

Exhibit G

## LIBRE COMMONS: OPERATIONAL STATEMENT

Property location: 63 W Shaw Ave, Fresno, CA 93704  
Assessor's Parcel Number: APN 425-092-013  
General Plan Land Use Designation: CMX  
Community Plan: Bullard Community Plan  
Specific Plan: Not applicable

APPL. NO. P21-00420 EXHIBIT O DATE 04/06/2022  
PLANNING REVIEW BY \_\_\_\_\_ DATE \_\_\_\_\_  
TRAFFIC ENG. \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_

**CITY OF FRESNO DARM DEPT**

Libre Commons is a mixed-use in-fill development with 123-units of affordable multi-family rental housing including live-work space and approximately 1,500 square feet of commercial space. The building is located at the that will be constructed on a 2.26-acre parcel located at the southeast corner of North Glenn Avenue and West Shaw Avenue in Fresno, that has been vacant for decades and is surrounded by single-family housing and commercial development. The project is located less than 300 feet from a station stop on Fresno's new Bus Rapid Transit line and will have easy access to Fresno's most robust transit routes.

The units are a mix of 50 one-bedrooms, 41 two-bedrooms, 31 three-bedrooms, and 1 two-bedroom manager's unit. 42 units, 24 one-bedrooms, 11 two bedrooms, and 7 three-bedroom units will be reserved for supportive housing tenants in partnership with the Fresno County Department of Behavioral Health. 40 units will be available for tenants at 50% AMI comprised of 16 one-bedrooms, 21 two-bedroom, and 19 three-bedroom units. The remaining 43 units will be available for tenants at 60% AMI comprised of 10 one-bedroom, 9 two-bedroom, and 5 three-bedroom units.

Architecturally, Libre Commons is designed in response to Fresno's General Plan (FGP), which was adopted by the city on December 18, 2014. The FGP emphasizes the use of the "urban form," a move away from suburban auto-oriented development, and emphasizes sustainable mixed-use developments that are transit-oriented and provide a street-level pedestrian-focused experience. Libre Commons is an "L" shaped building with a four-story section on and facing west on Glenn and a five-story section on and facing north on Shaw and reflects this new form with massing that holds the corner of Shaw and Glenn with parking located toward the back of the site and obscured by the building creating a pedestrian-friendly experience. In addition to 1,500 square feet of commercial space, the development will also feature approximately 6,800 square feet of community accessible space, which in part will serve for the provision of onsite wrap-around supports and also includes retail space, a fitness room, offices, and a rooftop community room. There is also 12,525 square feet of outdoor amenity space comprising covered porticos/seating areas, a rooftop amenity deck, and green space, along with a ground floor children's play area adjacent to a large general-purpose green space.



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Although located in a zoning district near transit that emphasizes higher density development, the design is responsive to the context, locating the principal massing along the Rights of Way, with the principal massing along West Shaw Ave. The massing along West Glenn Ave steps back at the top floor at the southern end of the building and also features a row of lofted live-work townhomes that present a ground floor level massing datum sympathetic to the lower-rise apartments and homes in the vicinity. The project anticipates an exterior materials palette and color scheme that nods to Fresnan architectural history and contemporary examples, with inspiration from Art Deco and desert contemporary architecture, synthesized with modern construction systems and mindful of the current building and zoning code requirements. The top story of the building features a material and planar transition at many of the key facades to further mitigate the sense of scale and layering in the building. The Ground floor level is tall and rendered active with generous expanses of storefront glazing, awnings, overhangs, recessed porches, and niches to provide interest. The principal entrance to the residential portion of the project is achieved with a formal splayed recess and a breezeway that leads to the heart of the resident exterior common open space and a large sheltered portico providing protection from the sun and infrequent rain. The eastern orientation of this portico was deliberately chosen to mitigate against the afternoon sun and the adjacent amenity areas provide a buffer to the parking area and a communal anchor point for the project. The commercial tenant space (i.e. the clinic) and resident services spaces are focused along Shaw Ave at ground floor level, where active/commercial uses are most appropriate. The live-work units and manager’s unit face Glenn Ave, which has a more residential character and context.

The principal access point for on-site parking, as well as deliveries and waste management, is from Glenn Ave, to mitigate against bottlenecks along the six-lane W Shaw arterial and enhance safety. The quantity of parking has been optimized in the program to provide flexibility and minimize the need for off-site (i.e. on-street) parking. Anticipated improvements to extend a 12” water main in W Shaw to N Blackstone Ave may have a short-term impact on traffic during installation. Otherwise, the site plan should enable construction lay down, storage, and temporary facilities to be located on-site, with minimal impact to neighbors and surrounding Rights of Way. Right-of-way improvements to sidewalks along both Glenn and Shaw Ave are anticipated which, will require temporary closure of the existing pedestrian sidewalk on Shaw. There is currently no sidewalk on N Glenn Ave’s east side adjacent to the site.

Site security will include CCTV and a building-wide secure access system for common entry doors and publicly accessible areas. Cluster boxes for USPS postal delivery have been indicatively shown in the exterior entry breezeway. A secure parcel room has also been



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identified in the immediate vicinity of the designated loading zone. The specific parcel room access system is yet to be determined. Private parcel deliveries will be accommodated via the loading zone and parcel room. USPS deliveries are anticipated to occur via the loading zone and cluster boxes. Commercial tenant(s) may use the same facilities or provide for delivery within their tenant improvement(s). Residential unit entrances will be secured by either a key card or keyed entry system. All building secure access systems will revert to “fail-open” upon an emergency alarm (e.g. during a fire). There are no gates proposed at the vehicular access driveway, so the fire department may freely access the fire access lane provided at the first ~150’ of the principal driveway. ~~An approximately 50’ long fire access curb area has been provided at the southern end of the building. It is anticipated this will supplement~~ aerial apparatus access to the building and it’s roof, ~~which is also~~ available from the ROW. Two rooftop access hatches are anticipated—one at each of the main vertical egress stairwells. Generally, parapets at the roof level will be a minimum 42” high to provide for guard railing for rooftop access and enhance screening of minor rooftop vents and equipment. An extensive solar photovoltaic array (PV) is anticipated at the rooftop. The relatively low optimal solar collection angle (approximately 10 degrees from ground plane, facing west) along with the roof parapets should largely screen the PV panels from view from the street level. Mechanical equipment that would exceed the height of the parapet is proposed to be screened by neutral color metal screening elements at approximately 6’ height above roof surface. Elevator overruns are anticipated to be modest in height if and where they may occur (there are two elevators planned in the project). MRL (machine-room-less) elevator types are contemplated that may further reduce any overrun requirements.

The project design is responsive to the need to enhance alternative modes of transportation, including cycling and walking in addition to transit. The project’s site plan proposes to replace the existing single pole bus stop with a comprehensive shelter per current FAX standards. The development team has engaged with FAX staff to locate the shelter optimally along the W Shaw frontage. It is near both the main entry points for the residential and commercial areas of the scheme. The site plan’s generous walkways and well-connected on-site paths facilitate walking and cycling. A secure bike storage room is provided on the ground floor that significantly exceeds the minimum number of long-term bicycle parking spaces required by the development code. Sidewalk improvements at the ROW will enhance the pedestrian experience by proposing greater width of sidewalk on Glenn than the public street standards minimum and tree wells in lieu of a continuous planter strip. Pedestrian light poles are also proposed at regular intervals at both Shaw Ave and Glenn Ave. Proposed fixtures accord with current City standards and recommendations arrived at through dialogue with appropriate City staff. The



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enhanced pedestrian corridor contributes positively to the overall vision for the District and complements neighboring uses and context. Street trees shall be irrigated via the system controlled from on-site. The bus shelter will also receive power from on-site metered sources.

Finally, the development team for Libre Commons is led by UPHoldings (UPH), an affordable housing developer with a specialization in both mixed-income developments and permanent supportive housing projects. Currently, UPH is negotiating a long-term land lease with Erganian Family Partnership. UPH has developed a robust portfolio of housing over the past 15 years and the project types are varied including five 100% Permanent Supportive Housing developments with over 200 units; another 56-unit PSH development is currently under construction with several more in the pre-development stage. UPH owns and operates all the units that it develops. In each instance, UPH partners with a high-capacity local service provider to deliver on-site supportive services.