



## Steering Committee Meeting Packet for February 03, 2022

1. Agenda
2. July 20, 2021 Meeting Summary Draft
3. December 07, 2021 Meeting Summary Draft
4. Draft Presentation Slides
5. Comment Summary Matrix (organized by name and by category)



## West Area Neighborhoods Steering Committee Meeting Agenda

Voting Meeting

February 03, 2022

5:30 PM – 8:00 PM

**THIS MEETING WILL OCCUR VIRTUALLY THROUGH ZOOM.**

### **REGISTRATION INSTRUCTIONS**

Click the link below to register for the meeting. After registering you will receive instructions to log-in from your computer or dial-in from a phone. Please contact Casey Lauderdale at [casey.lauderdale@fresno.gov](mailto:casey.lauderdale@fresno.gov) or (559) 621-8515 if you need assistance.

[https://zoom.us/webinar/register/WN\\_jRvh-x4kTNuywjfWpgE2kQ](https://zoom.us/webinar/register/WN_jRvh-x4kTNuywjfWpgE2kQ)

### **Steering Committee Members:**

David Peña, *Chairperson*

Deep Singh, *Vice Chairperson*

Jeff Roberts

Bill Nijjer

Gurdeep Shergill

Joseph Martinez

Eric Payne

Dennis Gaab

John Kashian

Cathy Caples

Tiffany Mangum

Tina McCallister – Boothe, *Alternate*

### **Standard Meeting Procedures:**

For each agenda item, the following procedure is used.

1. The Committee Chair announces the agenda item
2. City staff makes an announcement or provides a presentation, if applicable
3. Committee members discuss the item
4. Members of the public provide comments for the item
5. The Committee takes action, if applicable



## Agenda

1. **Call to Order** – 5:30pm (~10 min)
  - i. Announcement of translation services & review of Zoom features
  - ii. Roll call
  - iii. Vote - Approval of the meeting summary for July 20, 2021
  - iv. Vote - Approval of the meeting summary for December 07, 2021
2. **Comment Matrix Overview** (~5 min)
  - a. Staff will provide an overview of the comments received on the Public Review Draft of the Specific Plan. Comments have been organized into four Categories.
    - i. Category 1: Comments related to, or which will result in a change to narrative text, maps, or general aesthetics.
    - ii. Category 2: Comments related to, or which will result in a change to Goals and Policies.
    - iii. Category 3: Comments related to, or which will result in a change to Land Use Designations.
    - iv. Category 4: All other comments.
3. **Discussion Items (Vote)** (~60 min)
  - a. Comments 11-08, 12-18, 12-19, 41-10, 24-14, and SC-1
4. **Formal Recommendations on Categories 1, 2, and 4 (Vote)** (~50 min)
  - a. The Steering Committee will be asked to provide its formal recommendations on proposed updates to the Specific Plan. The vote will consider the proposed changes via Categories 1, 2, and 4.
5. **Schedule Next Meeting** (~10 min)
  - a. Scheduling coordination for the Committee's next meeting to vote on Category 3.
6. **Steering Committee Announcements** (~5 min)
7. **Unscheduled Communications** (~10 min)
8. **Adjournment**



### Steering Committee

David Peña, <i>Chairperson</i>	Deep Singh, <i>Vice Chairperson</i>	Dennis Gaab
Joseph Martinez	Tiffany Mangum	Cathy Caples
Jeff Roberts	John Kashian	Bill Nijjer
Eric Payne	Gurdeep Shergill	
Tina McCallister – Boothe, <i>Alternate</i>		

**The Steering Committee met on Tuesday, July 20, 2021 at 6:00 p.m. via Zoom.**

#### 1. CALL TO ORDER:

Chairperson Peña called the Steering Committee to order at 6:05 p.m. An announcement of translation services in Hmong, Punjabi, and Spanish was made. Staff provided a brief explanation of the digital meeting features.

#### 2. ROLL CALL:

##### MEMBERS:

**PRESENT** – Chair David Peña, Vicechair Deep Singh, Jeff Roberts, Cathy Caples, Dennis Gaab, Eric Payne, Tiffany Mangum

**ABSENT** – Gurdeep Shergill, Joseph Martinez, Bill Nijjer, John Kashian, Tina McCallister-Boothe (alternate)

##### STAFF:

Sophia Pagoulatos, *Staff member, Planning and Development Department*  
Drew Wilson, *Supervising Planner, Planning and Development Department*  
Casey Lauderdale, *Planner III, Planning and Development Department*  
Marisela Martinez, *Planner II, Planning and Development Department*  
Mike Sanchez, *Staff member, Planning and Development Department*  
Andy Benelli, *Staff member of Public Works, Public Works Department*

#### 3. APPROVAL OF MEETING SUMMARY.

Committee member Gaab moved, and committee member Roberts seconded the motion to approve the June 29, 2021 meeting summary. The motion carried unanimously.

##### ROLL CALL VOTE TALLY

**AYES:** Chair David Peña, Vicechair Deep Singh, Jeff Roberts, Eric Payne, Dennis Gaab, Cathy Caples, Tiffany Mangum

**NOES:** None

**ABSTAIN:** None



#### 4. INFORMATIONAL UPDATE ON THE SPECIFIC PLAN AND HOUSING

Staff member Casey Lauderdale shared a presentation on how the Specific Plan relates to housing capacity, the City's Housing Element Sites Inventory, and SB 330. Staff shared that because the current proposed land uses would cause a loss of housing capacity, it is planned to be paired with a text amendment to the Mixed-Use zone districts (the "Mixed-Use Text Amendment"), which would increase housing capacity.

Chair Peña opened the item for comments from the Steering Committee.

*Committee member Roberts asked if the text amendment (rather than conducting a rezoning) would satisfy the requirements of SB 330.*

Staff member Lauderdale stated she believed it would and Staff member Pagoulatos seconded this belief. It was noted that staff would need to confirm.

*Committee member Roberts asked if a text amendment would require CEQA (California Environmental Quality Act) review.*

Staff member Pagoulatos confirmed that there will be an analysis per CEQA.

*Committee member Caples asked if increasing the zoning per the Mixed-Use Text Amendment would be contradictory to the Committee's direction to decrease density in the West Area.*

Staff member Lauderdale pointed out the primary areas that would be affected, noting that the lowering of densities in the southwest region of the Plan Area and the goal of creating Catalytic Corridors would not be impacted, but that the Committee could take under consideration the parcels that are impacted.

*Committee member Caples further explained that there were concerns about land uses along Grantland and that part of the desire to change Regional Mixed-Use to Neighborhood Mixed-Use was for the allowance of community gardens and uses other than housing, and to retain the existing farmer's market/stand. Committee member Caples also asked if it would be possible to provide enough housing to make up for the current projected housing capacity loss while not creating a net gain of housing capacity.*

Staff member Lauderdale replied that a farmer's market and community gardens are allowed in every land use and that the redevelopment or development of a property would still need to be determined by willingness of the property owner to develop their land.

*Committee member Caples asked if the Text Amendment would take away the opportunity to create a regional park in the area of the impacted corridor.*

Staff member Lauderdale replied that it would not have an impact because the Plan proposes the park as an idea, therefore the application of the dual designation for the



park would need to go through a separate process, however the process would be no different than what it is today.

*Committee member Roberts asked if there was a way to exempt the West Area from the Mixed-Use Text Amendment, if there would still be enough increase in the rest of the City to offset the loss of housing capacity in the West Area.*

Staff member Lauderdale replied that there would likely be enough on the east side of Highway 99 to net-out the deficit that would be created by the Specific Plan.

*Committee member Gaab asked for the potential acreage of the proposed Regional Park.*

Staff member Lauderdale answered that it is 74 acres as proposed on page 82 of the Plan.

*Committee member Gaab followed with a question as to whether the City has a minimum requirement or min/max range of acreage for a regional park.*

Staff member Lauderdale replied that the General Plan states there should be 2 acres per 1,000 residents for regional, open space, and special use parks.

*Committee member Gaab asked if that included residents citywide and if 74 acres would meet the General Plan's goal.*

Staff member Lauderdale affirmed that it does include residents citywide and that as of the 2017 Parks Master Plan we are currently just under the goal. The 74 acres would need to be added to the total citywide and recalculated to see how much closer it would bring us to the goal. Staff member Pagoulatos added that that the minimum size of a Regional Park is 40 acres.

Chair Peña opened the item for comments from the public.

Staff member Martinez read a comment from the chat by Tony Gonzales related to the need for a regional park and additional green space West of the 99.

*Daniel Brannick commented that the approach to satisfy the requirements of SB 330 is prudent and preserves the idea of having a transect of development that tapers to the Plan Area's edges. M. Brannick asked if the need to be paired with the Mixed-Use Text Amendment will delay the West Area Plan.*

Staff member Lauderdale replied that the language in SB 330 says "concurrent," therefore they will need to be considered together.

*M. Brannick asked about the time for processing the Text Amendment.*



Staff member Lauderdale said the current expectation is that the Text Amendment will take approximately six months.

*M. Brannick commented that excluding the West Area from the Text Amendment would be a open a slippery slope for other areas to ask for exemption. M. Brannick reiterated support for the approach as long as the addition of units is done in the right place that upholds the desire for a gradual transition of densities.*

*Committee member Roberts mentioned that a project they are working on that has been impacted by SB 330 required a rezone and that Staff member Dan Zack had worked on a text amendment to triple densities along Blackstone Avenue, but they are not effective until the property is rezoned. Would like to ask staff to check in on the need to perform a rezone.*

*Committee member Caples added a question if the Committee and community would have an opportunity to meet with the consultant of the Mixed-Use Text Amendment to share what they envision for the future of Shaw Avenue.*

Staff member Pagoulatos replied that there is still some work to be done internally about how the density will be applied and we will consider how to align the work with the principles of the Plan and not create a slippery slope in other places. Staff will respond when more information is available.

*Committee member Gaab shared the observation that the Mixed-Use Text Amendment alone falls short of what SB 330 requires, which would require a change in zone district, and urged staff to obtain a legal opinion on the matter.*

Staff member Lauderdale noted that staff can confirm with the City's legal counsel.

*Committee member Payne asked when the last time was that the City had updated its congestion management plan with the COG or another State regulatory agency for this area.*

Staff replied that they did not have the requested information.

*Committee member Payne asked if there was a plan to integrate a congestion management plan into this area.*

Staff member Benelli replied that the City works on different plans relating to traffic and speed, so it wouldn't necessarily be under that name.

*Committee member Payne replied that there's a delineation between a construction management plan and congestion management plan and urges staff to integrate this into the Specific Plan to mitigate issues that have been brought forth by the public.*



Staff member Benelli noted that the City does maintain a list of planned traffic signals that goes to Council annually based on traffic volume, but also school construction, etc. Each year the priorities are investigated, modified, and brought to City Council.

*Committee member Payne shared that integrating a congestion management plan can assist with long-term mitigation efforts and thanked Staff member Benelli for the information on current efforts.*

Staff member Benelli also shared that a list of bottlenecks are also tracked and prioritized based on that list and that one of the largest issues is the gaps that exist between the City and County.

Staff member Martinez read the comment from Elisa Bilios regarding detours in their neighborhood that was posted in the chat, to which the prior discussion was referencing.

Staff member Benelli replied that Shaw Avenue is scheduled to open on July 30 and that the developer was behind schedule and being charged \$1,000 a day. Grantland, however, will most likely not be open by the 30<sup>th</sup>. There have been other construction projects in the area as well.

Staff member Martinez read the next three comments posted in the chat from Holly Warren and Tony Gonzalez related to the proposed regional park, and from Mannie Camarena regarding parks and infrastructure needs.

Staff member Lauderdale shared that the Regional Park is discussed on page 84 of the Plan, noted as Option C. The cross streets are along Shaw, Veterans, the Herndon Canal, to below the area where the Island Waterpark is in a barbell shape. Staff member Lauderdale also noted that there is a related policy PF 1.8 on page 98.

*Committee member Caples added that the Herndon Canal is designated as a Class I trail in the General Plan and will have greenspace on either side all the way to Garfield.*

Staff member Lauderdale affirmed.

*Valerie Brown asked if there will be an overpass/underpass at the railroad at Shaw and Golden State, if there will be any adjustments to the square footage for multifamily properties to meet the housing needs, and if there has there been any discussion about the large homeless population in the area in relation to the park location.*

Staff member Lauderdale shared that High Speed Rail will be creating an overpass when it gets to that area and that will include the current railroad tracks, that there would not need to be a need to change the multifamily requirements to meet increased capacity, and that the Regional Park is proposed as an idea in the Specific Plan and will need its own community engagement process, but hopefully by that time our community will have made more advances in housing people who are experiencing homelessness.



Staff member Benelli added that High Speed Rail is starting on initial work on the overpass, but it is difficult to predict the timeline as it depends on their funding. HSR will also create an underpass at Herndon. And Veteran's is out to bid and should relieve some of the pressure off of Shaw and this should be done in about two years.

Staff member Martinez read two comments posted in the chat from Cathy Gonzalez regarding a letter sent from Lennar about street closures and from Elisa Bilios concerning use of penalty fees for community improvements and infrastructure issues.

Staff member Benelli replied that he has not seen the letter, but it might be referencing the work on Grantland rather than Shaw. The ordinance does require that the funds collected from a street closure need to be paid to improvements in the area of the closure and will work with the Councilmembers on how to spend the funds.

Staff member Martinez read questions submitted in the Q&A from Keith Woodcock about the timeline for the Fire Station on Shaw to open and the planned width of Shaw Avenue.

Staff member Benelli replied that it will have four lanes with a median island and bike lanes. Staff member Lauderdale replied regarding the fire station that she can look up the answer and reply offline.

Staff member Martinez read a comment from the chat from Elisa Bilios asking about a traffic study rope placed in the area.

Staff member Benelli was unsure of why the rope would be placed there, but that a traffic study would not be accepted when the road is closed.

## **5. STEERING COMMITTEE ANNOUNCEMENTS**

There were no announcements.

## **6. UNSCHEDULED COMMUNICATIONS**

There were no unscheduled communications.

## **7. ADJOURNMENT**

The meeting adjourned at 7:19 p.m. on an adjournment motion offered by Member Roberts, with a second by Member Payne. The motion carried unanimously.

**AYES:** Chair David Peña, Vicechair Deep Singh, Jeff Roberts, Cathy Caples, Dennis Gaab, Eric Payne, Tiffany Mangum

**NOES:** None



### Steering Committee

David Peña, <i>Chairperson</i>	Deep Singh, <i>Vice Chairperson</i>	Dennis Gaab
Joseph Martinez	Tiffany Mangum	Cathy Caples
Jeff Roberts	John Kashian	Bill Nijjer
Eric Payne	Gurdeep Shergill	
Tina McCallister – Boothe, <i>Alternate</i>		

**The Steering Committee met on Tuesday, December 7, 2021 at 5:30 p.m. via Zoom.**

### 1. CALL TO ORDER

Chairperson Peña called the Steering Committee to order at 5:34 p.m. An announcement of translation services in Hmong, Punjabi, and Spanish was made. Staff provided a brief explanation of the digital meeting features.

### 2. ROLL CALL

#### MEMBERS:

**PRESENT** – Chair David Peña, Vicechair Deep Singh, Gurdeep Shergill, Cathy Caples, Joseph Martinez, Tina McCallister-Boothe (alternate)

**ABSENT** – Jeff Roberts, Eric Payne, Dennis Gaab, Bill Nijjer, John Kashian, Tiffany Mangum

#### STAFF

Sophia Pagoulatos, *Planning and Development Department*

Drew Wilson, *Planning and Development Department*

Casey Lauderdale, *Planning and Development Department*

Marisela Martinez, *Planning and Development Department*

Mike Sanchez, *Planning and Development Department*

Shawn Monk, *Planning and Development Department*

Andy Benelli, *Public Works Department*

Jill Gormley, *Public Works Department*

Aldi Ramirez, *Parks, After School, Recreation and Community Services Department*

Jeff Long, *Transportation Department*

Mary Raterman-Doidge, *City Attorney's Office*

### 3. APPROVAL OF THE MEETING SUMMARY

This item was tabled for a lack of quorum.



#### **4. SPECIFIC PLAN TIMELINE UPDATE**

Staff member Casey Lauderdale shared a presentation reviewing the timeline of the Specific Plan from its initiation to next steps. Chair Peña opened the item for comments from the Steering Committee.

*Committee member Caples asked for more clarification on when in 2022 staff expects the Plan to go before the District Committees, Planning Commission, and City Council.*

Staff member Lauderdale replied that EIR will be out towards the beginning of next year and that staff is looking to have the Plan before City Council by next summer.

#### **5. COMMENT SUMMARY MATRIX OVERVIEW**

Staff member Casey Lauderdale shared a presentation summarizing the comments received during the public comment period and how they were organized for review.

*Committee member Caples commented on how impressive the comments from the community were and had a question on what the definition of a Collector roadway is.*

Staff member Benelli defined the different street typologies.

*Committee member Caples also asked for clarification on what is being meant from one of the comments pertaining to Catalytic Corridors in terms of their interconnectedness.*

Staff member Lauderdale noted that this was a topic that is flagged for discussion in the next agenda item and we could discuss it in more detail under that item.

*Member of the public, Daniel Brannick, shared that they were present on the meeting and could share more information about the previously mentioned comment pertaining to Catalytic Corridors.*

#### **5. FORMAL RECOMMENDATIONS (VOTE)**

Committee members began discussion on this agenda item, however it was brought to attention that there was a lack of quorum and that voting could not occur, therefore the item was tabled to the next meeting.

#### **ADJOURNMENT**

*Prior to adjournment Daniel Brannick commented on potential resolutions to address the issue of a lack of quorum.*

The meeting adjourned at 7:32 p.m. by the consent of committee members in attendance.

# West Area Neighborhoods Specific Plan

## Steering Committee Meeting

February 03, 2022

5:30 – 8:00pm

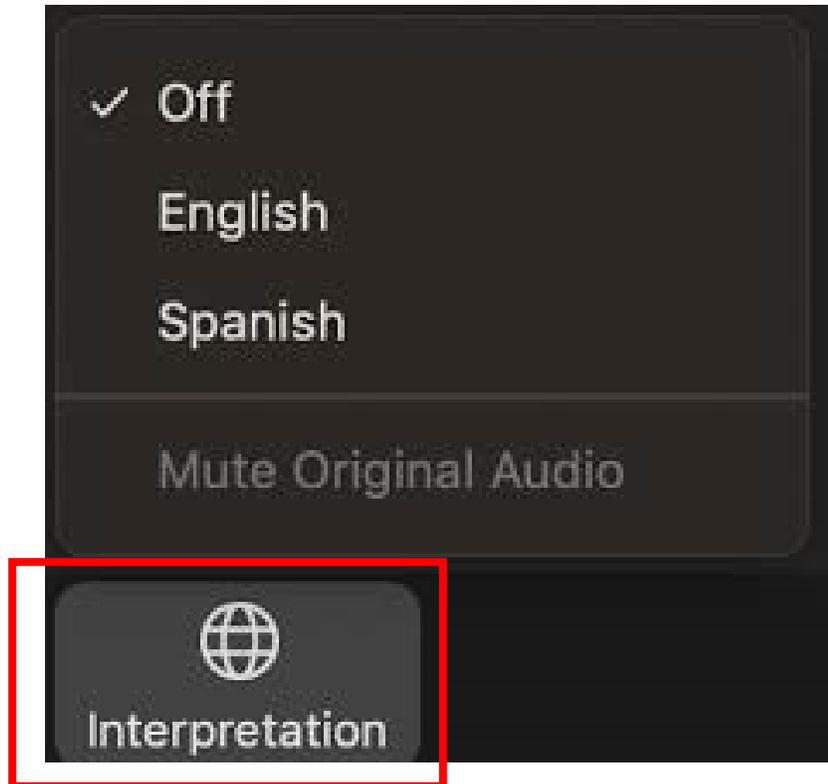
Virtual Meeting via Zoom



# 1. Call to Order



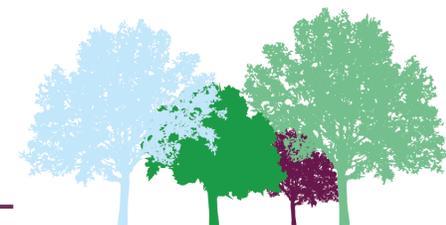
# Welcome



Translation services are available.

**ALL** participants should join a language channel in order to listen to and communicate with all participants.

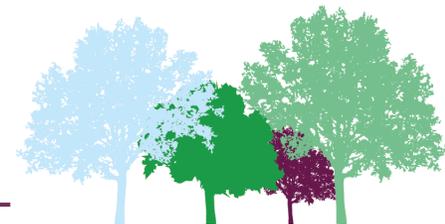
- 1) Select the Interpretation Globe at the bottom of your screen
- 2) Choose your preferred language



# Welcome

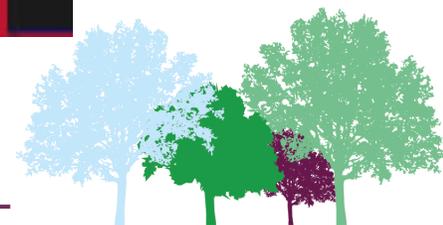
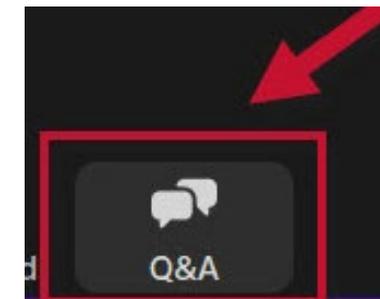
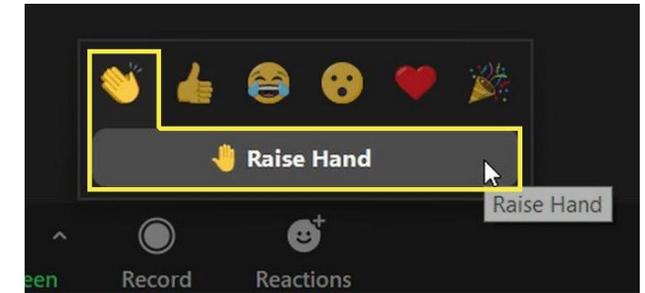
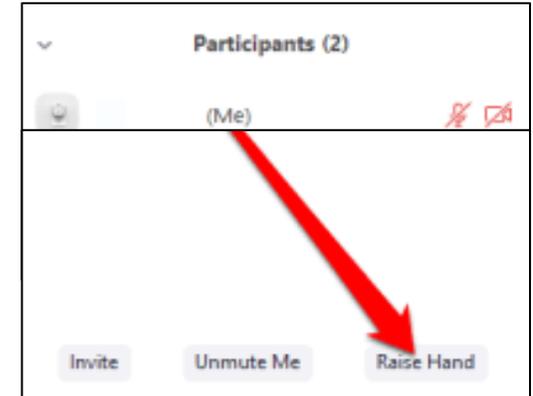
Tonight's meeting is being recorded and publicly broadcasted. It will be posted to [www.fresno.gov/westareaplan](http://www.fresno.gov/westareaplan)

**Participating in this meeting will be considered consent to be recorded.**



# Using Zoom

1. During public comment use the “Raise Hand” button or press \*9 on your phone
2. Q&A and chat are enabled



# Roll Call

David Peña (*Chair*)

Deep Singh (*Vice Chair*)

Jeff Roberts

Bill Nijjer

Gurdeep Shergill

Joseph Martinez

Eric Payne

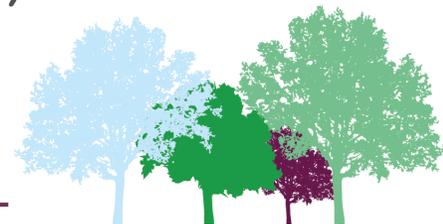
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John Kashian

Cathy Caples

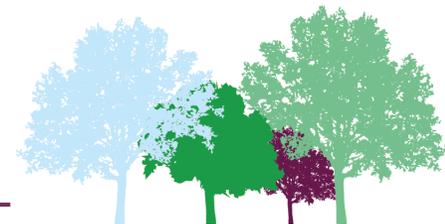
Tiffany Mangum

Tina McCallister-Boothe  
(*Alternate for District 2*)



# Meeting Summaries - Vote

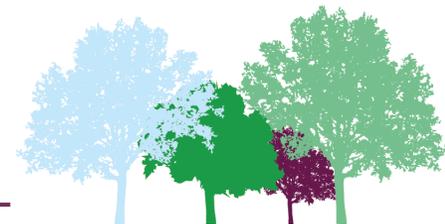
- Vote - July 20, 2021 Meeting Summary
- Vote – December 07, 2021 Meeting Summary



## 2. Comment Summary Matrix Overview

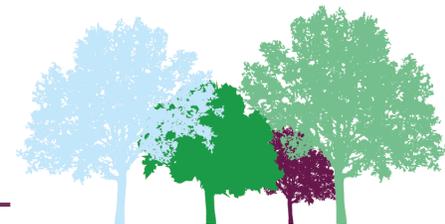


# Staff Introduction



# Overview

- 29 letters / verbal requests
- 26 commenters
- 149 discrete comments, requests, and questions documented
- Each comment is given an ID.
  - Letter 1 Comment 1 = 1-1
- Comments are separated into 4 categories

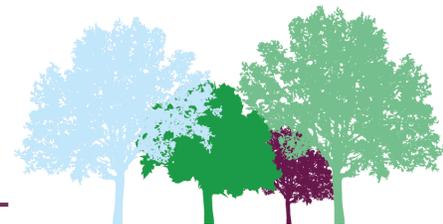


# Overview

- Category 1: Narrative, Maps, & Aesthetics (21 comments)
- Category 2: Goals & Policies (50 comments)
- Category 3: Land Use Map – (~~19~~ 17 comments)
- Category 4: All Other Comments – (59 comments)

Comment Summary Matrix and Land Use Change Requests:

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

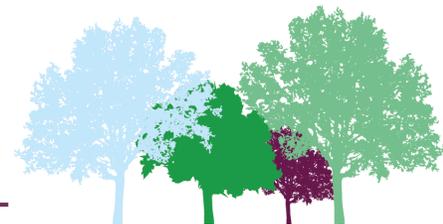


# Overview

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Comment Summary Matrix and Land Use Change Requests:

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



# Steering Committee Comments



# Public Comments

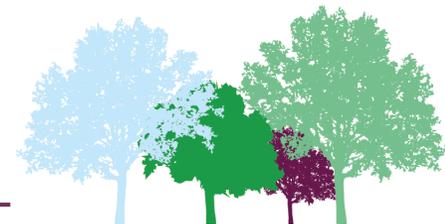


# 3. Discussion Items (Vote)



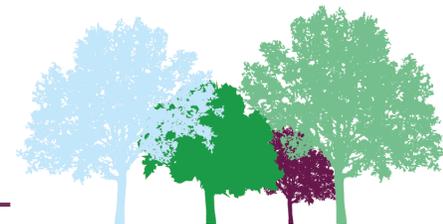
# How the voting will work

1. Introduction
2. Public comment
3. Committee comment
4. Motions and vote



# Discussion Items

1. 11-8 on SOI language
2. 12-18 on Catalytic Corridors
3. 12-19 on Catalytic Corridors
4. 24-10 on LUH 1.1 policy language re: premature development
5. 24-14 on LUH 2.2 policy language re: agricultural setbacks
6. **SC-1** on Guiding Principles and tree coverage



# ID# 11-8 | SOI Recommendation

- **Request by** Steering Committee member
- **Request to** bring Section 2.5.A regarding the Sphere of Influence (SOI) Recommendation back to the Steering Committee for discussion.



# ID# 11-8 | SOI Recommendation

## 2.5.A | Sphere of Influence Recommendation

Through the process of refining the Proposed Land Use Map for the West Area, the Steering Committee also discussed and supported a proposal to expand the City's Sphere of Influence, which would permit the city to grow further westward. It should be noted that this proposal is contradictory to General Plan policy LU-1-g and is therefore not incorporated into this Plan.

*LU-1-g SOI Expansion. Maintain the City's current SOI boundaries without additional expansion, except to allow for the siting of a maintenance yard for the California High Speed Train project and related industrial and employment priority areas proximate to and south of the SOI boundary between State Route 41 and State Route 99. Prohibit residential uses in the expansion area.*

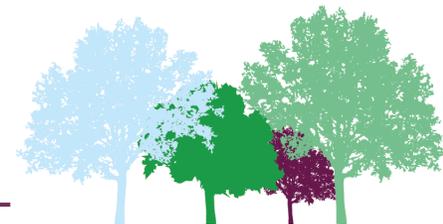


Page 41 of the Specific Plan



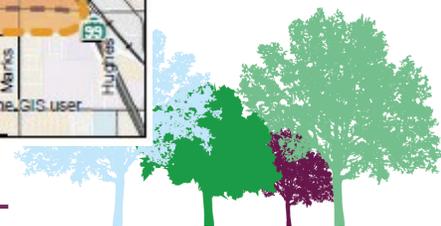
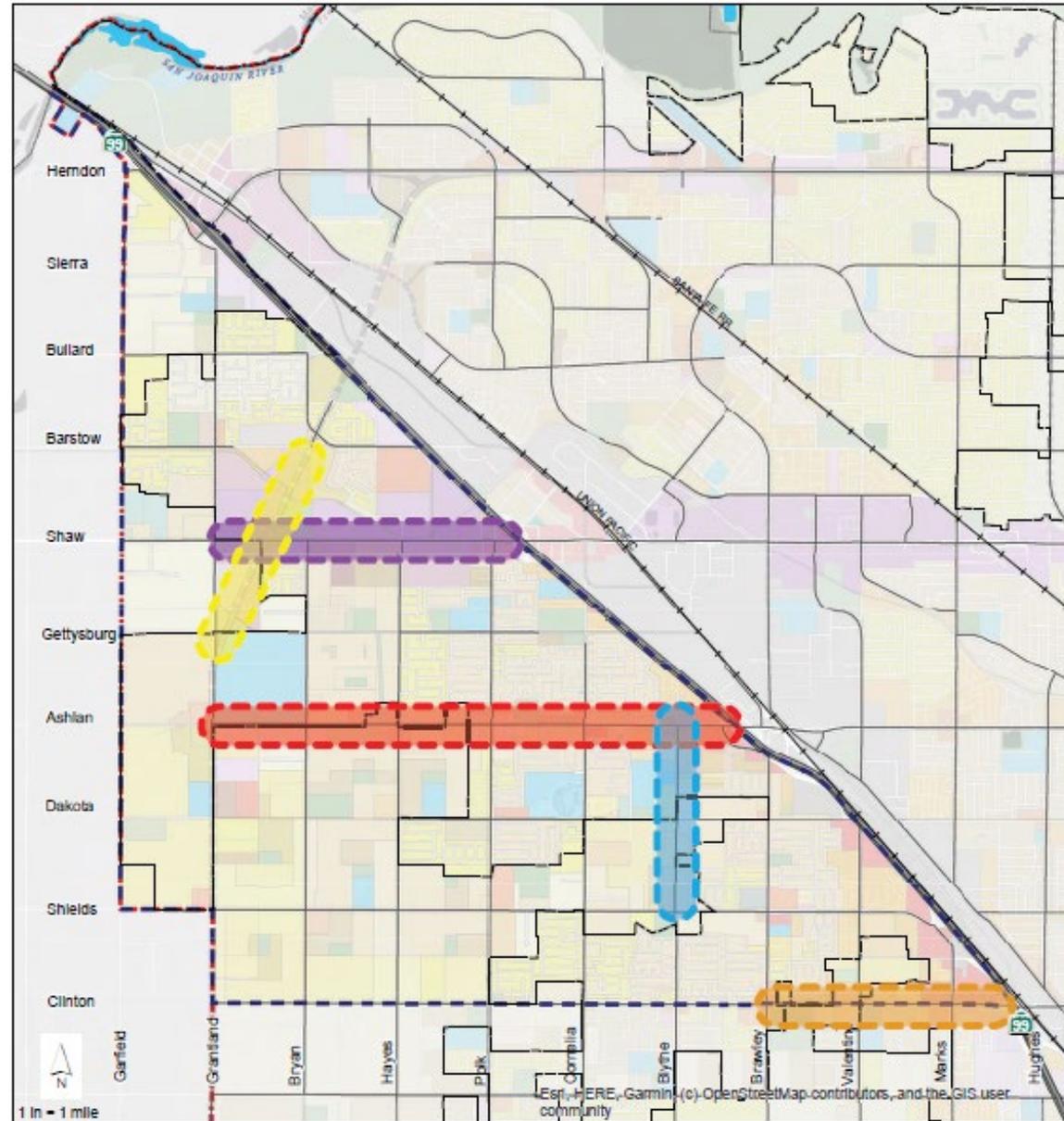
# ID# 12-18 | Catalytic Corridors

- **Request by** community member
- **Request to** include more discussion on how the Catalytic Corridors will relate to each other, answering the following questions:
  1. Will each of the Corridors have a different emphasis or be similar to one another?
  2. Are they going to delineate distinct neighborhoods within the West Area?
  3. Should they be linked in an interconnected chain?



# ID# 12-18 | Catalytic Corridors

- Ashlan Avenue
- Blythe Avenue
- Clinton Avenue
- Shaw Avenue
- Veterans Boulevard



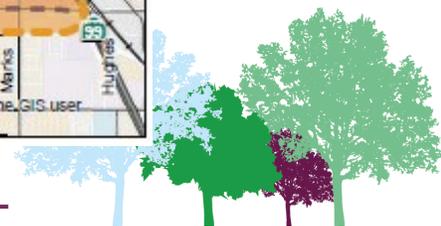
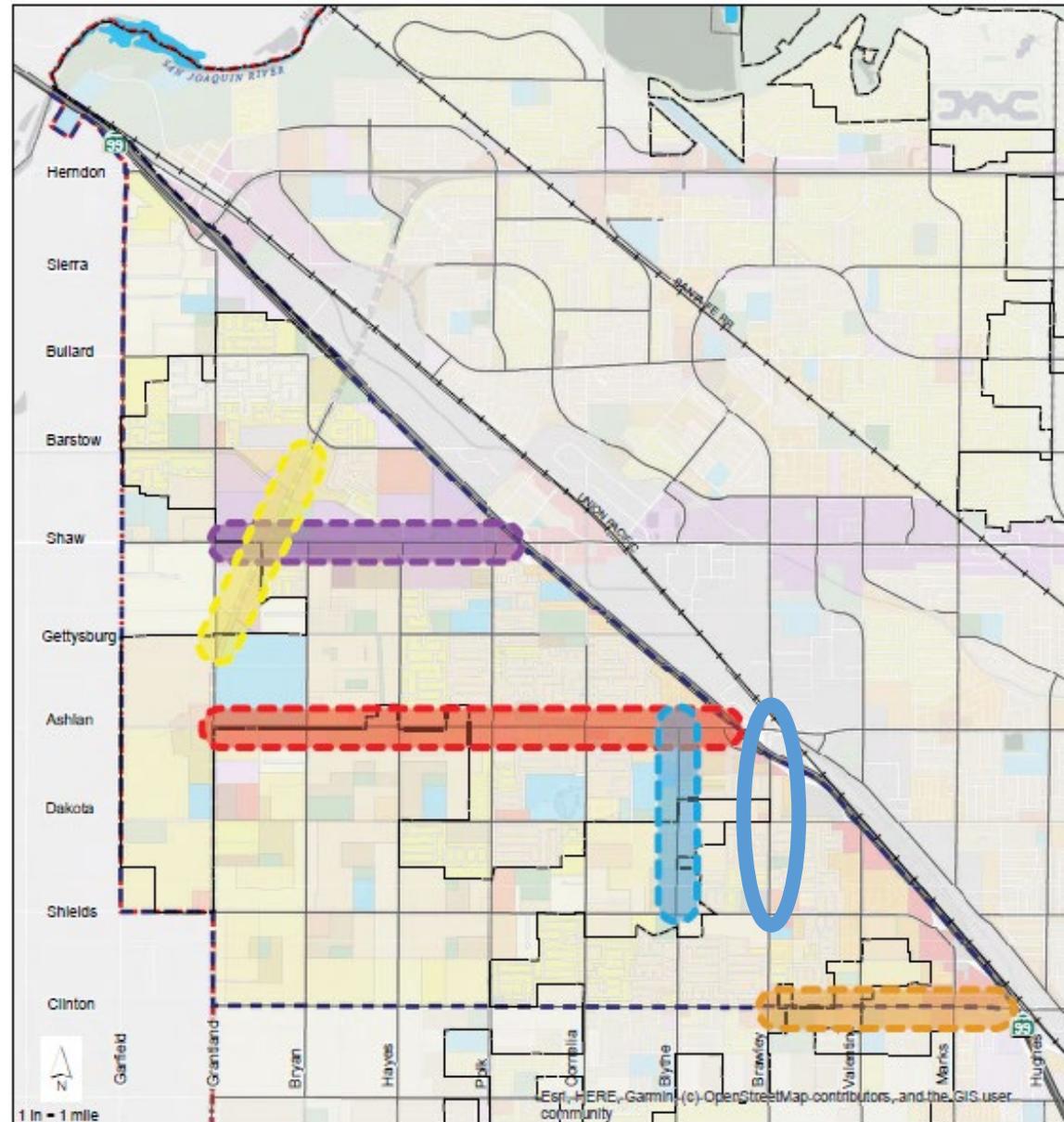
# ID# 12-19 | Catalytic Corridors

- **Request by** community member
- **Request to** to move the Catalytic Corridor designation on Blythe Avenue to Brawley Avenue. If it is unfeasible to move the Catalytic Corridor to Brawley, suggestion to not include Blythe as a Catalytic Corridor and focus on planning for the corridors on Shaw, Ashlan, Clinton, and Veterans Boulevard.



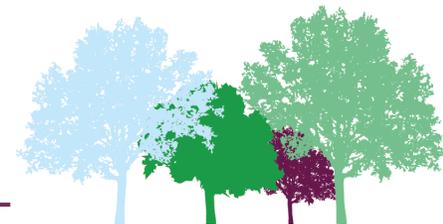
# ID# 12-19 | Catalytic Corridors

- Ashlan Avenue
- Blythe Avenue
- Clinton Avenue
- Shaw Avenue
- Veterans Boulevard



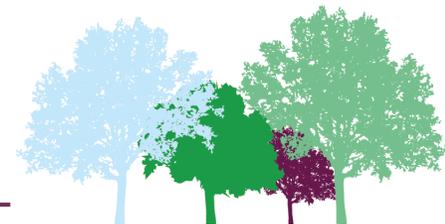
# ID# 24-10 | LUH 1.1

- **Request by** Steering Committee member
- **Request to** discuss LUH 1.1. The term "discourage premature development" is used in this proposed Policy and is a difficult one to define. Development within the SOI should not be discouraged.
- **Staff response:** This phrase is used to underscore the desire for sequential development from the existing City Limits out to the fringe rather than developing at the fringe first. Leapfrogged development even within the Sphere of Influence (SOI) will exacerbate existing infrastructure gaps.



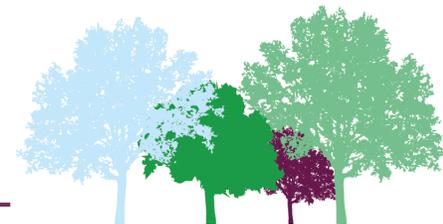
# ID# 24-10 | LUH 1.1

**LUH 1.1** Continue to implement policies that encourage orderly development and discourage premature development of land near the planned urban fringe.



# ID# 24-14 | LUH 2.2

- **Request by** Steering Committee member
- **Request to** discuss and define the specifics of an agricultural buffer setback from the Sphere of Influence.
- **Staff response:** The policy refers to uses that are not agricultural nor recreational (i.e. a trail or park), so could be inclusive of residential, commercial, or employment uses. This Policy is to encourage a setback and Staff welcomes a discussion what an ideal setback might look like.



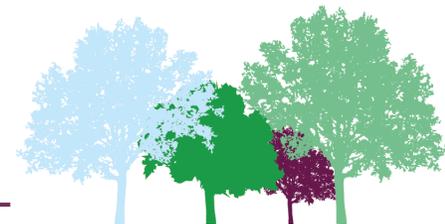
# ID# 24-10 | LUH 2.2

**LUH 2.2** Encourage new non-agricultural and non-recreational uses to provide a protective **agricultural buffer** setback from the Sphere of Influence.



# ID# SC-1 | Guiding Principles

Proposal to add a bullet to the parks and trails section of the Guiding Principles to read “Increase the tree canopy to improve air quality and health outcomes for residents while enhancing neighborhood streetscapes.”



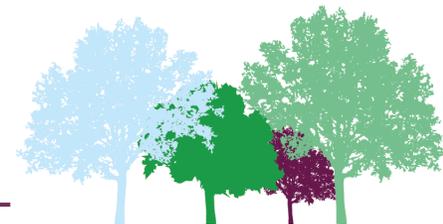
# 4. Formal Recommendations (Vote)

Categories 1, 2, and 4



# How the voting will work

1. Categories 1, 2, & 4 will be presented as a “slate” (aka consent)
2. Hear public comments
3. Committee members may request items to be pulled from the slate
4. The Committee will vote on the remainder of items within the slate
  1. Example: “Motion to recommend that Staff update the WANSP as proposed in the Comment Summary Matrix”
5. Items pulled will be discussed and will receive an individual vote



# Category 1: Narrative, Maps, & Aesthetics

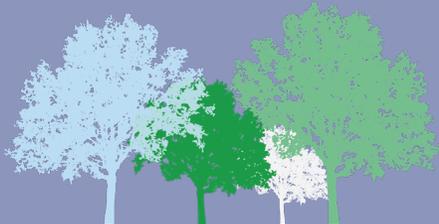


# Category 1

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# Category 2: Goals & Policies



# Category 2

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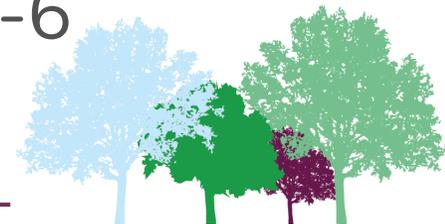


# Category 4: All Other Comments



# Category 4

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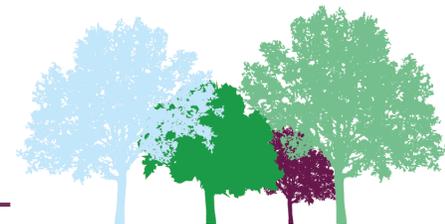


# 5. Schedule Next Meeting



# Proposed Dates

- Thursday, February 17
- Monday, February 21
- Wednesday, February 23
- Thursday, February 24



# Public Comments



# 6. Steering Committee Announcements



# 7. Unscheduled Communications



# 8. Adjourn



# Contact

Plan webpage:

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

Project liaison:

Casey Lauderdale, Planner

Casey.Lauderdale@fresno.gov

(559) 621-8515

City of Fresno:

Long-Range Planning

2600 Fresno Street, Room 3065

Fresno, CA 93721



# Comment Summary Matrix

- organized by name

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
1	1-1	2	Y	Anonymous		Section 3.2.B - 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.	8/26/2021	<p>The Active Transportation Plan and West Area Neighborhoods Specific Plan continue to call for Class I bike facilities to be installed at Herndon Avenue and Veterans Boulevard. The plan for the bike trail bypasses along Veterans also remain unchanged.</p> <p>In addition, staff will modify IPR 1.11 as follows to further promote bike accessibility across Highway 99: "Improve multimodal transportation access across Highway 99 by a) completing the Veterans Boulevard interchange project and the underpass at West Gettysburg Avenue, b) consider updating the ATP and General Plan to include potential future multimodal crossings (such as an extension of Cornelia Avenue either across Highway 99 or from Shaw to the future undercrossing at Gettysburg Avenue), and c) update Golden State Avenue in the ATP and General Plan to have enhanced bike facilities."</p> <p>Staff will also create a map to outline the proposed changes identified in IPR 1.11.</p>
2	2-1	4	N	Anonymous		With farm animals a brick fence makes a better barrier than a wooden fence. Horses will eat a wood fence.	8/31/2021	Comment appreciated.
3	3-1	3	N	April Henry	Highway City Community Development, Inc	Request to redesignate the Highway City Community Development, Inc. property (APN 510-030-23) from Public Facility (Public/Quasi-Public Facility) with an underlying zoning of Medium Density Residential to NMX - Neighborhood Mixed Use.	6/4/2021	This request will be considered for recommendation by the Steering Committee.
4	4-1	3	N	Bill Brouhard	Guillion, Inc.	Request to change APN 505-070-44 from Business Park to Residential Urban Neighborhood.	8/19/2020	This request will be considered for recommendation by the Steering Committee.
4	4-2	4	N	Bill Brouhard	Guillion, Inc.	Request that land use change be processed as part of the initial Plan adoption rather than by subsequent plan amendment.	8/19/2020	Staff understands the desire to have the change be concurrent with the Specific Plan adoption, however we defer to the recommendation of our environmental review consultants to process the change in a way most prudent with required environmental review.
4	4-3	4	N	Bill Brouhard	Guillion, Inc.	Request 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.)	8/19/2020	Staff have reviewed the requests. The Steering Committee and Planning Commission will review and provide recommendations on the proposed changes before they are considered by the City Council.
4	4-4	4	N	Bill Brouhard	Guillion, Inc.	Request that changes supported by Council falling within prior CEQA thresholds be reflected in the initial Plan adoption.	8/19/2020	The proposed changes will need to be considered together for their cumulative impact under the California Environmental Quality Act (CEQA).

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
4	4-5	4	N	Bill Brouhard	Guillion, Inc.	Request 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.	8/19/2020	At the same time as the hearing to adopt the Plan, staff will ask Council for their decision on which proposed changes should undergo environmental review. Following the review the Council will make a final determination on the proposed changes via a Plan Amendment.
4	4-6	4	N	Bill Brouhard	Guillion, Inc.	Request that a copy of the comment letter (along with attachments) be provided to the Steering Committee, Planning Commission, and City Council.	8/19/2020	The comment letter and Attachment A to the letter will be included in the meeting packets for review by the Steering Committee, Planning Commission, and City Council.
4	4-7	4	N	Bill Brouhard	Guillion, Inc.	Request 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.	8/19/2020	Because the proposed changes need to be considered cumulatively, the cost and scope will be determined when the list of approved proposed changes is finalized.
5	5-1	4	N	Bill Diedrich		Traffic at Herndon and Parkway is an issue and inhibits access to the communities of Sample, Tenaya, and Menlo. Traffic backs up out of the gas station and blocks Parkway. Veterans Boulevard has to be completed soon, and this gas station should be removed. Residents of the area do not want additional development.	5/5/2021	The gas station is currently in the County and traffic flow issues would need to be reviewed by the County Public Works and Planning Department. Staff will forward this concern to the County.  Veterans Boulevard is anticipated to reduce some of the traffic from this area and is expected to be completed in 2023.  Per the General Plan, the West Area is anticipated to grow with new development over time to the Sphere of Influence, however, a goal of the Specific Plan is to have that growth be sequenced and designed in a way that respects the more rural communities already established in the area. The associated Infrastructure Financing Plan will also determine solutions to fund the needed infrastructure to accompany future growth.
6	6-1	3	N	Bonique Emerson	Precision Civil Engineering	Request to change APN 511-022-01, located on the northeast corner of West Shields and North Polk Avenues at 3120 North Polk Avenue, from 18 acres of Community Commercial to 2-3 acres of Community Commercial and 15-16 acres of Residential – Medium Density.	8/31/2021	This request will be considered for recommendation by the Steering Committee.

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
7	7-1	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>Land Use Planning. Nearly all development projects within the San Joaquin Valley Air Basin have the potential to generate air pollutants, making it more difficult to attain ambient air quality standards. Land use decisions are critical to improving air quality 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 such as preventing urban sprawl, encouraging mix-use development, and project design elements that reduce vehicle miles traveled (VMT) have proven beneficial for air quality.</p> <p>The District appreciates the City’s vision to create a mix-use community, incorporating walking and biking elements into the WANSP design, and designating buffer areas between industrial and residential uses.</p>	9/1/2021	Comment appreciated.
7	7-2	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>Land Use Planning. 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.</p>	9/1/2021	<p>As a general note, 32.75 acres (less than one percent of the Plan Area) are currently designated as Light Industrial and would remain unchanged by the plan. Approximately 24.09 acres is developed as a personal storage facility. The remaining 8.66 acres is either undeveloped or is being used for truck parking.</p> <p>Staff will update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses."</p>
7	7-3	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>Land Use Planning. 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.</p>	9/1/2021	<p>Staff will update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses."</p>

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
7	7-4	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	Project Siting. In order to prevent or reduce localized and cumulative air pollution impacts from future development projects, it would be beneficial for the WANSP to include project siting-related goals, policies, and objectives and include measures and concepts outlined in the California Air Resource Board's (CARB) Air Quality and Land Use Handbook: A Community Health Perspective related to recommended buffer distances and CARB's Freight Handbook Concept Paper related to the design and operation of freight facilities.	9/1/2021	Staff will update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses."  Furthermore, the Industrial Compatibility Study (ICS) was initiated to examine and make recommendations regarding the interface of industrial uses and sensitive receptors. These resources will be forwarded to the project manager for the ICS.
7	7-5	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Truck Routing. The District recommends the City evaluate HHD truck routing patterns 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.	9/1/2021	Policy 1.13 calls for a truck route analysis in the West Area and Staff has initiated a citywide truck route study. This recommendation will be forwarded to the project manager for the citywide analysis.
7	7-6	2	N	Brian Clements	San Joaquin Valley Air Pollution Control District	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.	9/1/2021	Staff feels that such a policy should be considered on a citywide level, in conjunction with the Industrial Compatibility Study (ICS). This recommendation will be forwarded to the project manager of the ICS for review.
7	7-7	2	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Under-fired Charbroilers. 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.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation.
7	7-8	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	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).	9/1/2021	Policy IPR 2.7 directs the City to work with residents to create unique landscape districts, which may include vegetative barriers, notably along Highway 99. In order to better support urban greening efforts, staff will also add the following policy: Policy IPR 2.10 "Increase tree canopy coverage in the West Area, with prioritization for areas that a) currently have minimal tree coverage, b) have a high level of pedestrian activity (ex. near schools, commercial centers, etc.) and c) are disproportionately exposed to pollution."

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
7	7-9	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Solar Deployment in the Community. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for future development projects within the WANSP.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. This recommendation will also be forwarded to Facilities staff that works on energy efficiency in City-managed buildings.  As an additional note, as of January 1, 2020, all new residential construction must be zero net energy, which usually sees the incorporation of solar panels.
7	7-10	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Electric Vehicle Chargers. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations throughout the WANSP.	9/1/2021	The City has requirements for electric vehicle parking for new development in Section 15-2416 and charging stations in Section 14-1022 of the Fresno Municipal Code (FMC). The City has sponsored the installation of vehicle charging stations throughout the city.
7	7-11	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	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 and should stipulate odor mitigation measures in the WANSP as conditions of approval for those business and industry types.	9/1/2021	Projects are evaluated for odor potential as part of environmental review. Projects with potential impacts are required to prepare odor impacts assessment and implement odor control measures recommended by SJVAPCD. Furthermore, Section 15-2510 of the Development Code states that "No use, process, or activity shall produce objectionable odors that are perceptible without instruments by a reasonable person at the lot lines of a site." The Specific Plan EIR will also include mitigation measures to reduce odor impacts.
7	7-12	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	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.	9/1/2021	This is a regulation already applied at the project level.
7	7-13	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	The District recommends that demonstration of compliance with District Rule 9510 prior to issuance of the first building permit, be made a condition of project approval.	9/1/2021	This is a regulation already applied at the project level.
7	7-14	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Information is provided on District Rules 4901, 4002, Regulation VIII, and others.	9/1/2021	Comments appreciated. These are applied at the project level.

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
7	7-15	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>Criteria Pollutant Emissions. The District recommends that the future environmental assessments stipulate that development projects within the WANSP identify and characterize project construction and operational air emissions.</p> <p>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 (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter with an aerodynamic diameter less than or equal to a nominal 10 or 2.5 microns (PM10 or PM2.5).</p> <p>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.</p>	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.
7	7-16	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>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.</p> <p>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.</p>	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.
7	7-17	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>Operational Emissions. Operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately.</p> <p>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.</p>	9/1/2021	<p>The WANSP seeks to create Complete Neighborhoods, which would give residents more opportunities to meet their daily needs within walking distance. Having more choices to reach destinations by means other than a private, single-occupancy vehicle will help lower VMT-related emissions. The WANSP also discusses the role of urban design in the facilitation of walkability.</p> <p>Staff will also update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses."</p>

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
7	7-18	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	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.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.
7	7-19	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	Cleanest Available HHD Trucks. 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 (0.02g/bhp-hr NOx) technologies.  Recommended Measure: All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.  Staff will also update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses."
7	7-20	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	Reduce Idling of HHD Trucks. 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.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.  Staff will also update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses."
7	7-21	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	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.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.
7	7-22	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	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.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
7	7-23	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Recommended Measure: A health risk screening and/or assessment should be performed to assess potential risks to sensitive receptors for projects whose proposed locations are a) within the established buffer distances identified in CARB's handbook, b) projects whose land uses are not specifically identified in CARB'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.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.
7	7-24	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	The District recommends that the environmental assessment require an Ambient Air Quality Analysis (AAQA) be performed for any future development project with emissions that exceed 100 pounds per day of any pollutant.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.
7	7-25	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Future development projects within the WANSP 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.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.
8	8-1	3	N	Brian Johnson		Request to change the northwest corner of Grantland and Barstow from NMX - Neighborhood Mixed-Use to a designation with lower density/activity.	4/23/2021	This request will be considered for recommendation by the Steering Committee.
9	9-1	4	N	Bruce O'Neal	Tree Fresno	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.	8/27/2021	Staff welcomes the opportunity to work together towards this effort. Please also see related Policy IPR 2.7.

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9	9-2	2	Y	Bruce O'Neal	Tree Fresno	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.	8/27/2021	<p>Section 15-2308 of the Development Code governs the provision of trees in new subdivisions, requiring two trees per single-family lot and one tree per multi-family unit. Trees within the City's public right-of-way are regulated under Chapter 13 Article 3 and placed according to the Master Tree Plan.</p> <p>It is expected that new development will provide adequate tree coverage, however, additional efforts are needed to enhance tree canopy in existing neighborhoods, along Highway 99, and on key transportation corridors throughout the West Area. Staff will add the following policy to support these efforts: Policy IPR 2.10 "Increase tree canopy coverage in the West Area, with prioritization for areas that a) currently have minimal tree coverage, b) have a high level of pedestrian activity (ex. near schools, commercial centers, etc.) and c) are disproportionately exposed to pollution."</p>
9	9-3	2	Y	Bruce O'Neal	Tree Fresno	The pollution burden in the Plan Area is widespread, with much of the Area being considered "disadvantaged" (81-90% ranking) by CalEnviroScreen 3.0. This should be addressed in a comprehensive manner, which can include strategic planting of key species that produce oxygen and trap pollutants.	8/27/2021	<p>Staff agrees that pollution burden and other disproportionate negative impacts need to be addressed in a comprehensive and systemic manner. To the goal of addressing pollution impacts, the Specific Plan aims to first and foremost create walkable and bikeable neighborhoods that lessen the need to drive, thereby reducing vehicle emissions. Part of this effort will involve the installation of landscaping that simultaneously supports filtering of airborne pollutants, but that also enhances the streetscape for active modes of transportation.</p> <p>Furthermore, staff will add the following policy: Policy IPR 2.10 "Increase tree canopy coverage in the West Area, with prioritization for areas that a) currently have minimal tree coverage, b) have a high level of pedestrian activity (ex. near schools, commercial centers, etc.) and c) are disproportionately exposed to pollution."</p>
9	9-4	4	N	Bruce O'Neal	Tree Fresno	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.	8/27/2021	Staff is appreciative and looks forward to reviewing the study when it is available.

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9	9-5	4	N	Bruce O'Neal	Tree Fresno	The Community Landscapes Plan includes comprehensive policy review and environmental mitigation recommendations. It is hoped that staff will further review these recommendations as proposed policy and forward the Plan to the Environmental Impact Report (EIR) consultant as an aid to environmental analysis and mitigation.	8/27/2021	Staff will ensure the EIR consultant has received the Community Landscapes Plan. Staff also encourages the commentor to examine the Draft EIR once it is available for public review.
10	10-1	2	Y	Carol Underhill		Request for the development of a senior center in the West Area.	4/6/2021	Goal PF 5 speaks to the need for increased access to new and existing community centers in the West Area, with Policy PF 5.2 specifically calling for the encouragement of community centers to provide services for seniors.  Staff will add Goal I 1 and Policy I 1.1 to Chapter 6 of the Plan to aid implementation efforts. Goal I 1 will read: Pursue measures that implement the Goals of the Specific Plan. Policy I 1.1 will read: Establish a West Area Neighborhoods Specific Plan Implementation Committee with representatives from different areas within the Plan Boundary to pursue and evaluate implementing Policies.
11	11-1	4	N	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 2 - Appreciation shared for the introduction statement; shifting focus to Fresno's Final Frontier from Forgotten Fresno; the history of Highway City and the Jose Garcia Adobe.	7/19/2021	Comment appreciated. The West Area has a rich history and staff enjoyed learning and sharing the information. Staff is hopeful that over time, more history will be uncovered and shared with present day community members.
11	11-2	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 11 - The shading on Map 1-4 is hard to distinguish and the legend doesn't provide the information needed. Recommend different shading to distinguish city limits and the Plan Area.	7/19/2021	Map 1-4 will be updated. Additionally, use of data from CalEnviroScreen 3.0 will be updated to CalEnviroScreen 4.0.
11	11-3	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 17 - Add information about the what the different shadings under CalEnviroScreen represent.	7/19/2021	This information will be added.
11	11-4	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 17 - Add information on why there can be such discrepancies in just a ½ mile radius.	7/19/2021	This information will be added.
11	11-5	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 17 - Add a link to CalEnviroScreen to the map and the text.	7/19/2021	This information will be added.
11	11-6	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 17 - On Map 1-4 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.	7/19/2021	Text will be added to the map to explain the following: CalEnviroScreen is associated with Census Tracts and the Tracts in West Area extend beyond the Plan Boundary.  As a note, the Plan Boundary on Map 1-4 is represented by a violet dashed line.

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11	11-7	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	<p>Pg. 25-29 - Suggestion to include a sentence at the beginning of the section referring readers to the referenced maps. At the beginning of each section the map could be referenced. It might also make sense to add a smaller version of the map to each page.</p> <p>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.</p>	7/19/2021	<p>Staff will add references and hyperlinks to the relevant maps in the narrative, but politely declines to add smaller maps or text referencing the map back to the section.</p> <p>A few reasons for this decision: a) there could be confusion between the larger map and smaller map, b) the Plan Area is quite large and a smaller map will not be able to show sufficient detail, c) adequately referencing and linking to the maps within the narrative should help to identify which map is illustrative of the section, and d) some of the maps feature a crowded legend and adding references back to the section could negatively impact the readability of the map.</p>
11	11-8	1	N	Cathy Caples	West Area Neighborhoods Steering Committee	<p>Pg. 41 - Request to bring Section 2.5.A regarding the Sphere of Influence (SOI) Recommendation back to the Steering Committee for discussion.</p> <p>The Committee did not want to expand the boundaries of the City of Fresno westward and that there was a lack of clarity about the overlap between the Plan Area and the SOI, therefore, the wording of this section misrepresents the Committee's intent.</p>	7/19/2021	Staff will bring this subject back to the Steering Committee for further discussion.
11	11-9	2	Y	Cathy Caples	West Area Neighborhoods Steering Committee	<p>Pg. 65 - How can the Community Landscapes Plan (CLP) developed by Tree Fresno for COG be extended to include the entire West Area not just the area south of Shaw?</p>	7/19/2021	<p>Refinement of the CLP to create landscape districts for the Plan Area is proposed via IPR 2.7. This can also be a project taken on by neighborhood associations, which are envisioned in Policies LUH 4.1 and 4.2. Another option, however, is to approach Tree Fresno to see if the CLP can be expanded to include the entire Plan Area.</p> <p>Also, staff will add the following policy to the Specific Plan: Policy IPR 2.10 "Increase tree canopy coverage in the West Area, with prioritization for areas that a) currently have minimal tree coverage, b) have a high level of pedestrian activity (ex. near schools, commercial centers, etc.) and c) are disproportionately exposed to pollution."</p>
11	11-10	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	<p>Pg. 82 - Update Map 4-2 to highlight park space in a bright color and color the Herndon Canal Class A trail that extends to the west the same color as is shown along the proposed Regional Park.</p>	7/19/2021	Map 4-2 will be updated to show the current and proposed park space and the current and proposed Class 1 trails. In order to not confuse the proposed boundaries of the Regional Park, staff will not show the Herndon Canal trail in the same color as the Regional Park boundaries, however adding the Class 1 trails to the map should help to show that the alignment of the Canal trail does continue to the west of the Plan Area.

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11	11-11	4	N	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 82 - 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.	7/19/2021	Staff looks forward to further engagement with community members about the proposed regional park as well as potential for additional park space for the whole Plan Area.
11	11-12	3	N	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 82 - 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?	7/19/2021	Staff believes the park being referenced is the Regional Sports Complex, which is located on a portion of the former Fresno Sanitary Landfill. For more information on the site's remediation, please see: <a href="https://cumulis.epa.gov/supercpad/cursites/csinfo.cfm?id=0901854">https://cumulis.epa.gov/supercpad/cursites/csinfo.cfm?id=0901854</a>  Option B (as shown on Map 4-2) can also be designated as park space. Staff will add this as a land use change request to be discussed by the Steering Committee.
11	11-13	3	N	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 105 - 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?	7/19/2021	The earliest evidence Staff can find of this designation changing is on a map presented to the Committee on November 28, 2018. Thus, it is believed that it was changed in the initial proposed land use draft map.  This change has caused an overall decrease in park space in the West Area (it should be noted that not all parks created through new subdivision development were included in the initial calculation). The area can be redesignated as park space with Commercial-General becoming the dual designation. Staff will add this as a land use change request to be discussed by the Steering Committee.
12	12-1	4	N	Daniel Brannick		The commenter highlighted areas of the Plan they felt are notably good, including the “Core Vision for the West Area” presented on page 3; 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).	9/21/2021	Comment appreciated.

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12	12-2	2	Y	Daniel Brannick		IPR 1.2 - Suggestion to include in IPR 1.2 a short list of priority Safe Routes To School (SRTS)-eligible projects (i.e., a list of 3-5 roadway segments in proximity to school sites), which could then be included as an additional measurement of implementation progress (e.g., "percentage of priority projects completed" as a measurement).	9/21/2021	Staff will modify IPR 1.2 to read: Collaborate with Central Unified School District and Fresno County to support more complete routes to schools by collecting family travel data, prioritizing infrastructure improvements near schools and to promoting annual Walk & Bike to School Days to encourage active transportation. a. Priority routes to update include (but are not limited to) a. Ashlan from Cornelia to Hayes, b. Valentine from Shields to Clinton, c. Dakota from Brawley to Cornelia, and d. Polk from Clinton to Dayton  Staff will amend the first suggested measurements to read: "# of projects/priority project initiated/completed"
12	12-3	2	Y	Daniel Brannick		IPR 1.3 - Request for language that specifically calls for "closing gaps" in the existing pedestrian infrastructure network. 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.	9/21/2021	Staff will add a new policy after IPR 1.1. The new policy will read: "Identify and address existing infrastructure gaps in the West Area; target remedies through the creation of a priority areas list."  Staff will also update Policy IPR 1.3 to read "Create a connected, safe, and pleasant pedestrian experience by requiring the provision of curb, curb ramps, gutters, streetlights, sidewalks, and street trees on both sides of the street in and adjacent to new developments."  Staff will add the following suggested measurements: - To IPR 1.1: "# gaps identified", "# gaps/priority gaps closed." - To IPR 1.3: "# gaps closed."  Additionally, it should be noted that the City adopted a Complete Streets on October 10, 2019 policy to help realize these goals.
12	12-4	2	Y	Daniel Brannick		IPR 1.7 - Request to include 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").	9/21/2021	Staff will add the following suggested measurements: "route miles added", "% population within 1/2 mile walk of transit stop", and "% population within 1/4 mile walk of transit stop".  One-half mile roughly translates (on average) to a 10-15 minute walk and 1/4 mile to about a 5 minute walk. Using distance instead of time is intentional for two reasons. The primary reason is to utilize GIS functionality to provide estimated access to areas that aren't yet developed (see Map 5-7a and Map 5-8a as examples). The secondary reason is that everyone has a different walking or rolling pace, so this is a way to standardize information such that an individual can translate for themselves the amount of time is needed to reach the identified amenity.

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12	12-5	2	Y	Daniel Brannick		IPR 1.8 - 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 "Δ VMT").	9/21/2021	The City is working on a Mitigation Program that will help new development offset VMT impacts. The Program may include an option to pay a fee, adhere to stricter design standards, etc. Staff will add the following suggested measurements: "Δ VMT".
12	12-6	4	N	Daniel Brannick		IPR 1.11 - 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?	9/21/2021	The Plan is referencing the undeveloped land between Cornelia and Golden State. There are no plans currently to construct an underpass or overpass of the rail lines along the Gettysburg alignment.
12	12-7	2	N	Daniel Brannick		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.	9/21/2021	Staff is open to adding such language to the WANSP, but has a preference in first exploring the efficacy of existing resources, which include: a) agendas for City Council, Commissions, and Committees, b) the road closures map: <a href="https://www.fresno.gov/publicworks/road-restrictions-and-closures">https://www.fresno.gov/publicworks/road-restrictions-and-closures</a> , c) webpages for City Council Districts, and d) the Featured Projects link on the Public Works webpage.  More ideas are welcome.
12	12-8	2	Y	Daniel Brannick		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").	9/21/2021	Staff will update the suggested measurements to read: "# added parks by type"; "# park acreage by type".
12	12-9	2	Y	Daniel Brannick		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.	9/21/2021	Per Government Code Section 53398.52.(b)(7), "Parks, recreational facilities, and open space" are explicitly listed as eligible for financing from an EIFD.  Staff believes an EIFD for the West Area could support a number of needed projects ranging from additional park space to closing infrastructure gaps. Therefore, Staff will add Policy I 1.2 to Chapter 6 of the Plan, which will read: "Investigate the establishment of an Enhanced Infrastructure Financing District (EIFD) for the West Area to financially support the development of parks, trails, and open space and to address critical infrastructure gaps for active transportation."
12	12-10	2	Y	Daniel Brannick		LUH 1.2 - Suggestion to add "# annexations", "# added acres", and "# developments" as suggested measurements.	9/21/2021	Staff will update the suggested measurements to read: "% within city limits"; "% in growth area"; "# annexations"; "# added acres"; "# developments".

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12	12-11	2	N	Daniel Brannick		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).	9/21/2021	<p>Staff felt that agricultural uses and recreational uses (such as trails and parks) would not need setbacks to buffer against active farmland at the Sphere of Influence (SOI), therefore the language in the policy is exclusive to them.</p> <p>The Plan does not use the Buffer land use designation, therefore setbacks are determined by the respective zoning districts under the Development Code. Staff thus felt it important to have a policy that encourages a buffer between urban uses and farmland along the SOI.</p> <p>Staff respectfully wishes to retain the existing language for Policy LUH 2.2.</p>
12	12-12	2	Y	Daniel Brannick		<p>LUH 3.1 - This policy speaks to a top issue in the West Area. To better actualize this policy, the commenter requests the formation of a program (or committee) that functions to promote the types of development sought after by residents in the West Area. Suggestion policy language:</p> <p>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].</p> <p>[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.]</p>	9/21/2021	<p>Staff will update Policy LUH 3.1 to read as proposed: "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."</p> <p>Staff will add a new policy after LUH 3.1, with modifications to the proposed language, to read as follows: "Support the 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. This group may be considered as a subcommittee to a neighborhood association and/or a Specific Plan Implementation Committee."</p>
12	12-13	2	Y	Daniel Brannick		LUH 3.4 - Request to develop an “adaptable retail factors” checklist. A checklist could be utilized as follows: 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”).	9/21/2021	Staff will add the following suggested measurement: "# of "highly adaptable" developments". While not explicitly calling for the development of a checklist, the inclusion of this measurement criteria is intended to incorporate that task.
12	12-14	2	Y	Daniel Brannick		LUH 3.8 - Consider rewriting this policy as proposed below: Encourage street patterns in new development that optimize connectivity, such as a gridded street pattern.	9/21/2021	Staff will modify LUH 3.8 to read: "Encourage street patterns in new development that optimize connectivity, such as a gridded street pattern."

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12	12-15	2	Y	Daniel Brannick		<p>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 seems more like “eyes on the street”)</p> <p>Suggested language: 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.</p>	9/21/2021	<p>"Defensible space" is the transition area between the private and public realm that support "eyes on the street." This would be porches, patios, stoops, etc.</p> <p>However, staff agrees that the term should be replaced for clarity and will update Policy LUH 6.3 to read: "Promote the use of porches, patios, stoops, gardens, balconies, etc." and require future residences to face parks, public streets, and/or public schools in order to provide natural surveillance ("eyes on the street") and security for all users."</p>
12	12-16	4	N	Daniel Brannick		<p>Support noted for the concept of Catalytic Corridors to create an improved sense of place and encourage new development that can attract needed community amenities while allowing for preservation of the area’s rural/agricultural character.</p>	9/21/2021	<p>Comment appreciated.</p>
12	12-17	1	Y	Daniel Brannick		<p>Suggested revision to add more emphasis on utilizing Catalytic Corridors as a means to develop complete neighborhoods and for the Plan to visualize and more actively identify the Catalytic Corridors as centers of community activity with a comprehensive range of uses present.</p>	9/21/2021	<p>Staff will add a "call-out" page on Catalytic Corridors to add more visuals of what these nodes can look like and which can include more discussion of how they can become community centers.</p>
12	12-18	1	N	Daniel Brannick		<p>Suggested revision to include more discussion on how the proposed Catalytic Corridors will relate to one another, and which may answer the following questions: 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?</p>	9/21/2021	<p>Staff would like to refer this back to the Steering Committee for discussion.</p>
12	12-19	2	N	Daniel Brannick		<p>Suggestion to move the Catalytic Corridor designation on Blythe Avenue to Brawley Avenue. If it is unfeasible to move the Catalytic Corridor to Brawley, suggestion to not include Blythe as a Catalytic Corridor and focus on planning for the corridors on Shaw, Ashlan, Clinton, and Veterans Boulevard.</p>	9/21/2021	<p>This request will be considered for recommendation by the Steering Committee.</p>

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12	12-20	1	Y	Daniel Brannick		<p>Maps in the WANSP have Island Waterpark Drive frequently obscured by other map elements or omitted from maps that display major roadways (see for example pages 17, 29, and 56). Request to clarify Island Waterpark Drive’s existing and future planned roadway designation, with recommendation that it be officially classified as at least a Collector roadway.</p> <p>An additional recommendation for Island Waterpark Drive: Widen the roadway from south of the Herndon Canal to Shaw Avenue and add bike lanes.</p>	9/21/2021	Staff will update maps to show/add Island Waterpark Drive. Note that Island Waterpark Drive is planned to be modified with a cul-de-sac to accommodate a new SR 99 interchange. Vista Drive will be constructed as a Collector Street.
12	12-21	1	Y	Daniel Brannick		Recommendation to update Map 4-1 and other figures to display CFD-funded park areas in order to provide a more complete picture of the availability and location of park space within the West Area.	9/21/2021	Staff will update Map 4-1 accordingly to include all CFD-developed parks. Any needed update to the Proposed Land Use Map will be included as a "clean up" following Plan adoption.
12	12-22	3	N	Daniel Brannick		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.	9/21/2021	Staff will review the development; if an update to the Proposed Land Use Map is required, it will be included as a "clean up" following Plan adoption.
12	12-23	3	N	Daniel Brannick		"Powerline Trail." Idea proposed to formally designate and plan a trail that follows the alignment of the overhead electrical transmission lines that run north-to-south in the vicinity of Hayes Avenue. As envisioned, there would be a continuous trail from the Shaw/Hayes area to Dakota/Hayes area.	9/21/2021	This request will be considered for recommendation by the Steering Committee.
12	12-24	2	Y	Daniel Brannick		"Groundwater Recharge Greenway." Idea proposed to plan for a large, scenic linear area capable of capturing groundwater and recharging the underlying aquifer, ideally 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.	9/21/2021	Staff will add IPR 3.8 to read: "Plan for a groundwater recharge greenway, with an incorporated Class 1 trail, near the western edge of the West Area boundary."

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
12	12-25	2	Y	Daniel Brannick		"Cornelia Connector Roadway." Idea proposed to construct 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.	9/21/2021	IPR 1.11 will be modified to read: "Improve multimodal transportation access across Highway 99 by a) completing the Veterans Boulevard interchange project and the underpass at West Gettysburg Avenue, b) consider updating the ATP and General Plan to include potential future multimodal crossings (such as an extension of Cornelia Avenue either across Highway 99 or from Shaw to the future undercrossing at Gettysburg Avenue), and c) update Golden State Avenue in the ATP and General Plan to have enhanced bike facilities."  Staff will also create a map to outline the proposed changes identified in IPR 1.11.
12	12-26	2	Y	Daniel Brannick		"West Area-Downtown Transit." Idea to add 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.  Two preliminary suggestions: 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).	9/21/2021	Staff will modify IPR 1.7 to read: Expand transit services in the West Area as development occurs, by locating routes near or adjacent to civic centers, schools, public parks, and retail centers; and explore feasibility to create a West Area-Downtown Connector Route.
12	12-27	2	Y	Daniel Brannick		"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. In the West Area, container farming could 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.	9/21/2021	Staff will modify Policy LUH 2.3 to read: "Partner with the Fresno County Farm Bureau and other agriculture-focused organizations to develop a strategy to fund, protect, and promote agriculture in the West Area. The strategy should include an examination of potential funding and grant opportunities as well as appropriate activities to support, including, but not limited to: agritourism, farmers markets, shipping container farms/markets, farm incubators, farmland preservation, marketing & wayfinding programs, etc."  Staff will also modify Policy LUH 2.6 to read: "Encourage new developments to incorporate agricultural features, such as agrihood-style amenities, community gardens, container farms, farmers market plazas, or public art celebrating the West Area's agricultural heritage."
13	13-1	3	N	Daniel Brannick		Request to redesignate APNs 51124001, 51124035, 51124036, 51124038, 51124019, 51124003 from Commercial General to Community Commercial or a Mixed-Use Designation.	11/12/2021	This request will be considered for recommendation by the Steering Committee.

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
14	14-1	3	N	David Lantis		Request to maintain the current lower density zoning (primarily medium low density) within and around the boundary lines of Shields-Dakota and Cornelia-Blythe.	9/22/2021	This request will be considered for recommendation by the Steering Committee.
15	15-1	4	N	David Padilla	Caltrans District 6	Early engagement with Caltrans is recommended for future projects that would impact state right-of-way.	8/6/2021	Comment appreciated. Staff looks forward to engaging with Caltrans on further projects.
15	15-2	4	N	David Padilla	Caltrans District 6	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.	8/6/2021	Comment appreciated.
15	15-3	4	N	David Padilla	Caltrans District 6	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.	8/6/2021	The Specific Plan intends to be harmonious with the ATP through direct references to call out the vision of the ATP and through support of enhanced active transportation facilities. Relevant policies include IPR 1.1 through 1.11, 1.16, 2.1, 2.2, 2.8, and LUH 3.7, and 3.8.
15	15-4	4	N	David Padilla	Caltrans District 6	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.	8/6/2021	Comment appreciated.
16	16-1	3	N	Dirk Poeschel	Land Development Services, Inc.	Request for the southern portion of APN 505-060-07 (2.75 acres of 30.44 acres total) to be redesignated from Neighborhood Mixed-Use to Residential-Medium Density.	5/25/2021	This request will be considered for recommendation by the Steering Committee.  Note: Staff believes the designation of NMX on the small portion of this parcel is the result of a mapping error.
17	17-1	2	Y	Elisa Bilios	Forgotten Fresno	Request that any future traffic studies submitted are not permitted to be executed on a Wednesday.	5/19/2021	Traffic studies are conducted during peak hours (7am to 9am and 4pm to 6pm) on Tuesdays, Wednesdays, and Thursdays (excluding holidays).  Staff will add a new policy after IPR 1.16 to read: "Address issues of vehicle congestion in the West Area through studying congestion patterns, location, and traveler characteristics to determine potential solutions. Furthermore, new development should strive to promote active transportation to reduce auto-dependency and overall traffic impacts."

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
17	17-2	4	N	Elisa Bilios	Forgotten Fresno	It is very common to see police officers, the fire department, or ambulances stuck on Shaw or Herndon at Golden State or Highway 99. 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.	5/19/2021	<p>Shaw: A Feasibility Study has been completed to review improvements to traffic flow at the Shaw Avenue and Highway 99 interchange, however a funding source is needed to implement. The upcoming Measure C renewal is a potential funding source. An overcrossing of the rail tracks is planned to be constructed by California High Speed Rail.</p> <p>Herndon: There are no current plans to improve the Herndon interchange. However, the traffic volume will decrease significantly when the Veterans Boulevard interchange is completed. An overcrossing of the rail tracks is planned to be constructed by California High Speed Rail.</p> <p>Signals: Most of the traffic signals in Fresno have Emergency Vehicle Preemption systems for Fire and Police, including all new traffic signals. Caltrans does not include this hardware on their traffic signals.</p>
17	17-3	2	Y	Elisa Bilios	Forgotten Fresno	Request for new housing development to provide greenspace amenities such as benches, tables, lights, playground structures, and fields for sports activities, which will promote healthier lifestyles.	5/19/2021	<p>In order to condition new housing subdivisions to provide the exemplified amenities, an update to the Development Code would be necessary. Currently the Code, under Section 15-3701-J, standardizes the amount of park land required (or how an in-lieu fee might be accepted), but allows a credit towards the requisite amount of land or fee if the subdivider provides amenities.</p> <p>Staff will amend PF 1.5 to read: Encourage the inclusion of neighborhood-serving amenities such as playgrounds, dog runs, picnic tables, barbeques, benches, and produce-growing community gardens in new residential subdivisions; and review Development Code requirements to incorporate such amenities.</p>
17	17-4	4	N	Elisa Bilios	Forgotten Fresno	Request that offsite improvements for commercial and residential projects be near completion before a developer begins their construction. For far too many years construction workers and material supply trucks have overwhelmed our roads.	5/19/2021	Most commercial projects are required to complete public improvements prior to occupancy. Many residential projects have a limit on building permits prior to traffic signal installation or other improvements. Safety for the traveling public or the occupants of the homes is always evaluated.
17	17-5	4	N	Elisa Bilios	Forgotten Fresno	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.	5/19/2021	Staff believes that the Specific Plan Proposed Land Use Map is scaled down from the General Plan Land Use designations, providing a more defined transect from urban to rural within the Plan Area. Staff is also committed to upholding the General Plan's direction to not expand the Sphere of Influence.
18	18-1	3	N	Eric Gibbons	Wathen Castanos Homes	Request to redesignate APN 512-070-50 from Community Commercial to Residential - Medium Density.	5/4/2021	This request will be considered for recommendation by the Steering Committee.
19	19-1	3	N	Eric Payne	West Area Neighborhoods Steering Committee	Request for consideration to designate a regional park in the West Area that is south of Shaw Avenue.	4/22/2021	This request will be considered for recommendation by the Steering Committee.

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20	20-1	2	Y	Eric Payne	West Area Neighborhoods Steering Committee	Request to include a congestion management process (CMP) plan, 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.	7/21/2021	<p>Staff believes that a tailored version of a congestion management process could be pursued for the West Area. Although Staff feels the direct causes and location of congestion points in the West Area have been revealed through public input, further inquiry into the characteristics of travelers and the interaction of the pattern of congestion with location could present insights into new solutions.</p> <p>Staff would like to propose the addition of policy after IPR 1.16 to read: "Address issues of vehicle congestion in the West Area through a) studying congestion patterns, location, and traveler characteristics to determine potential solutions. Furthermore, new development should strive to promote active transportation to reduce auto-dependency and overall traffic impacts."</p>
21	21-1	2	Y	Holly Warren		Would like to see bike/pedestrian paths made abundant and accessible to the West Plan community. 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 via Herndon to the El Paseo shopping center. Whatever we could do to make that safer would be appreciated.	7/1/2021	<p>Staff agrees that bike and pedestrian paths should be easily accessible and included in connections to the east side of Highway 99. Both the Active Transportation Plan and West Area Neighborhoods Specific Plan will continue to call for Class I bike/trail facilities to be installed at Herndon Avenue, the Herndon Canal, Gettysburg Avenue, and Veterans Boulevard.</p> <p>Staff will also modify IPR 1.11 as follows to further promote bike accessibility across Highway 99: "Improve multimodal transportation access across Highway 99 by a) completing the Veterans Boulevard interchange project and the underpass at West Gettysburg Avenue, b) consider updating the ATP and General Plan to include potential future multimodal crossings (such as an extension of Cornelia Avenue either across Highway 99 or from Shaw to the future undercrossing at Gettysburg Avenue), and c) update Golden State Avenue in the ATP and General Plan to have enhanced bike facilities."</p> <p>Regarding the Herndon undercrossing specifically, further discussions are needed with both community members and Caltrans to determine design capabilities to install the Class 1 trail that is designated along Herndon. Staff recommends that the updated ATP process accommodate this more detailed review.</p>

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21	21-2	2	Y	Holly Warren		This area of Fresno has a unique opportunity to plan for public/common spaces. The underdeveloped 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.	7/1/2021	The Specific Plan includes policies to promote the development of parks in the West Area (see PF Goal 1 and associated policies). This includes Policy PF 1.8 to initiate a process to establish a flagship regional park in the West Area.  To aid in implementation efforts, staff will add Goal I 1 and Policy I 1.1 to Chapter 6. Goal I 1 reads: Pursue measures that implement the Goals of the Specific Plan. Policy I 1.1 reads: Establish a West Area Neighborhoods Specific Plan Implementation Committee with representatives from different areas within the Plan Boundary to pursue and evaluate implementing Policies.
21	21-3	4	N	Holly Warren		Would like to see the City of Fresno establish a way to allow for registration of neighborhood associations. The commenter notes that their neighborhood association in Baltimore held monthly meetings, specific boundaries, voluntary \$5 dues, and elected officers each year. The association held social events and provided forums for city leaders to discuss issues and a place for neighbors to meet one another.	7/1/2021	Staff agrees that there could be great benefits in the establishment of neighborhood associations, but only if done with equity in mind from the start (i.e. with inclusive and fair representation). Staff has created two policies (LUH 4.1 and LUH 4.2) in the Specific Plan that would permit collaborative investigation into the identification of neighborhood boundaries and, thereafter, the development of neighborhood associations.  Staff would enjoy continued discussion to hear more about examples and experiences from other cities as a local program is shaped.
22	22-1	3	N	Janie Baxter	A1 Truck Driving School	Request to redesignate APN #'s 511-240-15S and 511-240-16S (3639 N Brawley Fresno, CA 93722) from Residential Multi-Family Urban Neighborhood to Commercial-General.	2/24/2021	This request will be considered for recommendation by the Steering Committee.
23	23-1	3	N	Jeff Roberts	Assemi Group	Request to redesignate the planned residential area between Shields/Dakota/Grantland/Garfield from Medium Low Density to Medium.	6/28/2021	This request will be considered for recommendation by the Steering Committee.
24	24-1	4	N	Jeff Roberts	Assemi Group	What does the Phrase "each policy shall be interpreted as an affirmative and required action" mean?	6/30/2021	It means the City has an obligation to pursue or require implementation of the policy as written.
24	24-2	4	N	Jeff Roberts	Assemi Group	The term "best practices" is used. What does this mean and is there a source document?	6/30/2021	The term "best practices" is not derived from a single source document, but from an array of approaches known to planning practitioners that have been proven effective in addressing issues pertinent to the built environment.
24	24-3	4	N	Jeff Roberts	Assemi Group	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?	6/30/2021	Funding for the development of a VMT mitigation program for the City was approved by City Council on July 29, 2021. The program is currently under development and is scheduled to be completed in 2022. The primary components of the program are a VMT mitigation fee and an urban design calculator.

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
24	24-4	2	Y	Jeff Roberts	Assemi Group	IPR 1.12 - The Boulevard are should extend to Clinton Ave., not Shields.	6/30/2021	Policy IPR 1.12 will be updated to read: Designate Grantland Avenue and Veterans Boulevard between Clinton Avenue and its overcrossing of the railroad tracks as a boulevard area, with a required 30-foot landscaped setback. Planned elements of the city's master trail system may be located partially within this setback.
24	24-5	4	N	Jeff Roberts	Assemi Group	IPR 3.1 - Is there a "greywater system" in the City of Fresno?	6/30/2021	The City is in the process of planning and constructing a comprehensive Recycled Water System, which will include parts of the West Area. Many of the segments of the overall System are either under construction or already completed, and a Water Reuse Master Plan is underway to evaluate all options and plan for the future use of recycled water throughout the city.
24	24-6	2	Y	Jeff Roberts	Assemi Group	PF 1.3 - Who at the City will advocate for new parks and open space funding? Where will this advocacy occur?	6/30/2021	<p>Advocacy will need to happen through multiple fronts to be successful. City staff, Commissioners, Committee members, Councilmembers, community organizations, and residents will all have a role to play in advocating for new parks and open space.</p> <p>Staff will add Goal I 1 and Policy I 1.1 to Chapter 6 of the Plan to aid implementation efforts. Goal I 1 reads: Pursue measures that implement the Goals of the Specific Plan. Policy I 1.1 reads: Establish a West Area Neighborhoods Specific Plan Implementation Committee with representatives from different areas within the Plan Boundary to pursue and evaluate implementing Policies.</p>
24	24-7	2	Y	Jeff Roberts	Assemi Group	PF 1.8 - The term "cultivate a participatory strategy" is unfamiliar to me. Can you define this?	6/30/2021	It means the City will work in collaboration with residents. Staff will modify Policy PF 1.8 for clarity to read: "Initiate a citywide community review of the proposed regional park designation as shown on Map 4-2 and collaborate with residents to identify the desired amenities and agricultural features to be incorporated along with methods to fund its development."

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
24	24-8	4	N	Jeff Roberts	Assemi Group	PF 1.11 - Please define which trails will be required to install trash cans and pet waste bins and who will empty these.	6/30/2021	<p>Per the City of Fresno Trail Design Guidelines: Trash receptacles shall be provided at all trail heads, rest areas and anywhere seating is provided. Trash receptacles should be placed near seating areas, but at least 20 feet away to reduce odor impacts. Design, color and style shall be consistent throughout the trail system. Receptacles shall be durable and secured to their locations to help prevent theft and vandalism.</p> <p>Pet waste bag dispensers shall be provided in conjunction with trash can locations on stand-alone mounting posts. Stations shall also be equipped with signs stating that all dogs in Fresno County must be on a leash or under the immediate control of a responsible person and that owners are responsible for cleaning up after their pet.</p> <p>Public Works contracts with vendors to routinely empty the receptacles.</p>
24	24-9	4	N	Jeff Roberts	Assemi Group	PF 3.1 - What land use designation / zoning is needed for "higher education"?	6/30/2021	<p>Colleges and Trade Schools, Public or Private are allowed in the West Area through the following land use / zoning designations. Residential: Medium High Density (RM-1), Urban Neighborhood (RM-2), High Density (RM-3); Mixed-Use: Neighborhood Mixed-Use (NMX), Corridor/Center Mixed-Use (CMX); Commercial: Community Commercial (CC), Commercial Regional (CR), Commercial General (CG); Employment: Office (O), Business Park (BP), Light Industrial (IL); Public and Semi-Public: Public and Institutional (PI).</p> <p>It should be noted that under California law, public educational institutions are able to designate school sites independent of the City's zoning and land use designations.</p>
24	24-10	2	N	Jeff Roberts	Assemi Group	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.	6/30/2021	<p>This phrase is used to underscore the desire for sequential development from the existing City Limits out to the fringe rather than developing at the fringe first. Leapfrogged development even within the Sphere of Influence (SOI) will exacerbate existing infrastructure gaps.</p>
24	24-11	2	Y	Jeff Roberts	Assemi Group	LUH 1.2 - The General Plan defines priority areas and everything north of Clinton Ave. is already in the "Priority Area".	6/30/2021	<p>Staff affirms that a) the priority for new development is within the City Limits, then Growth Area 1 and b) that the Plan Area coincides with Growth Area 1. Staff will update Policy LUH 1.2 for clarity to read: Uphold the General Plan's vision for the sequencing of development areas, focusing new development on land within the City Limits first followed by land within Growth Area 1.</p>
24	24-12	4	N	Jeff Roberts	Assemi Group	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?	6/30/2021	<p>This Policy originated in the West Area Community Plan and is intended to prevent pressure onto farmland and to support the orderly development of the Plan Area.</p>

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
24	24-13	4	N	Jeff Roberts	Assemi Group	LUH 2.1 - 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?	6/30/2021	Per Policy RC-9-c in the General Plan, the City shall, "In coordination with regional partners or independently, establish a Farmland Preservation Program." This Program, paired with direction from LUH 2.3, can offer further details on how such promotion can occur.
24	24-14	2	N	Jeff Roberts	Assemi Group	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.	6/30/2021	The policy refers to uses that are not agricultural nor recreational (i.e. a trail or park), so could be inclusive of residential, commercial, or employment uses. This Policy is to encourage a setback and Staff welcomes a discussion what an ideal setback might look like.
24	24-15	4	N	Jeff Roberts	Assemi Group	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?	6/30/2021	An update to this section of the Code would apply to the whole city. Staff would initiate a distinct engagement process to garner feedback on potential changes.
24	24-16	4	N	Jeff Roberts	Assemi Group	LUH 2.7 - Has the City obtained the support from the County of Fresno to alter property tax assessments? What is AB 465?	6/30/2021	AB 465 was adopted into the Government Code under Section 51042. Per GC 51042(a)(1)(B), "A city may, after a public hearing and approval from the board of supervisors of the county in which the city is located, establish by ordinance an Urban Agriculture Incentive Zone within its boundaries for the purpose of entering into enforceable contracts with landowners, on a voluntary basis, for the use of vacant, unimproved, or blighted lands for small-scale agricultural use," thus a next step following the adoption of the Specific Plan would be to coordinate with the County on this effort.
24	24-17	2	N	Jeff Roberts	Assemi Group	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	6/30/2021	Staff does not feel there would be a conflict, but welcomes discussion on the topic.
24	24-18	4	N	Jeff Roberts	Assemi Group	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.	6/30/2021	This policy is talking about the transition space between two different types of land uses. For example, a new office development that abuts an existing shopping center should permit pedestrian access into the shopping center.
24	24-19	2	Y	Jeff Roberts	Assemi Group	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?	6/30/2021	The intent of this policy is to encourage the provision of a high number of potential travel paths (which can include cul-de-sacs that allow for pedestrian connectivity. This is desirable as increased walkability can lead to reduced Vehicle Miles Traveled and is correlated with better health. To improve clarity, staff will modify LUH 3.8 to read: "Encourage street patterns in new development that optimize connectivity, such as a gridded street pattern."

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25	25-1	4	N	John Mlotkowski		The commenter has contacted the City on numerous occasions about the horrendous traffic situation at Polk and Shaw. The City needs to widen streets and establish another access to hwy 99 at Fairmont.	8/27/2021	<p>The City is working on a project to improve the synchronization on Shaw Avenue and a Feasibility Study has been completed to review improvements to traffic flow at the Shaw Avenue and Highway 99 interchange, however a funding source is needed to implement. The upcoming Measure C renewal is a potential funding source. In addition, the opening of Veterans Boulevard and the future overpass over the freight and High Speed Rail tracks should alleviate some of the existing traffic congestion.</p> <p>The access point at Fairmont was closed via the realignment of Highway 99, likely to increase safety. Per the CA High Speed Rail project webpage, "three at-grade onramps were permanently closed to improve traffic flow and overall safety on the heavily-traveled thoroughfare."</p>
26	26-1	4	N	Keith Woodcock		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.	9/1/2021	Policy LUH 1.4 calls for a Small Area Plan for the West Shaw Avenue Town Center, which can include design standards. The Small Area Plan will help refine and implement the vision of West Shaw Avenue as a defining place for the West Area that is centered on green space and transit-oriented development.
26	26-2	2	Y	Keith Woodcock		Designs for subdivisions need to include higher standards for parks. Planning for a new large park in the plan area is appreciated, but that park doesn't meet the neighborhood needs. Recommend to establish a requirement that 85 percent of residential units be located within 1/4 mile of a park.	9/1/2021	<p>Staff will amend Policy PF 1.1 to read: "Meet the General Plan standard for at least three acres of parkland per 1,000 residents for parks less than 40 acres in size and strive to provide park space within a 1/4 mile walk of at least 85 percent of all existing and future residential units."</p> <p>Staff will update the suggested measurements for PF 1.1 to include: "% pop within 1/4 mile walk to park."</p> <p>Staff will also amend PF 1.5 to read: Encourage the inclusion of neighborhood-serving amenities such as playgrounds, dog runs, picnic tables, barbeques, benches, and produce-growing community gardens in new residential subdivisions; and review Development Code requirements to incorporate such amenities.</p>
26	26-3	2	Y	Keith Woodcock		Financing a large park such as the proposed park is difficult. 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.	9/1/2021	Developers are currently required to provide park space or pay an in-lieu fee per Section 15-3701-J of the Development Code . Rather than a Benefit Assessment District, staff suggests consideration of an Enhanced Infrastructure Financing District and will add Policy I 1.2 to Chapter 6 of the Plan, to read: "Investigate the establishment of an Enhanced Infrastructure Financing District (EIFD) for the West Area to financially support the development of parks, trails, and open space and to address critical infrastructure gaps for active transportation."

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26	26-4	4	N	Keith Woodcock		Concern about the proposed concentration of the higher density housing along the Veterans Blvd. This is most likely where the affordable housing development would occur. This raises potential social justice issues. It appears to limit where lower income families could live within the West Area.	9/1/2021	Staff appreciates this concern. The realignment of higher density designations along the Catalytic Corridors (Shaw Avenue, Ashlan Avenue, Veterans Boulevard, Shields Avenue, Clinton Avenue, and Blythe Avenue) is intended to provide better access to transit and amenities. The Corridors are distributed through the Plan Area.  The Plan is also supportive of Missing Middle housing and Staff is working on a series of programs to help increase affordable, lower density housing production, such as the Accessory Dwelling Unit (ADU) program which will provide five free, pre-approved ADU plans.
26	26-5	4	N	Keith Woodcock		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.	9/1/2021	Comment appreciated.
26	26-6	4	N	Keith Woodcock		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?	9/1/2021	The Plan is supportive of Missing Middle housing, which is discussed in Chapter 5. The Development Code is also being reviewed to remove potential barriers to Missing Middle housing development.  The realignment of denser uses to the Catalytic Corridors is intended to provide better access to transit and amenities. The Corridors are distributed through the Plan Area.
26	26-7	1	N	Keith Woodcock		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.	9/1/2021	Staff appreciates this comment. While there is not a specific chapter on Social Justice within the Plan, Staff has taken care to consider social justice throughout the Plan, reflecting these values in the Plan's Goals and Policies.
27	27-1	3	N	Mohamad Annan		Request to change owned parcel (APN 433-090-245) from Medium High Density Residential to High Density Residential.	4/22/2021	This request will be considered for recommendation by the Steering Committee.
28	28-1	2	Y	Sheila Krebs		Suggestion to extend Gettysburg Avenue to Golden State Boulevard to help with decongestion of Ashlan Avenue.	8/30/2021	This extension is planned. In addition, staff will modify IPR 1.11 to read: "Improve multimodal transportation access across Highway 99 by a) completing the Veterans Boulevard interchange project and the underpass at West Gettysburg Avenue, b) consider updating the ATP and General Plan to include potential future multimodal crossings (such as an extension of Cornelia Avenue either across Highway 99 or from Shaw to the future undercrossing at Gettysburg Avenue), and c) update Golden State Avenue in the ATP and General Plan to have enhanced bike facilities."
28	28-2	4	N	Sheila Krebs		Would like to see more shopping centers, such as Lowe's or Home Depot.	8/30/2021	The proposed land use map will include designations that allow for both shopping centers and home improvement stores. These include Community Commercial, Commercial Regional, Commercial General, and Light Industrial.

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
28	28-3	4	N	Sheila Krebs		Would like to see medical facilities- hospitals not clinics. Building a hospital would decongest Fresno community center.	8/30/2021	The proposed land use map will include designations that allow for hospitals. These include Corridor/Center Mixed-Use, Community Commercial, Commercial Regional, Commercial General, Office, Business Park, Light Industrial, and Public & Institutional.
28	28-4	4	N	Sheila Krebs		Would like to see more fire stations in our area.	8/30/2021	Although not a new station, the permanent location for Fire Station 18 is under construction at 6605 West Shaw Avenue.
29	29-1	1	Y	Staff	City of Fresno Long Range Planning	Inside Cover - Update text: Public Draft		New text to read: Revised Public Draft
29	29-2	1	Y	Staff	City of Fresno Long Range Planning	Inside Cover - Add Plan webpage URL to inside cover.		Added text to read: <a href="http://www.fresno.gov/westareaplan">www.fresno.gov/westareaplan</a>
29	29-3	1	Y	Staff	City of Fresno Long Range Planning	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.		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.
29	29-4	1	Y	Staff	City of Fresno Long Range Planning	Section 3.4.A, pg. 67 - Update text: It is only required when the existing well runs dry, is abandoned, or otherwise becomes unusable.		New text to read: It is only required when the existing well runs dry, is abandoned, or otherwise becomes unusable.
29	29-5	1	Y	Staff	City of Fresno Long Range Planning	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.		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.
29	29-6	1	Y	Staff	City of Fresno Long Range Planning	Section 1.6, pg. 32 - Update text: Walking distance is key, as it is economical and enhances both physical, mental, and emotional health.		New text to read: Walking distance is key, as it is economical and enhances physical, mental, and emotional health.
29	29-7	3	N	Staff	City of Fresno Long Range Planning	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.		This request will be considered for recommendation by the Steering Committee.
29	29-8	3	N	Staff	City of Fresno Long Range Planning	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.		This request will be considered for recommendation by the Steering Committee.

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29	29-9	3	N	Staff	City of Fresno Long Range Planning	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.		This request will be considered for recommendation by the Steering Committee.
29	29-10	2	Y	Staff	City of Fresno Long Range Planning	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.		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.
29	29-11	1	Y	Staff	City of Fresno Long Range Planning	Inside back cover - Update Planning Commission Members, Staff, and Steering Committee on back inside cover.		Add to Steering Committee: Tina McCallister-Boothe (Alternate). Add to Planning Commission: Haley Wagner; Robert Fuentes Update Staff: Kara Hammerschmidt, Services Aide Add to Staff: Shawn Monk, Planner; Matthew Woodward, Services Aide; Miranda Adams, Services Aide; Diego St. Clair, Service Aide
29	29-12	2	Y	Staff	City of Fresno Long Range Planning	IPR 1.2 - Update text to be more inclusive of potential upgrades to school routes: Collaborate with Central Unified School District and Fresno County to support Safe Routes to Schools by collecting family travel data, prioritizing infrastructure improvements near schools, and promoting annual Walk & Bike to School Days to encourage active transportation.		New text to read: Collaborate with Central Unified School District and Fresno County to support more complete routes to schools by collecting family travel data, prioritizing infrastructure improvements near schools, and promoting annual Walk & Bike to School Days to encourage active transportation.
29	29-13	1	Y	Staff	City of Fresno Long Range Planning	On page 47, update the narrative update text from "safer routes" to "improved routes."		Text will be updated.

# Comment Summary Matrix

- organized by category

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
11	11-2	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 11 - The shading on Map 1-4 is hard to distinguish and the legend doesn't provide the information needed. Recommend different shading to distinguish city limits and the Plan Area.	7/19/2021	Map 1-4 will be updated. Additionally, use of data from CalEnviroScreen 3.0 will be updated to CalEnviroScreen 4.0.
11	11-3	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 17 - Add information about the what the different shadings under CalEnviroScreen represent.	7/19/2021	This information will be added.
11	11-4	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 17 - Add information on why there can be such discrepancies in just a ½ mile radius.	7/19/2021	This information will be added.
11	11-5	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 17 - Add a link to CalEnviroScreen to the map and the text.	7/19/2021	This information will be added.
11	11-6	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 17 - On Map 1-4 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.	7/19/2021	Text will be added to the map to explain the following: CalEnviroScreen is associated with Census Tracts and the Tracts in West Area extend beyond the Plan Boundary.  As a note, the Plan Boundary on Map 1-4 is represented by a violet dashed line.
11	11-7	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 25-29 - Suggestion to include a sentence at the beginning of the section referring readers to the referenced maps. At the beginning of each section the map could be referenced. It might also make sense to add a smaller version of the map to each page.  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.	7/19/2021	Staff will add references and hyperlinks to the relevant maps in the narrative, but politely declines to add smaller maps or text referencing the map back to the section.  A few reasons for this decision: a) there could be confusion between the larger map and smaller map, b) the Plan Area is quite large and a smaller map will not be able to show sufficient detail, c) adequately referencing and linking to the maps within the narrative should help to identify which map is illustrative of the section, and d) some of the maps feature a crowded legend and adding references back to the section could negatively impact the readability of the map.
11	11-8	1	N	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 41 - Request to bring Section 2.5.A regarding the Sphere of Influence (SOI) Recommendation back to the Steering Committee for discussion.  The Committee did not want to expand the boundaries of the City of Fresno westward and that there was a lack of clarity about the overlap between the Plan Area and the SOI, therefore, the wording of this section misrepresents the Committee's intent.	7/19/2021	Staff will bring this subject back to the Steering Committee for further discussion.
11	11-10	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 82 - Update Map 4-2 to highlight park space in a bright color and color the Herndon Canal Class A trail that extends to the west the same color as is shown along the proposed Regional Park.	7/19/2021	Map 4-2 will be updated to show the current and proposed park space and the current and proposed Class 1 trails. In order to not confuse the proposed boundaries of the Regional Park, staff will not show the Herndon Canal trail in the same color as the Regional Park boundaries, however adding the Class 1 trails to the map should help to show that the alignment of the Canal trail does continue to the west of the Plan Area.

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12	12-17	1	Y	Daniel Brannick		Suggested revision to add more emphasis on utilizing Catalytic Corridors as a means to develop complete neighborhoods and for the Plan to visualize and more actively identify the Catalytic Corridors as centers of community activity with a comprehensive range of uses present.	9/21/2021	Staff will add a "call-out" page on Catalytic Corridors to add more visuals of what these nodes can look like and which can include more discussion of how they can become community centers.
12	12-18	1	N	Daniel Brannick		Suggested revision to include more discussion on how the proposed Catalytic Corridors will relate to one another, and which may answer the following questions: 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?	9/21/2021	Staff would like to refer this back to the Steering Committee for discussion.
12	12-20	1	Y	Daniel Brannick		Maps in the WANSP have Island Waterpark Drive frequently obscured by other map elements or omitted from maps that display major roadways (see for example pages 17, 29, and 56). Request to clarify Island Waterpark Drive's existing and future planned roadway designation, with recommendation that it be officially classified as at least a Collector roadway.  An additional recommendation for Island Waterpark Drive: Widen the roadway from south of the Herndon Canal to Shaw Avenue and add bike lanes.	9/21/2021	Staff will update maps to show/add Island Waterpark Drive. Note that Island Waterpark Drive is planned to be modified with a cul-de-sac to accommodate a new SR 99 interchange. Vista Drive will be constructed as a Collector Street.
12	12-21	1	Y	Daniel Brannick		Recommendation to update Map 4-1 and other figures to display CFD-funded park areas in order to provide a more complete picture of the availability and location of park space within the West Area.	9/21/2021	Staff will update Map 4-1 accordingly to include all CFD-developed parks. Any needed update to the Proposed Land Use Map will be included as a "clean up" following Plan adoption.
26	26-7	1	N	Keith Woodcock		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.	9/1/2021	Staff appreciates this comment. While there is not a specific chapter on Social Justice within the Plan, Staff has taken care to consider social justice throughout the Plan, reflecting these values in the Plan's Goals and Policies.
29	29-1	1	Y	Staff	City of Fresno Long Range Planning	Inside Cover - Update text: Public Draft		New text to read: Revised Public Draft
29	29-2	1	Y	Staff	City of Fresno Long Range Planning	Inside Cover - Add Plan webpage URL to inside cover.		Added text to read: <a href="http://www.fresno.gov/westareaplan">www.fresno.gov/westareaplan</a>
29	29-3	1	Y	Staff	City of Fresno Long Range Planning	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.		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.
29	29-4	1	Y	Staff	City of Fresno Long Range Planning	Section 3.4.A, pg. 67 - Update text: It is only required when the existing well runs dry, is abandoned, or otherwise becomes unusable.		New text to read: It is only required when the existing well runs dry, is abandoned, or otherwise becomes unusable.

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29	29-6	1	Y	Staff	City of Fresno Long Range Planning	Section 1.6, pg. 32 - Update text: Walking distance is key, as it is economical and enhances both physical, mental, and emotional health.		New text to read: Walking distance is key, as it is economical and enhances physical, mental, and emotional health.
29	29-11	1	Y	Staff	City of Fresno Long Range Planning	Inside back cover - Update Planning Commission Members, Staff, and Steering Committee on back inside cover.		Add to Steering Committee: Tina McCallister-Boothe (Alternate). Add to Planning Commission: Haley Wagner; Robert Fuentes Update Staff: Kara Hammerschmidt, Services Aide Add to Staff: Shawn Monk, Planner; Matthew Woodward, Services Aide; Miranda Adams, Services Aide; Diego St. Clair, Service Aide
29	29-13	1	Y	Staff	City of Fresno Long Range Planning	On page 47, update the narrative update text from "safer routes" to "improved routes."		Text will be updated.

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
1	1-1	2	Y	Anonymous		Section 3.2.B - 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.	8/26/2021	<p>The Active Transportation Plan and West Area Neighborhoods Specific Plan continue to call for Class I bike facilities to be installed at Herndon Avenue and Veterans Boulevard. The plan for the bike trail bypasses along Veterans also remain unchanged.</p> <p>In addition, staff will modify IPR 1.11 as follows to further promote bike accessibility across Highway 99: "Improve multimodal transportation access across Highway 99 by a) completing the Veterans Boulevard interchange project and the underpass at West Gettysburg Avenue, b) consider updating the ATP and General Plan to include potential future multimodal crossings (such as an extension of Cornelia Avenue either across Highway 99 or from Shaw to the future undercrossing at Gettysburg Avenue), and c) update Golden State Avenue in the ATP and General Plan to have enhanced bike facilities."</p> <p>Staff will also create a map to outline the proposed changes identified in IPR 1.11.</p>
7	7-2	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	Land Use Planning. 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.	9/1/2021	<p>As a general note, 32.75 acres (less than one percent of the Plan Area) are currently designated as Light Industrial and would remain unchanged by the plan. Approximately 24.09 acres is developed as a personal storage facility. The remaining 8.66 acres is either undeveloped or is being used for truck parking.</p> <p>Staff will update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses."</p>
7	7-3	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	Land Use Planning. 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.	9/1/2021	<p>Staff will update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses."</p>

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7	7-4	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	Project Siting. In order to prevent or reduce localized and cumulative air pollution impacts from future development projects, it would be beneficial for the WANSP to include project siting-related goals, policies, and objectives and include measures and concepts outlined in the California Air Resource Board's (CARB) Air Quality and Land Use Handbook: A Community Health Perspective related to recommended buffer distances and CARB's Freight Handbook Concept Paper related to the design and operation of freight facilities.	9/1/2021	Staff will update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses."  Furthermore, the Industrial Compatibility Study (ICS) was initiated to examine and make recommendations regarding the interface of industrial uses and sensitive receptors. These resources will be forwarded to the project manager for the ICS.
7	7-6	2	N	Brian Clements	San Joaquin Valley Air Pollution Control District	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.	9/1/2021	Staff feels that such a policy should be considered on a citywide level, in conjunction with the Industrial Compatibility Study (ICS). This recommendation will be forwarded to the project manager of the ICS for review.
7	7-7	2	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Under-fired Charbroilers. 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.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation.
7	7-8	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	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).	9/1/2021	Policy IPR 2.7 directs the City to work with residents to create unique landscape districts, which may include vegetative barriers, notably along Highway 99. In order to better support urban greening efforts, staff will also add the following policy: Policy IPR 2.10 "Increase tree canopy coverage in the West Area, with prioritization for areas that a) currently have minimal tree coverage, b) have a high level of pedestrian activity (ex. near schools, commercial centers, etc.) and c) are disproportionately exposed to pollution."

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
7	7-17	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>Operational Emissions. Operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately.</p> <p>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.</p>	9/1/2021	<p>The WANSP seeks to create Complete Neighborhoods, which would give residents more opportunities to meet their daily needs within walking distance. Having more choices to reach destinations by means other than a private, single-occupancy vehicle will help lower VMT-related emissions. The WANSP also discusses the role of urban design in the facilitation of walkability.</p> <p>Staff will also update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses."</p>
7	7-19	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>Cleanest Available HHD Trucks. The District recommends that the following mitigation measures be included in the WANSP for project-related operational emissions:</p> <p>Recommended Measure: Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero (0.02g/bhp-hr NOx) technologies.</p> <p>Recommended Measure: All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.</p>	9/1/2021	<p>Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.</p> <p>Staff will also update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses."</p>
7	7-20	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>Reduce Idling of HHD Trucks. 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.</p> <p>Recommended Measure: Construction and operational fleets based within the WANSP area limit vehicle idling pursuant to 13 CCR § 2485 and 13 CCR § 2480.</p>	9/1/2021	<p>Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.</p> <p>Staff will also update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses."</p>

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9	9-2	2	Y	Bruce O'Neal	Tree Fresno	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.	8/27/2021	<p>Section 15-2308 of the Development Code governs the provision of trees in new subdivisions, requiring two trees per single-family lot and one tree per multi-family unit. Trees within the City's public right-of-way are regulated under Chapter 13 Article 3 and placed according to the Master Tree Plan.</p> <p>It is expected that new development will provide adequate tree coverage, however, additional efforts are needed to enhance tree canopy in existing neighborhoods, along Highway 99, and on key transportation corridors throughout the West Area. Staff will add the following policy to support these efforts: Policy IPR 2.10 "Increase tree canopy coverage in the West Area, with prioritization for areas that a) currently have minimal tree coverage, b) have a high level of pedestrian activity (ex. near schools, commercial centers, etc.) and c) are disproportionately exposed to pollution."</p>
9	9-3	2	Y	Bruce O'Neal	Tree Fresno	The pollution burden in the Plan Area is widespread, with much of the Area being considered "disadvantaged" (81-90% ranking) by CalEnviroScreen 3.0. This should be addressed in a comprehensive manner, which can include strategic planting of key species that produce oxygen and trap pollutants.	8/27/2021	<p>Staff agrees that pollution burden and other disproportionate negative impacts need to be addressed in a comprehensive and systemic manner. To the goal of addressing pollution impacts, the Specific Plan aims to first and foremost create walkable and bikeable neighborhoods that lessen the need to drive, thereby reducing vehicle emissions. Part of this effort will involve the installation of landscaping that simultaneously supports filtering of airborne pollutants, but that also enhances the streetscape for active modes of transportation.</p> <p>Furthermore, staff will add the following policy: Policy IPR 2.10 "Increase tree canopy coverage in the West Area, with prioritization for areas that a) currently have minimal tree coverage, b) have a high level of pedestrian activity (ex. near schools, commercial centers, etc.) and c) are disproportionately exposed to pollution."</p>
10	10-1	2	Y	Carol Underhill		Request for the development of a senior center in the West Area.	4/6/2021	<p>Goal PF 5 speaks to the need for increased access to new and existing community centers in the West Area, with Policy PF 5.2 specifically calling for the encouragement of community centers to provide services for seniors.</p> <p>Staff will add Goal I 1 and Policy I 1.1 to Chapter 6 of the Plan to aid implementation efforts. Goal I 1 will read: Pursue measures that implement the Goals of the Specific Plan. Policy I 1.1 will read: Establish a West Area Neighborhoods Specific Plan Implementation Committee with representatives from different areas within the Plan Boundary to pursue and evaluate implementing Policies.</p>

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11	11-9	2	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 65 - How can the Community Landscapes Plan (CLP) developed by Tree Fresno for COG be extended to include the entire West Area not just the area south of Shaw?	7/19/2021	<p>Refinement of the CLP to create landscape districts for the Plan Area is proposed via IPR 2.7. This can also be a project taken on by neighborhood associations, which are envisioned in Policies LUH 4.1 and 4.2. Another option, however, is to approach Tree Fresno to see if the CLP can be expanded to include the entire Plan Area.</p> <p>Also, staff will add the following policy to the Specific Plan: Policy IPR 2.10 "Increase tree canopy coverage in the West Area, with prioritization for areas that a) currently have minimal tree coverage, b) have a high level of pedestrian activity (ex. near schools, commercial centers, etc.) and c) are disproportionately exposed to pollution."</p>
12	12-2	2	Y	Daniel Brannick		IPR 1.2 - Suggestion to include in IPR 1.2 a short list of priority Safe Routes To School (SRTS)-eligible projects (i.e., a list of 3-5 roadway segments in proximity to school sites), which could then be included as an additional measurement of implementation progress (e.g., "percentage of priority projects completed" as a measurement).	9/21/2021	<p>Staff will modify IPR 1.2 to read: Collaborate with Central Unified School District and Fresno County to support more complete routes to schools by collecting family travel data, prioritizing infrastructure improvements near schools and to promoting annual Walk &amp; Bike to School Days to encourage active transportation.</p> <p>a. Priority routes to update include (but are note limited to) a. Ashlan from Cornelia to Hayes, b. Valentine from Shields to Clinton, c. Dakota from Brawley to Cornelia, and d. Polk from Clinton to Dayton</p> <p>Staff will amend the first suggested measurements to read: "# of projects/priority project initiated/completed"</p>
12	12-3	2	Y	Daniel Brannick		IPR 1.3 - Request for language that specifically calls for "closing gaps" in the existing pedestrian infrastructure network. 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.	9/21/2021	<p>Staff will add a new policy after IPR 1.1. The new policy will read: "Identify and address existing infrastructure gaps in the West Area; target remedies through the creation of a priority areas list."</p> <p>Staff will also update update Policy IPR 1.3 to read "Create a connected, safe, and pleasant pedestrian experience by requiring the provision of curb, curb ramps, gutters, streetlights, sidewalks, and street trees on both sides of the street in and adjacent to new developments."</p> <p>Staff will add the following suggested measurements:                      - To IPR 1.1: "# gaps identified", "# gaps/priority gaps closed."                      - To IPR 1.3: "# gaps closed."</p> <p>Additionally, it should be noted that the City adopted a Complete Streets on October 10, 2019 policy to help realize these goals.</p>

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12	12-4	2	Y	Daniel Brannick		IPR 1.7 - Request to include 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").	9/21/2021	Staff will add the following suggested measurements: "route miles added", "% population within 1/2 mile walk of transit stop", and "% population within 1/4 mile walk of transit stop".  One-half mile roughly translates (on average) to a 10-15 minute walk and 1/4 mile to about a 5 minute walk. Using distance instead of time is intentional for two reasons. The primary reason is to utilize GIS functionality to provide estimated access to areas that aren't yet developed (see Map 5-7a and Map 5-8a as examples). The secondary reason is that everyone has a different walking or rolling pace, so this is a way to standardize information such that an individual can translate for themselves the amount of time is needed to reach the identified amenity.
12	12-5	2	Y	Daniel Brannick		IPR 1.8 - 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 "Δ VMT").	9/21/2021	The City is working on a Mitigation Program that will help new development offset VMT impacts. The Program may include an option to pay a fee, adhere to stricter design standards, etc. Staff will add the following suggested measurements: "Δ VMT".
12	12-7	2	N	Daniel Brannick		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.	9/21/2021	Staff is open to adding such language to the WANSP, but has a preference in first exploring the efficacy of existing resources, which include: a) agendas for City Council, Commissions, and Committees, b) the road closures map: <a href="https://www.fresno.gov/publicworks/road-restrictions-and-closures">https://www.fresno.gov/publicworks/road-restrictions-and-closures</a> , c) webpages for City Council Districts, and d) the Featured Projects link on the Public Works webpage.  More ideas are welcome.
12	12-8	2	Y	Daniel Brannick		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").	9/21/2021	Staff will update the suggested measurements to read: "# added parks by type"; "# park acreage by type".

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
12	12-9	2	Y	Daniel Brannick		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.	9/21/2021	Per Government Code Section 53398.52.(b)(7), "Parks, recreational facilities, and open space" are explicitly listed as eligible for financing from an EIFD.  Staff believes an EIFD for the West Area could support a number of needed projects ranging from additional park space to closing infrastructure gaps. Therefore, Staff will add Policy I 1.2 to Chapter 6 of the Plan, which will read: "Investigate the establishment of an Enhanced Infrastructure Financing District (EIFD) for the West Area to financially support the development of parks, trails, and open space and to address critical infrastructure gaps for active transportation."
12	12-10	2	Y	Daniel Brannick		LUH 1.2 - Suggestion to add "# annexations", "# added acres", and "# developments" as suggested measurements.	9/21/2021	Staff will update the suggested measurements to read: "% within city limits"; "% in growth area"; "# annexations"; "# added acres"; "# developments".
12	12-11	2	N	Daniel Brannick		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).	9/21/2021	Staff felt that agricultural uses and recreational uses (such as trails and parks) would not need setbacks to buffer against active farmland at the Sphere of Influence (SOI), therefore the language in the policy is exclusive to them.  The Plan does not use the Buffer land use designation, therefore setbacks are determined by the respective zoning districts under the Development Code. Staff thus felt it important to have a policy that encourages a buffer between urban uses and farmland along the SOI.  Staff respectfully wishes to retain the existing language for Policy LUH 2.2.

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
12	12-12	2	Y	Daniel Brannick		<p>LUH 3.1 - This policy speaks to a top issue in the West Area. To better actualize this policy, the commenter requests the formation of a program (or committee) that functions to promote the types of development sought after by residents in the West Area. Suggestion policy language:</p> <p>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].</p> <p>[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.]</p>	9/21/2021	<p>Staff will update Policy LUH 3.1 to read as proposed: "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."</p> <p>Staff will add a new policy after LUH 3.1, with modifications to the proposed language, to read as follows: "Support the 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. This group may be considered as a subcommittee to a neighborhood association and/or a Specific Plan Implementation Committee."</p>
12	12-13	2	Y	Daniel Brannick		<p>LUH 3.4 - Request to develop an “adaptable retail factors” checklist. A checklist could be utilized as follows: 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”).</p>	9/21/2021	<p>Staff will add the following suggested measurement: "# of "highly adaptable" developments". While not explicitly calling for the development of a checklist, the inclusion of this measurement criteria is intended to incorporate that task.</p>
12	12-14	2	Y	Daniel Brannick		<p>LUH 3.8 - Consider rewriting this policy as proposed below: Encourage street patterns in new development that optimize connectivity, such as a gridded street pattern.</p>	9/21/2021	<p>Staff will modify LUH 3.8 to read: "Encourage street patterns in new development that optimize connectivity, such as a gridded street pattern."</p>
12	12-15	2	Y	Daniel Brannick		<p>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 seems more like “eyes on the street”)</p> <p>Suggested language: 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.</p>	9/21/2021	<p>"Defensible space" is the transition area between the private and public realm that support "eyes on the street." This would be porches, patios, stoops, etc.</p> <p>However, staff agrees that the term should be replaced for clarity and will update Policy LUH 6.3 to read: "Promote the use of porches, patios, stoops, gardens, balconies, etc." and require future residences to face parks, public streets, and/or public schools in order to provide natural surveillance ("eyes on the street") and security for all users."</p>

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
12	12-19	2	N	Daniel Brannick		Suggestion to move the Catalytic Corridor designation on Blythe Avenue to Brawley Avenue. If it is unfeasible to move the Catalytic Corridor to Brawley, suggestion to not include Blythe as a Catalytic Corridor and focus on planning for the corridors on Shaw, Ashlan, Clinton, and Veterans Boulevard.	9/21/2021	This request will be considered for recommendation by the Steering Committee.
12	12-24	2	Y	Daniel Brannick		"Groundwater Recharge Greenway." Idea proposed to plan for a large, scenic linear area capable of capturing groundwater and recharging the underlying aquifer, ideally 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.	9/21/2021	Staff will add IPR 3.8 to read: "Plan for a groundwater recharge greenway, with an incorporated Class 1 trail, near the western edge of the West Area boundary."
12	12-25	2	Y	Daniel Brannick		"Cornelia Connector Roadway." Idea proposed to construct 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.	9/21/2021	IPR 1.11 will be modified to read: "Improve multimodal transportation access across Highway 99 by a) completing the Veterans Boulevard interchange project and the underpass at West Gettysburg Avenue, b) consider updating the ATP and General Plan to include potential future multimodal crossings (such as an extension of Cornelia Avenue either across Highway 99 or from Shaw to the future undercrossing at Gettysburg Avenue), and c) update Golden State Avenue in the ATP and General Plan to have enhanced bike facilities."  Staff will also create a map to outline the proposed changes identified in IPR 1.11.
12	12-26	2	Y	Daniel Brannick		"West Area-Downtown Transit." Idea to add 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.  Two preliminary suggestions: 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).	9/21/2021	Staff will modify IPR 1.7 to read: Expand transit services in the West Area as development occurs, by locating routes near or adjacent to civic centers, schools, public parks, and retail centers; and explore feasibility to create a West Area-Downtown Connector Route.

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
12	12-27	2	Y	Daniel Brannick		"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. In the West Area, container farming could 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.	9/21/2021	Staff will modify Policy LUH 2.3 to read: "Partner with the Fresno County Farm Bureau and other agriculture-focused organizations to develop a strategy to fund, protect, and promote agriculture in the West Area. The strategy should include an examination of potential funding and grant opportunities as well as appropriate activities to support, including, but not limited to: agritourism, farmers markets, shipping container farms/markets, farm incubators, farmland preservation, marketing & wayfinding programs, etc."  Staff will also modify Policy LUH 2.6 to read: "Encourage new developments to incorporate agricultural features, such as agrihood-style amenities, community gardens, container farms, farmers market plazas, or public art celebrating the West Area's agricultural heritage."
17	17-1	2	Y	Elisa Bilios	Forgotten Fresno	Request that any future traffic studies submitted are not permitted to be executed on a Wednesday.	5/19/2021	Traffic studies are conducted during peak hours (7am to 9am and 4pm to 6pm) on Tuesdays, Wednesdays, and Thursdays (excluding holidays).  Staff will add a new policy after IPR 1.16 to read: "Address issues of vehicle congestion in the West Area through studying congestion patterns, location, and traveler characteristics to determine potential solutions. Furthermore, new development should strive to promote active transportation to reduce auto-dependency and overall traffic impacts."
17	17-3	2	Y	Elisa Bilios	Forgotten Fresno	Request for new housing development to provide greenspace amenities such as benches, tables, lights, playground structures, and fields for sports activities, which will promote healthier lifestyles.	5/19/2021	In order to condition new housing subdivisions to provide the exemplified amenities, an update to the Development Code would be necessary. Currently the Code, under Section 15-3701-J, standardizes the amount of park land required (or how an in-lieu fee might be accepted), but allows a credit towards the requisite amount of land or fee if the subdivider provides amenities.  Staff will amend PF 1.5 to read: Encourage the inclusion of neighborhood-serving amenities such as playgrounds, dog runs, picnic tables, barbeques, benches, and produce-growing community gardens in new residential subdivisions; and review Development Code requirements to incorporate such amenities.

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
20	20-1	2	Y	Eric Payne	West Area Neighborhoods Steering Committee	Request to include a congestion management process (CMP) plan, 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.	7/21/2021	<p>Staff believes that a tailored version of a congestion management process could be pursued for the West Area. Although Staff feels the direct causes and location of congestion points in the West Area have been revealed through public input, further inquiry into the characteristics of travelers and the interection of the pattern of congestion with location could present insights into new solutions.</p> <p>Staff would like to propose the addition of policy after IPR 1.16 to read: "Address issues of vehicle congestion in the West Area through a) studying congestion patterns, location, and traveler characteristics to determine potential solutions. Furthermore, new development should strive to promote active transportation to reduce auto-dependency and overall traffic impacts."</p>
21	21-1	2	Y	Holly Warren		Would like to see bike/pedestrian paths made abundant and accessible to the West Plan community. 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 via Herndon to the El Paseo shopping center. Whatever we could do to make that safer would be appreciated.	7/1/2021	<p>Staff agrees that bike and pedestrian paths should be easily accessible and included in connections to the east side of Highway 99. Both the Active Transportation Plan and West Area Neighborhoods Specific Plan will continue to call for Class I bike/trail facilities to be installed at Herndon Avenue, the Herndon Canal, Gettysburg Avenue, and Veterans Boulevard.</p> <p>Staff will also modify IPR 1.11 as follows to further promote bike accessibility across Highway 99: "Improve multimodal transportation access across Highway 99 by a) completing the Veterans Boulevard interchange project and the underpass at West Gettysburg Avenue, b) consider updating the ATP and General Plan to include potential future multimodal crossings (such as an extension of Cornelia Avenue either across Highway 99 or from Shaw to the future undercrossing at Gettysburg Avenue), and c) update Golden State Avenue in the ATP and General Plan to have enhanced bike facilities."</p> <p>Regarding the Herndon undercrossing specifically, further discussions are needed with both community members and Caltrans to determine design capabilities to install the Class 1 trail that is designated along Herndon. Staff recommends that the updated ATP process accomodate this more detailed review.</p>

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
21	21-2	2	Y	Holly Warren		This area of Fresno has a unique opportunity to plan for public/common spaces. The underdeveloped 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.	7/1/2021	The Specific Plan includes policies to promote the development of parks in the West Area (see PF Goal 1 and associated policies). This includes Policy PF 1.8 to initiate a process to establish a flagship regional park in the West Area.  To aid in implementation efforts, staff will add Goal I 1 and Policy I 1.1 to Chapter 6. Goal I 1 reads: Pursue measures that implement the Goals of the Specific Plan. Policy I 1.1 reads: Establish a West Area Neighborhoods Specific Plan Implementation Committee with representatives from different areas within the Plan Boundary to pursue and evaluate implementing Policies.
24	24-4	2	Y	Jeff Roberts	Assemi Group	IPR 1.12 - The Boulevard are should extend to Clinton Ave., not Shields.	6/30/2021	Policy IPR 1.12 will be updated to read: Designate Grantland Avenue and Veterans Boulevard between Clinton Avenue and its overcrossing of the railroad tracks as a boulevard area, with a required 30-foot landscaped setback. Planned elements of the city's master trail system may be located partially within this setback.
24	24-6	2	Y	Jeff Roberts	Assemi Group	PF 1.3 - Who at the City will advocate for new parks and open space funding? Where will this advocacy occur?	6/30/2021	Advocacy will need to happen through multiple fronts to be successful. City staff, Commissioners, Committee members, Councilmembers, community organizations, and residents will all have a role to play in advocating for new parks and open space.  Staff will add Goal I 1 and Policy I 1.1 to Chapter 6 of the Plan to aid implementation efforts. Goal I 1 reads: Pursue measures that implement the Goals of the Specific Plan. Policy I 1.1 reads: Establish a West Area Neighborhoods Specific Plan Implementation Committee with representatives from different areas within the Plan Boundary to pursue and evaluate implementing Policies.
24	24-7	2	Y	Jeff Roberts	Assemi Group	PF 1.8 - The term "cultivate a participatory strategy" is unfamiliar to me. Can you define this?	6/30/2021	It means the City will work in collaboration with residents. Staff will modify Policy PF 1.8 for clarity to read: "Initiate a citywide community review of the proposed regional park designation as shown on Map 4-2 and collaborate with residents to identify the desired amenities and agricultural features to be incorporated along with methods to fund its development."
24	24-10	2	N	Jeff Roberts	Assemi Group	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.	6/30/2021	This phrase is used to underscore the desire for sequential development from the existing City Limits out to the fringe rather than developing at the fringe first. Leapfrogged development even within the Sphere of Influence (SOI) will exacerbate existing infrastructure gaps.

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
24	24-11	2	Y	Jeff Roberts	Assemi Group	LUH 1.2 - The General Plan defines priority areas and everything north of Clinton Ave. is already in the "Priority Area".	6/30/2021	Staff affirms that a) the priority for new development is within the City Limits, then Growth Area 1 and b) that the Plan Area coincides with Growth Area 1. Staff will update Policy LUH 1.2 for clarity to read: Uphold the General Plan's vision for the sequencing of development areas, focusing new development on land within the City Limits first followed by land within Growth Area 1.
24	24-14	2	N	Jeff Roberts	Assemi Group	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.	6/30/2021	The policy refers to uses that are not agricultural nor recreational (i.e. a trail or park), so could be inclusive of residential, commercial, or employment uses. This Policy is to encourage a setback and Staff welcomes a discussion what an ideal setback might look like.
24	24-17	2	N	Jeff Roberts	Assemi Group	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	6/30/2021	Staff does not feel there would be a conflict, but welcomes discussion on the topic.
24	24-19	2	Y	Jeff Roberts	Assemi Group	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?	6/30/2021	The intent of this policy is to encourage the provision of a high number of potential travel paths (which can include cul-de-sacs that allow for pedestrian connectivity. This is desirable as increased walkability can lead to reduced Vehicle Miles Traveled and is correlated with better health. To improve clarity, staff will modify LUH 3.8 to read: "Encourage street patterns in new development that optimize connectivity, such as a gridded street pattern."
26	26-2	2	Y	Keith Woodcock		Designs for subdivisions need to include higher standards for parks. Planning for a new large park in the plan area is appreciated, but that park doesn't meet the neighborhood needs. Recommend to establish a requirement that 85 percent of residential units be located within 1/4 mile of a park.	9/1/2021	Staff will amend Policy PF 1.1 to read: "Meet the General Plan standard for at least three acres of parkland per 1,000 residents for parks less than 40 acres in size and strive to provide park space within a 1/4 mile walk of at least 85 percent of all existing and future residential units."  Staff will update the suggested measurements for PF 1.1 to include: "% pop within 1/4 mile walk to park."  Staff will also amend PF 1.5 to read: Encourage the inclusion of neighborhood-serving amenities such as playgrounds, dog runs, picnic tables, barbeques, benches, and produce-growing community gardens in new residential subdivisions; and review Development Code requirements to incorporate such amenities.

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
26	26-3	2	Y	Keith Woodcock		Financing a large park such as the proposed park is difficult. 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.	9/1/2021	Developers are currently required to provide park space or pay an in-lieu fee per Section 15-3701-J of the Development Code . Rather than a Benefit Assessment District, staff suggests consideration of an Enhanced Infrastructure Financing District and will add Policy I 1.2 to Chapter 6 of the Plan, to read: "Investigate the establishment of an Enhanced Infrastructure Financing District (EIFD) for the West Area to financially support the development of parks, trails, and open space and to address critical infrastructure gaps for active transportation."
28	28-1	2	Y	Sheila Krebs		Suggestion to extend Gettysburg Avenue to Golden State Boulevard to help with decongestion of Ashlan Avenue.	8/30/2021	This extension is planned. In addition, staff will modify IPR 1.11 to read: "Improve multimodal transportation access across Highway 99 by a) completing the Veterans Boulevard interchange project and the underpass at West Gettysburg Avenue, b) consider updating the ATP and General Plan to include potential future multimodal crossings (such as an extension of Cornelia Avenue either across Highway 99 or from Shaw to the future undercrossing at Gettysburg Avenue), and c) update Golden State Avenue in the ATP and General Plan to have enhanced bike facilities."
29	29-10	2	Y	Staff	City of Fresno Long Range Planning	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.		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.
29	29-12	2	Y	Staff	City of Fresno Long Range Planning	IPR 1.2 - Update text to be more inclusive of potential upgrades to school routes: Collaborate with Central Unified School District and Fresno County to support Safe Routes to Schools by collecting family travel data, prioritizing infrastructure improvements near schools, and promoting annual Walk & Bike to School Days to encourage active transportation.		New text to read: Collaborate with Central Unified School District and Fresno County to support more complete routes to schools by collecting family travel data, prioritizing infrastructure improvements near schools, and promoting annual Walk & Bike to School Days to encourage active transportation.

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
3	3-1	3	N	April Henry	Highway City Community Development, Inc	Request to redesignate the Highway City Community Development, Inc. property (APN 510-030-23) from Public Facility (Public/Quasi-Public Facility) with an underlying zoning of Medium Density Residential to NMX - Neighborhood Mixed Use.	6/4/2021	This request will be considered for recommendation by the Steering Committee.
4	4-1	3	N	Bill Brouhard	Guillion, Inc.	Request to change APN 505-070-44 from Business Park to Residential Urban Neighborhood.	8/19/2020	This request will be considered for recommendation by the Steering Committee.
6	6-1	3	N	Bonique Emerson	Precision Civil Engineering	Request to change APN 511-022-01, located on the northeast corner of West Shields and North Polk Avenues at 3120 North Polk Avenue, from 18 acres of Community Commercial to 2-3 acres of Community Commercial and 15-16 acres of Residential – Medium Density.	8/31/2021	This request will be considered for recommendation by the Steering Committee.
8	8-1	3	N	Brian Johnson		Request to change the northwest corner of Grantland and Barstow from NMX - Neighborhood Mixed-Use to a designation with lower density/activity.	4/23/2021	This request will be considered for recommendation by the Steering Committee.
11	11-12	3	N	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 82 - 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?	7/19/2021	Staff believes the park being referenced is the Regional Sports Complex, which is located on a portion of the former Fresno Sanitary Landfill. For more information on the site's remediation, please see: <a href="https://cumulis.epa.gov/supercpad/cursites/csinfo.cfm?id=0901854">https://cumulis.epa.gov/supercpad/cursites/csinfo.cfm?id=0901854</a>  Option B (as shown on Map 4-2) can also be designated as park space. Staff will add this as a land use change request to be discussed by the Steering Committee.
11	11-13	3	N	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 105 - 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?	7/19/2021	The earliest evidence Staff can find of this designation changing is on a map presented to the Committee on November 28, 2018. Thus, it is believed that it was changed in the initial proposed land use draft map.  This change has caused an overall decrease in park space in the West Area (it should be noted that not all parks created through new subdivision development were included in the initial calculation). The area can be redesignated as park space with Commercial-General becoming the dual designation. Staff will add this as a land use change request to be discussed by the Steering Committee.

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12	12-22	3	N	Daniel Brannick		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.	9/21/2021	Staff will review the development; if an update to the Proposed Land Use Map is required, it will be included as a "clean up" following Plan adoption.
12	12-23	3	N	Daniel Brannick		"Powerline Trail." Idea proposed to formally designate and plan a trail that follows the alignment of the overhead electrical transmission lines that run north-to-south in the vicinity of Hayes Avenue. As envisioned, there would be a continuous trail from the Shaw/Hayes area to Dakota/Hayes area.	9/21/2021	This request will be considered for recommendation by the Steering Committee.
13	13-1	3	N	Daniel Brannick		Request to redesignate APNs 51124001, 51124035, 51124036, 51124038, 51124019, 51124003 from Commercial General to Community Commercial or a Mixed-Use Designation.	11/12/2021	This request will be considered for recommendation by the Steering Committee.
14	14-1	3	N	David Lantis		Request to maintain the current lower density zoning (primarily medium low density) within and around the boundary lines of Shields-Dakota and Cornelia-Blythe.	9/22/2021	This request will be considered for recommendation by the Steering Committee.
16	16-1	3	N	Dirk Poeschel	Land Development Services, Inc.	Request for the southern portion of APN 505-060-07 (2.75 acres of 30.44 acres total) to be redesignated from Neighborhood Mixed-Use to Residential-Medium Density.	5/25/2021	This request will be considered for recommendation by the Steering Committee.  Note: Staff believes the designation of NMX on the small portion of this parcel is the result of a mapping error.
18	18-1	3	N	Eric Gibbons	Wathen Castanos Homes	Request to redesignate APN 512-070-50 from Community Commercial to Residential - Medium Density.	5/4/2021	This request will be considered for recommendation by the Steering Committee.
19	19-1	3	N	Eric Payne	West Area Neighborhoods Steering Committee	Request for consideration to designate a regional park in the West Area that is south of Shaw Avenue.	4/22/2021	This request will be considered for recommendation by the Steering Committee.
22	22-1	3	N	Janie Baxter	A1 Truck Driving School	Request to redesignate APN #'s 511-240-15S and 511-240-16S (3639 N Brawley Fresno, CA 93722) from Residential Multi-Family Urban Neighborhood to Commercial-General.	2/24/2021	This request will be considered for recommendation by the Steering Committee.
23	23-1	3	N	Jeff Roberts	Assemi Group	Request to redesignate the planned residential area between Shields/Dakota/Grantland/Garfield from Medium Low Density to Medium.	6/28/2021	This request will be considered for recommendation by the Steering Committee.
27	27-1	3	N	Mohamad Annan		Request to change owned parcel (APN 433-090-24S) from Medium High Density Residential to High Density Residential.	4/22/2021	This request will be considered for recommendation by the Steering Committee.

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29	29-7	3	N	Staff	City of Fresno Long Range Planning	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.		This request will be considered for recommendation by the Steering Committee.
29	29-8	3	N	Staff	City of Fresno Long Range Planning	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.		This request will be considered for recommendation by the Steering Committee.
29	29-9	3	N	Staff	City of Fresno Long Range Planning	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.		This request will be considered for recommendation by the Steering Committee.

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2	2-1	4	N	Anonymous		With farm animals a brick fence makes a better barrier than a wooden fence. Horses will eat a wood fence.	8/31/2021	Comment appreciated.
4	4-2	4	N	Bill Brouhard	Guillion, Inc.	Request that land use change be processed as part of the initial Plan adoption rather than by subsequent plan amendment.	8/19/2020	Staff understands the desire to have the change be concurrent with the Specific Plan adoption, however we defer to the recommendation of our environmental review consultants to process the change in a way most prudent with required environmental review.
4	4-3	4	N	Bill Brouhard	Guillion, Inc.	Request 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.)	8/19/2020	Staff have reviewed the requests. The Steering Committee and Planning Commission will review and provide recommendations on the proposed changes before they are considered by the City Council.
4	4-4	4	N	Bill Brouhard	Guillion, Inc.	Request that changes supported by Council falling within prior CEQA thresholds be reflected in the initial Plan adoption.	8/19/2020	The proposed changes will need to be considered together for their cumulative impact under the California Environmental Quality Act (CEQA).
4	4-5	4	N	Bill Brouhard	Guillion, Inc.	Request 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.	8/19/2020	At the same time as the hearing to adopt the Plan, staff will ask Council for their decision on which proposed changes should undergo environmental review. Following the review the Council will make a final determination on the proposed changes via a Plan Amendment.
4	4-6	4	N	Bill Brouhard	Guillion, Inc.	Request that a copy of the comment letter (along with attachments) be provided to the Steering Committee, Planning Commission, and City Council.	8/19/2020	The comment letter and Attachment A to the letter will be included in the meeting packets for review by the Steering Committee, Planning Commission, and City Council.
4	4-7	4	N	Bill Brouhard	Guillion, Inc.	Request 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.	8/19/2020	Because the proposed changes need to be considered cumulatively, the cost and scope will be determined when the list of approved proposed changes is finalized.
5	5-1	4	N	Bill Diedrich		Traffic at Herndon and Parkway is an issue and inhibits access to the communities of Sample, Tenaya, and Menlo. Traffic backs up out of the gas station and blocks Parkway. Veterans Boulevard has to be completed soon, and this gas station should be removed. Residents of the area do not want additional development.	5/5/2021	<p>The gas station is currently in the County and traffic flow issues would need to be reviewed by the County Public Works and Planning Department. Staff will forward this concern to the County.</p> <p>Veterans Boulevard is anticipated to reduce some of the traffic from this area and is expected to be completed in 2023.</p> <p>Per the General Plan, the West Area is anticipated to grow with new development over time to the Sphere of Influence, however, a goal of the Specific Plan is to have that growth be sequenced and designed in a way that respects the more rural communities already established in the area. The associated Infrastructure Financing Plan will also determine solutions to fund the needed infrastructure to accompany future growth.</p>

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7	7-1	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>Land Use Planning. Nearly all development projects within the San Joaquin Valley Air Basin have the potential to generate air pollutants, making it more difficult to attain ambient air quality standards. Land use decisions are critical to improving air quality 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 such as preventing urban sprawl, encouraging mix-use development, and project design elements that reduce vehicle miles traveled (VMT) have proven beneficial for air quality.</p> <p>The District appreciates the City’s vision to create a mix-use community, incorporating walking and biking elements into the WANSP design, and designating buffer areas between industrial and residential uses.</p>	9/1/2021	Comment appreciated.
7	7-5	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>Truck Routing. The District recommends the City evaluate HHD truck routing patterns 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.</p>	9/1/2021	Policy 1.13 calls for a truck route analysis in the West Area and Staff has initiated a citywide truck route study. This recommendation will be forwarded to the project manager for the citywide analysis.
7	7-9	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>Solar Deployment in the Community. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for future development projects within the WANSP.</p>	9/1/2021	<p>Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. This recommendation will also be forwarded to Facilities staff that works on energy efficiency in City-managed buildings.</p> <p>As an additional note, as of January 1, 2020, all new residential construction must be zero net energy, which usually sees the incorporation of solar panels.</p>
7	7-10	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>Electric Vehicle Chargers. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations throughout the WANSP.</p>	9/1/2021	The City has requirements for electric vehicle parking for new development in Section 15-2416 and charging stations in Section 14-1022 of the Fresno Municipal Code (FMC). The City has sponsored the installation of vehicle charging stations throughout the city.

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7	7-11	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	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 and should stipulate odor mitigation measures in the WANSP as conditions of approval for those business and industry types.	9/1/2021	Projects are evaluated for odor potential as part of environmental review. Projects with potential impacts are required to prepare odor impacts assessment and implement odor control measures recommended by SJVAPCD. Furthermore, Section 15-2510 of the Development Code states that "No use, process, or activity shall produce objectionable odors that are perceptible without instruments by a reasonable person at the lot lines of a site." The Specific Plan EIR will also include mitigation measures to reduce odor impacts.
7	7-12	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	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.	9/1/2021	This is a regulation already applied at the project level.
7	7-13	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	The District recommends that demonstration of compliance with District Rule 9510 prior to issuance of the first building permit, be made a condition of project approval.	9/1/2021	This is a regulation already applied at the project level.
7	7-14	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Information is provided on District Rules 4901, 4002, Regulation VIII, and others.	9/1/2021	Comments appreciated. These are applied at the project level.
7	7-15	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>Criteria Pollutant Emissions. The District recommends that the future environmental assessments stipulate that development projects within the WANSP identify and characterize project construction and operational air emissions.</p> <p>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 (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter with an aerodynamic diameter less than or equal to a nominal 10 or 2.5 microns (PM10 or PM2.5).</p> <p>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.</p>	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.

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7	7-16	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>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.</p> <p>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.</p>	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.
7	7-18	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>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.</p>	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.
7	7-21	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>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.</p>	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.
7	7-22	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>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.</p>	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.
7	7-23	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	<p>Recommended Measure: A health risk screening and/or assessment should be performed to assess potential risks to sensitive receptors for projects whose proposed locations are a) within the established buffer distances identified in CARB's handbook, b) projects whose land uses are not specifically identified in CARB'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.</p>	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.

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7	7-24	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	The District recommends that the environmental assessment require an Ambient Air Quality Analysis (AAQA) be performed for any future development project with emissions that exceed 100 pounds per day of any pollutant.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.
7	7-25	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Future development projects within the WANSP 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.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.
9	9-1	4	N	Bruce O'Neal	Tree Fresno	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.	8/27/2021	Staff welcomes the opportunity to work together towards this effort. Please also see related Policy IPR 2.7.
9	9-4	4	N	Bruce O'Neal	Tree Fresno	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.	8/27/2021	Staff is appreciative and looks forward to reviewing the study when it is available.
9	9-5	4	N	Bruce O'Neal	Tree Fresno	The Community Landscapes Plan includes comprehensive policy review and environmental mitigation recommendations. It is hoped that staff will further review these recommendations as proposed policy and forward the Plan to the Environmental Impact Report (EIR) consultant as an aid to environmental analysis and mitigation.	8/27/2021	Staff will ensure the EIR consultant has received the Community Landscapes Plan. Staff also encourages the commentor to examine the Draft EIR once it is available for public review.
11	11-1	4	N	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 2 - Appreciation shared for the introduction statement; shifting focus to Fresno's Final Frontier from Forgotten Fresno; the history of Highway City and the Jose Garcia Adobe.	7/19/2021	Comment appreciated. The West Area has a rich history and staff enjoyed learning and sharing the information. Staff is hopeful that over time, more history will be uncovered and shared with present day community members.
11	11-11	4	N	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 82 - 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.	7/19/2021	Staff looks forward to further engagement with community members about the proposed regional park as well as potential for additional park space for the whole Plan Area.

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12	12-1	4	N	Daniel Brannick		The commenter highlighted areas of the Plan they felt are notably good, including the “Core Vision for the West Area” presented on page 3; 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).	9/21/2021	Comment appreciated.
12	12-6	4	N	Daniel Brannick		IPR 1.11 - 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?	9/21/2021	The Plan is referencing the undeveloped land between Cornelia and Golden State. There are no plans currently to construct an underpass or overpass of the rail lines along the Gettysburg alignment.
12	12-16	4	N	Daniel Brannick		Support noted for the concept of Catalytic Corridors to create an improved sense of place and encourage new development that can attract needed community amenities while allowing for preservation of the area’s rural/agricultural character.	9/21/2021	Comment appreciated.
15	15-1	4	N	David Padilla	Caltrans District 6	Early engagement with Caltrans is recommended for future projects that would impact state right-of-way.	8/6/2021	Comment appreciated. Staff looks forward to engaging with Caltrans on further projects.
15	15-2	4	N	David Padilla	Caltrans District 6	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.	8/6/2021	Comment appreciated.
15	15-3	4	N	David Padilla	Caltrans District 6	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.	8/6/2021	The Specific Plan intends to be harmonious with the ATP through direct references to call out the vision of the ATP and through support of enhanced active transportation facilities. Relevant policies include IPR 1.1 through 1.11, 1.16, 2.1, 2.2, 2.8, and LUH 3.7, and 3.8.
15	15-4	4	N	David Padilla	Caltrans District 6	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.	8/6/2021	Comment appreciated.

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17	17-2	4	N	Elisa Bilios	Forgotten Fresno	It is very common to see police officers, the fire department, or ambulances stuck on Shaw or Herndon at Golden State or Highway 99. 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.	5/19/2021	<p>Shaw: A Feasibility Study has been completed to review improvements to traffic flow at the Shaw Avenue and Highway 99 interchange, however a funding source is needed to implement. The upcoming Measure C renewal is a potential funding source. An overcrossing of the rail tracks is planned to be constructed by California High Speed Rail.</p> <p>Herndon: There are no current plans to improve the Herndon interchange. However, the traffic volume will decrease significantly when the Veterans Boulevard interchange is completed. An overcrossing of the rail tracks is planned to be constructed by California High Speed Rail.</p> <p>Signals: Most of the traffic signals in Fresno have Emergency Vehicle Preemption systems for Fire and Police, including all new traffic signals. Caltrans does not include this hardware on their traffic signals.</p>
17	17-4	4	N	Elisa Bilios	Forgotten Fresno	Request that offsite improvements for commercial and residential projects be near completion before a developer begins their construction. For far too many years construction workers and material supply trucks have overwhelmed our roads.	5/19/2021	Most commercial projects are required to complete public improvements prior to occupancy. Many residential projects have a limit on building permits prior to traffic signal installation or other improvements. Safety for the traveling public or the occupants of the homes is always evaluated.
17	17-5	4	N	Elisa Bilios	Forgotten Fresno	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.	5/19/2021	Staff believes that the Specific Plan Proposed Land Use Map is scaled down from the General Plan Land Use designations, providing a more defined transect from urban to rural within the Plan Area. Staff is also committed to upholding the General Plan's direction to not expand the Sphere of Influence.
21	21-3	4	N	Holly Warren		Would like to see the City of Fresno establish a way to allow for registration of neighborhood associations. The commenter notes that their neighborhood association in Baltimore held monthly meetings, specific boundaries, voluntary \$5 dues, and elected officers each year. The association held social events and provided forums for city leaders to discuss issues and a place for neighbors to meet one another.	7/1/2021	<p>Staff agrees that there could be great benefits in the establishment of neighborhood associations, but only if done with equity in mind from the start (i.e. with inclusive and fair representation). Staff has created two policies (LUH 4.1 and LUH 4.2) in the Specific Plan that would permit collaborative investigation into the identification of neighborhood boundaries and, thereafter, the development of neighborhood associations.</p> <p>Staff would enjoy continued discussion to hear more about examples and experiences from other cities as a local program is shaped.</p>
24	24-1	4	N	Jeff Roberts	Assemi Group	What does the Phrase "each policy shall be interpreted as an affirmative and required action" mean?	6/30/2021	It means the City has an obligation to pursue or require implementation of the policy as written.
24	24-2	4	N	Jeff Roberts	Assemi Group	The term "best practices" is used. What does this mean and is there a source document?	6/30/2021	The term "best practices" is not derived from a single source document, but from an array of approaches known to planning practitioners that have been proven effective in addressing issues pertinent to the built environment.

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24	24-3	4	N	Jeff Roberts	Assemi Group	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?	6/30/2021	Funding for the development of a VMT mitigation program for the City was approved by City Council on July 29, 2021. The program is currently under development and is scheduled to be completed in 2022. The primary components of the program are a VMT mitigation fee and an urban design calculator.
24	24-5	4	N	Jeff Roberts	Assemi Group	IPR 3.1 - Is there a "greywater system" in the City of Fresno?	6/30/2021	The City is in the process of planning and constructing a comprehensive Recycled Water System, which will include parts of the West Area. Many of the segments of the overall System are either under construction or already completed, and a Water Reuse Master Plan is underway to evaluate all options and plan for the future use of recycled water throughout the city.
24	24-8	4	N	Jeff Roberts	Assemi Group	PF 1.11 - Please define which trails will be required to install trash cans and pet waste bins and who will empty these.	6/30/2021	<p>Per the City of Fresno Trail Design Guidelines: Trash receptacles shall be provided at all trail heads, rest areas and anywhere seating is provided. Trash receptacles should be placed near seating areas, but at least 20 feet away to reduce odor impacts. Design, color and style shall be consistent throughout the trail system. Receptacles shall be durable and secured to their locations to help prevent theft and vandalism.</p> <p>Pet waste bag dispensers shall be provided in conjunction with trash can locations on stand-alone mounting posts. Stations shall also be equipped with signs stating that all dogs in Fresno County must be on a leash or under the immediate control of a responsible person and that owners are responsible for cleaning up after their pet.</p> <p>Public Works contracts with vendors to routinely empty the receptacles.</p>
24	24-9	4	N	Jeff Roberts	Assemi Group	PF 3.1 - What land use designation / zoning is needed for "higher education"?	6/30/2021	<p>Colleges and Trade Schools, Public or Private are allowed in the West Area through the following land use / zoning designations. Residential: Medium High Density (RM-1), Urban Neighborhood (RM-2), High Density (RM-3); Mixed-Use: Neighborhood Mixed-Use (NMX), Corridor/Center Mixed-Use (CMX); Commercial: Community Commercial (CC), Commercial Regional (CR), Commercial General (CG); Employment: Office (O), Business Park (BP), Light Industrial (IL); Public and Semi-Public: Public and Institutional (PI).</p> <p>It should be noted that under California law, public educational institutions are able to designate school sites independent of the City's zoning and land use designations.</p>

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24	24-12	4	N	Jeff Roberts	Assemi Group	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?	6/30/2021	This Policy originated in the West Area Community Plan and is intended to prevent pressure onto farmland and to support the orderly development of the Plan Area.
24	24-13	4	N	Jeff Roberts	Assemi Group	LUH 2.1 - 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?	6/30/2021	Per Policy RC-9-c in the General Plan, the City shall, "In coordination with regional partners or independently, establish a Farmland Preservation Program." This Program, paired with direction from LUH 2.3, can offer further details on how such promotion can occur.
24	24-15	4	N	Jeff Roberts	Assemi Group	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?	6/30/2021	An update to this section of the Code would apply to the whole city. Staff would initiate a distinct engagement process to garner feedback on potential changes.
24	24-16	4	N	Jeff Roberts	Assemi Group	LUH 2.7 - Has the City obtained the support from the County of Fresno to alter property tax assessments? What is AB 465?	6/30/2021	AB 465 was adopted into the Government Code under Section 51042. Per GC 51042(a)(1)(B), "A city may, after a public hearing and approval from the board of supervisors of the county in which the city is located, establish by ordinance an Urban Agriculture Incentive Zone within its boundaries for the purpose of entering into enforceable contracts with landowners, on a voluntary basis, for the use of vacant, unimproved, or blighted lands for small-scale agricultural use," thus a next step following the adoption of the Specific Plan would be to coordinate with the County on this effort.
24	24-18	4	N	Jeff Roberts	Assemi Group	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.	6/30/2021	This policy is talking about the transition space between two different types of land uses. For example, a new office development that abuts an existing shopping center should permit pedestrian access into the shopping center.
25	25-1	4	N	John Mlotkowski		The commenter has contacted the City on numerous occasions about the horrendous traffic situation at Polk and Shaw. The City needs to widen streets and establish another access to hwy 99 at Fairmont.	8/27/2021	The City is working on a project to improve the synchronization on Shaw Avenue and a Feasibility Study has been completed to review improvements to traffic flow at the Shaw Avenue and Highway 99 interchange, however a funding source is needed to implement. The upcoming Measure C renewal is a potential funding source. In addition, the opening of Veterans Boulevard and the future overpass over the freight and High Speed Rail tracks should alleviate some of the existing traffic congestion.  The access point at Fairmont was closed via the realignment of Highway 99, likely to increase safety. Per the CA High Speed Rail project webpage, "three at-grade onramps were permanently closed to improve traffic flow and overall safety on the heavily-traveled thoroughfare."

Letter	Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Draft Response
26	26-1	4	N	Keith Woodcock		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.	9/1/2021	Policy LUH 1.4 calls for a Small Area Plan for the West Shaw Avenue Town Center, which can include design standards. The Small Area Plan will help refine and implement the vision of West Shaw Avenue as a defining place for the West Area that is centered on green space and transit-oriented development.
26	26-4	4	N	Keith Woodcock		Concern about the proposed concentration of the higher density housing along the Veterans Blvd. This is most likely where the affordable housing development would occur. This raises potential social justice issues. It appears to limit where lower income families could live within the West Area.	9/1/2021	Staff appreciates this concern. The realignment of higher density designations along the Catalytic Corridors (Shaw Avenue, Ashlan Avenue, Veterans Boulevard, Shields Avenue, Clinton Avenue, and Blythe Avenue) is intended to provide better access to transit and amenities. The Corridors are distributed through the Plan Area.  The Plan is also supportive of Missing Middle housing and Staff is working on a series of programs to help increase affordable, lower density housing production, such as the Accessory Dwelling Unit (ADU) program which will provide five free, pre-approved ADU plans.
26	26-5	4	N	Keith Woodcock		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.	9/1/2021	Comment appreciated.
26	26-6	4	N	Keith Woodcock		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?	9/1/2021	The Plan is supportive of Missing Middle housing, which is discussed in Chapter 5. The Development Code is also being reviewed to remove potential barriers to Missing Middle housing development.  The realignment of denser uses to the Catalytic Corridors is intended to provide better access to transit and amenities. The Corridors are distributed through the Plan Area.
28	28-2	4	N	Sheila Krebs		Would like to see more shopping centers, such as Lowe's or Home Depot.	8/30/2021	The proposed land use map will include designations that allow for both shopping centers and home improvement stores. These include Community Commercial, Commercial Regional, Commercial General, and Light Industrial.
28	28-3	4	N	Sheila Krebs		Would like to see medical facilities- hospitals not clinics. Building a hospital would decongest Fresno community center.	8/30/2021	The proposed land use map will include designations that allow for hospitals. These include Corridor/Center Mixed-Use, Community Commercial, Commercial Regional, Commercial General, Office, Business Park, Light Industrial, and Public & Institutional.
28	28-4	4	N	Sheila Krebs		Would like to see more fire stations in our area.	8/30/2021	Although not a new station, the permanent location for Fire Station 18 is under construction at 6605 West Shaw Avenue.