
DEPARTMENT OF PUBLIC WORKS

TO: Robert Holt, Planner III
Planning Division

FROM: Hilary Kimber, Parks Supervisor II (559.621.1345)
Public Works, Street Maintenance Division

DATE: June 25, 2020

SUBJECT: Tract 6299; 6601 East Belmont Avenue (APN: 313-270-45) located on the southeast side North Armstrong and East Belmont Avenues. The Department of Public Works has reviewed the Tentative Tract Map submitted by Precision Engineering dated June 19, 2020. The Department of Public Works offers the following comments regarding the requirements for landscaping and irrigation in the street right-of-ways, landscape easements, outlots and median islands:

GENERAL REQUIREMENTS

STREET TREE REQUIREMENTS

1. The subdivider is required to provide street trees on all public street frontages per Fresno Municipal Code and for the dedication of planting and buffer landscaping easements as determined by the Planning Department. Street trees shall be planted at the minimum rate of one tree for each 40' of street frontage or one tree per home (whichever is greater) by the Developer. The subdivider is required to provide irrigation for all street trees. The irrigation system shall comply with Water Efficient Landscape Standards and AB 1881.
2. Street Tree Planting by Developer: For those lots having internal street tree frontage available for street tree planting, the developer shall plant one tree for each 40' of street frontage, or one tree per lot having street frontage, whichever is greater. Tree planting shall be within a 10' Public Planting and Utility Easement.
 - a. Street tree inspection fees shall be collected for each 40' of public street frontage or one tree per lot whichever is greater.
 - b. Street trees shall be planted in accordance with the City of Fresno, Department of Public Works "Standard Specifications."
 - c. Landscape plans for all public use areas, such as parkways, buffers, medians and trails, shall be reviewed and approved by the Department of Public Works, Engineering Services. A street tree planting permit shall be required for all residential street tree planting.
 - d. Performance and payment securities, paid with final map, will be released when all landscaping installed on public and/or city controlled property is in conformance with the Specifications of the City of Fresno.
 - e. Upon acceptance of the required work, warranty security shall be furnished to or retained by the city for guaranty and warranty of the work for a period of ninety days following acceptance.

BUFFER LANDSCAPING & MAINTENANCE REQUIREMENTS

1. The subdivider shall provide long term maintenance for all proposed landscaped areas by either petitioning for annexation in the Community Facilities District or by forming a Home Owner's Association.
2. Maintenance Service Through Annexation into the Community Facilities District. Landscape and Irrigation plans are required and shall be submitted to the Department of Public Works for review and approval prior to a Council approval of the final map. Plans shall be numbered to conform to and be included in the Department of Public Works street construction plan set for the final map. Fees are applicable when the subdivider elects to have landscaping maintained by annexing into the City's Community Facilities District.
 - A. Landscaping shall comply with Landscape Buffer Development Standards approved by the City Council on October 2, 1990. Landscape and irrigation plans shall comply with AB1881, water efficient landscaping.
 - B. Should the proposed landscape buffers and/or parkway strips be located next to an existing buffer and/or parkway strip, the planting concept shall simulate the adjacent landscape design to present a more uniform appearance on the street. Variances in the landscape concept will be acceptable, but the design of the new landscape buffer and/or parkway strip shall strive to mimic the existing as much as possible.
 - C. Landscape plans shall indicate grades on a cross-section detail to include fencing or wall details. All fencing shall be placed outside the landscape easement. Maximum slopes shall not exceed 4:1 with 1 foot of level ground between the slope and the back of the side walk and/or face of fence. Erosion control measures shall be implemented on all slopes of 4:1, including the use of synthetic erosion control netting in combination with ground cover species approved by the Department of Public Works/Engineering Services Division.
 - D. The water meter(s) serving the buffer landscaping shall be sized for the anticipated service flows.
 - E. No private flags, signs or identification of any kind shall be permitted in the right-of-way, within the City - controlled easement or on the fence or wall facing the street.
 - F. Landscaping in the right-of-way and landscape setback adjacent to water well sites shall be the responsibility of the City of Fresno Water Division and may not be included in the CFD.
 - G. **NOTE: FID conditions will take precedence over tree requirements along the Eisen No. 11 Canal along E. Belmont Ave.**

MEDIAN ISLAND LANDSCAPE REQUIREMENTS

1. When median islands front onto the proposed development project, applicants shall submit Plans to the Public Works/Engineering Services showing the location and configuration of all median islands fronting the proposed project.
2. The Public Works Department will review and evaluate existing median island(s) for a determination of all required improvements prior to approval of Final Map.
3. Landscape and irrigation is required on all new construction of median islands and shall be

applied in accordance with the City of Fresno, Public Works Department Standards & Specifications and FMC sections and AB 1881. The Public Works Department requires all proposed median islands to be constructed with a one foot wide colored concrete strips, flush along curb edge, in a 12 inch by 12 inch brick red slate pattern.

4. Trees shall not be planted in sections which are less than eight (8) feet wide unless approved by the Public Works Department. Sections less than eight (8) feet shall be capped with concrete as an integral part of the off site improvements, whether the median is landscaped or not.

OUTLOTS

1. The Department of Public Works will not be responsible for the maintenance of any outlots if they are not included into the Community Facilities District (CFD). If the outlots are to be included into the CFD, the Department of Public Works will require approved landscape and irrigation plans to be submitted with landscape buffer plans prior to inclusion into the CFD.
2. Outlots which are utilized for water well purposes **will not** be included in the CFD. The Water Division Department in Public Utilities will provide the maintenance of all plant material on the well site.

TRAIL REQUIREMENTS

1. The trail shall be constructed in accordance with the "Master Trails Manual" and the Public Works Department standards. The subdivider is responsible for the trail construction. The subdivider is responsible for all landscape and irrigation improvements for and within the trail. Construction plans shall be submitted and shall include landscaping and automatic drip irrigation design. Trail cross-sections will be required with submittal of Street Plans and Landscaping/Irrigation Plans for review and approval. These plans shall be in compliance with current City standards and approved by the Department of Public Works. Landscaping within the regional/multipurpose trail shall include large, medium and low-growing shrubs planted from 3 to 6 feet apart depending on variety, and trees spaced approximately 25 to 45 feet apart to provide 50% shade coverage onto the planting area and pathway. Landscaping adjacent to walls or fences shall comply with "Landscaped Buffer Development Standards." All planting areas shall be irrigated with an automatic system.



DATE: April 1, 2020

TO: Robert Holt, Development Services/Planning
Planning and Development Department

FROM: Ann Lillie, Senior Engineering Technician
Public Works Department, Traffic Operations and Planning Division

SUBJECT: PUBLIC WORKS CONDITIONS OF APPROVAL FOR VESTING TENTATIVE TRACT MAP NO. 6299 REGARDING MAINTENANCE REQUIREMENTS (P20-05892)

LOCATION: 6601 East Belmont Avenue
APN: 313-270-45

The Public Works Department, Traffic Operations and Planning Division, has completed its review and the following requirements are to be placed on this tentative map as a condition of approval. These requirements are based on City of Fresno code, policy, standards and the public improvements depicted on the exhibits submitted for this development.

ATTENTION:			
The item below requires a separate process with additional costs and timelines. In order to avoid delays with the final map approval, the following item shall be submitted for separate processing to the Public Works Department, Traffic Operations and Planning Division prior to final map approval.			
X	CFD Annexation Request Package	Ann Lillie	(559) 621-8690 ann.lillie@fresno.gov

The Community Facilities District annexation process takes from three to four months and SHALL be completed prior to final map approval. INCOMPLETE Community Facilities District (“CFD”) Annexation Request submittals may cause delays to the annexation process and final map approval.

All applicable construction plans for this development shall be submitted to the appropriate City Department for review and approval **prior** to the CFD process.

- a. Landscape and Irrigation Plans are required to be approved prior to the finalization of the CFD process and the approval of the final map.
- b. Proposed park amenities shall be reviewed and approved by the Building & Safety Services Division or as approved in writing by the City Engineer at time of submittal for the CFD process and prior to final map approval.**

Requirements not addressed due to omission or misrepresentation of information, on which this review process is dependent, will be imposed whenever such conditions are disclosed and shall require a revision of this letter.

Any change affecting the items in these conditions shall require a revision of this letter.

1. The Property Owner’s Maintenance Requirements

The long term maintenance and operating costs, including repair and replacement, of certain required public improvements (“Services”) associated with all new Single-Family developments are the ultimate responsibility of the Developer. The Developer shall provide these Services either by a mechanism approved by the Public Works Department or by annexing to the City of Fresno’s Community Facilities District No. 11 (“CFD No. 11”).

The following public improvements (Existing and Proposed) are eligible for Services by CFD No. 11 as associated with this development:

- All landscaped areas, trees and irrigation systems, as approved by the Public Works Department, within the street rights-of-way and landscape easements; including without limitation, the median island (1/2, if fronting only one side of median), parkways, buffers, street entry medians and sides (**10' wide minimum landscaped areas allowed**) in **all Local and Major Streets**.
- All landscaping, trees, irrigation systems, hardscaping and amenities within Outlots having the purpose for open spaces and trails.
- Concrete curb and gutters, valley gutters, sidewalks, curb ramps, traffic calming structures, median island concrete maintenance band and cap (1/2, if fronting only one side of median), and street lights in **all Major Streets**.
- Concrete curb and gutters, valley gutters, sidewalks, curb ramps, traffic calming structures, and street entry and interior median island curbing and hardscape, street paving, street name signage and street lights in **all Local Streets**.

***All end lots, side yards, and front yards are the responsibility of the property owner and are not eligible for Services for maintenance by the CFD.**

The Property Owner may choose to do one or both of the following:

- a. The Property Owner may petition the City of Fresno to request annexation to CFD No. 11 by completing and submitting an Annexation Request Package to the Public Works Department, Traffic Operations and Planning Division for review and approval. The Annexation Request Form is available, along with current costs, on-line at the City's website at <http://www.fresno.gov>, under the Public Works Department, Land Development.
 - **Proceedings to annex the final map to CFD No. 11 SHALL NOT commence** unless the final map is within the City limits and all construction plans (this includes Street, Street Light, Signal, Landscape and Irrigation plans, and any other plans needed to complete the process) and the final map are considered technically correct.
 - The annexation process will be put on **HOLD** and the developer notified if all of the requirements for processing are not in compliance. **Technically Correct shall mean that the facilities and quantities to be maintained by CFD No. 11 are not subject to change and after acceptance for processing.**
 - Public improvements not listed above will require written approval by the Public Works Department Director or his designee.
 - All areas not within the dedicated street rights-of-way and approved for Services by CFD No. 11 shall be dedicated as a public easement for maintenance purposes. Outlots purposed for required public open space or City trails shall be dedicated in fee to the City of Fresno or as approved by the Public Works Department City Engineer.
- b. The Property Owner may provide for Services privately for the above maintenance requirements. All City maintenance requirements not included for annexation to CFD No. 11 for Services **SHALL** be included in the DCC&Rs or some other City approved mechanism for the required Services associated with this development. Contact the Planner in the Development and Resource Management Department for more details.

For questions regarding these conditions please contact me at (559) 621-8690 or ann.lillie@fresno.gov



&
2600 Fresno Street
Fresno, California 93721-3604
www.fresno.gov

Fire Department

April 9, 2020
Byron Beagles

Comments

1. This development is more than 3.0 miles from the closest fire station (Fire Station 15 at 5630 East Park Circle Drive). The UGM ordinance allows up to 5,000 houses to be constructed beyond the 3.0 mile response distance when houses are fire sprinkled which is now required by the California Residential Code. Currently, there are less than 1,000 houses proposed outside of the 3.0 mile limit.
2. Provide fire hydrants per single-family home residential development standards with a minimum of two sources of water. There are two public street entrances proposed along East Belmont Avenue, which has a 12-inch public water main, however the southern 68 lots have only a single public street access. See Public Utilities comments on a second source of water which from previous discussion was going to be required from a public water main extension from East Belmont and North Temperance Avenues to the west end of East McKenzie Avenue.
3. Provide a detail on the tract map of the EVA proposed as a second point of access to the southern 1/3 of the tract. This detail shall include:
 - a. AP-67 approach on each side if curbs are being installed. The transition between approaches must be paved.
 - b. A swing barricade with minimum clear width of 290 feet and provided with a Fire X1 padlock.
 - c. A sign on both sides of the gate in accordance with FFD Policy 403.005 that states:
"FIRE LANE" (in 6-inch letters)
"VEHICLES REMOVED AT OWNER'S EXPENSE" (in 2-inch letters)
"FRESNO POLICE DEPARTMENT @ (559) 621-7000" (in 1-inch letters)

The lettering shall be in red letters on a reflective white background.

4. Clearly document what entity will be responsible for the maintenance of the

EVA. EVAs of this type are relatively rare and the responsibility should be with the community facilities district if one is established for public infrastructure maintenance. Cutting of locks by residents and damage to gates is a relatively common occurrence and a responsible party is needed to make repairs.

5. Provide a note on the plan that fire hydrants shall be in service and two points of all-weather access must be provided prior to delivery of combustible material on-site and maintained during all phases of construction.
6. Curbs at the following locations are required to have no parking tow away signs installed per Public Works Standards (except as noted):
 - a. Along the bulb at the end of South Filberts and South Apricot in front of lots 165, 166 and 167. Due to the unusual design of this cul-de-sac, install the signs every 50 feet with the first one installed at the lot line between 164/165 lots and the last one at the lot line of 167/168.
 - b. On the east side of North Apricot adjacent to lots 207 and 214 to accommodate the turning radius into and out of the EVA.



&
2600 Fresno Street
Fresno, California 93721-3604
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DPU Solid Waste Management

April 14, 2020

Kevin Gray

Comments:

1. Vesting Tentative Tract Map No. 6299/UGM will be serviced as single-family residential properties with Basic Container Service. Property owners will receive 3 containers to be used as follows: 1 Gray container for solid waste, 1 Green container for green waste, and 1 Blue container for recyclable material.

City Hall
2600 Fresno Street, 4th Floor
Fresno, California 93721
Ph. (559) 621-8800
www.fresno.gov

Scott L. Mozier, P.E.
Public Works Director

April 23, 2020

Robert Holt, Planner II
Planning and Development Department
2600 Fresno Street, 3rd Floor
Fresno, CA 93721

SUBJECT: REVIEW OF THE TRAFFIC IMPACT ANALYSIS (TIA) DATED MARCH 31, 2020 FOR THE PROPOSED TENTATIVE TRACT 62991 LOCATED ON THE SOUTHEAST CORNER OF ARMSTRONG AND BELMONT AVENUES TIS 20-008, P20-00577

PROJECT OVERVIEW

Traffic Operations and Planning staff has reviewed the Traffic Impact Analysis (TIA) prepared by JLB Traffic Engineering, Inc. for the proposed Tentative Tract 6299, “project”, which plans to develop 218 single family dwelling units on the southeast corner Armstrong Avenue and Belmont Avenue. The approximately 22 acre site is currently vacant. The project is proposing to amend the General Plan to allow the site to be developed with the Medium Density Residential (5.0-12.0 du/acre) land use.

The TIA evaluated the impacts of the project by analyzing four (4) intersections in the vicinity of the project during the AM and PM peak hours. Vehicle trips projected to be generated by the project were calculated using the ITE Trip Generation Manual, 10th Edition. The table below includes the daily (ADT), AM and PM peak hour trips projected to be generated by the current General Plan use and the proposed project as shown in the TIA.

Land Use	Size	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Existing General Plan Designation								
Single Family Detached Housing (ITE Code 210)	77 DU	727	14	43	57	48	28	76
Single Family Detached Housing (ITE Code 210)	218 DU	2,058	40	121	161	136	80	216
Difference		+1,331	+26	+78	+104	+88	+52	+140

DU = dwelling units

Based on the analyses included in the TIA, the following study intersections are currently operating and/or are projected to operate below the adopted Traffic Impact Zone (TIZ) III level of service (LOS) standard of LOS D beginning in the identified scenarios and all subsequent scenarios.

- Armstrong Avenue at Olive Avenue – Existing Plus Project
- Fowler Avenue at Belmont Avenue – Cumulative Year 2035 No Project
- Armstrong Avenue at Belmont Avenue – Existing
- Temperance Avenue at Belmont Avenue – Existing

In addition to operational analyses, the TIA also reviewed collisions and prepared traffic signal warrants at all study locations. Traffic Signal Warrant 1 – Eight Hour Volumes and Traffic Signal Warrant 2 – Four Hour Vehicular Volumes as defined in the California Manual of Uniform Traffic Control Devices (MUTCD) were prepared for all unsignalized study intersections in the Existing scenario. Traffic Signal Warrant 3 – Peak Hour Vehicular Volumes was prepared for all unsignalized intersections in all scenarios. The following study intersections currently meet or are projected to meet Warrant 1, Warrant 2, and/or Warrant 3 in the identified scenario and all subsequent scenarios.

- Armstrong Avenue at Olive Avenue – Warrant 2, Warrant 3 (Existing)
- Armstrong Avenue at Belmont Avenue – Warrant 3 (Existing)
- Temperance Avenue at Belmont Avenue – Warrant 1, Warrant 2, Warrant 3 (Existing)

The TIA reviewed collisions at all study intersections for the period of January 1, 2014 through December 31, 2018. The intersection of Temperance Avenue at Belmont Avenue reported 12 correctable collisions during this time period. All other study intersections reported four or less correctable collisions during the five year time period.

GENERAL COMMENTS and CONDITIONS

1. This project shall pay its Traffic Signal Mitigation Impact (TSMI) Fee per the Master Fee Schedule at the time of building permit.

The TSMI fee facilitates project impact mitigation to the City of Fresno Traffic Signal infrastructure so that costs are applied to each new project/building based on the generated ADT. The TSMI fee is credited against traffic signal installation/modifications and/or Intelligent Transportation System (ITS) improvements (constructed at their ultimate location) that plan to build out the General Plan circulation element and are included in the Nexus Study for the TSMI fee. If the project is conditioned with traffic signal improvements in excess of their TSMI fee amount, the applicant may apply for fee credits (security/bonding and/or developer agreement required) and/or reimbursement for work in excess of their fee as long as the infrastructure is in place at the ultimate location. The applicant should work with the Public Works Department and identify, with a Professional Engineers estimate, the costs associated with the improvements prior to paying the TSMI fee to determine any applicable fee credits and/or reimbursements.

For project specific impacts that are not consistent with the General Plan, Public Works Standards, and/or are not incorporated into the TSMI fees, the infrastructure costs will not be eligible. Failure to pay this fee or construct improvements that are credited/reimbursable with this fee will result in a significant unmitigated impact as this fee is applied to all projects within the City Sphere of Influence.

Improvements at the following study intersections are included in the TSMI fee program:

- Armstrong Avenue at Olive Avenue
- Armstrong Avenue at Belmont Avenue
- Temperance Avenue at Belmont Avenue

2. This project shall pay its Fresno Major Street Impact (FMSI) Fee, which will be determined at time of building permit. This FMSI fee is creditable towards major street roadway improvements included in the nexus study for the FMSI fee.
3. The project shall pay the Regional Transportation Mitigation Fee (RTMF). Pay the RTMF fee to the Joint Powers Agency located at 2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148, ext. 200; www.fresnocog.org. Provide proof of payment or exemption, based on vesting rights, prior to issuance of building permits.
4. The proposed project shall pay the \$288 Traffic Impact Study review fee for review of the document. Proof of payment shall be provided to the Traffic Operations and Planning Division.
5. The proposed project shall install a traffic signal with protected left-turn phasing per City of Fresno standards at the intersection of Temperance Avenue at Belmont Avenue prior to issuance of 100 building permits. The traffic signal shall be installed at the ultimate and may require the acquisition of right-of-way. Approved plans and right-of-way documents for the traffic signals shall be submitted before recordation of the final map.
6. The proposed project shall pay its fair share for cumulative impacts at the intersection of Fowler Avenue at Belmont Avenue. The identified mitigations are not included in current fee programs. Cost estimates for the proposed improvements shall be provided to the Traffic Operations and Planning Division for review and approval. The project's fair share shall be calculated using the following equation:

Project Fair Share = $((2035 \text{ Project Only Trips}) / (\text{Cumulative Year 2035} + \text{Project Traffic Volumes} - \text{Existing Traffic Volumes})) * 100$

7. The proposed project shall make necessary improvements and right-of-way and public easement dedications along adjacent public street(s) and within the site boundaries per City of Fresno standards/requirements.
8. The proposed site plan shall be reviewed and approved by the City of Fresno Traffic Operations and Planning Division, Traffic Planning Section.

If you have any further questions regarding this matter, please contact me at (559) 621-8792 or jill.gormley@fresno.gov .

Sincerely,

Jill Gormley, TE
City Traffic Engineer / Traffic Operations & Planning Manager
Public Works Department, Traffic Operations & Planning Services

C: Copy filed with Traffic Impact Study
Louise Gilio, Traffic Planning Supervisor
Harman Dhaliwal, PE
Andrew Benelli, Assistant Director
Francisco Magos, Engineering Services Manager
Jason Camit, Chief Surveyor
Brian Spaunhurst, Senior Planner, Fresno County



DATE: July 10, 2020 (Revisions per meeting and revised map.)

TO: Robert Holt
Planning and Development Department

THROUGH: Andrew Benelli, PE, Assistant Director, City Engineer *agb*
Public Works Department, Traffic Engineering Operations and Planning Division

FROM: Louise Gilio, Traffic Planning Supervisor *LG*
Public Works Department, Traffic Engineering Operations and Planning Division

SUBJECT: Public Works Conditions of Approval for **T-6299 / P19-05892 and PUD / P20-00845 (215 Lot Single Family Subdivision)**
6601 East Belmont Avenue
Frank and Georgia Sorrenti / Precision Civil Engineering

The Public Works Department, Traffic Engineering Operations and Planning Division, has completed its review and the following requirements are to be placed on this tentative map as a condition of approval by the Public Works Department.

Provide the following information prior to the acceptance of the final map submittal. This can result in additional conditions of approval.

1. Border: Clearly identify the map border and verify that it is shown correct. Incorrect boundaries could result in extending timelines due to the need for separate processes, timelines and fees. It is not clear if the proposed vacation is within the map border or outside. Coordinate all processes with Randy Guill and Jason Camit.
2. Trail: Proposed trail location approved by the Public Works Director. Resolve details and complete the required processes with Caltrans and City of Fresno. Identify the limits of the overcrossing.
3. Cross Sections:
 - a. Armstrong (Section X-X): Provide a cross section along Armstrong adjacent to lots 12 and 13. Identify the distance from the face of curb to the existing and proposed right of way.
 - b. Armstrong cross sections: Identify what is existing and proposed. Identify proposed vacation for excess right of way. Where adjacent to this map, identify 26' BPLE outside of street r/w. Delete proposed R/W reference and identify dashed line in A-A.
 - c. Belmont (Section D-D): Provide existing right of way, add -.5' to the back of walk, identify existing and proposed improvements, show vacation and delete structural section.
4. Permanent Basin: Redesign to less than 18" deep. Construct the basin per Public Works Standard P-97. The proposed basin shall be maintained by a CFD. Coordinate with Public Works, Land Division.
5. EVA: Provide an outlot for the proposed EVA.

6. Vacations:

- Armstrong: Identify and dimension excessive street right of way to be vacated. (existing 50') Identify exact dimensions on the cross sections.
- Belmont: Reserve a pedestrian easement for a 12' sidewalk.

7. Easements: Identify all easements on the map.

- Belmont: Identify the pedestrian easement for the 12' sidewalk on the map.
- Pedestrian Easements along Local Streets: Identify the required pedestrian easements for the local streets at all driveway locations for all streets with less than 10' from face of curb to proposed right of way.

8. Traffic Calming: Local street lengths exceeding 800' and four way intersections require traffic calming measures. Identify on the map.

9. Legend: revise the legend to match the notes and the map.

10. Dual Ramps: Identify a 30' radius with dual ramps at Belmont and Armstrong.

11. Relinquishment of Access: Identify as conditioned below.

12. Belmont and Apricot: Identify a full median opening. Coordinate the opening with T-6298.

13. Outlot E: identify or delete

14. Note 4: 20' FID easement: Identify or delete

15. Identify a cross section of Fancher Creek at the south end of the map with a 20' access road. Identify and dedicate 26' easement on the north side for bike, pedestrian and landscape purposes. (BPLE)

General Conditions:

1. Street Dedications: Provide corner cut dedications at all intersections for accessibility ramps.
2. All off-site right-of-way shall either be acquired **prior** to recordation of Final Map, or a deposit equal to the value of the right-of-way and an estimate of the City staff time necessary to acquire the right-of-way shall be submitted **prior** to recordation of the Final Map.
3. Outlots: If the subdivider seeks to dedicate to the City, in fee, an outlot for open space purposes, subdivider shall prove to the City that the outlot is free of toxic or hazardous materials pursuant to the requirements of City Administrative Order 8-1, including, but not limited to, performing a Phase I Soils Investigation. The soils Investigation report shall be submitted to the Public Works Department for review and approval. The subdivider must obtain Public Works approval of the soils investigation report and complete any mitigation work identified by the soils investigation **prior** to subdivider's submittal of the Final Map to the Public Works Department. Any and all costs associated of the soils investigation and any required mitigation work shall be performed at the sole expense of the subdivider.
4. The construction of any overhead, surface or sub-surface structures and appurtenances in the public right of way is prohibited unless an encroachment covenant is approved by the City of Fresno Public Works Department, Traffic and Engineering Services Division,

- (559) 621-8681. Encroachment permits must be approved prior to issuance of building permits.
5. Street widening and transitions shall also include utility relocations and necessary dedications.
 6. Overhead Utilities: Underground all existing offsite overhead utilities with the limits of this map in accordance with Fresno Municipal Code Section 15-4114.
 7. Irrigation /Canal Requirements: The developer shall enter into an agreement with the Fresno Irrigation District (FID) providing for piping the canal(s) and submit an executed copy of the agreement or commitment letter from FID to the Public Works Department. All piping shall be located outside of the proposed street right of way. Any piping across city streets shall be rubber gasketed reinforced concrete pipe (RGRCP) constructed perpendicular to the street. Submit engineered plans to Public Works Department, Traffic and Engineering Services Division for review and approval. Identify the proposed easement and provide a final cross sectional detail on the map.
 8. Private Irrigation Pipe: If not abandoned, all piping shall be located outside of the proposed street right of way. Any piping across city streets shall be rubber gasketed reinforced concrete pipe (RGRCP) constructed perpendicular to the street. Submit engineered plans to Public Works Department, Traffic and Engineering Services Division for review and approval. Identify the proposed easement and provide a final cross sectional detail on the map.
 9. Plan Submittal: Submit the following plans, as applicable, in a single package, to the Public Works Department for review and approval: Street: construction, signing, striping, traffic signal and streetlight and Trail: construction, grading, lighting, striping, signing, landscape and irrigation.

Frontage Improvement Requirements:

Public Streets:

Belmont Avenue: 4-lane Arterial

1. Dedication and Vacation Requirements:
 - a. Dedicate **50'** of property, from center line, for public street purposes, within the limits of this application, per *Public Works Standard P-52* and *P-69*. Center line shall be established per *County Precise Plan No. 16*.
 - b. Dedicate a **2'** pedestrian easement along Belmont to provide for a **12'** residential sidewalk pattern per *Public Works Standard P-52*. (reserve from the proposed vacation)
 - c. Dedicate a corner cuts for public street purposes at all intersections.
 - d. A vacation of street right of way is required. A feasibility study for the required vacation of the existing public rights of way is required to be completed **prior** to the approval of the tentative map. Submit an application to Public Works to initiate a feasibility study for the proposed vacations. Contact Jason Camit at 621-8681 for details.

- e. Relinquish direct access rights to Belmont Avenue from all lots within this subdivision.
2. Construction Requirements:
- a. Construct concrete curb, gutter and 6' sidewalk to *Public Works Standards P-5 and P-52*. The curb shall be constructed to a 12' residential pattern. (5.5'-6'-5')
 - b. Construct 20' of permanent paving within the limits of this subdivision.
 - c. Construct an 80' bus bay curb and gutter with a 12' monolithic sidewalk at the southeast corner of Belmont and Armstrong to *Public Works Standard P-73*.
 - d. Construct an underground street lighting system to *Public Works Standards E-1 and E-7*, within the limits of this subdivision. Street lights installed on major streets shall be fed from a service pedestal with a master photo control as detailed in Section 3-3.17 of the *City Specifications and Standard Drawings E-15, E-18* or as approved by the City Engineer.

Armstrong Avenue: modified 2-lane Scenic Collector with median .

1. Dedication and Vacation Requirements:
- a. Where not existing, dedicate street right of way 12' from the existing face of curb for public street purposes, within the limits of this application, per Public Works Standards **P-54** (modified) and **P-69**.
 - b. Dedicate a 26' Bike, Pedestrian and Landscape Easement (BPLE) for trail purposes. The easement shall be a minimum of 36' from the face of curb to the back of the easement. (Additional right of way may be required for grading and drainage purposes.)
 - c. Vacate excessive street right of way in excess of 12' from the existing face of curb. A vacation of street right of way may be required. A feasibility study for the required vacation of the existing public rights of way is required to be completed **prior** to the approval of the tentative map. Submit an application to Public Works to initiate a feasibility study for the proposed vacations. Contact Jason Camit at 621-8681 for details.
 - d. Relinquish direct access rights to Armstrong Avenue from all lots within this subdivision. **Exception:** Trail access if approved along Armstrong.
2. Construction Requirements:
- a. Where not existing, construct concrete curb and gutter to Public Works Standard **P-5 and P-53**. The curb shall be constructed to a 12' pattern.
 - b. Construct a 12' wide, Bike and Pedestrian Class I Trail, complete with lighting, signing, striping and landscaping, per the *Fresno General Plan*, the *Public Works Standards P-59, P-60, P-61* and the *Caltrans Highway Design Manual*. Identify route on the site plan complete with a cross section. Where applicable, construct an expressway barrier fence within the limits of the application, per *Public Works Standards P-74 and P-75*.
 - c. Construct 20' of permanent paving (measured from face of curb) within the limits of this sub-division.

- d. Construct an underground street lighting system to *Public Works Standards E-1 and E-8*, within the limits of this subdivision. Street lights installed on major streets shall be fed from a service pedestal with a master photo control as detailed in Section **3-3.17** of the *City Specifications and Standard Drawings E-15, E-18* or as approved by the City Engineer.

McKenzie Avenue: 60' Local

1. Dedication Requirements:

- a. ~~Dedicate 30'-52' of property, from centerline, for public street purposes for the proposed cul-de-sac (104' within the cul-de-sac), within the limits of this application, per *Public Works Standards P-18 and P-56*.~~
- b. Relinquish direct access to McKenzie Avenue from all lots within this subdivision. **Exception: 20'** for the proposed EVA.

2. Construction Requirements:

- a. ~~Construct 36'-80' of permanent paving per *Public Works Standard P-50*, within the limits of this application and transition paving as necessary.~~
- b. ~~Construct concrete curb, gutter and a 6' sidewalk to *Public Works Standard P-5*. The curb shall be constructed to a 12' residential pattern. (5.5'-4'-5') Planting of street trees shall conform to the minimum spacing guidelines as stated in the *Standard Specification, Section 26-2.11(C)*.~~
- c. ~~Construct an underground street lighting system to *Public Works Standards E-2 and E-9*, within the limits of this application.~~
- d. Construct a concrete Emergency Vehicle Access (EVA) per *Public Works Standard P-67*. Provide accessibility behind the ramp.

Interior Streets:

1. Dedicate, design and construct all curb, gutter, sidewalk, (both sides), permanent paving, cul-de-sacs, easements and underground street lighting systems on all interior local streets to *Public Works Standards P-4, P-6 and P-56*. All driveways shall be constructed to *Public Works Standards*. Pedestrian easements are required behind driveways with sidewalk patterns less than **10'**.
2. All streets and pedestrian ways shall connect to other streets and pedestrian ways to form a continuous vehicular and pedestrian network with connections within the subdivision and to adjacent development. Pedestrian paths of travel must meet current accessibility regulations. Sidewalks are recommended on both sides of the street. Identify ramps within the proposed subdivision wherever sidewalks are provided.
3. Garages: Garage or carport setbacks are recommended to be a minimum of **18'** from the back of walk or curb, whichever is greater.
4. Provide a **10'** visibility triangle at all driveways.
5. Design local streets with a minimum of **250'** radius.
6. Dead-end Streets: Any temporary dead-end streets created by this subdivision shall be properly barricaded in accordance with the *Public Works Standard P-100*.

Specific Mitigation Requirements:

Within the boundary of the map:

1. This subdivision is proposing 218 single family dwelling units. Comply with the mitigation measure requirements of the Traffic Engineering Manager in a letter dated 04-23-20, located in FAASTER.
2. Relinquish direct vehicular access rights to:
 - a. the east property line of lots 1 and 56.
 - b. the west property line of lot 65.
3. The intersection of Belmont and Apricot Avenues shall be designed with a full median opening to allow for left turns-in and left turns-out.
4. The first order of work shall include a minimum of two points of vehicular access to the major streets for any phase of this development.
5. ~~Construct the intersection of Apricot and Belmont to Public Works Standard P-86 or provide a cross section that meets the minimum requirements identified on the standard. Parking is prohibited within the limits of the proposed median.~~
6. Outlot I: Coordinate street lighting locations with Outlot I or provide an approved alternative.
7. Outlot J: Construct a Bike and Pedestrian Class I Trail, complete with lighting, signing, striping and landscaping, per the *Fresno General Plan*, the *Public Works Standards P-59, P-60, P-61* and the *Caltrans Highway Design Manual and street plans*. Where applicable, construct an expressway barrier fence within the limits of the application, per *Public Works Standards P-74 and P-75*. Developer to coordinate details and processes with Caltrans and the City of Fresno Public Works Department.
8. Dedicate a 26' Bike, Pedestrian and Landscape Easement (BPLE) north of Fancher Creek and north of a 20' FID access road.

Outside the boundary of the map:

Armstrong Trail: To be constructed, as approved by the Public Works Director, along Armstrong. Additional requirements may be applicable.

1. Construct:
 - a. Construct a Bike and Pedestrian Class I Trail, complete with lighting, signing, striping and landscaping, per the *Fresno General Plan*, the *Public Works Standards P-59, P-60, P-61* and the *Caltrans Highway Design Manual and street plans*. Where applicable, construct an expressway barrier fence within the limits of the application, per *Public Works Standards P-74 and P-75*. Developer to coordinate details and processes with Caltrans and the City of Fresno Public Works Department.

Traffic Signal Mitigation Impact (TSMI) Fee: This project shall pay the current Traffic Signal Mitigation Impact Fee (TSMI Fee) at the time of building permit based on the trip generation rate(s) as set forth in the latest edition of the ITE Generation Manual for single family units (fee

rate as shown in the Master Fee Schedule). In some cases, traffic signals may be conditioned on multiple maps. If the signal is existing at the time of the final map, the applicant would be not be required to construct the signal but would be required to pay the applicable fee.

TSMI fee is credited against traffic signal and Intelligent Transportation System (ITS) improvements, provided that the improvements are; constructed at ultimate locations, contained within the build out of the General Plan circulation element and are included in the latest Nexus Analysis for TSMI fee. Project specific impacts that are not consistent with the *General Plan, Public Works Standard Drawings* or not incorporated in the TSMI fee infrastructure costs, are not reimbursable. Failure to pay this fee or construct improvements that are credited / reimbursable with this fee will result in a significant unmitigated impact as this fee is applied to all projects within the City Sphere of Influence. If the applicant is conditioned with improvements that are credited / reimbursable with this fee, they should work with the Department of Public Works and identify, with a Professional Engineer's estimate, the costs associated with the improvements, prior to paying the TSMI fee at time of building permit.

1. The intersection of Temperance and Belmont shall be signalized to the City of Fresno Standards, complete with left turn phasing, actuation and signal pre-emption. This work is eligible for reimbursement and/or credit against Traffic Signal Mitigation Impact Fees. The applicant shall design the traffic signal and obtain City approval of the plans **prior** to issuance of **100** building permits. The traffic signal installation shall be limited to the following equipment: poles, safety lights, oversize street name sign, conduits, detectors, service pedestal connected to a PG&E point of service, controller cabinet, ITS vault, ITS communication cabinet and all pull boxes.

Fresno Major Street Impact (FMSI) Fee: This Map is in the **New Growth Area**; therefore pay all applicable growth area fees and City-wide regional street impact fees. In some cases, center section improvements or bridges may be conditioned on multiple maps. If the improvements are existing at the time of the final map, the applicant would be not be required to construct them, but would be required to pay the applicable fee.

Fresno Major Street Impact (FMSI) Requirements:

Belmont Avenue: 4-lane Arterial (New Growth Area)

1. Construct a raised concrete median island with a 250' left turn pocket within the limits of this subdivision. Dedicate and construct (2) 12' eastbound and (1) 12' westbound travel lanes with 5' shoulders on each side. Within the limits of this subdivision. Details of said street shall be depicted on the approved tentative tract map. If not existing, an additional 8' dedication is required beyond the edge of pavement. Dedication shall be sufficient to accommodate arterial standard and any other grading or transitions as necessary based on a **55** MPH design speed.
2. Dedicate sufficient right-of-way and construct additional paving for eastbound to westbound U-turns at Belmont and Apricot per Public Works Standard **P-66**.

Armstrong Avenue: Collector (Growth Area Street)

1. Where missing, dedicate and construct (1) 12' northbound center section travel lane with a 5' shoulder within the limits of this subdivision. Dedication shall be sufficient to accommodate additional paving and any other grading or transitions as necessary based on a **45** MPH design speed.

Regional Transportation Mitigation Fee (RTMF): Pay all applicable **RTMF** fees to the Joint Powers Agency located at 2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148 ext. 200; www.fresnocog.org. Provide proof of payment or exemption **prior** to certificate of occupancy.

DPU Planning & Engineering

April 14, 2020
Kevin Gray

Comments

The nearest sanitary sewer main to serve the proposed project is an 8-inch sewer main located in East Belmont Avenue. Sanitary sewer facilities are available to provide service to the site subject to the following requirements:

1. Construct an 8-inch sanitary sewer main (including sewer house branches to adjacent properties) in East Belmont Avenue from the existing 8-inch main stubout located at the intersection of North Armstrong and East Belmont Avenues to the east property line of said project.
2. Street easements and/or deeds shall be recorded prior to approval of improvement plans.
3. All underground utilities shall be installed prior to permanent street paving.
4. All sanitary sewer mains shall be extended within the proposed tract to provide service to each lot.
5. Engineered improvement plans prepared by a Registered Civil Engineer shall be submitted for Department of Public Utilities review and approvals for proposed additions to the City Sewer System.
6. All public sanitary sewer facilities shall be constructed in accordance with City Standards, specifications, and policies.
7. Installation of sewer house branch(es) shall be required.
8. Separate sewer house branches are required for each lot.
9. Street work permit is required for any work in the Right-of-Way.
10. On-site sanitary sewer facilities shall be private.
11. Abandon any existing on-site private septic systems.

Sanitary Sewer Fees

The following Sewer Connection Charges are due and shall be paid for the Project:

1. Sewer Lateral Charge.
2. Sewer Oversize Area.
3. House Branch Charge
4. Wastewater Facilities Charge (Residential Only)
5. Trunk Sewer Charge: Fowler
6. The City of Fresno does not own capacity in the Fowler Avenue Trunk Sewer line north of Tulare Avenue; however, the City of Fresno has negotiated a temporary exchange and interim use of capacity owned by the City of Clovis in the Fowler Avenue Trunk Sewer. This exchange of capacity is conditioned upon Fresno replacing Clovis' capacity with capacity in future facilities agreeable to Clovis and at a cost yet to be determined.
7. Whereas, the necessary and appropriate fees for future replacement of Clovis' Fowler Avenue Trunk Sewer capacity have not been established and adopted by the City Council; the Developer in-lieu of constructing separate sanitary sewer facilities that would otherwise be required of this project (to provide for collection and conveyance of sanitary sewage discharged from the project to an approved point of discharge to the Sewer System located south of Tulare Avenue) shall provide payment of an "Interim Fee Surety" based on the current dollars and the present value of money per living unit or living unit equivalent for the impending fees.

DPU Water Division

April 20, 2020
Robert Diaz

Comments

1. Water mains (including installation of City fire hydrants) shall be extended within the proposed tract to provide service to each lot.
2. Separate water services with meter boxes shall be provided to each lot.
3. Two independent sources of water, meeting Federal and State Drinking Water Act Standards, are required to serve the tract including any subsequent phases thereof. The two-source requirement may be accomplished through any combination of water main extensions, construction of supply wells, or other acceptable sources of water supply approved by the Assistant Public Utilities Director.
4. Destruct any existing on-site well in compliance with the State of California Well Standards, Bulletin 74-81 and 74-90 or current revisions issued by California Department of Water Resources and City of Fresno standards.
5. Engineered improvement plans prepared by a Registered Civil Engineer are required for proposed additions to the City Water System.
6. All public water facilities shall be constructed in accordance with The Department of Public Works standards, specifications, and policies.

The water supply requirements for this project are as follows:

1. The project applicant shall be required to pay Water Capacity Fee charges for the installation of new water services and meters to serve the property.
 - a. The Water Capacity Fee charge assessed to the applicant shall be based on the number and size of service connections and water meters required to serve the property.
 - b. The Water Capacity Fee charges by meter size are defined in the City's Master Fee Schedule.
 - c. The City reserves the right to require an applicant to increase or

**FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS**

PUBLIC AGENCY

ROBERT HOLT
DEVELOPMENT SERVICES/PLANNING
CITY OF FRESNO
2600 FRESNO STREET, THIRD FLOOR
FRESNO, CA 93721-3604

DEVELOPER

CHRISTIAN GONZALES, PRECISION CIVIL
ENGINEERING
1234 O STREET
FRESNO, CA 93721

PROJECT NO: **6299**

ADDRESS: **SEC BELMONT AND ARMSTRONG AVE.**

APN: **313-270-45**

SENT: **April 27, 2020**

Drainage Area(s)	Preliminary Fee(s)	Development Review Service Charge(s)	Fee(s)
BO	\$206,163.00	NOR Review	\$1,283.00 To be paid prior to release of District comments to Public Agency and Developer.
		Grading Plan Review	\$3,581.00 Amount to be submitted with first grading plan submittal.
		Storm Drain Plan Review	For amount of fee, refer to www.fresnofloodcontrol.org for form to fill out and submit with first storm drain plan submittal (blank copy attached).
Total Drainage Fee: \$206,163.00		Total Service Charge: \$4,864.00	

The proposed development will generate storm runoff which produces potentially significant environmental impacts and which must be properly discharged and mitigated pursuant to the California Environmental Quality Act and the National Environmental Policy Act. The District in cooperation with the City and County has developed and adopted the Storm Drainage and Flood Control Master Plan. Compliance with and implementation of this Master Plan by this development project will satisfy the drainage related CEQA/NEPA impact of the project mitigation requirements.

Pursuant to the District’s Development Review Fee Policy, the subject project shall pay review fees for issuance of this Notice of Requirements (NOR) and any plan submittals requiring the District’s reviews. The NOR fee shall be paid to the District by Developer before the Notice of Requirement will be submitted to the City. The Grading Plan fee shall be paid upon first submittal. The Storm Drain Plan fee shall be paid prior to return/pick up of first submittal.

The proposed development shall pay drainage fees pursuant to the Drainage Fee Ordinance prior to issuance of a building permit at the rates in effect at the time of such issuance. The fee indicated above is valid through 2/28/21 based on the site plan submitted to the District on 3/24/20 Contact FMFCD for a revised fee in cases where changes are made in the proposed site plan which materially alter the proposed impervious area.

Considerations which may affect the fee obligation(s) or the timing or form of fee payment:

- a.) Fees related to undeveloped or phased portions of the project may be deferrable.
- b.) Fees may be calculated based on the actual percentage of runoff if different than that typical for the zone district under which the development is being undertaken and if permanent provisions are made to assure that the site remains in that configuration.
- c.) Master Plan storm drainage facilities may be constructed, or required to be constructed in lieu of paying fees.
- d.) The actual cost incurred in constructing Master Plan drainage system facilities is credited against the drainage fee obligation.
- e.) When the actual costs incurred in constructing Master Plan facilities exceeds the drainage fee obligation, reimbursement will be made for the excess costs from future fees collected by the District from other development.
- f.) Any request for a drainage fee refund requires the entitlement cancellation and a written request addressed to the General Manager of the District within 60 days from payment of the fee. A non refundable \$300 Administration fee or 5% of the refund whichever is less will be retained without fee credit.

FR TRACT No. 6299

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

Page 2 of 5

FR
TRACT No. 6299

Approval of this development shall be conditioned upon compliance with these District Requirements.

1. a. Drainage from the site shall
 b. Grading and drainage patterns shall be as identified on Exhibit No. 1
 c. The grading and drainage patterns shown on the site plan conform to the adopted Storm Drainage and Flood Control Master Plan.

2. The proposed development shall construct and/or dedicate Storm Drainage and Flood Control Master Plan facilities located within the development or necessitated by any off-site improvements required by the approving agency:
 Developer shall construct facilities as shown on Exhibit No. 1 as MASTER PLAN FACILITIES TO BE CONSTRUCTED BY DEVELOPER.
 None required.

3. The following final improvement plans and information shall be submitted to the District for review prior to final development approval:
 Grading Plan
 Street Plan
 Storm Drain Plan
 Water & Sewer Plan
 Final Map
 Drainage Report (to be submitted with tentative map)
 Other
 None Required

4. Availability of drainage facilities:
 a. Permanent drainage service is available provided the developer can verify to the satisfaction of the City that runoff can be safely conveyed to the Master Plan inlet(s).
 b. The construction of facilities required by Paragraph No. 2 hereof will provide permanent drainage service.
 c. Permanent drainage service will not be available. The District recommends temporary facilities until permanent service is available.
 d. See Exhibit No. 2.

5. The proposed development:
 Appears to be located within a 100 year flood prone area as designated on the latest Flood Insurance Rate Maps available to the District, necessitating appropriate floodplain management action. (See attached Floodplain Policy.)
 Does not appear to be located within a flood prone area.

**FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS**

Page 3 of 5

FR TRACT No. 6299

6. X The subject site contains a portion of a canal or pipeline that is used to manage recharge, storm water, and/or flood flows. The existing capacity must be preserved as part of site development. Additionally, site development may not interfere with the ability to operate and maintain the canal or pipeline.
7. The Federal Clean Water Act and the State General Permits for Storm Water Discharges Associated with Construction and Industrial Activities (State General Permits) require developers of construction projects disturbing one or more acres, and discharges associated with industrial activity not otherwise exempt from National Pollutant Discharge Elimination System (NPDES) permitting, to implement controls to reduce pollutants, prohibit the discharge of waters other than storm water to the municipal storm drain system, and meet water quality standards. These requirements apply both to pollutants generated during construction, and to those which may be generated by operations at the development after construction.
- a. State General Permit for Storm Water Discharges Associated with Construction Activities, effective July 1, 2010, as amended. A State General Construction Permit is required for all clearing, grading, and disturbances to the ground that result in soil disturbance of at least one acre (or less than one acre) if part of a larger common plan of development or sale). Permittees are required to: submit a Notice of Intent and Permit Registration Documents to be covered and must pay a permit fee to the State Water Resources Control Board (State Board), develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, and complete an annual certification of compliance.
 - b. State General Permit for Storm Water Discharges Associated with Industrial Activities, April, 2014 (available at the District Office). A State General Industrial Permit is required for specific types of industries described in the NPDES regulations or by Standard Industrial Classification (SIC) code. The following categories of industries are generally required to secure an industrial permit: manufacturing; trucking; recycling; and waste and hazardous waste management. Specific exemptions exist for manufacturing activities which occur entirely indoors. Permittees are required to: submit a Notice of Intent to be covered and must pay a permit fee to the State Water Resources Control Board, develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, sample storm water runoff and test it for pollutant indicators, and annually submit a report to the State Board.
 - c. The proposed development is encouraged to select and implement storm water quality controls recommended in the Fresno-Clovis Storm Water Quality Management Construction and Post-Construction Guidelines (available at the District Office) to meet the requirements of the State General Permits, eliminate the potential for non-storm water to enter the municipal storm drain system, and where possible minimize contact with materials which may contaminate storm water runoff.
8. A requirement of the District may be appealed by filing a written notice of appeal with the Secretary of the District within ten days of the date of this Notice of Requirements.
9. The District reserves the right to modify, reduce or add to these requirements, or revise fees, as necessary to accommodate changes made in the proposed development by the developer or requirements made by other agencies.
10. X See Exhibit No. 2 for additional comments, recommendations and requirements.

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

Page 4 of 5



Peter Sanchez
District Engineer, RCE

Digitally signed by Peter Sanchez Date: 4/27/2020 2:05:08 PM

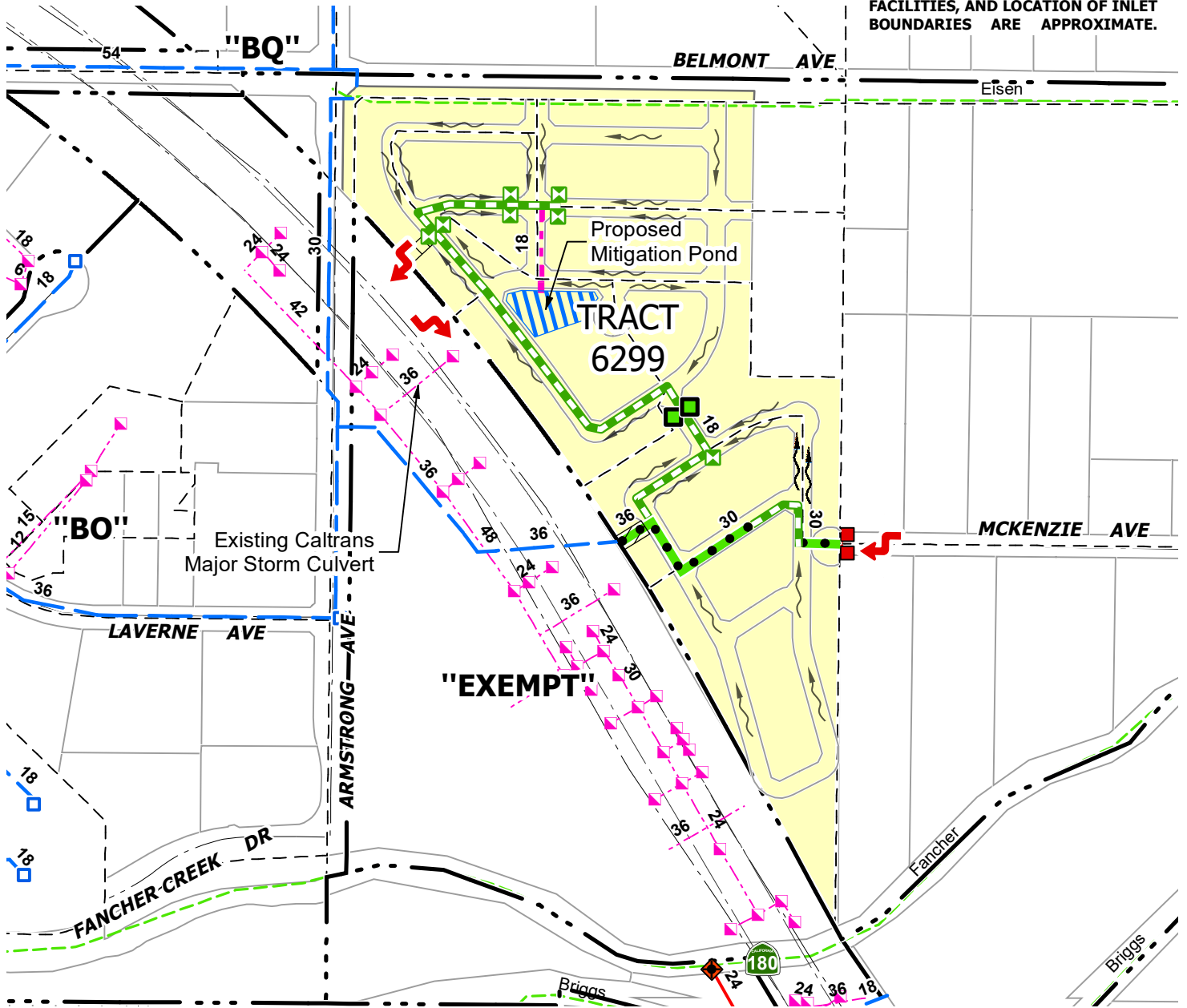


Mikel Meneses
Engineer I

Digitally signed by Mikel Meneses Date: 4/27/2020 2:05:08 PM

FR TRACT No. 6299

NOTE: THIS MAP IS SCHEMATIC. DISTANCES, AMOUNT OF CREDITABLE FACILITIES, AND LOCATION OF INLET BOUNDARIES ARE APPROXIMATE.



LEGEND

- | | | | |
|--|---------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------|
| | Creditable Facilities (Master Plan Facilities To Be Constructed By Developer) - Pipeline (Size Shown) & Inlet | | 15' Wide Storm Drain Easement To Be Dedicated To The District |
| | Non-Master Plan Facilities To Be Constructed By Developer (Not Eligible For Fee Credit) | | Channel Easement To Be Dedicated To The District |
| | Private Facilities To Be Constructed By Developer | | Inlet Boundary |
| | Existing Master Plan Facilities | | Drainage Area Boundary |
| | Future Master Plan Facilities | | Direction Of Drainage |
| | Existing Private Facilities | | Major Storm Breakover |



1" = 400'

EXHIBIT NO. 1

TRACT 6299 DRAINAGE AREA "BO"

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT



OTHER REQUIREMENTS

EXHIBIT NO. 2

The minimum finish floor elevation shall be 332.41 (U.S.G.S. Datum).

The cost of construction of Master Plan facilities, excluding dedication of storm drainage easements, is eligible for credit against the drainage fee of the drainage area served by the facilities. A Development Agreement shall be executed with the District to effect such credit. Reimbursement provisions, in accordance with the Drainage Fee Ordinance, will be included to the extent that developer's Master Plan costs for an individual drainage area exceed the fee of said area. Should the facilities cost for such individual area total less than the fee of said area, the difference shall be paid upon demand to the City/County or District.

The District's existing Master Plan drainage system is designed to serve medium density residential uses and the existing Master Plan storm drainage facilities do not have capacity to serve the proposed medium-high density residential use. The developer shall be required to mitigate the impacts of the increased runoff from the proposed medium-high density residential land use to a rate that would be expected if developed to medium density residential. The developer may either make improvements to the existing pipeline system to provide additional capacity or may use some type of permanent peak reducing facility in order to eliminate adverse impacts on the existing system. Should the developer choose to construct a permanent peak-reducing facility, such a system would be required to reduce runoff from a ten-year storm produced by a medium-high density residential development, to a two-year discharge, which would be produced by the property if developed medium density residential. Implementation of the mitigation measures may be deferred until the time of development.

The proposed development of Tract 6299 is located in an area that has historically provided a passage for major storm water flows from the area east of the tract across the proposed site to the west. The grading of the proposed site shall be designed such that there are not adverse impacts to the passage of said major storm flows. The developer shall prepare a drainage report indicating the path of the major storm flow and the existing finish floors of the homes to the east confirming there is adequate protection.

The developer shall dedicate a channel easement to the District as shown on Exhibit No. 1 as a condition of the final map. No objects shall be placed in the Channel Easement that reduce the design capacity of the channel.

The developer shall dedicate a minimum fifteen-foot (15') wide storm drain easement as shown on Exhibit No. 1 as a condition of the final map. No encroachments into the easement will be permitted including, but not limited to, foundations, roof overhangs, swimming pools, and trees.

The Master Plan system has been designed such that during a two-year event flow will not exceed the height of the 6-inch curb. Should wedge curb (4.5 inches height) be used the same criteria shall apply whereby flow remains below the top of curb. Any extensions or pipe size increases due to meeting the requirement listed above shall be at the developer's expense.

Lot coverage must be provided to the District prior to submittal of improvement plans. The final drainage fee will be calculated commensurate with the lot coverage provided by the developer. If the lot coverage indicates a density higher than Master Planned, mitigation may be required. The lot coverage calculated by the District includes the front yard walkway, sidewalk walkway and the rear yard patio equaling an additional 6% of impervious area in addition to the City's typical lot coverage calculation.

OTHER REQUIREMENTS

EXHIBIT NO. 2

The developer shall be aware that existing Fresno Irrigation District and City of Fresno recharge facilities exist in the northwest corner of the proposed development. The developer shall coordinate with the Fresno Irrigation District and the City of Fresno to relocate the existing facilities as required.



&
2600 Fresno Street
Fresno, California 93721-3604
www.fresno.gov

Fresno County Environmental Health

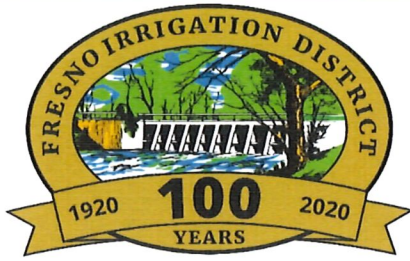
April 6, 2020
Public Health

Comments

1. Construction permits for the proposed project should be subject to assurance that the City of Fresno community water system has the capacity and quality to serve the project. Concurrence should be obtained from the State Water Resources Control Board, Division of Drinking Water-Southern Branch. For more information, call (559) 447-3300.
2. Construction permits for development should be subject to assurance of sewer capacity of the Regional Wastewater Treatment Facility. Concurrence should be obtained from the California Regional Water Quality Control Board (RWQCB). For more information, contact staff at (559) 445-5116.
3. Should the applicant propose a pool/spa, they shall obtain a permit to operate a public swimming pool from the Fresno County Department of Public Health, Environmental Health Division, for review and approval. Contact the Recreational Health Program at (559) 600-3357 for more information.
4. The proposed construction project has the potential to expose nearby residents to elevated noise levels. Consideration should be given to the City's municipal code.
5. Due to the proximity of the proposed residential use to California SR 180 Highway, consideration should be given to conformance with the Noise Element of the City of Fresno General Plan. A noise study should be conducted in order to identify the potential noise impacts and offer mitigation alternatives.
6. Facilities that use and/or store hazardous wastes shall meet the requirements set forth in the California Health and Safety Code (HSC), Division 20, Chapter 6.95, and the California Code of Regulations (CCR), Title 22, Division 4.5. Any business that handles a hazardous material or hazardous waste may be required to submit a Hazardous Materials Business Plan pursuant to the California Health and Safety Code (HSC), Division 20, Chapter 6.95, Section 25507 (<http://cers.calepa.ca.gov>). Contact the Fresno County Hazmat Compliance Program at (559) 600-3271 for more

information.

7. As a measure to protect ground water, all water wells and/or septic systems that exist or have been abandoned within the project area should be properly destroyed by an appropriately licensed contractor.
8. Should any underground storage tank(s) be found during the project, the applicant shall apply for and secure an Underground Storage Tank Removal Permit from the Fresno County Department of Public Health, Environmental Health Division. Contact the Certified Unified Program Agency at (559) 600-3271 for more information.



2907 S. MAPLE AVENUE
FRESNO, CALIFORNIA 93725-2208
TELEPHONE: (559) 233-7161
FAX: (559) 233-8227

A Century of Commitment, Conveyance & Customer Service

April 13, 2020

Jared Dalley
Development and Resource Management
County of Fresno
2200 Tulare Street, Sixth Floor
Fresno, CA 93721

RE: Planning Application No. P19-05892
S/E Belmont and Armstrong avenues
FID's Eisen No. 11 and Fancher No. 6

Dear Mr. Dalley:

The Fresno Irrigation District (FID) has reviewed Planning Application No. P19-05892, proposing a 215 lot subdivision, APN's: 313-270-45. FID has the following comments:

1. FID previously reviewed and commented on the subject property on June 6, 2019 as Planning Application No. P19-01461. Those comments and conditions still apply and a copy is attached for your reference.
2. The above comments are not to be construed as the only requests FID will have regarding this project. FID will make additional comments and requests as necessary as the project progresses and more detail becomes available.

Thank you for submitting this for our review. We appreciate the opportunity to review and comment on the subject documents for the proposed project. If you have any questions please feel free to contact Jeremy Landrith at (559) 233-7161 extension 7407 or jlandrith@fresnoirrigation.com.

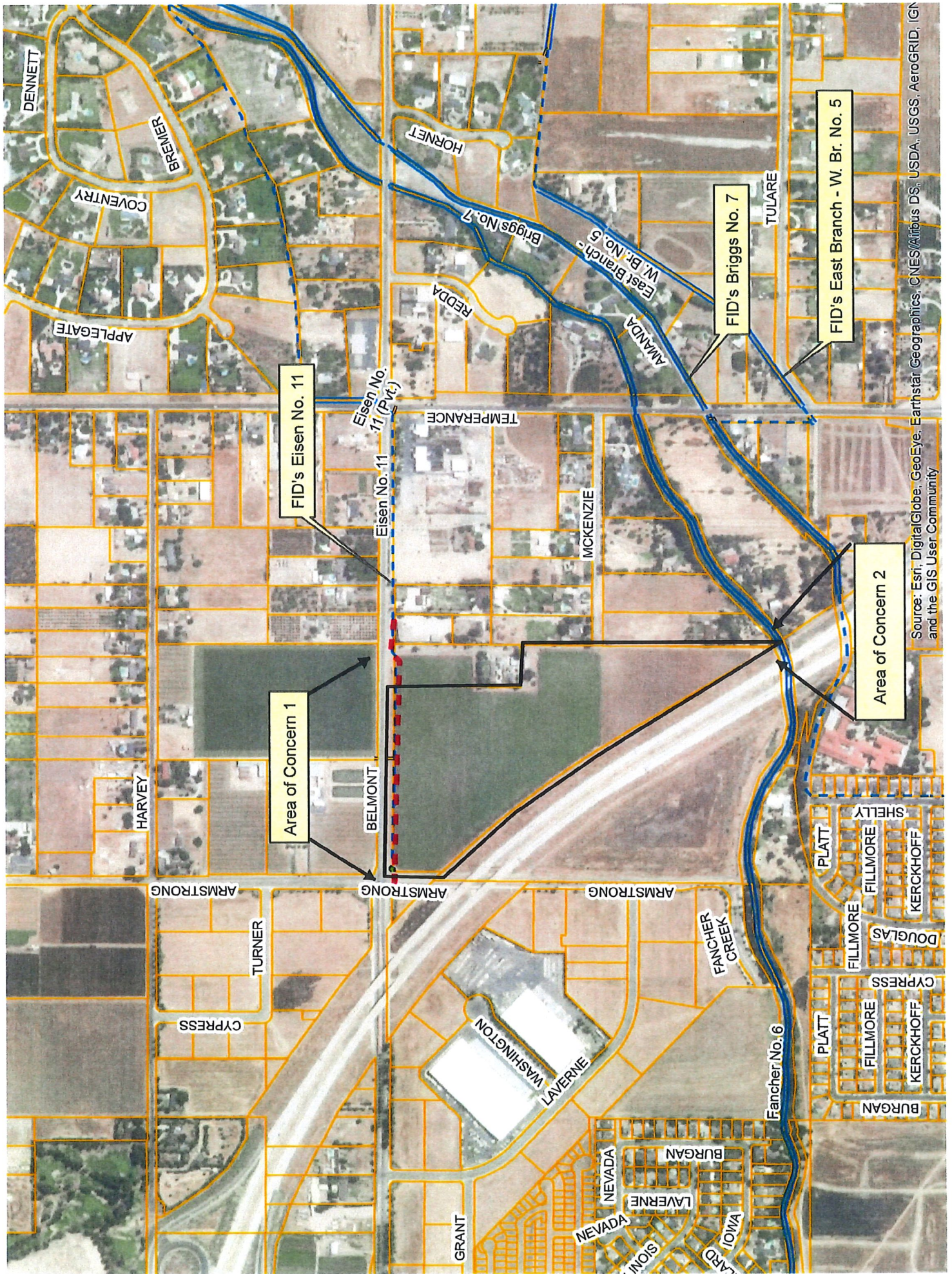
Sincerely,

A blue ink signature of Laurence Kimura, Chief Engineer.

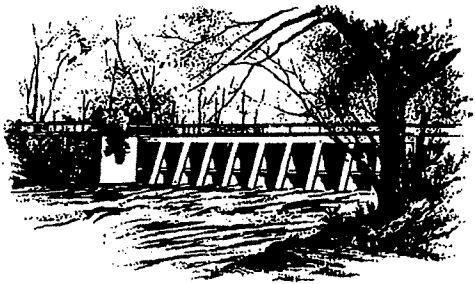
Laurence Kimura, P.E.
Chief Engineer

Attachment

\\fidsbs03\Eng\Agencies\FresnoCity\Planning Application\P19-05892.doc



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN and the GIS User Community



YOUR MOST VALUABLE RESOURCE - WATER

OFFICE OF
FRESNO
IRRIGATION DISTRICT

TELEPHONE (559) 233-7161
FAX (559) 233-8227
2907 S. MAPLE AVENUE
FRESNO, CALIFORNIA 93725-2208

June 6, 2019

Will Tackett
Development and Resource Management
County of Fresno
2200 Tulare Street, Sixth Floor
Fresno, CA 93721

RE: Planning Application No. P19-01461
S/E Belmont and Armstrong avenues
FID's Eisen No. 11 and Fancher No. 6

Dear Mr. Tackett:

The Fresno Irrigation District (FID) has reviewed Planning Application No. P19-01461, proposing a gated 229 lot subdivision, APN's: 313-270-35 and 45. FID has the following comments:

Summary of Requirements:

- FID Board Approval.
- Varying Width Grant of Easement.
- Canal Bank Improvements.
- Channel Improvements.
- Existing Encroachments removed and/or relocated.
- Review and Approval of all Plans.
- Execute Pipeline Substitution Agreement.
- Replace existing 30" PVC-S pipeline with 24" ASTM B-25 C-361 RGRCP (with MacWrap).
- Execute additional Agreement(s), if necessary.
- Project Fees.
- No Encroachments (i.e. trees, monuments, fences, PUE, etc.).

Area of Concern 1

1. FID's Eisen No. 11 runs westerly and traverses the northerly portion of the subject property, as shown on the attached FID exhibit map, and will be impacted by future development. Records indicate FID has a 60 feet wide Grant Deed recorded on March 25, 1940, in Volume 1860, Page 398, Official Records of Fresno County and a 5 feet wide exclusive easement recoded September 19,

1967, in Book 5481, on Page 462, as Document No. 63334, Official Records of Fresno County.

- a. The attached plans for the Eisen indicates the pipeline was installed in 1999 (20 years old) as 24 inch inside diameter Polyvinylchloride Pipe with Solvent welded Joints (PVC-S). PVC-S is easily damaged, extremely prone to leakage and does not meet FID's minimum standards for developed (residential, industrial, commercial) parcels or urban areas. See the attached exhibit map for these limits.
2. FID requires the Applicant/Developer replace the existing pipeline with new 24 inch inside diameter ASTM B-25 C-361 Rubber Gasket Reinforced Concrete Pipe (RGRCP), in accordance with FID standards and that the applicant enter into an agreement with FID for that purpose.
 - a. Easement Requirements – The applicant shall grant to FID an exclusive pipeline easement. The width of the easement depends on several factors including pipe size, alignment, depth, etc. The applicant can expect the easement to be a minimum of 20 feet wide.
 - b. In recent years, the most significant issue with pipelines has been caused by tree root intrusion into pipe joints. The roots enter through the rubber gasketed joint, thus creating a non-water tight joint causing leaks. If the roots continue to grow, the roots will eventually clog the pipe and reduce the flow capacity of the pipeline. This problem causes disruption to FID's customers and increases the risk of flooding in upstream open channel sections. Subsequent pipeline repairs can be very disruptive to public infrastructure, as well as to FID's operations. The leaking pipelines and pipeline repairs also increase the liability of all parties involved. FID may require external wrap be installed at all pipeline joints within the subject property or any areas where root intrusion may be a future concern based on the proposed improvement at the time of review. This method involves using mastic material that can be externally applied to pipe joints to provide a permanent seal against root intrusion. The product that has been approved is known as MacWrap from Mar Mac. FID is open to other products, but they would need to be reviewed and approved by FID.
 3. FID requires the applicant and/or the applicant's engineer meet with FID at their earliest convenience to discuss specific requirements, e.g. easement width and alignment, right-of-way width and alignment, pipeline alignment, depth and size, fees, etc.

Area of Concern 2

1. FID's Fancher No. 6 runs westerly, traverses southern portion of the subject property, as shown on the attached FID exhibit map and will be impacted by the

proposed development. Records do not show a recorded easement for this canal, however, FID does own an easement and the width is as shown on FID's attached Standard Detail Page No. P-03 – P-05 and 1-01.

2. FID requires that the Engineer/Land Surveyor use the inside top hinge of the canal to define the edge of FID's right-of-way such that FID has a minimum of 20-foot wide right-of-way along the top of bank to be built out full width, clear of obstructions, structures, vegetation, etc. to provide clear passage and full width at all points along the canal bank. There are no minimum or suggested numbers of survey shots to take, but there must be enough survey points such that the top inside hinge of the canal bank is properly identified. Before finalizing plans, the Engineer/Land Surveyor will need to stake both the inside top hinge and the right-of-way/property for FID Staff to field evaluate an adequate width. FID staff must field verify the right-of-way/property boundary and the hinge line edge before signing plans to ensure that there are enough survey points to properly define the canal. The canal right-of-way line should be consistent with adjacent properties so long as the 20 feet minimum width and right-of-way requirements are met.
3. FID requires the applicant and/or the applicant's engineer meet with FID at their earliest convenience to discuss specific requirements, e.g. easement width and alignment, right-of-way width and alignment, depth and size, fees, etc.
4. Typically, for any type of development that impacts a large open canal or is adjacent to one such as the Fancher Canal, FID requires the developer to improve the canal with either concrete lining, encasing the canal in a box culvert, or other approved means to protect the canal's integrity for an urban setting. FID does not have sufficient information to determine what kind of improvements will ultimately be required as part of the development. The engineers working on the project and FID's engineering staff must meet to discuss specific requirements as discussed below. In order to meet the "urban" standards for the canal, FID will require the following minimum conditions:
 - a. Channel Stabilization: The proposed plan does not indicate any improvements to the Canal. If the Developer is not willing to concrete line the Canal or place it underground within a box culvert, they must come up with another means acceptable to and approved by FID to protect the Canal's integrity. On similar projects, Developers typically propose the following:
 - i. Surrounding Development – All proposed building pad elevations must be a minimum of 12-inches above the canal's high water.
 - ii. Freeboard – FID typically requires between 1.0 to 1.5 feet of freeboard. Because the Canal is used to route stormwaters, and is

one of the larger canals used to convey the stormwater, FID will require a minimum of 1.5 feet of freeboard and a maximum of 2.0 feet. The Developer will be required to either import or export material to match FID's standards.

- iii. Maintenance – this reach of Canal does have a history of high loads of downing/falling branches and trees along with dense foliage, which requires periodic access and removal. FID's crews will typically remove the debris at any access point available, and another crew will come by to remove the trash. The hauling off of this material may occur several weeks after the debris has been placed on the side of the canal, and it may be considered a nuisance (sight and smell). If the Developer and/or City/County require a different level of maintenance effort, they will need to enter into an agreement for that purpose. The City/County and/or Developer will be responsible to fund the "higher level" of maintenance.

b. Drive banks/maintenance roads and encroachments (both banks):

- i. All impacted drive banks must be sloped a minimum of 2%, maximum of 4% away from the canal with provisions made for rainfall. Drainage will not be accepted into the Canal and must be routed away from FID property/drive banks. Runoff must be conveyed to nearby public streets or drainage system by drainage swales or other FID acceptable alternatives.
- ii. Any drainage systems or swales proposed must be located outside FID's property/easement.
- iii. Drive banks shall be built out to the required freeboard and elevation for the full width of the required Canal right-of-way width.
- iv. All drive banks shall be overlaid with 3 inches of clean Class II aggregate base for all-weather access and for dust suppression. (regrind/recycled will not be accepted)
- v. Encroachments - All existing trees, bushes, debris, fencing, and other structures must be removed within FID's property/easement.

7. Trail - It is FID's understanding that a trail is master-planned along the Fancher Canal bank. As with other developments with trails proposed along the canals, FID will not allow the trail to encroach/overlap FID's canal easement. The following requirements are intended for trail projects adjacent to FID-owned properties and right-of-ways for open canals:

- a. FID will not allow the trail easement to be in common use with FID-owned property or easements.
 - b. FID requires all trail improvements be placed outside of FID-owned properties and easements.
 - c. FID will not allow any portion of a tree canopy to encroach within its properties or easements.
 - d. FID's canals will not accept any drainage from the trail or the canal bank.
 - e. FID may require some improvements be made to the canal depending on the existing canal condition, the proposed trail, and the adjacent development.
8. A Trail fence between Trail and Canal is required unless an agreement is in place between City of Fresno and FID.
9. If a fence will be installed between the development and open canal, a block/masonry wall shall be required. Chain-link and wood fencing will no longer be accepted for urban developments.

General Comments

1. FID requires its review and approval of all improvement plans which affect its property/easements and canal/pipeline facilities including but not limited to Sewer, Water, Fresno Metropolitan Flood Control District (FMFCD), Street, Landscaping, Dry Utilities, and all other utilities.
2. FID requires the Applicant/Developer to submit for FID's approval a grading and drainage plan which shows that the proposed development will not endanger the structural integrity of the Canal, or result in drainage patterns that could adversely affect FID.
3. All existing trees, bushes, debris, old canal structures, pumps, canal gates, and other non- or in-active FID and private structures must be removed within FID's property/easement and the development project limits.
4. No large earthmoving equipment (paddle wheel scrapers, graders, excavators, etc.) will be allowed within FID's easement and the grading contractor will be responsible for the repair of all damage to the pipeline caused by contractors grading activities.

5. FID requires its review and approval of all improvement plans which affect its property/easements and canal/pipeline facilities including but not limited to Sewer, Water, Fresno Metropolitan Flood Control District (FMFCD), Street, Landscaping, Dry Utilities, and all other utilities.
6. FID does not allow FID owned property or easements to be in common use with public utility and/or road easements and right-of-ways, but will in certain instances allow for its property to be in common use with landscape easements if the City of Clovis enters into the appropriate agreement.
7. FID requires its easements be shown on all maps/plans with proper recording information, and that FID be made a party to signing all final maps/plans.
8. Footings of retaining walls shall not encroach onto FID property/easement areas.
9. Trees will not be permitted within FID's property/easement areas.
10. FID requires its easements be shown on all plans with proper recording information.
11. No large earthmoving equipment (paddle wheel scrapers, graders, excavators, etc.) will be allowed within FID's easement and the grading contractor will be responsible for the repair of all damage to the pipeline caused by contractors grading activities.
12. FID is concerned about the potential vibrations caused by construction efforts near existing District facilities as it may cause damage to FID's canals, pipelines and culverts. The developer and contractor(s) must keep all large equipment, construction material, and soil stockpile outside of FID's easement and a minimum of 30 feet away from existing facilities. The developer and/or its contractor(s) will be responsible for all damages caused by construction activities.
13. FID is concerned that the proposed development may negatively impact local groundwater supplies. The area is currently open land with minimal to no water use, supplemented by groundwater pumping. Under current circumstances the project area is experiencing a modest but continuing groundwater overdraft. Should the proposed development result in a conversion from imported surface water to groundwater, this deficit will increase. FID recommends the City of Fresno require the proposed development balance anticipated groundwater use with sufficient recharge of imported surface water in order to preclude increasing the area's existing groundwater overdraft problem.
14. California enacted landmark legislation in 2014 known as the Sustainable Groundwater Management Act (SGMA). The act requires the formation of local

groundwater sustainability agencies (GSAs) that must assess conditions in their local water basins and adopt locally-based management plans. FID and the City of Fresno are members of the North Kings Groundwater Sustainability Agency which will manage the groundwater basin within the FID service area. This area is completely reliant on groundwater pumping and SGMA will impact all users of groundwater and those who rely on it. The City should consider the impacts of the development on the City's ability to comply with requirements of SGMA.

15. For informational purposes, FID's Briggs No. 7 runs westerly and crosses Temperance Avenue approximately 1,900 feet southeast of the subject property, as shown on the attached FID exhibit map. Should this project include any street and/or utility improvements along Temperance Avenue, or in the vicinity of this canal, FID requires it review and approve all plans.
16. For informational purposes, FID's East Branch – W. Br. No. 5 runs westerly and crosses Temperance Avenue approximately 2,600 feet southeast of the subject property, turns northerly and parallels Temperance avenue, as shown on the attached FID exhibit Map. Should this project include any street and or utility improvements along Temperance Avenue or in the vicinity of this canal, FID requires it review and approve all plans
17. As with most developer projects, there will be considerable time and effort required of FID's staff to plan, coordinate, engineer, review plans, prepare agreements, and inspect the project. FID's cost for associated plan review will vary and will be determined at the time of the plan review.
18. The above comments are not to be construed as the only requests FID will have regarding this project. FID will make additional comments and requests as necessary as the project progresses and more detail becomes available.

Thank you for submitting the proposed project for our review. We appreciate the opportunity to review and comment on the subject documents for this project. If you have any questions please feel free to contact Jeremy Landrith at (559) 233-7161 extension 7407 or jlandrith@fresnoirrigation.com.

Sincerely,



Laurence Kimura, P.E.
Chief Engineer

Attachment



April 13, 2020

Jared Dalley
DARM – Development Services Division
2600 Fresno Street
Fresno, CA 93721

SUBJECT: TM 6299, P19-005892; 215 lot Single Family Residential Subdivision
APN 313-270-45

Dear Mr. Dalley:

The purpose of this letter is to provide school district information relative to the above-referenced development and to comply with Business and Professions Code section 11010, subdivision (b)(11)(A) regarding the provision of school-related information to the developer/owner and the State Department of Real Estate.

1. Elementary School Information:

- (a) The subject land is presently within the attendance area of the elementary school (grades K-6) listed below:

School Name: *Temperance Kutner Elementary*
Address: *1448 N Armstrong Ave Fresno CA 93727-2803*
Telephone: *(559) 327-8100*
Capacity: *800*
Enrollment: *704 (CBEDS enrollment 2018-19 school year)*

- (b) Because of projected growth in the District and the District's plans for construction of new school facilities, it is possible that (1) adjustment of school attendance areas could occur in the future such that students residing in the project area may be required to attend an elementary school other than the school listed above, and (2) students residing in the project area may attend more than one elementary school within the District during their elementary school years.

Governing Board

Hugh Awtrey
Christopher Casado
Steven G. Fogg, M.D.
Susan K. Hatmaker
Ginny L. Hovseplan
Elizabeth J. Sandoval
Tiffany Stoker Madsen

Administration

Elmear O'Farrell, Ed.D.
Superintendent
Don Ulrich, Ed.D.
Deputy Superintendent
Norm Anderson
Associate Superintendent
Barry S. Jager, Jr.
Associate Superintendent
Michael Johnston
Associate Superintendent

2. Intermediate School Information:

School Name: *Reyburn Intermediate*
Address: *2901 Dewolf Ave Clovis CA 93619-5226*
Telephone: *(559) 327-4500*
Capacity: *1600*
Enrollment: *1491 (CBEDS enrollment 2018-19 school year)*

3. High School Information:

School Name: *Clovis East High School*
Address: *2940 Leonard Ave Clovis CA 93619-8446*
Telephone: *(559) 327-4000*
Capacity: *3100*
Enrollment: *2567 (CBEDS enrollment 2018-19 school year)*

4. Bus transportation is currently provided for grades K-6 students residing further than one mile from school and for grades 7-12 students residing further than two and one-half miles from school. Transportation will be available for students attending the above-identified elementary, intermediate and high schools in accordance with District standards in effect at the time of enrollment.
5. The District currently levies a school facilities fee of \$5.15 per square foot (as of July 1, 2019) for residential development. The fee is adjusted periodically in accordance with law. New development on the subject property will be subject to the fee in place at the time fee certificates are obtained.

The District hereby requests that the information in this letter be provided by the owner/subdivider to all prospective purchasers of property within the project.

Thank you for the opportunity to comment on the project. Please contact me if you have any questions regarding this letter.

Sincerely,



Michael Johnston
Associate Superintendent
Administrative Services