

1988
BULLARD COMMUNITY PLAN
and related

FINAL ENVIRONMENTAL IMPACT REPORT
No. 10096

December 20, 1988
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CITY OF FRESNO
DEVELOPMENT DEPARTMENT
PLANNING DIVISION

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SUMMARY OF LEGISLATIVE ACTIONS

PLANNING COMMISSION RESOLUTION NO. 9553, November 16, 1988

Certified Final Environmental Impact Report (EIR) No. 10096;

Found that certain mitigation measures have been incorporated into the plan or are the responsibility of another public agency;

Found that the no project alternative is infeasible;

Approved various attachments to the plan document;

Recommended repeal of the Corona-Tierra, Blackstone/Bullard, Nelson Area, and San Joaquin Bluffs Environs Area Specific Plans, and the West Shaw Avenue Amendment;

Approved the amendment to the Sierra Sky Park Land Use Policy Plan.

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

Certified Final EIR No. 10096;

Overrode Fresno County Airport Land Use Commission;

Adopted the Bullard Community Plan;

Amended the 1984 Fresno General Plan;

Amended the Sierra Sky Park Land Use Policy Plan;

Repealed the San Joaquin Bluffs Environs Area Specific Plan and the West Shaw Amendment;

Retained the existing Bullard Community Plan west of the Southern Pacific Railroad;

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

Repealed the Blackstone/Bullard Area Specific Plan, the Nelson Area Specific Plan and the Corona-Tierra Estates Specific Plan.

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

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

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

Repealed the San Joaquin River Trails Plan.

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

BULLARD COMMUNITY PLAN

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1.0 PURPOSE OF THE PLAN

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

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

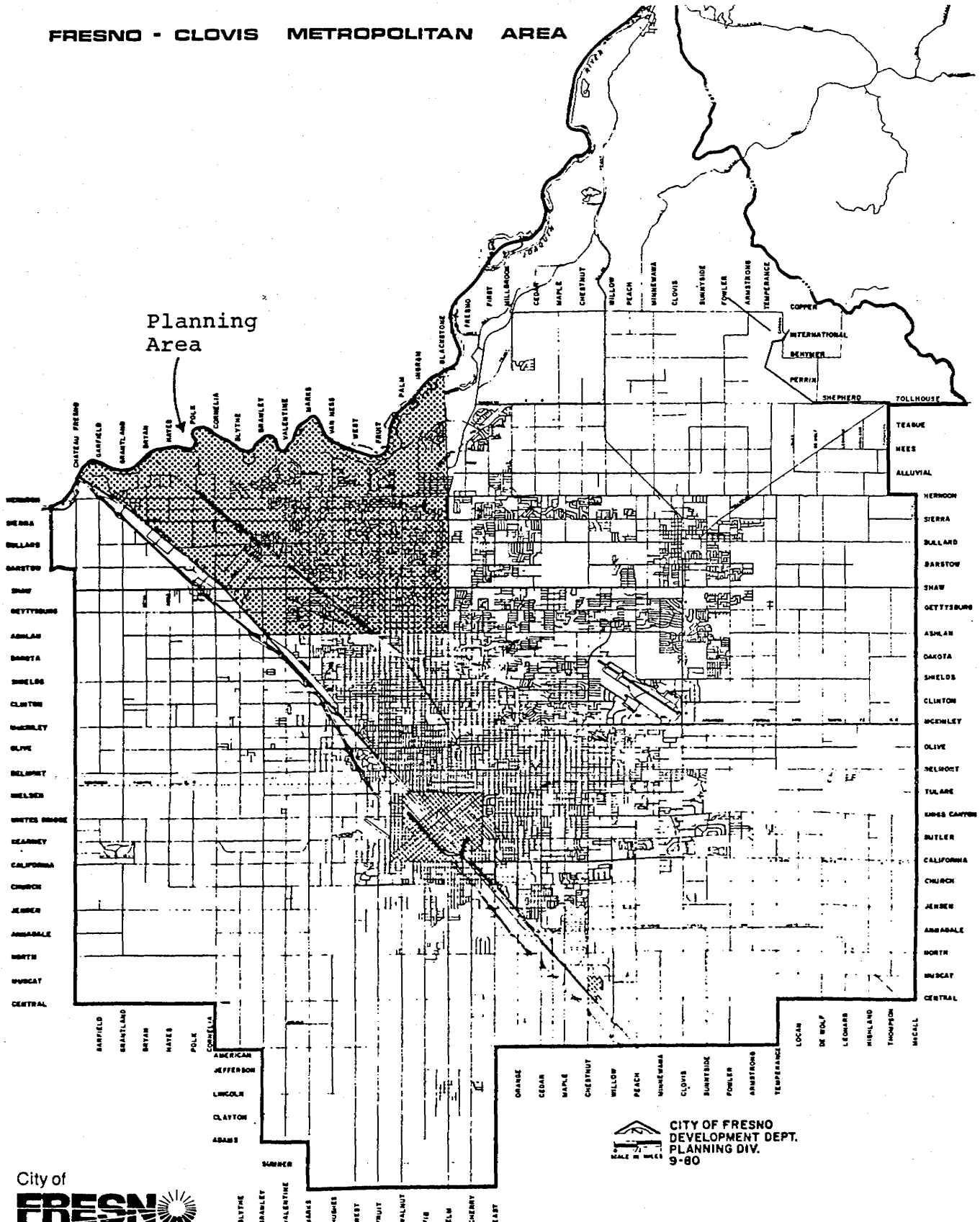
In addition to being a refinement of the 1984 General Plan, this update of the Bullard Community Plan seeks to focus on and address those issues and problems unique to the Bullard Community. Also, this community plan update incorporates all specific plans and land use policies within the Bullard Plan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

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

EXHIBIT 1.0

BULLARD COMMUNITY PLAN

FRESNO - CLOVIS METROPOLITAN AREA



2.0 BACKGROUND

2.1 HISTORY

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

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

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

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

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

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

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

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

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

2.2 EXISTING LAND USE

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

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

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

TABLE 2.2

EXISTING LAND USE BY TYPE AND ACREAGE, 1988

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

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

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

*** Includes mobile homes.

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

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

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

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

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

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

2.3 SUMMARY OF PAST PLANNING EFFORTS

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

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

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

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

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

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

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

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

2.4 ASSUMPTIONS

2.4.1 Population

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

2.4.2 Transportation

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

2.4.3 Housing

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

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

2.4.4 Household Size and Occupancy Rates

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

2.4.5 Employment

TABLE 2.4.5
EXISTING AND PROJECTED EMPLOYMENT

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

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

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

~~3.0 LAND USE CONSISTENCY TABLE~~

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

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

Industrial Uses

Light C-M, M-1, M-1-P

Heavy M-2, M-3

Other Uses

Open Space O, AE-20

Agricultural O, AE-20

- * In the R-P or C-P zone district, pursuant to a conditional use permit for a planned development, a maximum of 35 percent of the property may be developed with the non-residential uses permitted in those zone districts.
- ** In the R-P or C-P zone district, pursuant to a conditional use permit for a planned development, a maximum of 35 percent of the property may be developed with the residential uses permitted in those districts.
- + Thirty or more dwelling units per acre in the R-4 district only, subject to a conditional use permit.

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

4.0 PLAN ELEMENTS

4.1 RESIDENTIAL LAND USE

4.1.1 Background

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

Table 4.1.1
VACANT AND AGRICULTURAL LAND DESIGNATED
FOR RESIDENTIAL LAND USE

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

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

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

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

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

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

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

4.1.2 Goals

1. Provide for a diversity of housing types and housing opportunities to meet the needs of all ages and income levels.
2. Provide for efficient use of land and the public service delivery system while protecting the integrity of established neighborhoods.
3. Encourage mixed use, i.e. residential/office development, along major transportation corridors in order to minimize vehicular trips, promote innovative design and allow for flexibility to meet changing market needs.
4. Provide for safe, clean and aesthetically pleasing neighborhoods free from excessive traffic and noise.
5. Provide for a compatible relationship between differing housing types and densities.

4.1.3 Policies/Implementation Measures

1. Medium-high density residential development, i.e. 10.37-18.15 units per acre, should either have direct access to a major street or to a local street of sufficient capacity which does not pass through single family neighborhoods prior to intersecting a major street. This policy shall not apply to housing units within planned development projects as defined by Section 12-306-N-21 of the Fresno Municipal Code.
2. The following development standards for interface areas between properties planned for multiple family residential use and properties zoned or planned for single family residential use shall be mandatory for all land north of Herndon Avenue, excepting the Herndon Townsite and Pinedale Redevelopment Area, and advisory for all other areas.
 - a. Outdoor recreational areas, game courts, swimming pools, and solid waste collection areas on properties zoned for multiple family residential uses shall be oriented away from properties zoned or planned for single family residential uses;
 - b. Parking areas, carports, garages, accessory structures, and access drives shall be separated from abutting properties zoned or planned for single family residential use, with a landscaped setback fifteen feet wide, in conjunction with solid masonry wall six feet high on the property line;
 - c. Within an area one hundred feet wide and abutting property zoned or planned for single family residential use, exterior area lighting for multiple family residential parking, carports, garages, access drives, outdoor recreation areas, game courts, and swimming pools shall be shielded, to prevent line of sight visibility of the light source from abutting property zoned or planned for single family residential use.
 - d. Multiple family buildings greater than one story, i.e. 20 feet in height, shall be prohibited within 25 feet of property zoned or planned for single family residential use.
3. Density Transfer: Through the conditional use permit process for a unified project developed as a "planned development", defined by Section 12-306-N-21 of the Fresno

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

4. Mixed use development is possible under the office land use designation and the medium-high and high density residential designations, using the R-P or C-P zone districts and the conditional use permit process. The office designation and R-P or C-P zoning allows up to 35 percent of a site to be developed with multiple family residential uses. The medium-high density residential designation and R-P or C-P zoning, allows up to 35 percent of a site to be developed with offices.
5. Pursuant to Title 24 of the California Administrative Code and the Noise Element of the General Plan, all new residences shall be protected from any source of noise greater than 60dB CNEL, be it from aircraft, street traffic, railroads or industrial uses, such that interior noise levels attributable to exterior sources do not exceed 45dB CNEL and outdoor activity areas do not exceed 60dB CNEL. Compliance shall be demonstrated through the submittal of an acoustical analysis by a qualified acoustical engineer, demonstrating that the above standards will be met. When residential uses are proposed adjacent to the Santa Fe or Southern Pacific mainline railroad, the "Railroad/Residential Interface Standards" in Plan Section 5.4 shall apply.
6. New single family residential lots shall not be allowed to front on a major street, unless it can be satisfactorily demonstrated that no feasible alternative means of access can be provided to the property. Evaluation of alternative means of access shall include the consideration of frontage roads, backup treatment, and substantial redesign of the subdivision proposal.

4.2 COMMERCIAL LAND USE

4.2.1 Background-Retail and Service Commercial Use

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

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

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

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

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

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

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

<u>Neighborhood Commercial Use</u>	<u>Acreage Range</u>
Southeast corner of Bullard and West 5.0 acres	
Northwest corner of Brawley and Herndon 7.1 acres	
Southwest corner of Herndon and Palm 9.6 acres	
Southeast corner of Palm and Fallbrook 10.0 acres	
Southeast corner of Polk and Sierra 9.7 acres*	
Intersection of Bullard and Dante 10-15 acres*	
Intersection of Herndon and Bryan 10-15 acres*	
TOTAL	61.7-71.7 acres

<u>Community Commerical Use</u>	
Northeast corner of Shaw and Brawley 26.2 acres	
Southeast corner of Bullard and Figarden 30.0 acres	
Southwest corner of Blackstone and Nees 20.4 acres	
Northeast corner of Shaw and Valentine 11.4 acres	
Southside of Shaw, 200 feet East of Valentine 18.0 acres	
TOTAL	106.0 acres

<u>Special Commercial Use</u>	
North side of Herndon between Blythe and Doolittle 19.6 acres**	
TOTAL	19.6 acres

<u>Arterial Commercial Use</u>	
Southeast corner of Shaw and Brawley 5.5 acres	
Northeast corner of Palm and Herndon 33 acres	
TOTAL	38.5 acres

<u>Accessory Commercial Use</u>	
Northwest corner of Bullard and Marks 2.7 acres	
Intersection of Polk and Sierra 0-5 acres*	
Intersection of Bullard and Dante 0-5 acres*	
Intersection of Herndon and Bryan 0-5 acres*	
TOTAL	2.7-17.7 acres

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

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

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

4.2.2 Office Commercial Use

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

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

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

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

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

4.2.3 Goals

1. Designate enough land for commercial use to meet the needs of the anticipated population.
2. Distribute the new commercial land use designations at logical, marketable, convenient and accessible locations.
3. Design commercial uses to be compatible with adjacent residential uses and to be aesthetically pleasing.
4. Provide retail commercial goods and services in planned unified shopping centers rather than in freestanding strip commercial form.
5. Provide office land use designations of a size, configuration, location and visibility that would be attractive to prospective office users.
6. Allow for mixed use development within the office land use designation, in order to minimize vehicular trips, promote innovative design and to allow for the flexibility to meet changing market needs.

4.2.4 Policies/Implementation Measures

1. All new retail commercial uses shall be developed as part of planned unified shopping centers, except on Blackstone Avenue.
2. Retail commercial development within the undeveloped northwest portion of the Bullard Plan Area shall occur at three commercial "nodes" of no more than 15 acres each located at the following intersections: Polk/Sierra, Bullard/Dante, and Herndon/Bryan Avenues. The 15 acres of commercial use may be developed entirely on a single corner of the intersection or may be developed on two corners of the intersection as a 10 acre neighborhood shopping center and a 5 acre accessory center or combination thereof.
3. New retail commercial development shall be designed and located so as to minimize its impact as an attractive nuisance to any public or private school of elementary through high school grades.

4. Commercial areas shall be designed such that commercial traffic will not route through local residential streets.
5. There shall be no drainage of stormwater from commercial uses to the San Joaquin River, without treatment of the runoff in settling basins prior to discharge.
6. Mixed use development is possible under both the office land use designation and the medium-high density residential designations, using the R-P or C-P zone districts and the conditional use permit process. The office designation and R-P or C-P zoning allows up to 35 percent of a site to be developed with multiple family residential uses. The medium-high density residential designation and R-P or C-P zoning allows up to 35 percent of a site to be developed with offices.
7. The following development standards for interface areas between properties zoned or planned for commercial or office uses, and properties zoned or planned for residential uses, shall be mandatory for land north of Herndon Avenue (excepting the Herndon townsite and the Pinedale Redevelopment Area) and advisory for all other areas.
 - a. All loading and storage areas shall be screened from view of adjoining property zoned or planned for residential uses, by a combination of landscape planting and a solid masonry wall. Loading space shall be located not less than one hundred fifty feet from the boundary of said residential property; however, the proximity of loading areas may be reduced to not less than forty feet from the boundary of residential property, if the Director of the Development Department or the Planning Commission finds that additional screening and noise attenuating methods have been designed to adequately protect adjoining residential property. All storage shall be within an enclosed structure. Outdoor storage is expressly prohibited;
 - b. Roof-mounted and detached mechanical equipment for commercial and office uses shall be screened from view and acoustically baffled, to prevent the noise level rating for the equipment from exceeding 55 Ldn, measured at the nearest property line;
 - c. A landscaped setback twenty feet wide, containing deciduous and evergreen trees, shall be planted and maintained along the property line between commercial and office uses and abutting properties zoned or planned for residential uses, and along abutting local streets, provided, however, that this requirement shall not apply to those parcels of land which are one acre or less in size, or to parcels larger than one

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

- d. No commercial or office building shall be constructed within fifty feet of the property line of abutting properties zoned or planned for residential uses;
- e. The following wall and berm treatment shall be required for commercial uses and office uses:
 - (1) A solid masonry wall six feet in height, an earth berm six feet in height, or any combination of solid masonry wall and earth berm that provides a continuous barrier six feet in height, shall be erected on, or along, the property line between properties zoned or planned for commercial and office uses and properties zoned or planned for residential uses;
 - (2) A solid masonry wall three and one-half feet in height, an earth berm three and one-half feet in height, or any combination of solid masonry wall and earth berm that provides a continuous barrier three and one-half feet in height, shall be erected on, or along, the setback line twenty feet from and parallel with the right-of-way line of abutting local streets;
 - (3) Earth berms shall be planted with grass or ground cover, and maintained by the property owner;
- f. The provisions of the approved commercial district or office district shall apply to outdoor advertising for commercial and office uses, excepting freestanding signs in a commercial district, wherein there shall be permitted one freestanding sign containing the name of buildings and occupants or groups thereof, and shall be not more than one hundred and twenty-five square feet in area, and not more than twenty feet in height, and shall not be located within any required landscaped setback or landscaped transition setback area;
- g. Within an area one hundred feet wide abutting property zoned or planned for residential use, exterior area lighting for parking areas, carports, garages, access drives and loading areas for commercial uses and office uses shall be shielded, to prevent line of sight visibility of the light source from abutting property zoned or planned for residential use.

4.3 INDUSTRIAL LAND USE

4.3.1 Background

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

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

4.3.2 Goals

1. Provide sufficient and viable locations for industrial development within the Bullard Community.
2. Ensure that new industrial uses are compatible with adjacent land uses and are not aesthetically or environmentally detrimental.
3. Protect established major industrial employers from the encroachment of noncompatible uses.

4.3.3 Policies/Implementation Measures

1. Industrial areas shall be designed such that industrial truck and vehicular traffic will not route through local residential streets.
2. There shall be no drainage of industrial stormwater runoff to the San Joaquin River without treatment of the runoff in settling basins prior to discharge.
3. No new M-2 or M-3 zoning shall be allowed in the Bullard Community. The designation for all undeveloped industrial land within the Bullard Community shall be light industrial, corresponding to M-1-P, M-1 and C-M zoning.
4. Any future development proposed in the vicinity of existing heavy industrial uses such as Vendo, Builders Concrete, etc., shall be adequately buffered in order to preclude future complaints and actions that could eventually force these uses to shut down and relocate.

5. The following development standards for interface areas between properties zoned or planned for industrial manufacturing uses and properties zoned or planned for residential uses shall be mandatory for all land north of Herndon Avenue, excepting the Herndon Townsite and the Pinedale Redevelopment Area, and advisory for all other areas.
 - a. Where properties zoned or planned for industrial manufacturing uses abut properties zoned or planned for residential uses, the distance between the building line for any dwelling and the building line for any industrial manufacturing building shall be not less than one hundred and twenty-five feet, measured perpendicularly between building lines.
 - (1) The separation shall be any combination of the following:
 - (a) Setbacks, yards, landscaped buffers, parking areas, access drives, carports, and garages that comply with provisions of the Zoning Ordinance for the industrial manufacturing district, or the residential district, or both;
 - (b) A dedicated public street, public utilities easement, or a private road;
 - (c) In no case shall an industrial manufacturing building be constructed within seventy-five feet of the property line of abutting properties zoned or planned for residential uses;
 - (d) Any additional space necessary to provide a total separation distance not less than one hundred and twenty-five feet shall be planted and maintained by the owner on property zoned or planned for residential uses, or the owner of property zoned or planned for industrial manufacturing use, whichever is developed later.
 - b. On properties zoned for industrial manufacturing use, a landscaped setback twenty feet wide, containing deciduous and evergreen trees, shall be planted and maintained along the property line between properties zoned or planned for industrial manufacturing uses and abutting properties zoned or planned for residential uses, and along abutting local streets.
 - c. The following wall and berm treatment shall be required for industrial manufacturing uses:

- (1) A solid masonry wall six feet in height, an earth berm six feet in height, or any combination of solid masonry wall and earth berm that provides a continuous barrier six feet in height, shall be erected on, or along, the property line between properties zoned or planned for industrial manufacturing uses and properties zoned or planned for residential uses;
 - (2) A solid masonry wall three and one-half feet in height, an earth berm three and one-half feet in height, or any combination of solid masonry wall and earth berm that provides a continuous barrier three and one-half feet in height, shall be erected on, or along, the setback line twenty feet from, and parallel with, the right-of-way line of abutting local streets;
 - (3) Earth berms shall be planted with grass or ground cover and maintained by the property owner;
- d. The provisions of the City Zoning Ordinance applicable to an approved industrial manufacturing district shall apply to outdoor advertising for industrial manufacturing uses, excepting:
- (1) Freestanding signs, wherein there shall be permitted one freestanding sign containing the name of buildings and occupants or groups thereof, which sign shall be not more than one hundred and twenty-five square feet in area and not more than twenty feet in height and shall not be located within any required landscaped setback or landscaped transition setback area;
 - (2) Advertising structures, which are prohibited;
 - (3) Roof mounted signs and signs above the parapet of industrial manufacturing buildings, which are prohibited.
- e. Loading docks, loading areas, and loading doors shall not be located on the side of any industrial manufacturing building that faces toward adjacent property planned or zoned for residential use;
- f. Roof-mounted and detached mechanical equipment shall be screened from view and acoustically baffled to prevent the noise level rating for the equipment from exceeding 55 Ldn, measured at the nearest property line;
- g. Within the area seventy-five feet wide and abutting property zoned or planned for residential use, exterior area lighting for industrial manufacturing

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

4.4 PUBLIC FACILITIES AND SERVICES

4.4.1 Fire Protection

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

Existing fire stations include:

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

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

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

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

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

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

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

4.4.2 Police Protection

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

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

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

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

4.4.3 Schools

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

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

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

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

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

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

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

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

2. The City assists in planning for appropriate school sites, both as to location and size.
3. The City sets requirements for the dedication of land through its long range land use planning and Subdivision Map Act processes.

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

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

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

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

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

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

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

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

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BULLARD COMMUNITY PLAN

School District Map



M - Middle School

H - High School

P - Parochial School

*** - Planned Facility**

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4.4.4 Flood Control

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

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

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

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

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

4.4.5 Water

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

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

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

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

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

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

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

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

4.4.6 Sewer

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

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

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

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

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

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

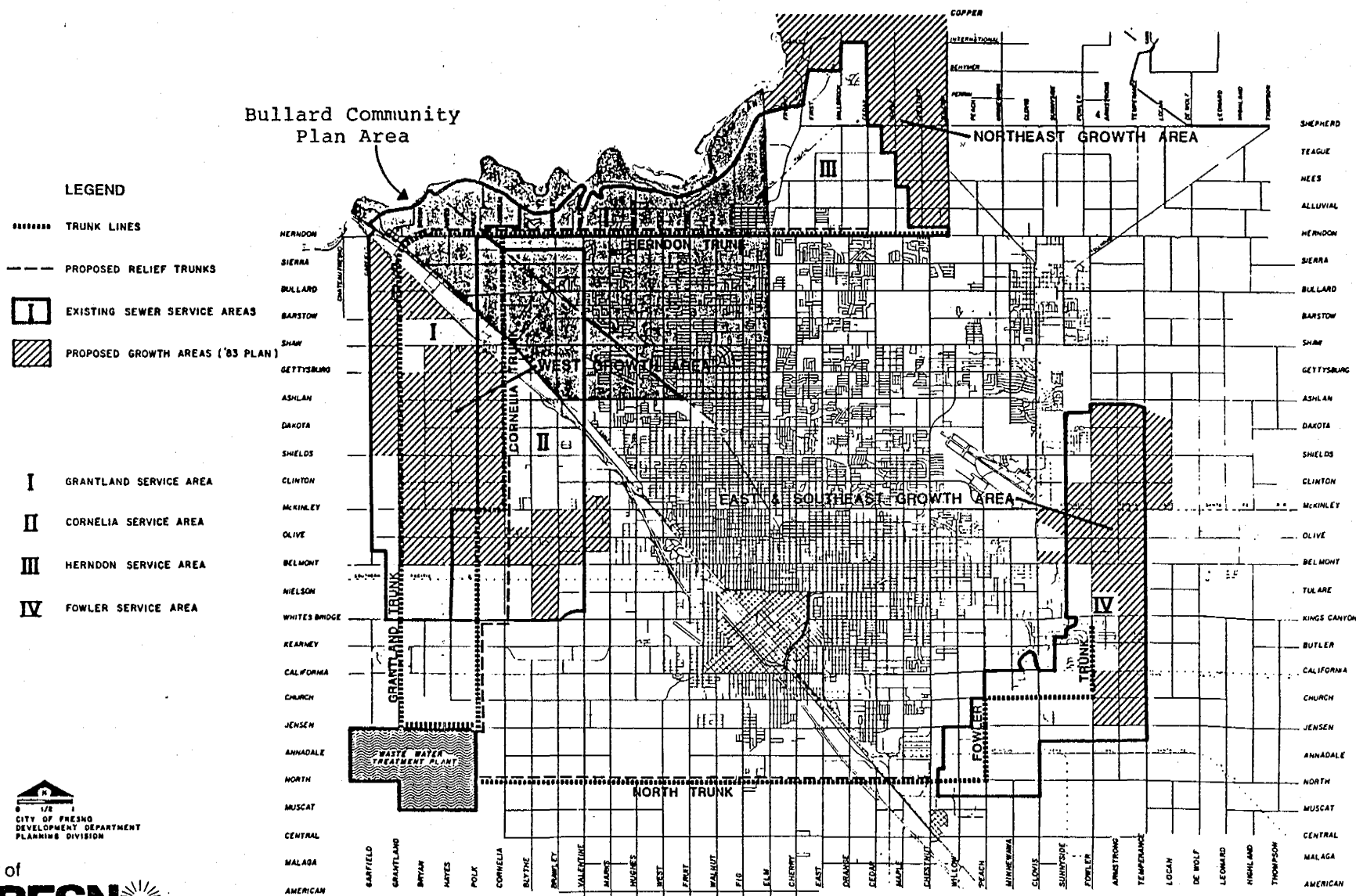
In order to finance development of the Grantland Trunk line, a Sewer Area Service Charge is being applied to development in the Cornelia and Grantland Sewer Service Areas in order to finance the cost of the Grantland Trunk line. It is anticipated that as a result of the Northeast Growth Area Financial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

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

EXHIBIT 4.4.4

BULLARD COMMUNITY PLAN

Existing & Proposed Sewage Service



4.4.7 Goals

1. Continue to provide effective and efficient public services and facilities to the Bullard Community as the community grows.
2. Provide for sufficient capacity in planned sewer, water and stormwater drainage facilities to meet the future needs of the community and ensure that existing facilities are not overloaded by unplanned uses.

4.4.8 Policies/Implementation Measures

1. Work towards the consolidation of fire and police protection services in the Bullard Community, under one jurisdiction.
2. Maintain the City's excellence in fire protection services through the provision of new fire stations and first class water supply systems in the developing portions of the Bullard Community, to be funded primarily by the UGM process.
- ~~3. Designate four new elementary school sites and one junior high school site within the portion of the plan area within Central Unified School District, in order to meet the District's projected need for new schools.~~
4. Provide for stormwater drainage facilities of sufficient capacity to accommodate the anticipated runoff from planned land uses, through coordination with the Fresno Metropolitan Flood Control District. For those drainage areas in which facilities are existing or substantially designed, new development that would in itself result in a condition wherein the capacity of the existing facilities would be exceeded, or would contribute to a projected overloading of the existing or substantially designed facilities at buildout of the drainage zone, shall not be approved unless conditioned upon adequate relief measures, as determined by the Fresno Metropolitan Flood Control District.
5. Encourage the consolidation of the private water companies and County waterworks districts serving portions of the Bullard Community into the City's system, to improve service and provide for more efficient water management.
6. Promote and support existing water conservation and water recharge efforts and explore the feasibility of using more of the City's surface water entitlement to San Joaquin River water for water recharge purposes.
7. Sewer: At the current rate of development and assuming development occurs in accordance with planned land uses,

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

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

4.5 CIRCULATION

4.5.1 Street Classifications

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

Expressways

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

Arterial Streets

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

EXHIBIT 4.5

BULLARD COMMUNITY PLAN

Circulation Map

LEGEND

-  Freeway
-  Expressway
-  Arterial
-  Collector
-  Special Treatment



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

Collectors

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

Local Streets

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.5.4 Circulation System--West of Marks Avenue

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

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

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

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

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

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

4.5.5 Neighborhood Originated Traffic Issues

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

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

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

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

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

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

4.5.6 Projected Capacity Deficiencies

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

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

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

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

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

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

will depend on indeterminate political and inter-jurisdictional factors.

4.5.7 Railroad Consolidation

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

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

4.5.8 Goals

1. Provide for the efficient movement of vehicular traffic in order to reduce public and private costs, the use of non-renewable energy resources and air pollution.
2. Provide for a hierarchy of street classifications that encourages commercial and through traffic on the major street system and discourages such traffic on the local residential street system.
3. Protect and enhance the carrying capacity of major streets, especially the important east-west routes (Shaw Avenue, Ashlan Avenue, Herndon Expressway), for the benefit of metropolitan traffic movement.

4.5.9 Policies/Implementation Measures

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

2. The number of driveway access points on major streets should be minimized to protect traffic flow.
3. Commercial development at the intersection of the Herndon Expressway and major streets should gain access to the major street as far from the intersection as feasible, preferably at least one-eighth (1/8) mile from the intersection.
4. As a condition of approval for development proposals related to property designated for office and medium-high density residential land uses along Herndon Avenue west of Brawley, local circulation systems shall be designed to provide adequate access from these properties to the major street system.
5. Additional commercial development on Herndon or Shaw Avenues, beyond that already planned, should be discouraged in order to protect their important east-west traffic movement function for the metropolitan area.
6. Encourage the consolidation of railroad operations on the Southern Pacific tracks. If such consolidation occurs, the Santa Fe track right-of-way shall be preserved as a transportation corridor for light rail or other transportation purposes.
7. Local residential streets shall be designed to discourage through and/or non-residential traffic.
8. All designated arterial streets shall be developed as four-lane arterials except for the following arterial streets which shall be developed as six-lane arterials: Shaw Avenue, Blackstone Avenue and Palm Avenue between Herndon and Nees.
9. Herndon Avenue shall be developed as a six-lane expressway east of the Grantland Diagonal and as a four-lane expressway west of the Grantland Diagonal. The Grantland Diagonal shall be developed as a six-lane expressway.
10. Mitigation measures to lessen the effect of traffic noise from Herndon Expressway on adjacent residential property shall be required for all new residential uses, pursuant to the Noise Element of the General Plan, Title 24 of the California Administrative Code and the Expressway Overlay District--Section 12-224 of the Fresno Municipal Code, and encouraged for existing residential property to the extent feasible.
11. Measures to increase the capacity of Herndon Avenue between West and Blackstone should be explored.
12. Blythe Avenue shall be closed one-eighth mile south of Herndon Avenue; Palo Alto Avenue shall be closed one-eighth

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

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

4.6 PARKS AND RECREATION/OPEN SPACE

4.6.1 Background

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

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

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

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

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

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

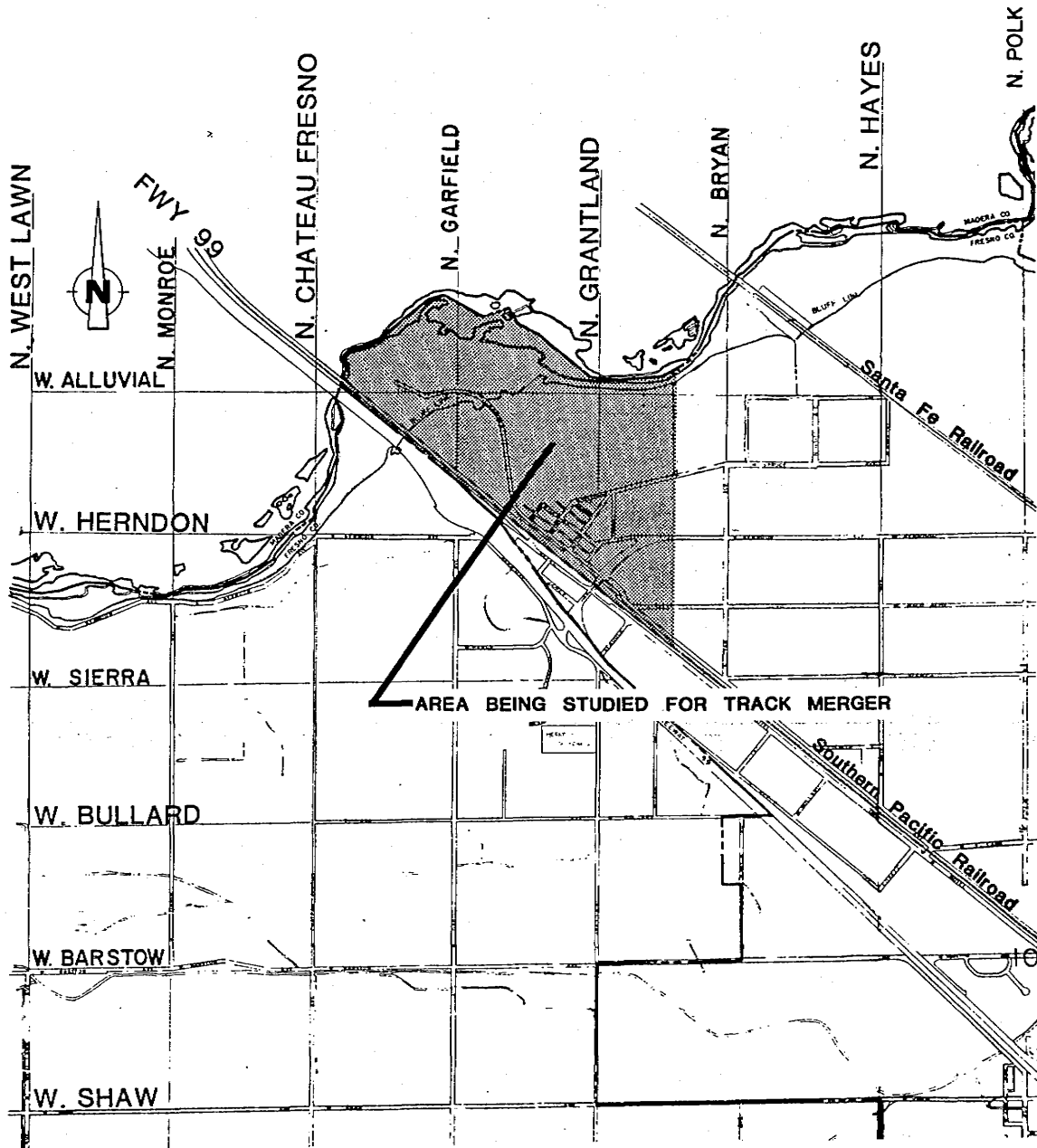
Neighborhood Parks, Size Range of 5-7 acres

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

EXHIBIT 4.5.7

BULLARD COMMUNITY PLAN

Area of Potential Railroad Connection Route



West and Sierra Avenues - City owns land, construction in ± 6 months.

Polk and Alluvial Avenues - Land to be purchased

Valentine and Spruce Avenues - City owns land, improvements needed.

Figarden Drive and Santa Fe Railroad - Land to be purchased.

This is the community park site, however, up to 13.5 acres is considered to serve a neighborhood park function.

Community Park, Size Range of 6.5-13.5 acres

Figarden Drive and Santa Fe Railroad - Land to be purchased.

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

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

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

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

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

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

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

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

4.6.2 Goals

1. Provide an adequate supply and equitable distribution of local-serving parks based on the existing and projected population.
2. Identify development priorities for parks, which consider the long-range financial ability of the City, consistent with community needs.
3. Cooperate with other agencies in providing park and recreation facilities.
4. Acquire and develop park lands according to the policies and standards adopted as part of this plan.

5. Develop a method of financing park and recreation facilities throughout the City, using a variety of revenue and human resources.
6. Provide adequate on-site useable open space for individual residential projects.

4.6.3 Policies/Implementation Measures

- ~~1. Establish a regional park on approximately 400 acres in the San Joaquin Riverbottom north of Sierra Sky Park, such park to be substantially funded by state grants and bond measures.~~
2. Support the concept of a river parkway system within the riverbottom, in coordination with Fresno County, Madera County, public interest groups, property owners and the State of California.
3. Establish a neighborhood/community recreation facility on 13.5 acres located west of Fig Garden School, north of the ponding basin and southeast of Figarden Drive. This area shall be integrated as a joint recreation facility, in conjunction with the open space areas of the school and the ponding basin, in cooperation with the Fresno Unified School District. Acquisition of the land and necessary improvements may be funded through the Urban Growth Management process and/or bond issues or grants for park and recreation facilities or by other means of funding. If the entire 13.5 acres cannot be acquired within a reasonable period of time due to lack of funds, the size of the site shall be reduced to no less than 6.5 acres.
4. Neighborhood parks shall be established at the locations designated on the community plan map and shall be funded by U.G.M. fees.
5. The City shall strongly encourage the Fresno Metropolitan Flood Control District to landscape and fully improve existing and future permanent ponding facilities, for the aesthetic and safety benefit of adjacent neighborhoods and the community at large.
6. The City shall work with affected agencies, i.e. school districts and the Fresno Metropolitan Flood Control District (FMFCD), to establish an integrated design and/or joint use of schools, ponding basins, and park sites wherever feasible.
7. At least 25 percent of the net area of a multiple family residential or cluster planned development site that is greater than one acre in size shall be developed as useable open space. Useable open space is defined as being easily accessible to the units served, clustered so as to be provided adequate space for passive usage, i.e.

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

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5.0 SPECIAL ISSUES, POLICIES AND STANDARDS

5.1 SAN JOAQUIN RIVERBOTTOM AND BLUFFS

5.1.1 Background

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

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

5.1.2 Goals

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

1. Minimize the loss of life and property in the riverbottom and bluffs due to flooding and geologic hazards.
2. Provide for substantial public access to the riverbottom and bluff area while minimizing intrusion on existing residences and other activities on private property.
3. Provide for substantial public recreational opportunities in the riverbottom.
4. Preserve the river bluffs as a unique geological feature in the San Joaquin Valley.
5. Allow for the continuance of open space uses in the riverbottom such as mineral extraction, agriculture and golf courses.

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

5.1.3 Policies/Implementation Measures

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

1. Maintain the multi-use/recreational open space plan designations in the riverbottom.
2. Urge the State Lands Commission to determine the extent of public ownership and public trust interest in the riverbottom.
3. Support the concept of a river parkway system for the riverbottom, in coordination with Fresno County, Madera County, public interest groups, property owners and the State of California.
- ~~4. Establish a regional parksites in the riverbottom on approximately 400 acres adjacent to the extension of Cornelia Avenue.~~
5. Work towards the establishment of a precise alignment for the San Joaquin Bluffs/River Trail as part of the river parkway concept.
6. Ensure that the bluff vista points designated in this plan, excluding the two vista points already committed through the subdivision process, are developed in accordance with the specific standards set forth in this plan.
7. Maintain and enforce the requirements of the "BP" Bluffs Preservation Overlay District.
8. Allow for the extraction of the sand and gravel resources in the riverbottom, in conformance with the Surface Mining and Reclamation Act and existing conditional use permits.
9. The minimum building setback from the bluff edge for all future residential development located adjacent to the San Joaquin River Bluffs and within the BP-Bluff Preservation Overlay Zone District, shall be thirty (30) feet; provided that a building setback of less than thirty (30) feet may be permitted, if it can be demonstrated to the satisfaction of the Development Department Director that the proposed appearance and placement of the residential unit will meet the objectives of the BP-Bluff Preservation Overlay Zone District, as stated in Section 12-243 of the Fresno Municipal Code. In no case, however, shall the minimum building setback from the bluff edge be less than twenty (20) feet.

5.2 VISTA POINT STANDARDS

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

5.2.1 Purpose of the Vista Points

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

5.2.2 Development Standards

A. Location

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

1. At the southern end of Riverview Estates between the extension of Ingram and Palm Avenues.
2. Between Milburn and Blythe Avenues, west of the Sierra Sky Park clear zone.
3. On the bluff at the extension of the Polk Avenue alignment, overlooking the proposed San Joaquin River regional park.
4. At the western end of Riverside Golf Course.

B. Site Area

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

C. Access and Parking

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

D. Landscaping

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

1. Landscaping materials shall be in keeping with the setting, with an emphasis on low water use species.
2. Trees exceeding 15 feet in height at maturity are prohibited within 50 feet of the bluff edge, to preserve views from neighboring properties.
3. Ground cover shall be treated soil, aggregate, or low-lying vegetation.
4. An irrigation system shall be installed to adequately maintain the landscaping.
5. The vista point site shall be graded away from the bluffs and proper erosion control measures instituted.

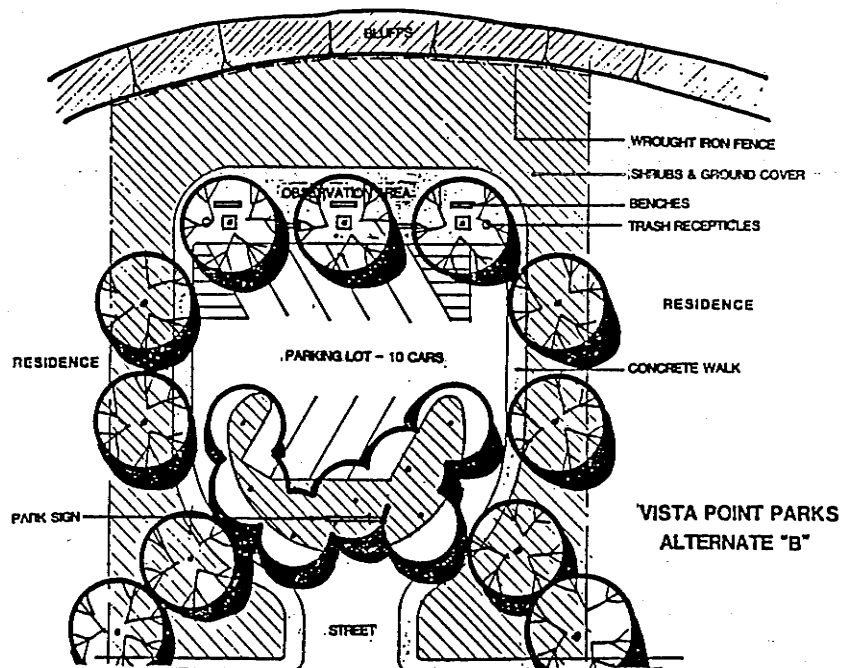
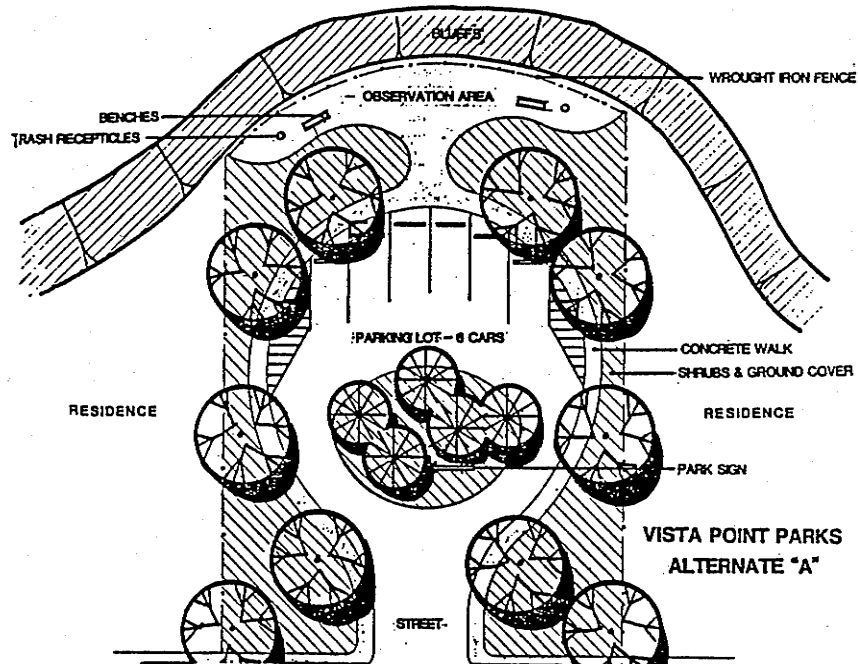
E. Street Furniture, Fencing, Lighting

1. Each site shall contain at least two benches placed near the bluff edge.
2. Each site shall contain a trash enclosure.
3. A low profile wooden sign 6" X 18" with the words "Vista Point: shall be placed at the site entrance.
4. The requirement for protective fencing along the bluff edge shall be determined by the Director, depending on the slope of the bluff at each particular site. Where required, the fence shall not exceed four feet in height and shall be wrought iron or other material which blends with the setting.
5. Street lighting according to City requirements shall be installed on the street leading to the vista point. Within the site, lighting shall be limited to low, hooded light standards for safety and security.

EXHIBIT 5.2

BULLARD COMMUNITY PLAN

Suggested Vista Point Designs



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5.3 LANDSCAPING OF MAJOR STREETS

5.3.1 Boulevard Area Policy

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

BA-15

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

BA-20

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

BA-30

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

BA-35

- Alluvial Avenue between Arthur and West Avenues

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

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

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

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

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

5.3.2 Herndon and Grantland Diagonal Expressways

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

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

5.4 RAILROAD/RESIDENTIAL INTERFACE STANDARDS

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

1. Multiple Family Residential Interface Standards:

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

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

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

Two to 2.99 feet of railroad height above grade would require a 9 foot barrier;

One to 1.99 feet of railroad height above grade would require a 8 foot barrier; and

Zero to 0.99 feet of railroad height above grade would require a 7 foot barrier.

- c. When the required barrier is a wall and/or earth berm, a 10-foot wide landscaped strip shall be provided along the side of the wall facing the residential units. The landscaped strip shall be planted with evergreen trees which will grow to a height of at least 25 feet in order to provide a visual screen from the railroad.*
- d. The residential units shall be designed such that interior noise levels attributed to exterior sources do not exceed 45 dB CNEL.**
- e. Outdoor activity areas shall be designed such that noise levels do not exceed 60 dB CNEL.**

2. Single Family Residential Interface Standards:

- a. The minimum setback from the railroad right of way for a structure intended for human habitation shall be 50 feet.*
- b. A continuous solid barrier from 7 to 10 feet high shall be provided along the property line that abuts the railroad right of way. The barrier may be constructed of masonry, an earth berm or be a combination of both.*

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

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

- c. If all or a portion of the required 50-foot dwelling unit setback is an outlot or common area rather than private yard space, the outlot or common area shall be landscaped and maintained.*
- d. The single family homes shall be designed such that interior noise levels attributable to exterior sources do not exceed 45 dB CNEL.**
- e. Outdoor activity areas shall be designed such that noise levels do not exceed 60 dB CNEL.**

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

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

5.5 BULLARD-BRAWLEY LOOP/FIGARDEN DRIVE AREA LAND USE

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

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

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

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

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

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

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

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

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

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

5.5.1 Goals

1. Provide for a viable "community center" (focal area of community activity) integrating commercial, medium-high density residential, cultural, social, educational and recreational facilities at a location accessible to the community at large.
2. Ensure that the higher intensity uses envisioned for the "community center" are compatible with existing neighborhoods in the vicinity.

5.5.2 Policies/Implementation Strategies

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

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

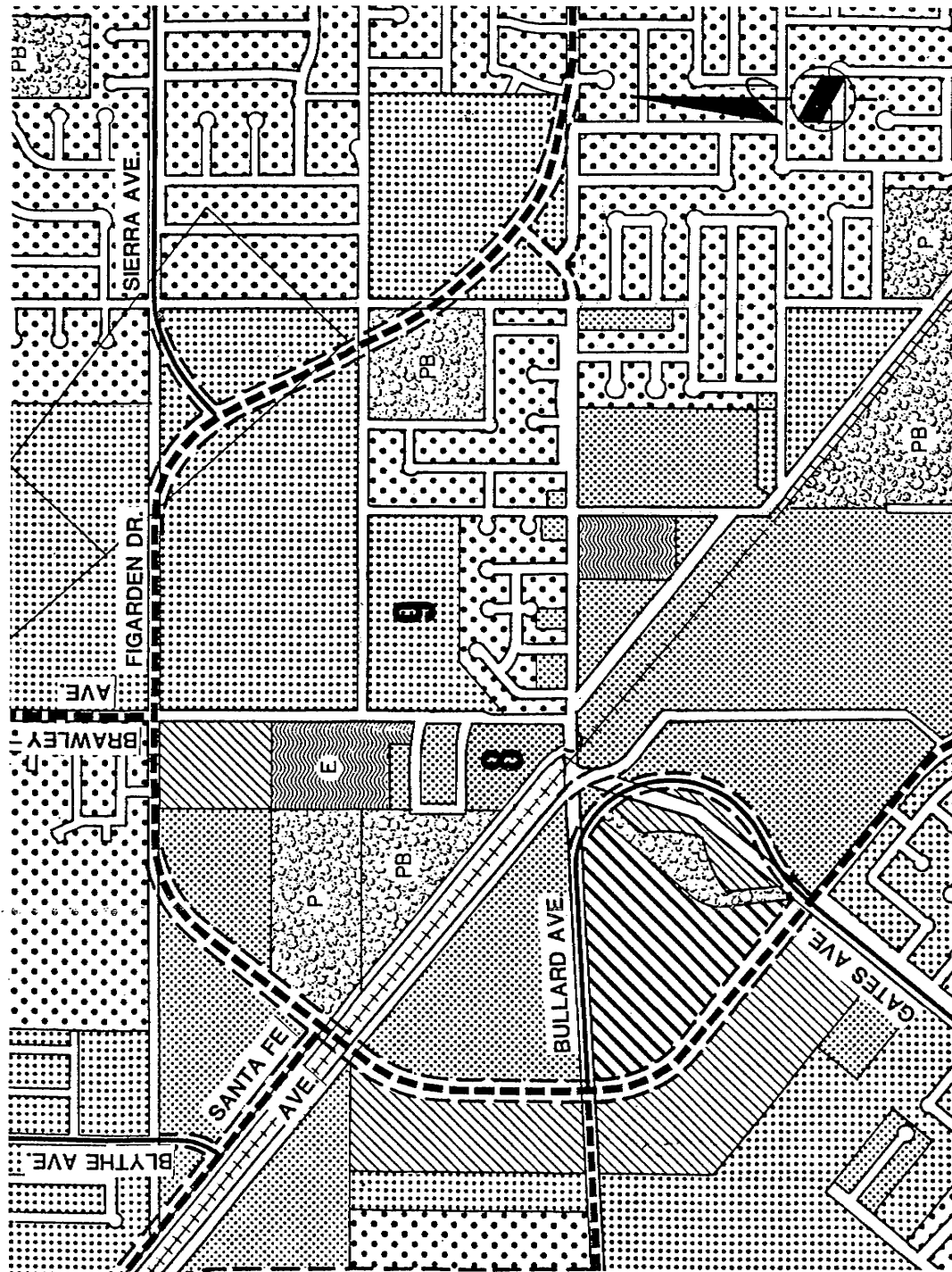
2. Establish a neighborhood/community recreation facility on 13.5 acres located west of Fig Garden School, north of the ponding basin and southeast of Figarden Drive. This area shall be integrated as a joint recreation facility in conjunction with the open space areas of the school and the ponding basin in cooperation with the Fresno Metropolitan Flood Control District and Fresno Unified School District. Acquisition of the land and necessary improvements may be funded through the Urban Growth Management process and/or bond issues or grants for park and recreation facilities or other means of funding. If the entire 13.5 acres cannot be acquired within a reasonable period of time, due to lack of funds, the size of the site shall be reduced to no less than 6.5 acres.
3. Vacant properties abutting Figarden Drive east of Brawley Avenue shall be developed at no more than medium density residential uses (4.98 to 10.37 units per acre) to ensure compatibility with the predominant medium-low density single family residential development in the area.
4. The office designation for the 10 acres of land at the southwest corner of Figarden Drive and Brawley Avenue is intended to provide for a recreation center concept of high architectural quality that includes a health club, apartment/hotel units (no more than 40), a restaurant and a day care center. Vehicular access is to be oriented to Figarden Drive rather than to Brawley Avenue.
5. Development occurring on the 8 acres at the southwest corner of Bullard and Brawley Avenues shall be conditioned on a limit of no more than 16 units per acre or 126 units; and development occurring on the 19.6 acres at the southeast corner of Escalon and Brawley Avenues shall be conditioned on a limit of not more than 7 units per acre or 136 units. These conditions are needed to preclude an overload of the service delivery system.

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OF THE
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NATURAL
HISTORY
OF
THE
CITY OF
NEW YORK
AND
THE
ADJACENT
COUNTY OF
WESTCHESTER

EXHIBIT 5.5

BULLARD COMMUNITY PLAN

Bullard Loop Land Use & Circulation



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5.6 PALM-NEES AREA LAND USE

5.6.1 Introduction

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

5.6.2 Riverview Estates and Park Place

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

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

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

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

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

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

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

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

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

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

5.6.3 Calcot Property

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5.6.4 Circulation Modifications

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

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

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

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

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

5.6.5 Goals

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

5.6.6 Policies/Implementation Measures

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

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

2. The four acre special bluff commercial site shall be developed with a high quality restaurant of an architectural quality that blends in with the bluffs environs.
3. The vista point designated for the bluff, as shown on Exhibit 5.6, shall be developed as part of the five acre park site.
4. The bluffs trail shall traverse back to the bluff edge through the southerly portion of Riverview Estates to be connected to a future trail system developed as part of the San Joaquin River Parkway.
5. The viability of the Vendo manufacturing plan shall be protected as a major employer and revenue source, pursuant to Policy No. 3 in Section 4.3.3 of this plan.
6. Development entitlements for the Park Place property, which is affected by inactive landfill areas, shall not be approved until the potential problems are addressed by way of a comprehensive engineering analysis, as set forth in Section 7.2.5 of the EIR.
7. In addition to Policy No. 6 above, portions of the Calcot, Park Place and Riverview Estates properties are also affected by intermittent landfill areas of varying depth but not of the depth and concentration of the major areas identified as "A" and "B" on Figure 7.2.5. The southerly boundary of these potential landfill areas are identified on Figure 7.2.5. The approval of development entitlements for these areas shall be conditioned upon a soils and foundation study that determines the location and extent of the landfill and how potential problems will be addressed prior to the construction of any buildings.
8. The mitigation measures from EIR No. 10075, adopted as conditions of approval of the Business Park Alternative (Council Resolution No. 82-453 as amended by Resolution No. 83-351) shall be evaluated with respect to their applicability to future development entitlements for the Calcot property through the environmental assessment process for those development entitlements. If determined to be applicable and necessary by the Council in light of current conditions, the prior mitigation measures shall be applied to, and made a condition of future development entitlements.

PALM NEES AREA ALTERNATIVE LAND USES

Table 5.6.3

**PINEDALE BUSINESS
PARK ALTERNATIVE (a)**

ADOPTED BULLARD PLAN

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

Traffic Generation

(Trips Per Day) 61,500
Sewer usage 447,600

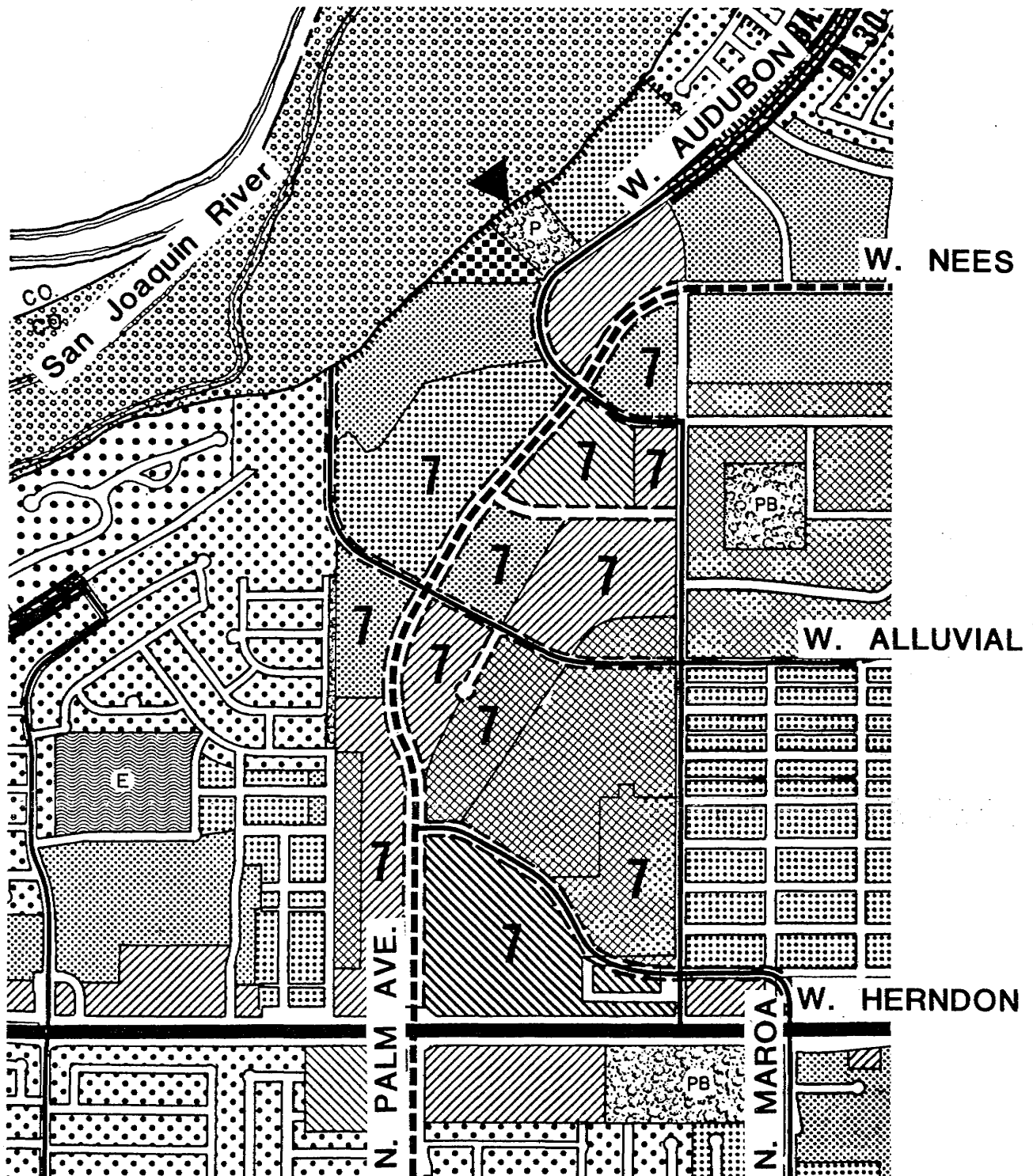
(c)

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

EXHIBIT 5.6

BULLARD COMMUNITY PLAN

Palm - Nees Area Land Use & Circulation



December 12, 1988

5.7 LAND USE WEST OF SIERRA SKY PARK

5.7.1 Background

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5.7.2 Goals

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

5.7.3 Policies/Implementation Measures

1. Development shall occur in accordance with the land use and major street circulation pattern set forth in Exhibit 5.7. Should the Official Bullard Community Plan Map and Exhibit 5.7 differ in the future due to subsequent plan amendments, the provisions of the Official Plan Map shall control.
2. No new residential development shall occur within the clear zone of Sierra Sky Park or within the 65 CNEl contour of Sierra Sky Park. The residential units that could have been built within the 65 CNEl contour, based upon the underlying residential land use designation, may be transferred to adjacent southerly property. However, this transfer provision does not apply to the clear zone in that there is no underlying residential designation on which to base a transfer.
3. Development of the medium-high density residential property designated for the west side of Blythe Avenue shall be restricted in the following manner in order to insure compatibility with the existing single family homes to be east of Blythe Avenue.
 - a. No vehicular or pedestrian access shall be permitted to Blythe Avenue north of Spaatz Avenue.
 - b. Multiple family residential structures shall be set back at least 20 feet from Blythe Avenue. Two story

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

4. Vista Points

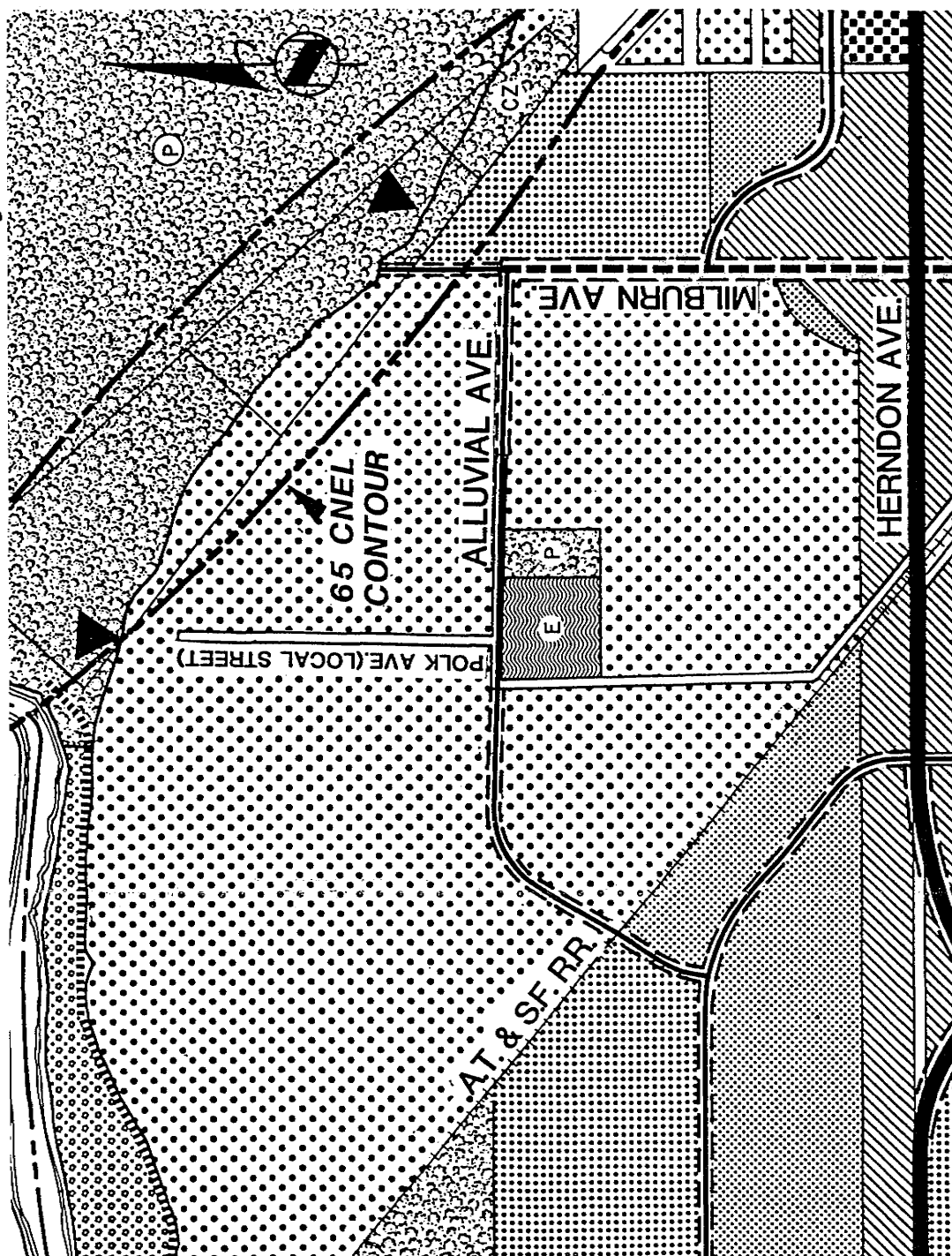
- a. The vista point designated west of Blythe Avenue and east of the Milburn alignment shall be constructed in accordance with the standards in Section 5.2 of this plan, as a condition of development entitlement approval for any of the 90 acre site to the south. The vista point shall not be constructed in the clear zone of Sierra Sky Park;
- b. The vista point designated on the bluff at the extension of Polk Avenue is on the boundary line of two parcels. This vista point shall be constructed in accordance with the standards in Section 5.2 of this plan as a condition of development entitlement approval on either parcel. The owner of the first parcel to develop shall be required to construct the vista point and the owner of the second parcel to develop shall reimburse the owner of the first parcel for one-half the cost.

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

EXHIBIT 5.7

BULLARD COMMUNITY PLAN

Land Use & Circulation West of Sierra Sky Park



December 12, 1988

5.8 MID-RISE/HIGH-RISE POLICY

5.8.1 Background

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

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

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

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

1. It provides a clear, logical physical boundary to implement a policy for buildings over four stories. Like the Central Area, it is an area basically bordered by six-lane roadways.
2. It is the major transportation corridor running through Fresno.
3. It is the area containing Fresno's most intense commercial development, including Fresno's three existing regional shopping centers and planned fourth regional shopping center.
4. It is centrally located to the overall community.
5. It is the best place to locate tall buildings to improve Fresno's physical image. Based on Fresno's future office growth, perhaps only four or five taller buildings will be constructed over the next 15 years. If this is the case, it would be preferable to locate these buildings along the

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

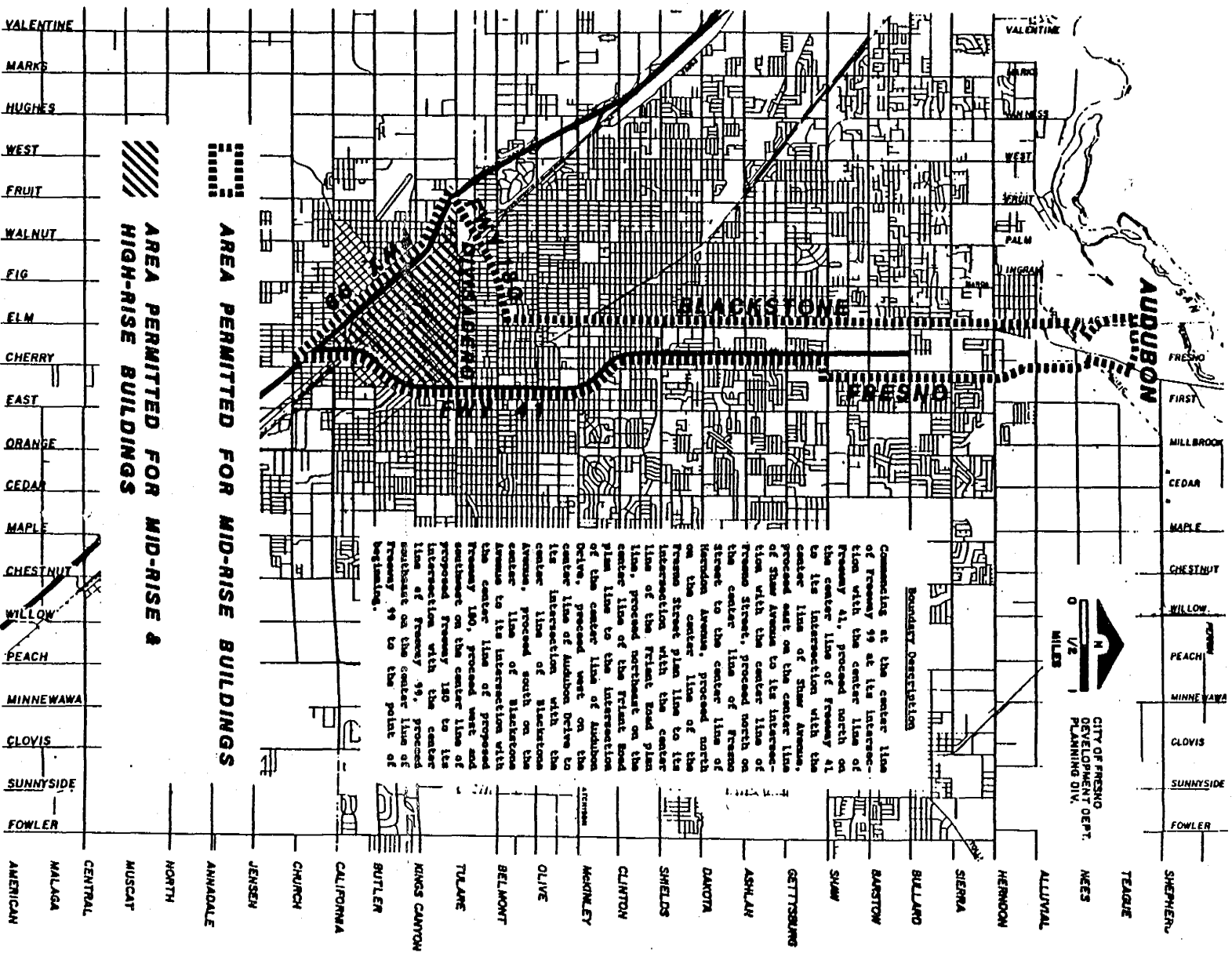
6. It is an area that can physically accommodate taller buildings while minimizing impacts on existing and planned residential uses.
7. It will provide a physical link between the Central Area and the northern growth area, thus helping the revitalization of the Downtown and Blackstone Avenue.
8. It would allow the City to develop a mass transit system along the Corridor, allowing for increased development intensity and reducing urban sprawl.

5.8.2 Policy

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

EXHIBIT 5.8

BULLARD COMMUNITY PLAN



5.9 BIKEWAYS

5.9.1 Background

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

1. To develop a continuous metropolitan bikeway system which facilitates the use of the bicycle as a viable transportation alternative.
2. To improve safety for current bicycle use.
3. To encourage bicycling for reasons of energy conservation, reduction of traffic congestion, ecology, health and recreation.
4. To encourage the use of the bicycle within the total transportation network.

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

1. The main reason expressed for not using the bicycle for commuting purposes was existing hazardous conditions.
2. Bikeways will reduce hazards, actual and perceived, to cyclists, encouraging and inducing increased usage of the bicycle.
3. Bike lanes make cyclist behavior more predictable; passing motorists, assured that the cyclist will stay within the lane, are less likely to swerve unnecessarily toward opposing traffic in order to avoid the cyclist.

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

5.9.2 Implementation

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

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

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

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

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

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

5.9.3 Amendments to the Bikeways Plan

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

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

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

2. Abandon the Audubon/Alluvial connection; replace it with a bikeway utilizing the existing Harrison Avenue bike path, to result in an Audubon/Palm/Harrison/Alluvial system.
3. Designate Milburn Avenue, north of Herndon Avenue and projecting to the San Joaquin River, as a bikeway to serve the proposed regional park.
4. Designate a Valentine/San Jose Avenue bikeway to connect the already planned Emerson Avenue bikeway to the Bullard Loop and bypass the Shaw/Brawley Avenue intersection.
5. Designate Marks Avenue, north of Herndon Avenue to Alluvial Avenue, and Alluvial, east of Marks Avenue to Van Ness Boulevard, as a bikeway. This will extend the proposed Alluvial Avenue bikeway westward.
6. Designate the connection between Audubon and Nees Avenues as a bikeway.
7. Designate Fruit Avenue, north of Santa Ana Avenue to Herndon Avenue, as a bikeway.
8. Delete the Shaw Avenue bikeway between Palm and Fruit Avenues. This section of Shaw Avenue has six lanes of substandard width. A bikeway here would pose a hazard for bicyclist and motorist alike.

5.9.4 Bikeway Standards

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

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

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

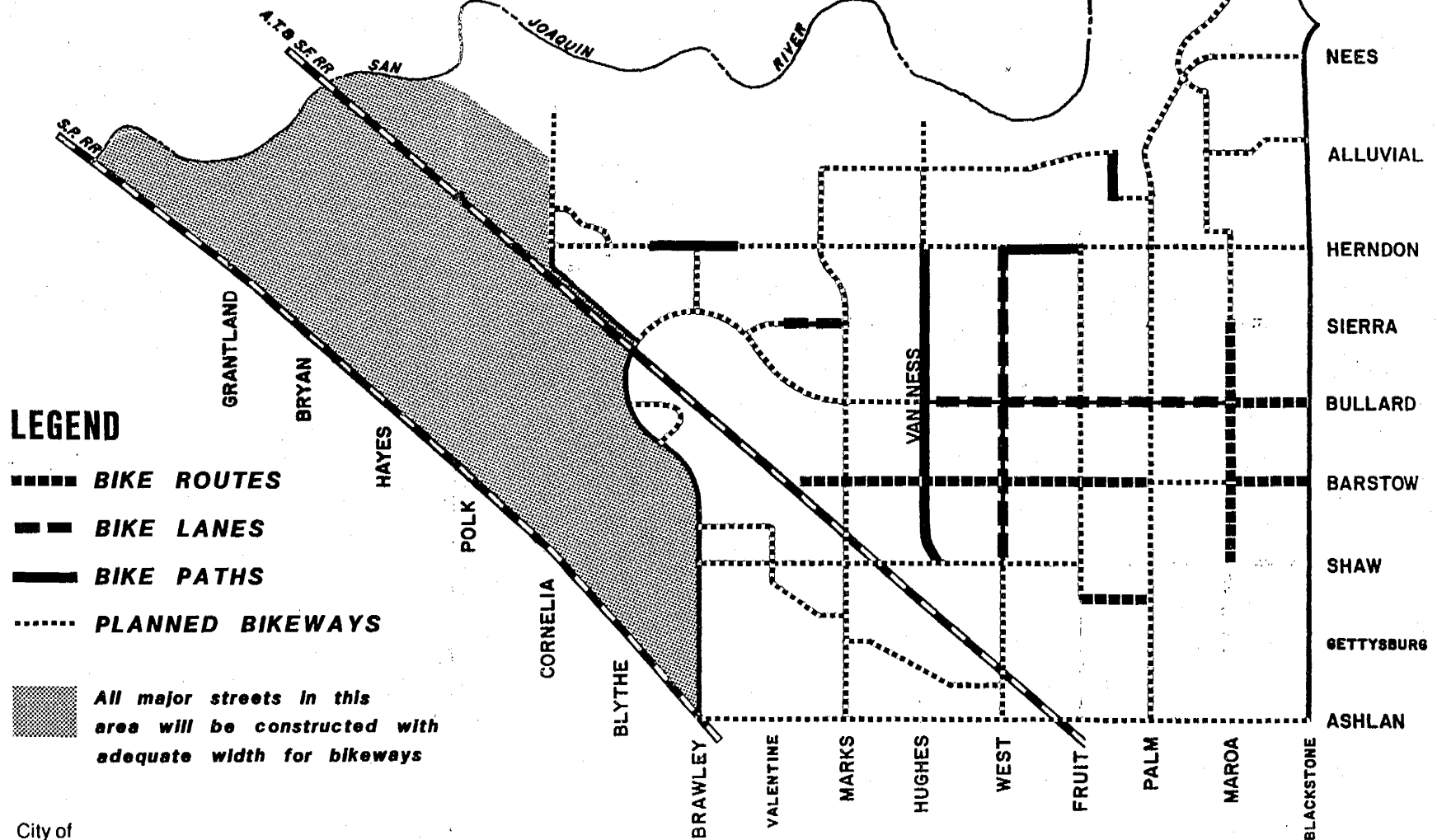
The design standards of these bikeways are based on European and American research. Several criteria guide the development of these standards, including cyclist speed, bikeway width and

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

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

EXHIBIT 5.9

BULLARD COMMUNITY PLAN Bikeways Plan



5.10 Day Care

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

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

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

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

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

6.1 INTRODUCTION

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

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

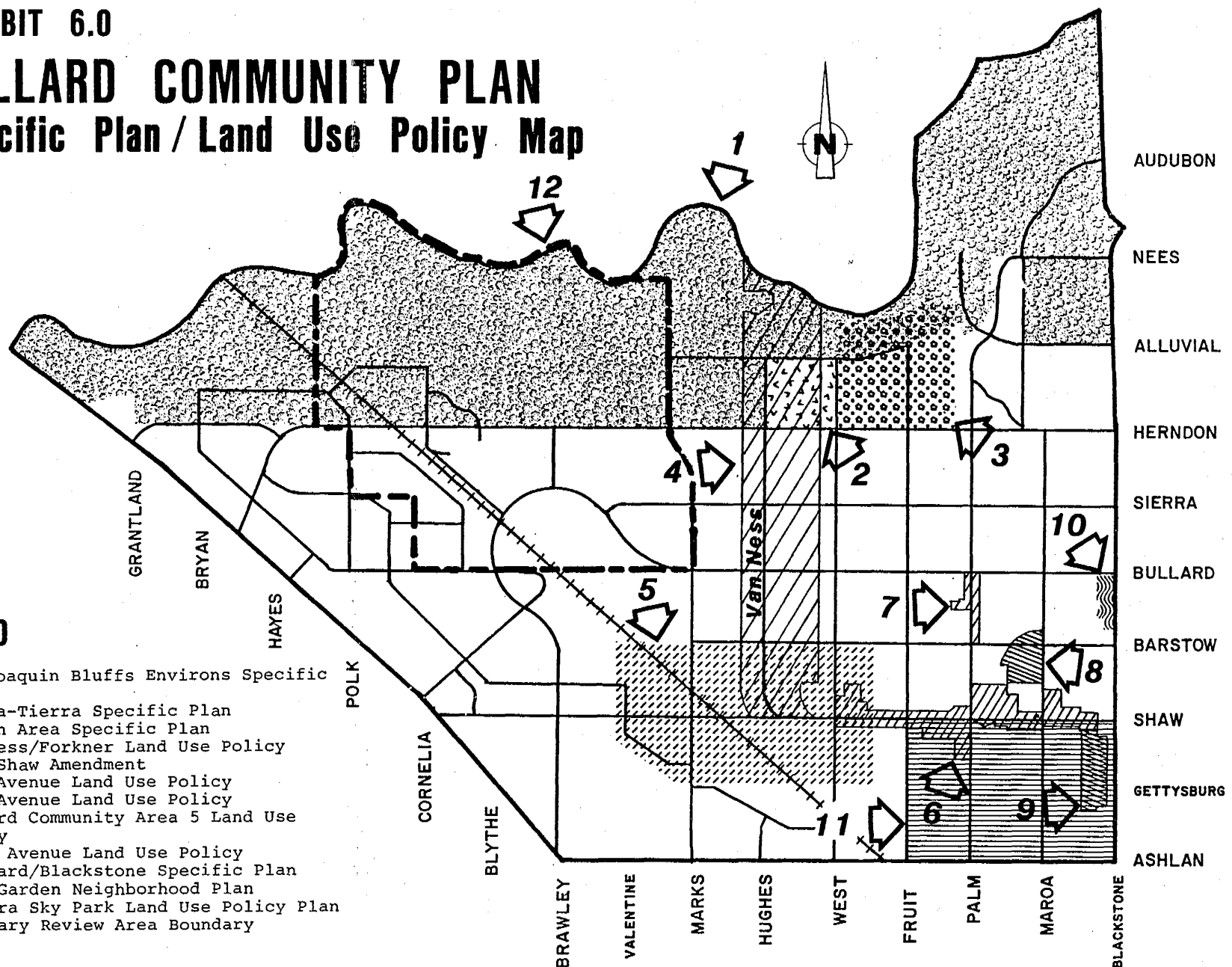
This section will address each specific plan and policy, its purpose and status, and whether any specific policies need to be retained as part of the Bullard Community Plan.

EXHIBIT 6.0

BULLARD COMMUNITY PLAN Specific Plan / Land Use Policy Map

LEGEND

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



6.2 NELSON AREA SPECIFIC PLAN

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

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

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

6.3 BLACKSTONE-BULLARD AREA SPECIFIC PLAN

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

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

6.3.1 Transitional Treatment

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

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

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

1. Provide for a landscaped terrace, 15 feet in depth, behind the property line along North Glenn Avenue between Roberts and Bullard Avenues, as shown in the detailed drawings entitled "North Glenn Avenue Landscaped Terrace."
2. Height of landscaped slope to be determined at any given point by the highest finished grade of residential yard along westside of North Glenn Avenue.
3. In conjunction with the landscaped terrace, an eight-foot high solid masonry wall, the architectural design of which shall be approved by the Development Department, shall be constructed between the 15 foot landscaped terrace and the commercial sites, as detailed in the specific plan map.
4. Landscaping shall consist of evergreen trees which shall all attain a height of 15 feet in five years. Said trees shall be planted at 15 feet on center.
5. All landscaping shall be provided with an automatic irrigation system and shall be maintained in accordance with Section 12-306-N-24 of the Fresno Municipal Code.
6. Vehicular and pedestrian access to North Glenn Avenue from the commercial property fronting on West Bullard and North Blackstone Avenues shall be prohibited.

6.3.2 Property Development Standards

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

1. On-Site Lighting and Signs
 - a. All on-site lighting shall be directed away from all residential districts. All on-site lighting within 130 feet of the rear property line, colinear with the east line of North Glenn Avenue, shall not exceed the height of the required eight-foot wall.
 - b. One free-standing sign along the Blackstone Avenue frontage, not to exceed 35 feet in height and 150 square feet per face, shall be permitted for each business establishment.

- c. Signs on buildings shall be mounted facing away from all adjoining residential neighborhoods.
- d. All roof signs, including those animated, rotating, flashing and of banner style, are prohibited.
- e. All signs shall be subject to Site Plan Review and approval of the Development Department.

2. Storage and Loading Zones

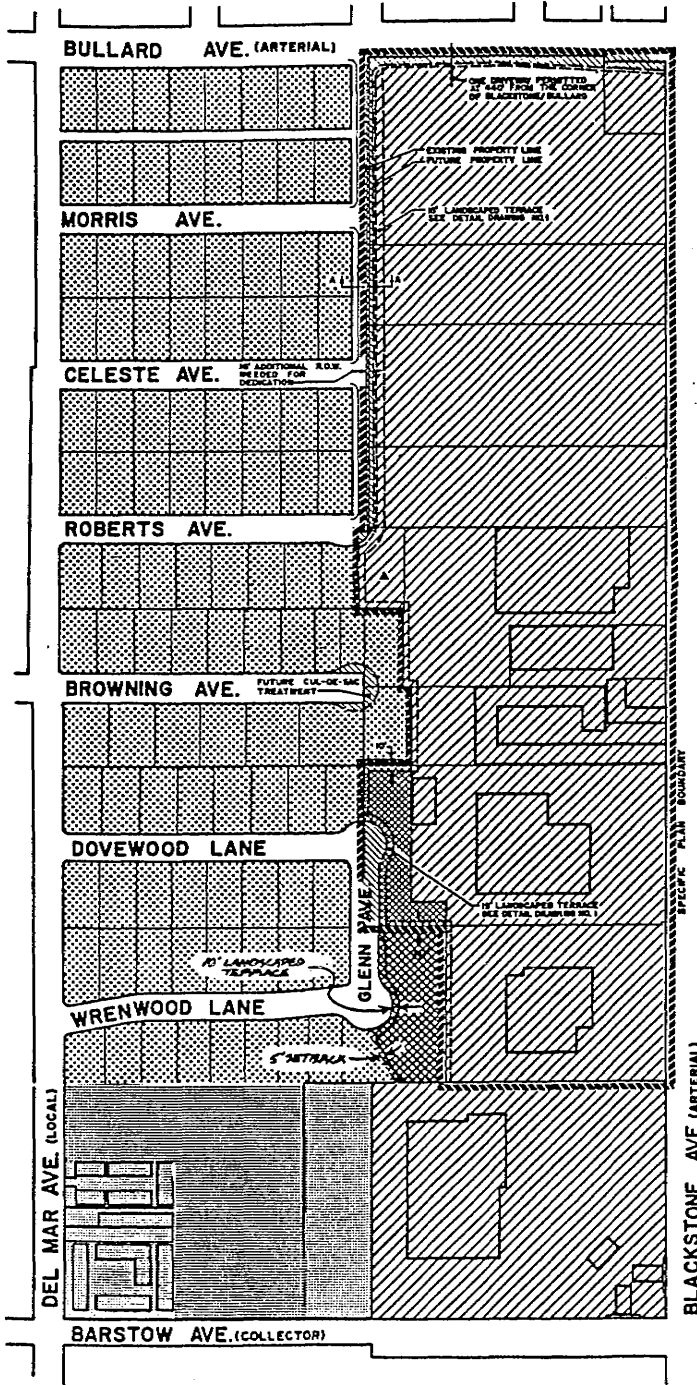
All storage and loading areas shall be located and treated on the commercial site as to screen visibility of said area from adjoining residential districts.

3. Noise Control

- a. All normal operations of vehicles and equipment on the commercial site shall be compatible with the adjoining residential environment.
- b. All exterior public address systems, including those used for paging and telephone bells, shall be prohibited.
- c. Where automobile sales and automobile rentals and leasing may be established, all incidental mechanical repairs, installation of automobile accessories and automobile body and fender works shall be conducted within a completely enclosed building.
- d. In addition, all testing or demonstration of vehicles shall be prohibited within residential areas.

EXHIBIT 6.3

BULLARD COMMUNITY PLAN



SPECIFIC PLAN FOR THE BLACKSTONE/ BULLARD AREA



APPROVED BY PLANNING COMMISSION
RESOLUTION No. 2588
ADOPTED BY ORDINANCE No. 75-1
EFFECTIVE
8/19/75
REVISED
OCT. 1978

LEGEND

- Medium-Low Density Res.
- Medium-High Density Res.
- HEAVY COMMERCIAL
- OFF-STREET PARKING AS PERMITTED IN THE P DISTRICT (SINGLE STORY BLDGS. ONLY)
- PORTION OF STREET TO BE DEDICATED AND IMPROVED.

SEE NORTH GLENN AVENUE STREET SECTION FOR SPECIAL DESIGN STANDARD

CONDITIONAL AMENDMENT, REFER TO AMENDMENT FILE.

LAND USE & CIRCULATION ELEMENT

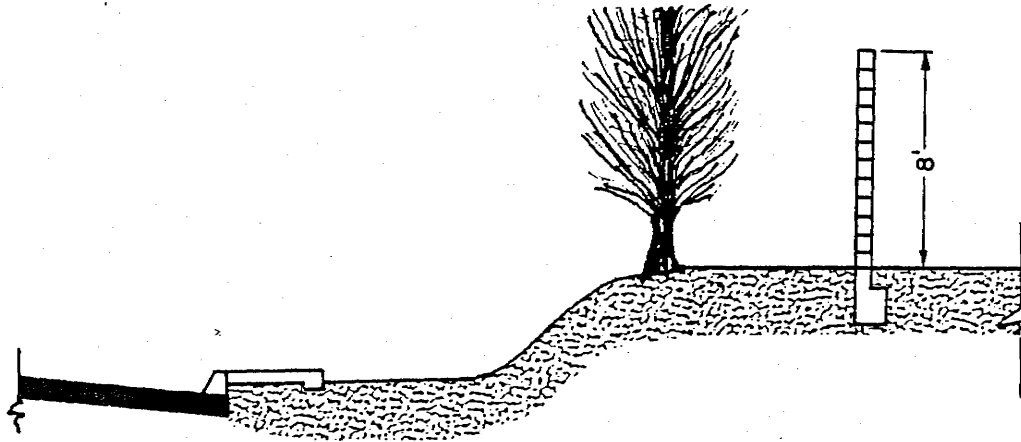
AMENDMENTS			
FRESNO CITY PLANNING COMMISSION		FRESNO CITY COUNCIL	
DATE	RES. NO.	DATE	ORD. NO.
6-6-84	8275	6-19-84	84-90
8-18-87	9188	12-24-87	87-166*

* SUBJECT TO CONDITIONS STATED IN PLAN AMENDMENT FILE

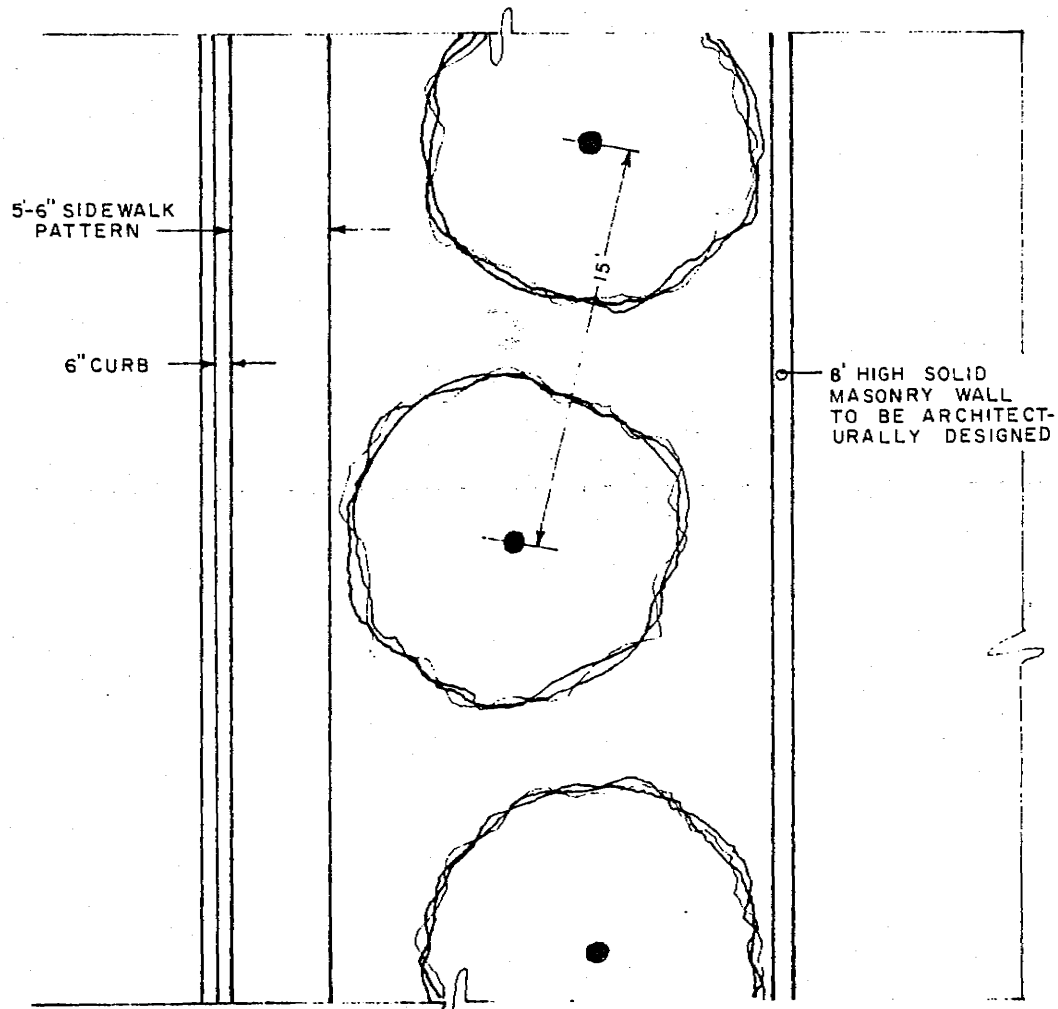
EXHIBIT 6.3.1

BULLARD COMMUNITY PLAN

N. Glenn Ave. Landscaped Terrace

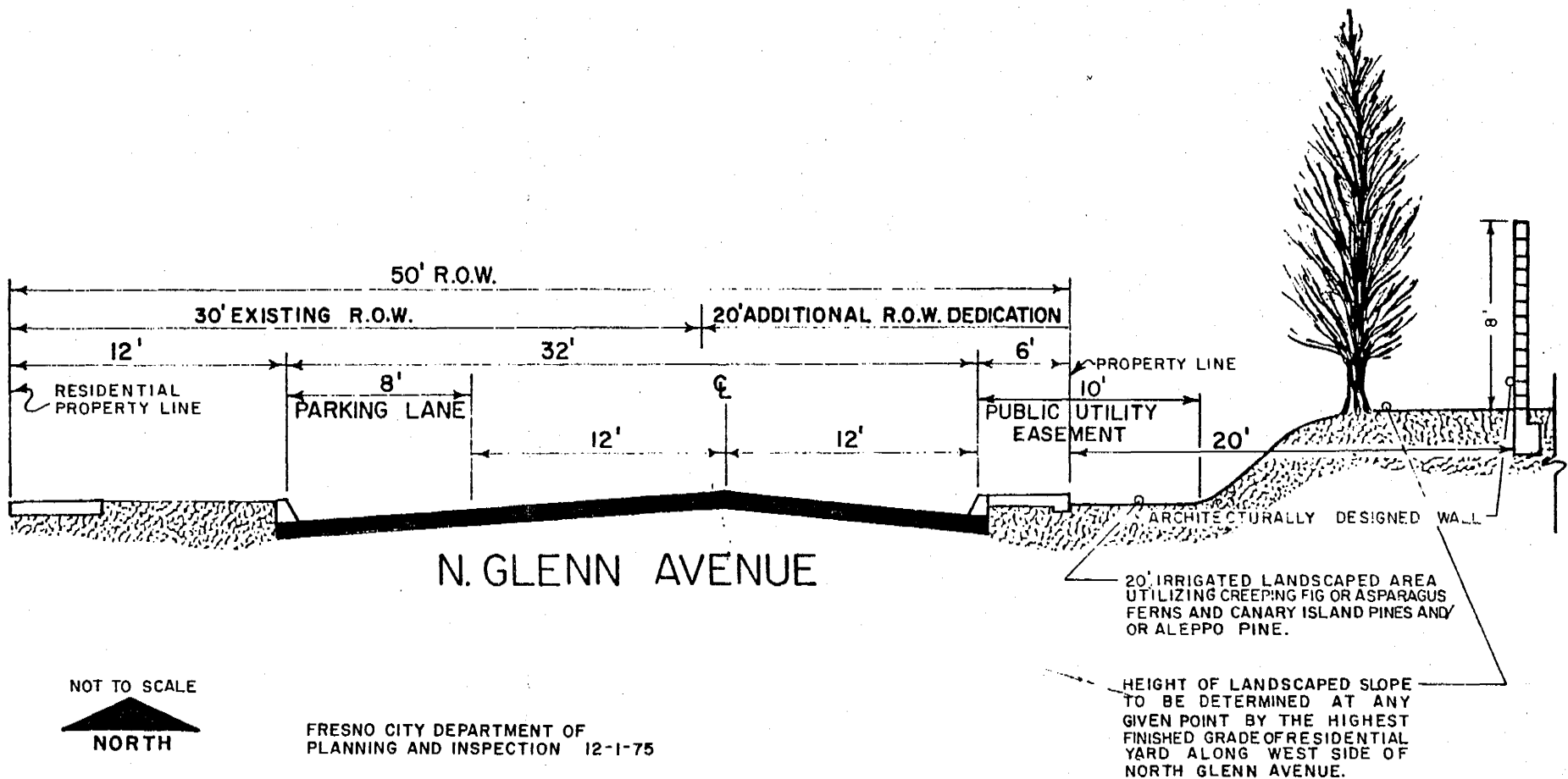


TYPICAL SECTION



TYPICAL PLAN VIEW

EXHIBIT 6.3.2
BULLARD COMMUNITY PLAN
N. Glenn Ave. Street Section



6.4 WEST SHAW AVENUE AMENDMENT

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

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

6.5 VAN NESS-FORKNER LAND USE POLICY

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

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

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

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

6.6 SPECIFIC PLAN FOR CORONA TIERRA ESTATES

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

6.7 SAN JOAQUIN BLUFFS ENVIRONS AREA SPECIFIC PLAN

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

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

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

- (1) A land use and circulation plan that will effectively blend the particular qualities of the specific plan area with the existing and planned land use and circulation of the surrounding area;
- (2) Appropriate development standards that will establish compatible relationships between types of land use, traffic circulation, non-motorized circulation, open space, and protection for the southerly San Joaquin River Bluffs;
- (3) A comprehensive network of greenways, bikeways, passive recreational open space and vista points;
- (4) The opportunity for comprehensive design that will protect and enhance the quality of the southerly San Joaquin River Bluffs in particular, and the quality of the urban environment in general; and
- (5) Landscaped open space transition areas to mitigate potentially adverse effects of major street traffic on the residential environment.

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

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

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

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

6.8 SIERRA SKY PARK LAND USE POLICY PLAN

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

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

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

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

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

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

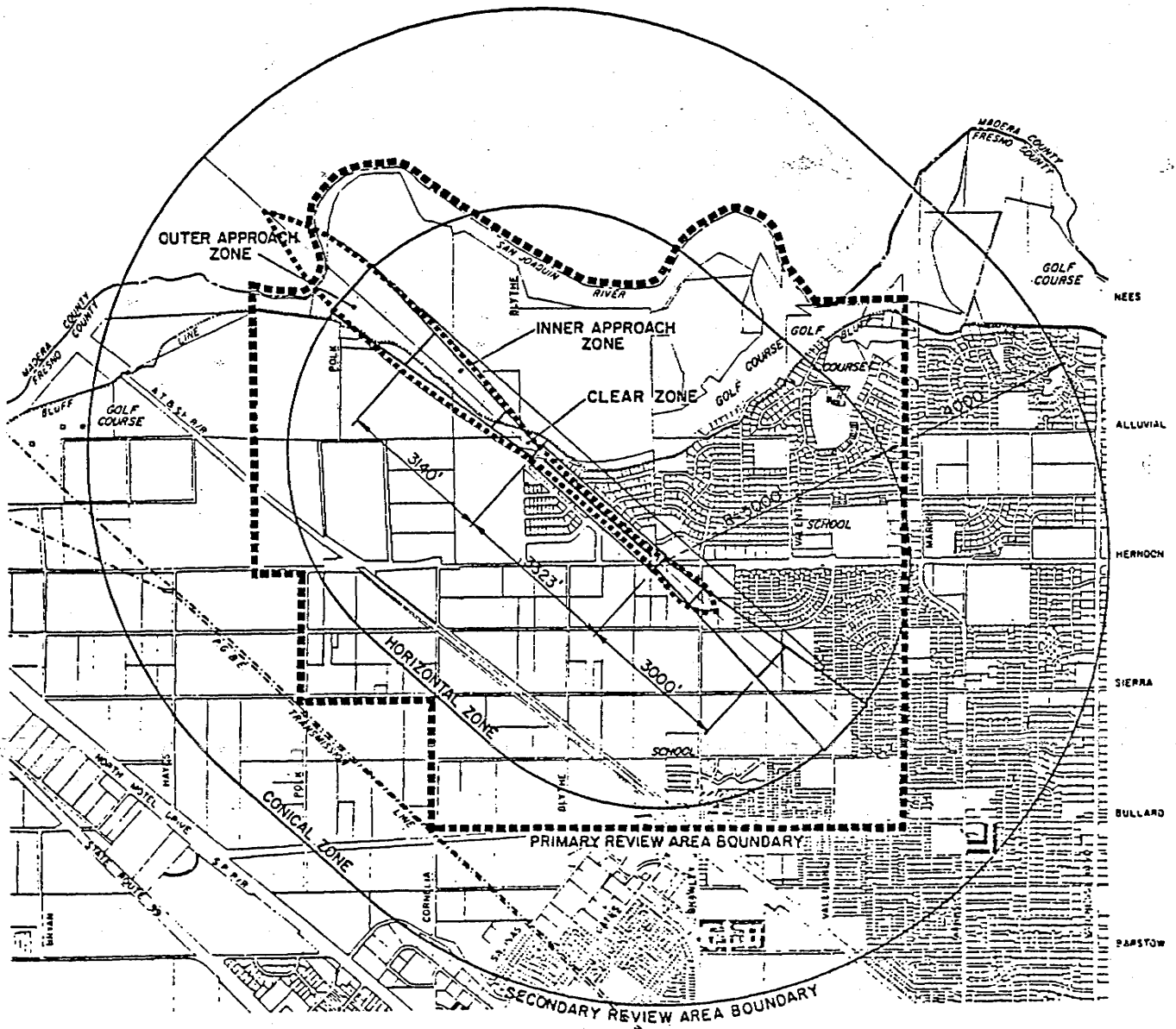
Any project within the Primary Review Area involving an amendment to general and specific plans, zoning ordinances, building regulations and airport master plans, shall be referred to the Airport Land Use Commission for a determination of consistency with its plan. If the ALUC determines a project to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

EXHIBIT 6.8

BULLARD COMMUNITY PLAN

SIERRA SKY PARK

LAND USE POLICY PLAN MAP



LEGEND

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

Table 6.8.1

**Sierra Sky Park Airport
Noise Compatibility Criteria**

LAND USE CATEGORY	60-65	CNEL 65-70	70-75
<u>Residential</u>			
*Single-family and multi-family residential	0	--	--
*Mobile homes	0	--	--
*Transient lodging	0	-	--
<u>Public/Institutional</u>			
*Schools, libraries, hospitals, nursing homes, day nurseries	0	-	--
*Churches, auditoriums, concert halls	0	-	--
Transportation, parking, cemeteries	++	+	0
<u>Commercial and Industrial</u>			
Offices, retail trade	+	0	-
Service commercial, wholesale trade, warehousing, light industrial	+	0	0
General manufacturing, utilities, extractive industry	++	+	+
<u>Agricultural and Recreational</u>			
Cropland	++	++	+
Livestock breeding	0	0	-
Parks, playgrounds, zoos	+	0	-
Golf courses, riding stables	+	0	0
water recreation	+	0	-
Outdoor spectator sports	+	0	-
Amphitheaters	-	--	--

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

Table 6.8.2

Airport/Land Use Safety Compatibility
Criteria

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

NOTES

- /1/ See Policy Plan Map for location of zones.
- /2/ The inner approach zone extends to the point below where the approach surface intersects the horizontal surface.
- /3/ The outer approach zone extends to the point of the junction of the horizontal and conical zones.

INTERPRETATION

- + ACCEPTABLE: Use is acceptable.
- [] CONDITIONALLY ACCEPTABLE: Use is acceptable under conditions cited below.
- A . . Density no greater than 3 dwelling units per acre.
- B . . Outer Approach Zone: Density no greater than 2-5 dwelling units per acre.
- C . . No uses attracting more than 10 persons per acre.
- D . . No schools, hospitals, nursing homes, churches, or similar uses or structures for large assemblages of persons.
- E . . At least 20% of area to be in landscaped open space in a clustered configuration.
- F . . Allowed only if cannot reasonably be avoided or located outside the indicated zone.
- G . . Density Transfer Provision - a conditional use permit shall be required of any property owner who seeks the privilege of "transferring" the number of dwelling units which such property owner could have constructed in the Inner and Outer Approach Zone onto the remainder of the impacted parcel which lies outside said zone and which is under the same ownership, using the underlying land use designation of the 1984 Fresno General Plan.
- UNACCEPTABLE: Use is unacceptable.

6.9 SHAW AVENUE LAND USE POLICY

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

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

6.10 PALM AVENUE LAND USE POLICY

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

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

6.11 AREA 5 LAND USE POLICY

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

6.12 FIG GARDEN NEIGHBORHOOD PLAN

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

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

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

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

6.13 GLENN AVENUE LAND USE POLICY

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

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

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

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