the plan, but when a significant number of residents were added to this area, it became clear that this will not be a typical regional park like Woodward or Roeding but green space with many purposes to meet many needs. With the Herndon Canal Trail already winding through the center of this area from Grantland to Shaw, there is great potential to develop green space in an area planned for development of mixed-use housing without yards. Can you picture an agri-arboretum or playgrounds built around farms or a solar covered overpass for pedestrians walking over Veterans where they can stop and rest? The Canal trail could expand in places to include many amenities the residents long for while honoring the agricultural roots and adding recreational space for toddlers to elders. The Canal Trail could link to the existing general plan park space on Shaw and a pedestrian bridge over Shaw could allow for continued park space on the South side in this location or where the trail ends further East on Shaw. These ideas would allow for retail and restaurants to have patios that overlook



greenspace cooling their guests' meals with drought tolerant trees and fauna. Instead of giant parking lots with one retail store, the parking could be underground or multi story. When this idea surfaced, I was challenged by one of the Fresno City Planners to think outside of the box and look at other places to see potential for replication in Fresno. I have included links to some of those places below.

- Santana Row in San Jose, <http://www.santanarow.com/>. Their website begins "Santa Row a place where community starts, a place to come together with family and friends, a place for all walks of life, a place for you..."
- Foss Creek Path in Healdsburg, <https://www.ci.healdsburg.ca.us/Facilities/Facility/Details/Foss-Creek-Pathway-17>.
- The International Shopping Center in Honolulu, <https://shopinternationalmarketplace.com/>. Indoor plazas with local plants, places for rest and music as well as great local restaurants and shops
- Lititz Springs Park recommended by a Fresno City Planner due to it's narrow size and tribute to the past. <https://www.lititzspringspark.org/>.
- Imagine coming off of Hwy 99 onto Veteran's Blvd exit to the east the El Paseo Shopping Center with chain stores and to the West to The Fresno Ag & Welcome Center – something like The Lodi Wine and Welcome Center (<https://www.visitlodi.com/directory/lodi-wine-visitor-center/>) or a Fresno Marketplace like Honolulu that includes the Welcome Center.

The Community spoke of visions like these when we passed Measure P. Funding from parks and Community Development grants can make our visions a reality. It will make Fresnoans proud to visit and take friends to as they enjoy Agritourism, shop and eat local. Something that people who drive 99 will say – what – this is Fresno?

There are so many possibilities AND so many challenges. In our area, we continue to see prime land filled with mini marts and gas stations or others think parking 200 semi-trucks in the area is a great idea. We appreciate the Planning Staff working to move the density of the population from this edge of the city to in-fill projects in the core where services, infrastructure and transportation already exist. Please approve this plan so that we can convene to build out the vision for the Last Great Fresno Frontier. If you have any questions or would like to discuss, please reach out through email at [REDACTED]. Thank you for taking the time to explore the possibilities.