Exhibit G
2022 Comment Summary Matrix and
Public Draft Comment Letters

West Area Neighborhoods Specific Plan
Public Review Draft
Comment Summary Matrix with Letters

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Comment Summary Matrix

West Area Neighborhoods Specific Plan

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
01-01	2	Y	Anonymous		Section 3.2.B - Please ensure that there are safe crossings across 99 at both Herndon and Veteran's Blvd. Crossing 99 at Herndon is currently very unsafe with multiple high-speed streets and on/off-ramps. The current Veteran's Blvd plan calls for a separated bike trail that partially bypasses freeway ramps, please make sure that those bypasses remain in the plan.	8/26/2021	The Active Transportation Plan and West Area Neighborhoods Specific Plan continue to call for Class I bike facilities to be installed at Herndon Avenue and Veterans Boulevard. The plan for the bike trail bypasses along Veterans also remain unchanged. In addition, staff will modify IPR 1.11 as follows to further promote bike accessibility across Highway 99: "Improve multimodal transportation access across Highway 99 by a) completing the Veterans Boulevard interchange project and the underpass at West Gettysburg Avenue, b) consider updating the ATP and General Plan to include potential future multimodal crossings (such as an extension of Cornelia Avenue either across Highway 99 or from Shaw to the future undercrossing at Gettysburg Avenue), and c) update Golden State Avenue in the ATP and General Plan to have enhanced bike facilities." Staff will also create a map to outline the proposed changes identified in IPR 1.11.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
02-01	4	N	Anonymous		With farm animals a brick fence makes a better barrier than a wooden fence. Horses will eat a wood fence.	8/31/2021	Comment appreciated.	n/a
03-01	3	N	April Henry	Highway City Community Development, Inc	Request to redesignate the Highway City Community Development, Inc. property (APN 510-030-23) from Public Facility (Public/Quasi-Public Facility) with an underlying zoning of Medium Density Residential to NMX - Neighborhood Mixed Use.	6/4/2021	This request will be considered for recommendation by the Steering Committee.	See Land Use Change Request Matrix
04-01	3	N	Bill Brouhard	Guillion, Inc.	Request to change APN 505-070-44 from Business Park to Residential Urban Neighborhood.	8/19/2020	This request will be considered for recommendation by the Steering Committee.	See Land Use Change Request Matrix
04-02	4	N	Bill Brouhard	Guillion, Inc.	Request that land use change be processed as part of the initial Plan adoption rather than by subsequent plan amendment.	8/19/2020	Staff understands the desire to have the change be concurrent with the Specific Plan adoption, however we defer to the recommendation of our environmental review consultants to process the change in a way most prudent with required environmental review.	n/a
04-03	4	N	Bill Brouhard	Guillion, Inc.	Request that staff, Steering Committee and Planning Commission be given the opportunity to opine on any changes to the Plan based on information and or events occurring since the Committee last met (i.e. COVID, Draft EIR, public comment, etc.)	8/19/2020	Staff have reviewed the requests. The Steering Committee and Planning Commission will review and provide recommendations on the proposed changes before they are considered by the City Council.	n/a

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04-04	4	N	Bill Brouhard	Guillion, Inc.	Request that changes supported by Council falling within prior CEQA thresholds be reflected in the initial Plan adoption.	8/19/2020	The proposed changes will need to be considered together for their cumulative impact under the California Environmental Quality Act (CEQA).	n/a
04-05	4	N	Bill Brouhard	Guillion, Inc.	Request that changes supported by Council falling outside of prior CEQA thresholds be the basis of a supplemental yet highly focused environmental review, and that the Councils' final action incorporate supported changes.	8/19/2020	At the same time as the hearing to adopt the Plan, staff will ask Council for their decision on which proposed changes should undergo environmental review. Following the review the Council will make a final determination on the proposed changes via a Plan Amendment.	n/a
04-06	4	N	Bill Brouhard	Guillion, Inc.	Request that a copy of the comment letter (along with attachments) be provided to the Steering Committee, Planning Commission, and City Council.	8/19/2020	The comment letter and Attachment A to the letter will be included in the meeting packets for review by the Steering Committee, Planning Commission, and City Council.	n/a
04-07	4	N	Bill Brouhard	Guillion, Inc.	Request that staff make an inquiry to the CEQA consultant as to: a. the scope and cost estimate for determining whether or not the requested change from BP to RM2 would represent an impact triggering additional environmental analysis. b. and if so, a scope and cost estimate to complete the required additional environmental analysis.	8/19/2020	Because the proposed changes need to be considered cumulatively, the cost and scope will be determined when the list of approved proposed changes is finalized.	n/a
05-01	4	N	Bill Diedrich		Traffic at Herndon and Parkway is an issue and inhibits access to the communities of Sample, Tenaya, and Menlo. Traffic backs up out of the gas station and blocks Parkway. Veterans Boulevard has to be completed soon, and this gas station should be removed. Residents of the area do not want additional development.	5/5/2021	The gas station is currently in the County and traffic flow issues would need to be reviewed by the County Public Works and Planning Department. Staff will forward this concern to the County. Veterans Boulevard is anticipated to reduce some of the traffic from this area and is expected to be completed in 2023. Per the General Plan, the West Area is anticipated to grow with new development over time to the Sphere of Influence, however, a goal of the Specific Plan is to have that growth be sequenced and designed in a way that respects the more rural communities already established in the area. The associated Infrastructure Financing Plan will also determine solutions to fund the needed infrastructure to accompany future growth.	n/a
06-01	3	N	Bonique Emerson	Precision Civil Engineering	Request to change APN 511-022-01, located on the northeast corner of West Shields and North Polk Avenues at 3120 North Polk Avenue, from 18 acres of Community Commercial to 2-3 acres of Community Commercial and 15-16 acres of Residential – Medium Density.	8/31/2021	This request will be considered for recommendation by the Steering Committee.	See Land Use Change Request Matrix

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07-01	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Land Use Planning. Nearly all development projects within the San Joaquin Valley Air Basin have the potential to generate air pollutants, making it more difficult to attain ambient air quality standards. Land use decisions are critical to improving air quality because land use patterns greatly influence transportation needs and motor vehicle emissions are the largest source of air pollution in the Valley. Land use decisions such as preventing urban sprawl, encouraging mix-use development, and project design elements that reduce vehicle miles traveled (VMT) have proven beneficial for air quality. The District appreciates the City's vision to create a mix-use community, incorporating walking and biking elements into the WANSP design, and designating buffer areas between industrial and residential uses.	9/1/2021	Comment appreciated.	n/a
07-02	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	Land Use Planning. The District recommends that the WANSP incorporate strategies that require future industrial developments to utilize the cleanest available Heavy-Heavy Duty (HHD) trucks and vehicles, including zero and near-zero technologies.	9/1/2021	As a general note, 32.75 acres (less than one percent of the Plan Area) are currently designated as Light Industrial and would remain unchanged by the plan. Approximately 24.09 acres is developed as a personal storage facility. The remaining 8.66 acres is either undeveloped or is being used for truck parking. Staff will update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
07-03	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	Land Use Planning. The District recommends that the WANSP incorporate strategies that will advance implementation of the best practices listed in Tables 5 and 6 of CARB's Freight Handbook Concept Paper, to the extent feasible. This document compiles best practices designed to address air pollution impacts as "practices" which may apply to the siting, design, construction, and operation of freight facilities to minimize health impacts on nearby communities.	9/1/2021	Staff will update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.

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07-04	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	Project Siting. In order to prevent or reduce localized and cumulative air pollution impacts from future development projects, it would be beneficial for the WANSP to include project siting-related goals, policies, and objectives and include measures and concepts outlined in the California Air Resource Board's (CARB) Air Quality and Land Use Handbook: A Community Health Perspective related to recommended buffer distances and CARB's Freight Handbook Concept Paper related to the design and operation of freight facilities.	9/1/2021	Staff will update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses." Furthermore, the Industrial Compatibility Study (ICS) was initiated to examine and make recommendations regarding the interface of industrial uses and sensitive receptors. These resources will be forwarded to the project manager for the ICS.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
07-05	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Truck Routing. The District recommends the City evaluate HHD truck routing patterns with the aim of limiting emission exposure to residential communities and sensitive receptors. This evaluation should consider the current and potential future truck routes, the quantity and type of each truck (MHD, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall VMT, and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT, GHG emissions, and air quality.	9/1/2021	Policy 1.13 calls for a truck route analysis in the West Area and Staff has initiated a citywide truck route study. This recommendation will be forwarded to the project manager for the citywide analysis.	n/a
07-06	2	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Electric On-Site Off-Road and On-Road Equipment. Since the future development projects may include industrial uses, they may have the potential to result in increased use of off-road equipment (i.e. forklifts) and on-road equipment (i.e. mobile yard trucks with the ability to move materials). The District recommends that the WANSP stipulate requirements for future project proponents to utilize electric or zero emission off-road and on-road equipment.	9/1/2021	Staff feels that such a policy should be considered on a citywide level, in conjunction with the Industrial Compatibility Study (ICS). This recommendation will be forwarded to the project manager of the ICS for review.	n/a
07-07	2	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Under-fired Charbroilers. The District recommends that the WANSP include a measure requiring the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation.	n/a

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07-08	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	Vegetative Barriers and Urban Greening. For future development projects within the WANSP, and at strategic locations throughout the WANSP in general, the District supports the City incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g. residences, schools, healthcare facilities).	9/1/2021	Policy IPR 2.7 directs the City to work with residents to create unique landscape districts, which may include vegetative barriers, notably along Highway 99. In order to better support urban greening efforts, staff will also add the following policy: Policy IPR 2.10 "Increase tree canopy coverage in the West Area, with prioritization for areas that a) currently have minimal tree coverage, b) have a high level of pedestrian activity (ex. near schools, commercial centers, etc.) and c) are disproportionately exposed to pollution."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
07-09	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Solar Deployment in the Community. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for future development projects within the WANSP.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. This recommendation will also be forwarded to Facilities staff that works on energy efficiency in City-managed buildings. As an additional note, as of January 1, 2020, all new residential construction must be zero net energy, which usually sees the incorporation of solar panels.	n/a
07-10	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Electric Vehicle Chargers. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations throughout the WANSP.	9/1/2021	The City has requirements for electric vehicle parking for new development in Section 15-2416 and charging stations in Section 14-1022 of the Fresno Municipal Code (FMC). The City has sponsored the installation of vehicle charging stations throughout the city.	n/a
07-11	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Nuisance Odors. The City should consider all available pertinent information to determine if future development projects could have a significant impact related to nuisance odors and should stipulate odor mitigation measures in the WANSP as conditions of approval for those business and industry types.	9/1/2021	Projects are evaluated for odor potential as part of environmental review. Projects with potential impacts are required to prepare odor impacts assessment and implement odor control measures recommended by SJVAPCD. Furthermore, Section 15-2510 of the Development Code states that "No use, process, or activity shall produce objectionable odors that are perceptible without instruments by a reasonable person at the lot lines of a site." The Specific Plan EIR will also include mitigation measures to reduce odor impacts.	n/a
07-12	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Recommended Measure: For projects subject to permitting by the San Joaquin Valley Air Pollution Control District, demonstration of compliance with District Rule 2201 shall be provided to the City before issuance of the first building permit.	9/1/2021	This is a regulation already applied at the project level.	n/a

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07-13	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	The District recommends that demonstration of compliance with District Rule 9510 prior to issuance of the first building permit, be made a condition of project approval.	9/1/2021	This is a regulation already applied at the project level.	n/a
07-14	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Information is provided on District Rules 4901, 4002, Regulation VIII, and others.	9/1/2021	Comments appreciated. These are applied at the project level.	n/a
07-15	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Criteria Pollutant Emissions. The District recommends that the future environmental assessments stipulate that development projects within the WANSP identify and characterize project construction and operational air emissions. The District recommends the air emissions be compared to the following CEQA significance thresholds for annual emissions of criteria pollutants: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter with an aerodynamic diameter less than or equal to a nominal 10 or 2.5 microns (PM10 or PM2.5). The District recommends that future proposed projects be mitigated to the extent feasible, and that future proposed projects with air emissions above the aforementioned thresholds be mitigated to below these thresholds.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.	n/a
07-16	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Construction Emissions. Construction air emissions are short-term emissions generated from construction activities such as mobile HHD diesel off-road equipment, and should be evaluated separately from operational emissions. If air emissions from ongoing operational activities occur within the same year as construction emissions, those emissions should be combined. Recommended Measure: To reduce impacts from construction-related diesel exhaust emissions, the project should utilize clean off-road construction equipment, including the latest tier equipment as feasible.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.	n/a

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07-17	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	Operational Emissions. Operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately. Recommended Measure: At a minimum, project related impacts on air quality should be reduced to levels of significance through incorporation of design elements such as the use of cleaner HHD trucks and vehicles, measures that reduce VMTs, and measures that increase energy efficiency.	9/1/2021	The WANSP seeks to create Complete Neighborhoods, which would give residents more opportunities to meet their daily needs within walking distance. Having more choices to reach destinations by means other than a private, single-occupancy vehicle will help lower VMT-related emissions. The WANSP also discusses the role of urban design in the facilitation of walkability. Staff will also update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
07-18	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Recommended Model for Quantifying Air Emissions. Project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.	n/a
07-19	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	Cleanest Available HHD Trucks. The District recommends that the following mitigation measures be included in the WANSP for project-related operational emissions: Recommended Measure: Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero (0.02g/bhp-hr NOx) technologies. Recommended Measure: All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary. Staff will also update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.

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07-20	2	Y	Brian Clements	San Joaquin Valley Air Pollution Control District	Reduce Idling of HHD Trucks. The WANSP should deploy strategies to ensure compliance of the anti-idling regulation, especially near sensitive receptors, and discuss the importance of limiting the amount of idling within the WANSP. Recommended Measure: Construction and operational fleets based within the WANSP area limit vehicle idling pursuant to 13 CCR § 2485 and 13 CCR § 2480.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary. Staff will also update Policy 1.13 to read: "Reduce the impacts of freight trucks through a) examining truck routes in the West Area to provide a strategy to alter any routes that utilize lower-intensity residential roads or are near K-12 schools and b) reviewing the Development Code for potential improvements that will help mitigate health impacts from freight-related uses."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
07-21	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Health Risk Screening/Assessment. To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a health risk assessment (HRA) should be performed for future projects within the WANSP.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.	n/a
07-22	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Recommended Measure: Development projects resulting in toxic air contaminant emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.	n/a
07-23	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Recommended Measure: A health risk screening and/or assessment should be performed to assess potential risks to sensitive receptors for projects whose proposed locations are a) within the established buffer distances identified in CARB's handbook, b) projects whose land uses are not specifically identified in CARB's handbook (such as shopping centers), but there is sufficient information to reasonably conclude that sensitive receptors would be exposed to significant sources of toxic air contaminants; and projects that would otherwise appear to be exempt from CEQA requirements, but there is sufficient information to reasonably conclude that sensitive receptors would be exposed to significant sources of toxic air contaminants, such as industrial use projects allowed by right.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.	n/a

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07-24	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	The District recommends that the environmental assessment require an Ambient Air Quality Analysis (AAQA) be performed for any future development project with emissions that exceed 100 pounds per day of any pollutant.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.	n/a
07-25	4	N	Brian Clements	San Joaquin Valley Air Pollution Control District	Future development projects within the WANSP could have a significant impact on air quality. The District recommends the environmental assessment include a feasibility discussion on implementing a Voluntary Emission Reduction Agreement (VERA) as a mitigation measure for future development projects that are determined to exceed the District's CEQA significance thresholds.	9/1/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, Staff would ask the District to review the forthcoming Environmental Impact Report and comment as the District may feel is necessary.	n/a
08-01	3	N	Brian Johnson		Request to change the northwest corner of Grantland and Barstow from NMX - Neighborhood Mixed-Use to a designation with lower density/activity.	4/23/2021	This request will be considered for recommendation by the Steering Committee.	See Land Use Change Request Matrix
09-01	4	N	Bruce O'Neal	Tree Fresno	To achieve the many benefits of trees, it is stated that the City should investigate refinement of the Community Landscapes Plan for West Fresno to include further resident engagement. Tree Fresno, including members of its Board and staff, would be happy to assist in this effort.	8/27/2021	Staff welcomes the opportunity to work together towards this effort. Please also see related Policy IPR 2.7.	n/a
09-02	2	Y	Bruce O'Neal	Tree Fresno	Efforts should be made in new subdivisions and along streets and highways to increase the tree canopy. This is especially true in small-lot subdivisions and higher density projects where current trends in maximizing lot coverage tend to reduce the area available for tree and landscape planting.	8/27/2021	Section 15-2308 of the Development Code governs the provision of trees in new subdivisions, requiring two trees per single-family lot and one tree per multi-family unit. Trees within the City's public right-of-way are regulated under Chapter 13 Article 3 and placed according to the Master Tree Plan. It is expected that new development will provide adequate tree coverage, however, additional efforts are needed to enhance tree canopy in existing neighborhoods, along Highway 99, and on key transportation corridors throughout the West Area. Staff will add the following policy to support these efforts: Policy IPR 2.10 "Increase tree canopy coverage in the West Area, with prioritization for areas that a) currently have minimal tree coverage, b) have a high level of pedestrian activity (ex. near schools, commercial centers, etc.) and c) are disproportionately exposed to pollution."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.

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09-03	2	Y	Bruce O'Neal	Tree Fresno	The pollution burden in the Plan Area is widespread, with much of the Area being considered "disadvantaged" (81-90% ranking) by CalEnviroScreen 3.0. This should be addressed in a comprehensive manner, which can include strategic planting of key species that produce oxygen and trap pollutants.	8/27/2021	Staff agrees that pollution burden and other disproportionate negative impacts need to be addressed in a comprehensive and systemic manner. To the goal of addressing pollution impacts, the Specific Plan aims to first and foremost create walkable and bikeable neighborhoods that lessen the need to drive, thereby reducing vehicle emissions. Part of this effort will involve the installation of landscaping that simultaneously supports filtering of airborne pollutants, but that also enhances the streetscape for active modes of transportation. Furthermore, staff will add the following policy: Policy IPR 2.10 "Increase tree canopy coverage in the West Area, with prioritization for areas that a) currently have minimal tree coverage, b) have a high level of pedestrian activity (ex. near schools, commercial centers, etc.) and c) are disproportionately exposed to pollution."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
09-04	4	N	Bruce O'Neal	Tree Fresno	Tree Fresno, working directly with the California Air Resources Board, has a tree planting program along Highway 99 in both central Fresno and the City of Fowler that is studying the beneficial effects of trees along the freeway right-of-way. The project includes analysis of the strategic location of tree species that can trap diesel emissions and sequester GHG emissions to reduce harmful effects to adjacent areas, including residential, school, park and other sensitive uses. As results of the study become available, we will share them with the City for review and use as appropriate.	8/27/2021	Staff is appreciative and looks forward to reviewing the study when it is available.	n/a
09-05	4	N	Bruce O'Neal	Tree Fresno	The Community Landscapes Plan includes comprehensive policy review and environmental mitigation recommendations. It is hoped that staff will further review these recommendations as proposed policy and forward the Plan to the Environmental Impact Report (EIR) consultant as an aid to environmental analysis and mitigation.	8/27/2021	Staff will ensure the EIR consultant has received the Community Landscapes Plan. Staff also encourages the commentor to examine the Draft EIR once it is available for public review.	n/a

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10-01	2	Y	Carol Underhill		Request for the development of a senior center in the West Area.	4/6/2021	Goal PF 5 speaks to the need for increased access to new and existing community centers in the West Area, with Policy PF 5.2 specifically calling for the encouragement of community centers to provide services for seniors. Staff will add Goal I 1 and Policy I 1.1 to Chapter 6 of the Plan to aid implementation efforts. Goal I 1 will read: Pursue measures that implement the Goals of the Specific Plan. Policy I 1.1 will read: Establish a West Area Neighborhoods Specific Plan Implementation Committee with representatives from different areas within the Plan Boundary to pursue and evaluate implementing Policies.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
11-01	4	N	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 2 - Appreciation shared for the introduction statement; shifting focus to Fresno's Final Frontier from Forgotten Fresno; the history of Highway City and the Jose Garcia Adobe.	7/19/2021	Comment appreciated. The West Area has a rich history and staff enjoyed learning and sharing the information. Staff is hopeful that over time, more history will be uncovered and shared with present day community members.	n/a
11-02	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 11 - The shading on Map 1-4 is hard to distinguish and the legend doesn't provide the information needed. Recommend different shading to distinguish city limits and the Plan Area.	7/19/2021	Map 1-4 will be updated. Additionally, use of data from CalEnviroScreen 3.0 will be updated to CalEnviroScreen 4.0.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
11-03	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 17 - Add information about the what the different shadings under CalEnviroScreen represent.	7/19/2021	This information will be added.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
11-04	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 17 - Add information on why there can be such discrepancies in just a ½ mile radius.	7/19/2021	This information will be added.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
11-05	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 17 - Add a link to CalEnviroScreen to the map and the text.	7/19/2021	This information will be added.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.

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11-06	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 17 - On Map 1-4 the West Area is represented as east of 99 but on page 11 it is just west of 99. Why this is should be mentioned in the map legend.	7/19/2021	Text will be added to the map to explain the following: CalEnviroScreen is associated with Census Tracts and the Tracts in West Area extend beyond the Plan Boundary. As a note, the Plan Boundary on Map 1-4 is represented by a violet dashed line.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
11-07	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 25-29 - Suggestion to include a sentence at the beginning of the section referring readers to the referenced maps. At the beginning of each section the map could be referenced. It might also make sense to add a smaller version of the map to each page. For example: The Highway City Neighborhood Specific Plan (1998) Map 1.5 page 28 then text. And then on Map 1.5 reference page 25. Reader can then view map while reading section.	7/19/2021	Staff will add references and hyperlinks to the relevant maps in the narrative, but politely declines to add smaller maps or text referencing the map back to the section. A few reasons for this decision: a) there could be confusion between the larger map and smaller map, b) the Plan Area is quite large and a smaller map will not be able to show sufficient detail, c) adequately referencing and linking to the maps within the narrative should help to identify which map is illustrative of the section, and d) some of the maps feature a crowded legend and adding references back to the section could negatively impact the readability of the map.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
11-08	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 41 - Request to bring Section 2.5.A regarding the Sphere of Influence (SOI) Recommendation back to the Steering Committee for discussion. The Committee did not want to expand the boundaries of the City of Fresno westward and that there was a lack of clarity about the overlap between the Plan Area and the SOI, therefore, the wording of this section misrepresents the Committee's intent.	7/19/2021	Staff will bring this subject back to the Steering Committee for further discussion.	Removed from the Revised Public Draft per Steering Committee vote on 02/03/2022. See also SC-3.

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
11-09	2	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 65 - How can the Community Landscapes Plan (CLP) developed by Tree Fresno for COG be extended to include the entire West Area not just the area south of Shaw?	7/19/2021	Refinement of the CLP to create landscape districts for the Plan Area is proposed via IPR 2.7. This can also be a project taken on by neighborhood associations, which are envisioned in Policies LUH 4.1 and 4.2. Another option, however, is to approach Tree Fresno to see if the CLP can be expanded to include the entire Plan Area. Also, staff will add the following policy to the Specific Plan: Policy IPR 2.10 "Increase tree canopy coverage in the West Area, with prioritization for areas that a) currently have minimal tree coverage, b) have a high level of pedestrian activity (ex. near schools, commercial centers, etc.) and c) are disproportionately exposed to pollution."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
11-10	1	Y	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 82 - Update Map 4-2 to highlight park space in a bright color and color the Herndon Canal Class A trail that extends to the west the same color as is shown along the proposed Regional Park.	7/19/2021	Map 4-2 will be updated to show the current and proposed park space and the current and proposed Class 1 trails. In order to not confuse the proposed boundaries of the Regional Park, staff will not show the Herndon Canal trail in the same color as the Regional Park boundaries, however adding the Class 1 trails to the map should help to show that the alignment of the Canal trail does continue to the west of the Plan Area.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
11-11	4	N	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 82 - Excited about the potential to create trails and a regional park that meets our goals to tell the story of agriculture while meeting the needs of the community to have play and enrichment space combined with vibrant local businesses.	7/19/2021	Staff looks forward to further engagement with community members about the proposed regional park as well as potential for additional park space for the whole Plan Area.	n/a
11-12	3	N	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 82 - In the last meeting Kimberly McCoy mentioned a park in the South area that was built on a dump- which park would that be? Could Option B also be designated as park space without regional designation?	7/19/2021	Staff believes the park being referenced is the Regional Sports Complex, which is located on a portion of the former Fresno Sanitary Landfill. For more information on the site's remediation, please see: https://cumulis.epa.gov/supercpad/cursites/csitinfo.cfm?id=0901854 Option B (as shown on Map 4-2) can also be designated as park space. Staff will add this as a land use change request to be discussed by the Steering Committee.	See Land Use Change Request Matrix

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
11-13	3	N	Cathy Caples	West Area Neighborhoods Steering Committee	Pg. 105 - On the NE corner of Dakota and Grantland park space was moved to general commercial – when did we vote on that change? It is what caused the decrease in park space in our area? Can it be placed back as park space as shown on page 106 in the existing General Plan?	7/19/2021	The earliest evidence Staff can find of this designation changing is on a map presented to the Committee on November 28, 2018. Thus, it is believed that it was changed in the initial proposed land use draft map. This change has caused an overall decrease in park space in the West Area (it should be noted that not all parks created through new subdivision development were included in the initial calculation). The area can be redesignated as park space with Commercial-General becoming the dual designation. Staff will add this as a land use change request to be discussed by the Steering Committee.	See Land Use Change Request Matrix
12-01	4	N	Daniel Brannick		The commenter highlighted areas of the Plan they felt are notably good, including the “Core Vision for the West Area” presented on page 3; Urban-Rural interface ideas (5.7.A, LUH 2.2, LUH 5.1); Connected community and neighborhood design (5.4, IPR 1.3, PF 1.9, PF Goal 2); Policies addressing micromobility (3.2.E, IPR 1.16); Regarding commercial development, emphasis on promoting “smaller yet adaptable buildings” (5.3.C, LUH 3.4); The writeup about housing opportunity, particularly the point recognizing that “Housing opportunity and stability is not just about housing affordability, it also means providing enough options for residents to not have to move out of their neighborhood when their life circumstances change.” (5.7.B, LUH Goal 6); The Agrihood concept (5.6, LUH 2.6).	9/21/2021	Comment appreciated.	n/a

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
12-02	2	Y	Daniel Brannick		IPR 1.2 - Suggestion to include in IPR 1.2 a short list of priority Safe Routes To School (SRTS)-eligible projects (i.e., a list of 3-5 roadway segments in proximity to school sites), which could then be included as an additional measurement of implementation progress (e.g., “percentage of priority projects completed” as a measurement).	9/21/2021	Staff will modify IPR 1.2 to read: Collaborate with Central Unified School District and Fresno County to support more complete routes to schools by collecting family travel data, prioritizing infrastructure improvements near schools and to promoting annual Walk & Bike to School Days to encourage active transportation. a. Priority routes to update include (but are not limited to) a. Ashlan from Cornelia to Hayes, b. Valentine from Shields to Clinton, c. Dakota from Brawley to Cornelia, and d. Polk from Clinton to Dayton Staff will amend the first suggested measurements to read: "# of projects/priority project initiated/completed"	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
12-03	2	Y	Daniel Brannick		IPR 1.3 - Request for language that specifically calls for “closing gaps” in the existing pedestrian infrastructure network. To me, it seems like acquisition of the sidewalk right-of-way should have been a requirement on the newer development that occurred on either side of this small “gap” area.	9/21/2021	Staff will add a new policy after IPR 1.1. The new policy will read: "Identify and address existing infrastructure gaps in the West Area; target remedies through the creation of a priority areas list." Staff will also update Policy IPR 1.3 to read "Create a connected, safe, and pleasant pedestrian experience by requiring the provision of curb, curb ramps, gutters, streetlights, sidewalks, and street trees on both sides of the street in and adjacent to new developments." Staff will add the following suggested measurements: - To IPR 1.1: "# gaps identified", "# gaps/priority gaps closed." - To IPR 1.3: "# gaps closed." Additionally, it should be noted that the City adopted a Complete Streets on October 10, 2019 policy to help realize these goals.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
12-04	2	Y	Daniel Brannick		IPR 1.7 - Request to include the following as additional performance measurements: “route miles added”, percentage of population within a physical distance of transit stops (e.g. “% population within 1/2 mile of transit”), and percentage of population within a time interval of transit stops (e.g. “% population within 5 minutes of transit”).	9/21/2021	Staff will add the following suggested measurements: "route miles added”, “% population within 1/2 mile walk of transit stop”, and “% population within 1/4 mile walk of transit stop”. One-half mile roughly translates (on average) to a 10-15 minute walk and 1/4 mile to about a 5 minute walk. Using distance instead of time is intentional for two reasons. They primary reason is to utilize GIS functionality to provide estimated access to areas that aren't yet developed (see Map 5-7a and Map 5-8a as examples). The secondary reason is that everyone has a different walking or rolling pace, so this is a way to standardize information such that an individual can translate for themselves the amount of time is needed to reach the identified amenity.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
12-05	2	Y	Daniel Brannick		IPR 1.8 - Is this policy referring to the Fresno County SB 743 Implementation Regional Guidelines (which to my understanding the City has adopted) or to some other VMT program? Additionally, if feasible, I would recommend including some kind of VMT-related factor as a performance measurement for this policy (e.g., “Post-mitigation VMT reduction”, or “Δ VMT”).	9/21/2021	The City is working on a Mitigation Program that will help new development offset VMT impacts. The Program may include an option to pay a fee, adhere to stricter design standards, etc. Staff will add the following suggested measurements: "Δ VMT".	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
12-06	4	N	Daniel Brannick		IPR 1.11 - Does the “underpass at West Gettysburg Avenue” refer to the undeveloped strip of land between Cornelia and Golden State, or are there any plans to construct an underpass that runs beneath the Union Pacific railroad tracks and future HSR tracks?	9/21/2021	The Plan is referencing the undeveloped land between Cornelia and Golden State. There are no plans currently to construct an underpass or overpass of the rail lines along the Gettysburg alignment.	n/a
12-07	2	N	Daniel Brannick		IPR 3.2 - This may be beyond the scope of the WANSP, but consider incorporating language that calls for adding to/improving the “public facing” aspect of the City’s CIP processes in order to 1) help make people more aware of what projects are underway at a given time, and 2) facilitate input from community members about which specific areas/streets need improvements.	9/21/2021	Staff is open to adding such language to the WANSP, but has a preference in first exploring the efficacy of existing resources, which include: a) agendas for City Council, Commissions, and Committees, b) the road closures map: https://www.fresno.gov/publicworks/road-restrictions-and-closures, c) webpages for City Council Districts, and d) the Featured Projects link on the Public Works webpage. More ideas are welcome.	n/a

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
12-08	2	Y	Daniel Brannick		PF 1.2 - Consider expressly including “acreage by park type” and “number of new parks by park type” as additional implementation measurements in order to better contextualize progress made towards adding park space. (Note: By “park type” I am referring to the City’s terminology for different types of parks – e.g., “Neighborhood”, “Community Park”, “Regional Park”).	9/21/2021	Staff will update the suggested measurements to read: "# added parks by type"; "# park acreage by type".	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
12-09	2	Y	Daniel Brannick		PF 1.8 - Question regarding methods for funding development of a regional park: Could an Enhanced Infrastructure Financing District (EIFD) be utilized to fund a park, or park-adjacent infrastructure development? If so, it may be worth considering the inclusion of a policy.	9/21/2021	Per Government Code Section 53398.52.(b)(7), "Parks, recreational facilities, and open space" are explicitly listed as eligible for financing from an EIFD. Staff believes an EIFD for the West Area could support a number of needed projects ranging from additional park space to closing infrastructure gaps. Therefore, Staff will add Policy I 1.2 to Chapter 6 of the Plan, which will read: "Investigate the establishment of an Enhanced Infrastructure Financing District (EIFD) for the West Area to financially support the development of parks, trails, and open space and to address critical infrastructure gaps for active transportation."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
12-10	2	Y	Daniel Brannick		LUH 1.2 - Suggestion to add “# annexations”, “# added acres”, and “# developments” as suggested measurements.	9/21/2021	Staff will update the suggested measurements to read: "% within city limits"; "% in growth area"; “# annexations”; “# added acres”; “# developments”.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
12-11	2	N	Daniel Brannick		LUH 2.2 - Consider revising this policy for clarity (i.e., I think the idea of promoting an agricultural buffer is a good policy, but I am somewhat confused by how encouraging “new non-agricultural and non-recreational uses” advances this policy).	9/21/2021	Staff felt that agricultural uses and recreational uses (such as trails and parks) would not need setbacks to buffer against active farmland at the Sphere of Influence (SOI), therefore the language in the policy is exclusive to them. The Plan does not use the Buffer land use designation, therefore setbacks are determined by the respective zoning districts under the Development Code. Staff thus felt it important to have a policy that encourages a buffer between urban uses and farmland along the SOI. Staff respectfully wishes to retain the existing language for Policy LUH 2.2.	The policy has been removed from the Revised Public Draft per Steering Committee vote on 03/07/2022. See also 24-14 and SC-7.

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
12-12	2	Y	Daniel Brannick		LUH 3.1 - This policy speaks to a top issue in the West Area. To better actualize this policy, the commenter requests the formation of a program (or committee) that functions to promote the types of development sought after by residents in the West Area. Suggestion policy language: LUH 3.1: Attract desired and needed local retail establishments to serve the needs of the West Area community, such as grocery stores, bakeries, restaurants (other than fast food places), and boutiques – [with a special focus on Catalytic Corridors]. [LUH 3.1(a): Initiate formation of a group or committee – led by West Area community members with participation from City of Fresno staff, community groups, and community businesses – that works to identify specific types of retail and commercial development sought for the West Area, form ideas for specific projects, and promote their development.]	9/21/2021	Staff will update Policy LUH 3.1 to read as proposed: "Attract desired and needed local retail establishments to serve the needs of the West Area community, such as grocery stores, bakeries, restaurants (other than fast food places), and boutiques – with a special focus on Catalytic Corridors." Staff will add a new policy after LUH 3.1, with modifications to the proposed language, to read as follows: "Support the formation of a group or committee – led by West Area community members with participation from City of Fresno staff, community groups, and community businesses – that works to identify specific types of retail and commercial development sought for the West Area, form ideas for specific projects, and promote their development. This group may be considered as a subcommittee to a neighborhood association and/or a Specific Plan Implementation Committee."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
12-13	2	Y	Daniel Brannick		LUH 3.4 - Request to develop an “adaptable retail factors” checklist. A checklist could be utilized as follows: 1) As a reference guide for new retail development when seeking to promote and incorporate “adaptability” features. 2) As a method for categorizing retail development projects by their “adaptability” levels (e.g., “high adaptability”, “mid adaptability”, “low adaptability”), which could then be used an implementation measurement for this policy (e.g., “number of ‘high adaptability’ businesses”).	9/21/2021	Staff will add the following suggested measurement: "# of "highly adaptable" developments". While not explicitly calling for the development of a checklist, the inclusion of this measurement criteria is intended to incorporate that task.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
12-14	2	Y	Daniel Brannick		LUH 3.8 - Consider rewriting this policy as proposed below: Encourage street patterns in new development that optimize connectivity, such as a gridded street pattern.	9/21/2021	Staff will modify LUH 3.8 to read: "Encourage street patterns in new development that optimize connectivity, such as a gridded street pattern."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
12-15	2	Y	Daniel Brannick		LUH 6.3 - Provide a definition of “defensible space” in the Glossary section, or alternatively, consider using a different term to represent the concept being advanced by this policy (which seems more like “eyes on the street”) Suggested language: Incorporate the concept of “eyes on the street” as part of new development and require future residences to face parks, public streets, and/or public schools in order to provide natural surveillance and promote safety for all users.	9/21/2021	"Defensible space" is the transition area between the private and public realm that support "eyes on the street." This would be porches, patios, stoops, etc. However, staff agrees that the term should be replaced for clarity and will update Policy LUH 6.3 to read: "Promote the use of porches, patios, stoops, gardens, balconies, etc." and require future residences to face parks, public streets, and/or public schools in order to provide natural surveillance ("eyes on the street") and security for all users."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
12-16	4	N	Daniel Brannick		Support noted for the concept of Catalytic Corridors to create an improved sense of place and encourage new development that can attract needed community amenities while allowing for preservation of the area’s rural/agricultural character.	9/21/2021	Comment appreciated.	n/a
12-17	1	Y	Daniel Brannick		Suggested revision to add more emphasis on utilizing Catalytic Corridors as a means to develop complete neighborhoods and for the Plan to visualize and more actively identify the Catalytic Corridors as centers of community activity with a comprehensive range of uses present.	9/21/2021	Staff will add a "call-out" page on Catalytic Corridors to add more visuals of what these nodes can look like and which can include more discussion of how they can become community centers.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
12-18	1	Y	Daniel Brannick		Suggested revision to include more discussion on how the proposed Catalytic Corridors will relate to one another, and which may answer the following questions: Will each of the corridors have a different emphasis or will they be generally similar to one another? Are they going to delineate distinct neighborhoods within the West Area? Should they be linked in an interconnected chain?	9/21/2021	Staff would like to refer this back to the Steering Committee for discussion.	New summary page and text incorporated into Revised Public Draft. Steering Committee voted to approve on 03/07/2022. See also SC-5.
12-19	2	Y	Daniel Brannick		Suggestion to move the Catalytic Corridor designation on Blythe Avenue to Brawley Avenue. If it is unfeasible to move the Catalytic Corridor to Brawley, suggestion to not include Blythe as a Catalytic Corridor and focus on planning for the corridors on Shaw, Ashlan, Clinton, and Veterans Boulevard.	9/21/2021	This request will be considered for recommendation by the Steering Committee.	Incorporated into Revised Public Draft per Steering Committee vote on 03/07/2022. See also SC-6.

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
12-20	1	Y	Daniel Brannick		Maps in the WANSP have Island Waterpark Drive frequently obscured by other map elements or omitted from maps that display major roadways (see for example pages 17, 29, and 56). Request to clarify Island Waterpark Drive's existing and future planned roadway designation, with recommendation that it be officially classified as at least a Collector roadway. An additional recommendation for Island Waterpark Drive: Widen the roadway from south of the Herndon Canal to Shaw Avenue and add bike lanes.	9/21/2021	Staff will update maps to show/add Island Waterpark Drive. Note that Island Waterpark Drive is planned to be modified with a cul-de-sac to accommodate a new SR 99 interchange. Vista Drive will be constructed as a Collector Street.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
12-21	1	Y	Daniel Brannick		Recommendation to update Map 4-1 and other figures to display CFD-funded park areas in order to provide a more complete picture of the availability and location of park space within the West Area.	9/21/2021	Staff will update Map 4-1 accordingly to include all CFD-developed parks. Any needed update to the Proposed Land Use Map will be included as a "clean up" following Plan adoption.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
12-22	3	N	Daniel Brannick		Additionally, during the time the WANSP has been undergoing development, there was a new residential subdivision approved near Dakota and Hayes that required modifications to its park space before its approval by the City Council. It is unclear whether the City's land use and zoning maps have been updated to recognize the park space that is delineated in the project's approved tract map. If not done so already, the City's land use and zoning maps should be updated to designate the appropriate area as park space, and these updates should be incorporated in the WANSP.	9/21/2021	Staff will review the development; if an update to the Proposed Land Use Map is required, it will be included as a "clean up" following Plan adoption.	See Land Use Change Request Matrix
12-23	3	N	Daniel Brannick		"Powerline Trail." Idea proposed to formally designate and plan a trail that follows the alignment of the overhead electrical transmission lines that run north-to-south in the vicinity of Hayes Avenue. As envisioned, there would be a continuous trail from the Shaw/Hayes area to Dakota/Hayes area.	9/21/2021	This request will be considered for recommendation by the Steering Committee.	See Land Use Change Request Matrix

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
12-24	2	Y	Daniel Brannick		"Groundwater Recharge Greenway." Idea proposed to plan for a large, scenic linear area capable of capturing groundwater and recharging the underlying aquifer, ideally located at the western edge of the West Area boundary so that it could offer recharge benefits to the West Area's neighboring agricultural areas while also serving as a "buffer use" between agricultural and urban development.	9/21/2021	Staff will add IPR 3.8 to read: "Plan for a groundwater recharge greenway, with an incorporated Class 1 trail, near the western edge of the West Area boundary."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
12-25	2	Y	Daniel Brannick		"Cornelia Connector Roadway." Idea proposed to construct of a new north-south roadway to link Cornelia between Shaw and Gettysburg, which would utilize an undercrossing beneath Freeway 99 (i.e., either construction of a new undercrossing near where Cornelia currently becomes Parkway, or utilization of the existing unimproved undercrossing at Gettysburg with a new roadway segment that runs up to Cornelia/Santa Ana.	9/21/2021	IPR 1.11 will be modified to read: "Improve multimodal transportation access across Highway 99 by a) completing the Veterans Boulevard interchange project and the underpass at West Gettysburg Avenue, b) consider updating the ATP and General Plan to include potential future multimodal crossings (such as an extension of Cornelia Avenue either across Highway 99 or from Shaw to the future undercrossing at Gettysburg Avenue), and c) update Golden State Avenue in the ATP and General Plan to have enhanced bike facilities." Staff will also create a map to outline the proposed changes identified in IPR 1.11.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
12-26	2	Y	Daniel Brannick		"West Area-Downtown Transit." Idea to add direct transit service between the West Area and downtown Fresno, either as a regular bus route or as a limited service during peak commuting times. Two preliminary suggestions: 1) Extend and modify Route 12 to run from the El Paseo Shopping Center to downtown Fresno via existing transit stops within and near the West Area. 2) Implement a pilot program to run buses on Freeway 99 during weekday morning and afternoon commuting hours with stops near major interchanges (e.g., Herndon/99, Shaw/99, Ashlan/99, Clinton/99).	9/21/2021	Staff will modify IPR 1.7 to read: Expand transit services in the West Area as development occurs, by locating routes near or adjacent to civic centers, schools, public parks, and retail centers; and explore feasibility to create a West Area-Downtown Connector Route.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
12-27	2	Y	Daniel Brannick		"Container Farming Program." This idea is related to the Agrihood concept presented in the WANSP and would involve promoting the development of small vertical farms housed inside shipping containers. In the West Area, container farming could improve access to fresh and healthy foods while functioning as a placemaking feature that has a connection to the West Area's agricultural heritage. Additionally, it seems within the realm of possibility that shipping container farms could be utilized as mitigation in addressing conversions of agricultural lands.	9/21/2021	Staff will modify Policy LUH 2.3 to read: "Partner with the Fresno County Farm Bureau and other agriculture-focused organizations to develop a strategy to fund, protect, and promote agriculture in the West Area. The strategy should include an examination of potential funding and grant opportunities as well as appropriate activities to support, including, but not limited to: agritourism, farmers markets, shipping container farms/markets, farm incubators, farmland preservation, marketing & wayfinding programs, etc." Staff will also modify Policy LUH 2.6 to read: "Encourage new developments to incorporate agricultural features, such as agrihood-style amenities, community gardens, container farms, farmers market plazas, or public art celebrating the West Area's agricultural heritage."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
13-01	3	N	Daniel Brannick		Request to redesignate APNs 51124001, 51124035, 51124036, 51124038, 51124019, 51124003 from Commercial General to Community Commercial or a Mixed-Use Designation.	11/12/2021	This request will be considered for recommendation by the Steering Committee.	See Land Use Change Request Matrix
14-01	3	N	David Lantis		Request to maintain the current lower density zoning (primarily medium low density) within and around the boundary lines of Shields-Dakota and Cornelia-Blythe.	9/22/2021	This request will be considered for recommendation by the Steering Committee.	See Land Use Change Request Matrix
15-01	4	N	David Padilla	Caltrans District 6	Early engagement with Caltrans is recommended for future projects that would impact state right-of-way.	8/6/2021	Comment appreciated. Staff looks forward to engaging with Caltrans on further projects.	n/a
15-02	4	N	David Padilla	Caltrans District 6	Caltrans commends the City for aligning their planning priorities and policy goals in ways that may accommodate for transit-oriented development (TOD) and therefore resulting in VMT reduction practices.	8/6/2021	Comment appreciated.	n/a
15-03	4	N	David Padilla	Caltrans District 6	Improvements for existing and future bike/pedestrian facilities on roads within the boundaries of the specific plan and connectivity between home to work/home to shops should be considered. Therefore, Caltrans recommends this specific plan coordinate with the existing Fresno Active Transportation Plan, 2016.	8/6/2021	The Specific Plan intends to be harmonious with the ATP through direct references to call out the vision of the ATP and through support of enhanced active transportation facilities. Relevant policies include IPR 1.1 through 1.11, 1.16, 2.1, 2.2, 2.8, and LUH 3.7, and 3.8.	n/a

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
15-04	4	N	David Padilla	Caltrans District 6	Active Transportation Plans and Smart Growth efforts support the state's 2050 Climate goals. Caltrans supports reducing VMT and GHG emissions in ways that increase the likelihood people will use and benefit from a multimodal transportation network.	8/6/2021	Comment appreciated.	n/a
16-01	3	N	Dirk Poeschel	Land Development Services, Inc.	Request for the southern portion of APN 505-060-07 (2.75 acres of 30.44 acres total) to be redesignated from Neighborhood Mixed-Use to Residential-Medium Density.	5/25/2021	This request will be considered for recommendation by the Steering Committee. Note: Staff believes the designation of NMX on the small portion of this parcel is the result of a mapping error.	See Land Use Change Request Matrix
17-01	2	Y	Elisa Bilios	Forgotten Fresno	Request that any future traffic studies submitted are not permitted to be executed on a Wednesday.	5/19/2021	Traffic studies are conducted during peak hours (7am to 9am and 4pm to 6pm) on Tuesdays, Wednesdays, and Thursdays (excluding holidays). Staff will add a new policy after IPR 1.16 to read: "Address issues of vehicle congestion in the West Area through studying congestion patterns, location, and traveler characteristics to determine potential solutions. Furthermore, new development should strive to promote active transportation to reduce auto-dependency and overall traffic impacts."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
17-02	4	N	Elisa Bilios	Forgotten Fresno	It is very common to see police officers, the fire department, or ambulances stuck on Shaw or Herndon at Golden State or Highway 99. We would like to have the widening of the Shaw Avenue at Highway 99 and the underpass at Herndon Avenue and Highway 99 be priorities in the future. We would also like to have the traffic signals improved to have the ability to be controlled by emergency services when required.	5/19/2021	Shaw: A Feasibility Study has been completed to review improvements to traffic flow at the Shaw Avenue and Highway 99 interchange, however a funding source is needed to implement. The upcoming Measure C renewal is a potential funding source. An overcrossing of the rail tracks is planned to be constructed by California High Speed Rail. Herndon: There are no current plans to improve the Herndon interchange. However, the traffic volume will decrease significantly when the Veterans Boulevard interchange is completed. An overcrossing of the rail tracks is planned to be constructed by California High Speed Rail. Signals: Most of the traffic signals in Fresno have Emergency Vehicle Preemption systems for Fire and Police, including all new traffic signals. Caltrans does not include this hardware on their traffic signals.	n/a

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
17-03	2	Y	Elisa Bilios	Forgotten Fresno	Request for new housing development to provide greenspace amenities such as benches, tables, lights, playground structures, and fields for sports activities, which will promote healthier lifestyles.	5/19/2021	In order to condition new housing subdivisions to provide the exampled amenities, an update to the Development Code would be necessary. Currently the Code, under Section 15-3701-J, standardizes the amount of park land required (or how an in-lieu fee might be accepted), but allows a credit towards the requisite amount of land or fee if the subdivider provides amenities. Staff will amend PF 1.5 to read: Encourage the inclusion of neighborhood-serving amenities such as playgrounds, dog runs, picnic tables, barbeques, benches, and produce-growing community gardens in new residential subdivisions; and review Development Code requirements to incorporate such amenities.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
17-04	4	N	Elisa Bilios	Forgotten Fresno	Request that offsite improvements for commercial and residential projects be near completion before a developer begins their construction. For far too many years construction workers and material supply trucks have overwhelmed our roads.	5/19/2021	Most commercial projects are required to complete public improvements prior to occupancy. Many residential projects have a limit on building permits prior to traffic signal installation or other improvements. Safety for the traveling public or the occupants of the homes is always evaluated.	n/a
17-05	4	N	Elisa Bilios	Forgotten Fresno	We are against the intensification of land uses outside of the General Plan. Many of us have been attending the West Side Steering Committee Meetings and have voiced our desires on the record. Serving the personal interests of private developers and corporations at the expense of our constituency is unwelcome.	5/19/2021	Staff believes that the Specific Plan Proposed Land Use Map is scaled down from the General Plan Land Use designations, providing a more defined transect from urban to rural within the Plan Area. Staff is also committed to upholding the General Plan's direction to not expand the Sphere of Influence.	n/a
18-01	3	N	Eric Gibbons	Wathen Castanos Homes	Request to redesignate APN 512-070-50 from Community Commercial to Residential - Medium Density.	5/4/2021	This request will be considered for recommendation by the Steering Committee.	See Land Use Change Request Matrix
19-01	3	N	Eric Payne	West Area Neighborhoods Steering Committee	Request for consideration to designate a regional park in the West Area that is south of Shaw Avenue.	4/22/2021	This request will be considered for recommendation by the Steering Committee.	See Land Use Change Request Matrix

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
20-01	2	Y	Eric Payne	West Area Neighborhoods Steering Committee	Request to include a congestion management process (CMP) plan, which is a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet State and local needs.	7/21/2021	Staff believes that a tailored version of a congestion management process could be pursued for the West Area. Although Staff feels the direct causes and location of congestion points in the West Area have been revealed through public input, further inquiry into the characteristics of travelers and the interaction of the pattern of congestion with location could present insights into new solutions. Staff would like to propose the addition of policy after IPR 1.16 to read: "Address issues of vehicle congestion in the West Area through a) studying congestion patterns, location, and traveler characteristics to determine potential solutions. Furthermore, new development should strive to promote active transportation to reduce auto-dependency and overall traffic impacts."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
21-01	2	Y	Holly Warren		Would like to see bike/pedestrian paths made abundant and accessible to the West Plan community. Connecting our neighborhoods to the east side of Freeway 99 is very important. Although the Veterans Blvd bike/pedestrian path will provide a path forward, it is easier for us to take the path under Freeway via Herndon to the El Paseo shopping center. Whatever we could do to make that safer would be appreciated.	7/1/2021	Staff agrees that bike and pedestrian paths should be easily accessible and included in connections to the east side of Highway 99. Both the Active Transportation Plan and West Area Neighborhoods Specific Plan will continue to call for Class I bike/trail facilities to be installed at Herndon Avenue, the Herndon Canal, Gettysburg Avenue, and Veterans Boulevard. Staff will also modify IPR 1.11 as follows to further promote bike accessibility across Highway 99: "Improve multimodal transportation access across Highway 99 by a) completing the Veterans Boulevard interchange project and the underpass at West Gettysburg Avenue, b) consider updating the ATP and General Plan to include potential future multimodal crossings (such as an extension of Cornelia Avenue either across Highway 99 or from Shaw to the future undercrossing at Gettysburg Avenue), and c) update Golden State Avenue in the ATP and General Plan to have enhanced bike facilities." Regarding the Herndon undercrossing specifically, further discussions are needed with both community members and Caltrans to determine design capabilities to install the Class 1 trail that is designated along Herndon. Staff recommends that the updated ATP process accommodate this more detailed review.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
21-02	2	Y	Holly Warren		This area of Fresno has a unique opportunity to plan for public/common spaces. The underdeveloped and open land could be targeted for Neighborhood, Community and Regional parks. Neighbors need playgrounds for children, grounds for sporting events, Community Centers/meeting rooms and larger parks for community gardens, musical events and family picnics. I would urge you to make the parks a priority. It could define our area if our percentage of green space is high.	7/1/2021	The Specific Plan includes policies to promote the development of parks in the West Area (see PF Goal 1 and associated policies). This includes Policy PF 1.8 to initiate a process to establish a flagship regional park in the West Area. To aid in implementation efforts, staff will add Goal I 1 and Policy I 1.1 to Chapter 6. Goal I 1 reads: Pursue measures that implement the Goals of the Specific Plan. Policy I 1.1 reads: Establish a West Area Neighborhoods Specific Plan Implementation Committee with representatives from different areas within the Plan Boundary to pursue and evaluate implementing Policies.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
21-03	4	N	Holly Warren		Would like to see the City of Fresno establish a way to allow for registration of neighborhood associations. The commenter notes that their neighborhood association in Baltimore held monthly meetings, specific boundaries, voluntary $5 dues, and elected officers each year. The association held social events and provided forums for city leaders to discuss issues and a place for neighbors to meet one another.	7/1/2021	Staff agrees that there could be great benefits in the establishment of neighborhood associations, but only if done with equity in mind from the start (i.e. with inclusive and fair representation). Staff has created two policies (LUH 4.1 and LUH 4.2) in the Specific Plan that would permit collaborative investigation into the identification of neighborhood boundaries and, thereafter, the development of neighborhood associations. Staff would enjoy continued discussion to hear more about examples and experiences from other cities as a local program is shaped.	n/a
22-01	3	N	Janie Baxter	A1 Truck Driving School	Request to redesignate APN #'s 511-240-15S and 511-240-16S (3639 N Brawley Fresno, CA 93722) from Residential Multi-Family Urban Neighborhood to Commercial-General.	2/24/2021	This request will be considered for recommendation by the Steering Committee.	See Land Use Change Request Matrix
23-01	3	N	Jeff Roberts	Assemi Group	Request to redesignate the planned residential area between Shields/Dakota/Grantland/Garfield from Medium Low Density to Medium.	6/28/2021	This request will be considered for recommendation by the Steering Committee.	See Land Use Change Request Matrix
24-01	4	N	Jeff Roberts	Assemi Group	What does the Phrase "each policy shall be interpreted as an affirmative and required action" mean?	6/30/2021	It means the City has an obligation to pursue or require implementation of the policy as written.	n/a
24-02	4	N	Jeff Roberts	Assemi Group	The term "best practices" is used. What does this mean and is there a source document?	6/30/2021	The term "best practices" is not derived from a single source document, but from an array of approaches known to planning practitioners that have been proven effective in addressing issues pertinent to the built environment.	n/a

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
24-03	4	N	Jeff Roberts	Assemi Group	IPR 1.8 - Is the City's VMT Program" set up yet? If so, can a copy of the program be provided and explained to the Committee?	6/30/2021	Funding for the development of a VMT mitigation program for the City was approved by City Council on July 29, 2021. The program is currently under development and is scheduled to be completed in 2022. The primary components of the program are a VMT mitigation fee and an urban design calculator.	n/a
24-04	2	Y	Jeff Roberts	Assemi Group	IPR 1.12 - The Boulevard are should extend to Clinton Ave., not Shields.	6/30/2021	Policy IPR 1.12 will be updated to read: Designate Grantland Avenue and Veterans Boulevard between Clinton Avenue and its overcrossing of the railroad tracks as a boulevard area, with a required 30-foot landscaped setback. Planned elements of the city's master trail system may be located partially within this setback.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
24-05	4	N	Jeff Roberts	Assemi Group	IPR 3.1 - Is there a "greywater system" in the City of Fresno?	6/30/2021	The City is in the process of planning and constructing a comprehensive Recycled Water System, which will include parts of the West Area. Many of the segments of the overall System are either under construction or already completed, and a Water Reuse Master Plan is underway to evaluate all options and plan for the future use of recycled water throughout the city.	n/a
24-06	2	Y	Jeff Roberts	Assemi Group	PF 1.3 - Who at the City will advocate for new parks and open space funding? Where will this advocacy occur?	6/30/2021	Advocacy will need to happen through multiple fronts to be successful. City staff, Commissioners, Committee members, Councilmembers, community organizations, and residents will all have a role to play in advocating for new parks and open space. Staff will add Goal I 1 and Policy I 1.1 to Chapter 6 of the Plan to aid implementation efforts. Goal I 1 reads: Pursue measures that implement the Goals of the Specific Plan. Policy I 1.1 reads: Establish a West Area Neighborhoods Specific Plan Implementation Committee with representatives from different areas within the Plan Boundary to pursue and evaluate implementing Policies.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
24-07	2	Y	Jeff Roberts	Assemi Group	PF 1.8 - The term "cultivate a participatory strategy" is unfamiliar to me. Can you define this?	6/30/2021	It means the City will work in collaboration with residents. Staff will modify Policy PF 1.8 for clarity to read: "Initiate a citywide community review of the proposed regional park designation as shown on Map 4-2 and collaborate with residents to identify the desired amenities and agricultural features to be incorporated along with methods to fund its development."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
24-08	4	N	Jeff Roberts	Assemi Group	PF 1.11 - Please define which trails will be required to install trash cans and pet waste bins and who will empty these.	6/30/2021	Per the City of Fresno Trail Design Guidelines: Trash receptacles shall be provided at all trail heads, rest areas and anywhere seating is provided. Trash receptacles should be placed near seating areas, but at least 20 feet away to reduce odor impacts. Design, color and style shall be consistent throughout the trail system. Receptacles shall be durable and secured to their locations to help prevent theft and vandalism. Pet waste bag dispensers shall be provided in conjunction with trash can locations on stand-alone mounting posts. Stations shall also be equipped with signs stating that all dogs in Fresno County must be on a leash or under the immediate control of a responsible person and that owners are responsible for cleaning up after their pet. Public Works contracts with vendors to routinely empty the receptacles.	n/a
24-09	4	N	Jeff Roberts	Assemi Group	PF 3.1 - What land use designation / zoning is needed for "higher education"?	6/30/2021	Colleges and Trade Schools, Public or Private are allowed in the West Area through the following land use / zoning designations. Residential: Medium High Density (RM-1), Urban Neighborhood (RM-2), High Density (RM-3); Mixed-Use: Neighborhood Mixed-Use (NMX), Corridor/Center Mixed-Use (CMX); Commercial: Community Commercial (CC), Commercial Regional (CR), Commercial General (CG); Employment: Office (O), Business Park (BP), Light Industrial (IL); Public and Semi-Public: Public and Institutional (PI). It should be noted that under California law, public educational institutions are able to designate school sites independent of the City's zoning and land use designations.	n/a
24-10	2	N	Jeff Roberts	Assemi Group	LUH 1.1 - The term "discourage premature development" is used in this proposed Policy and is a difficult one to define. This needs discussion/ input from the Committee and development within the SOI should not be discouraged.	6/30/2021	This phrase is used to underscore the desire for sequential development from the existing City Limits out to the fringe rather than developing at the fringe first. Leapfrogged development even within the Sphere of Influence (SOI) will exacerbate existing infrastructure gaps.	Updated policy language incorporated in the Revised Public Draft per Steering Committee vote on 02/03/2022. See also SC-4.

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24-11	2	Y	Jeff Roberts	Assemi Group	LUH 1.2 - The General Plan defines priority areas and everything north of Clinton Ave. is already in the "Priority Area".	6/30/2021	Staff affirms that a) the priority for new development is within the City Limits, then Growth Area 1 and b) that the Plan Area coincides with Growth Area 1. Staff will update Policy LUH 1.2 for clarity to read: Uphold the General Plan's vision for the sequencing of development areas, focusing new development on land within the City Limits first followed by land within Growth Area 1.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
24-12	4	N	Jeff Roberts	Assemi Group	LUH 1.6 - Where has "undeveloped land on three sides" been an issue for the City of Fresno? Why is a "peninsula" next to agriculture an issue?	6/30/2021	This Policy originated in the West Area Community Plan and is intended to prevent pressure onto farmland and to support the orderly development of the Plan Area.	n/a
24-13	4	N	Jeff Roberts	Assemi Group	LUH 2.1 - Who at the City will "promote the enrollment" (in the Williamson Act) of all Prime Farmland outside the Sphere of Influence and how will the promotion take place?	6/30/2021	Per Policy RC-9-c in the General Plan, the City shall, "In coordination with regional partners or independently, establish a Farmland Preservation Program." This Program, paired with direction from LUH 2.3, can offer further details on how such promotion can occur.	n/a
24-14	2	Y	Jeff Roberts	Assemi Group	LUH 2.2 - It appears as though this policy is referring to residential land. Please confirm and if so, the "specifics" of an "agricultural buffer setback from the Sphere of Influence" need to be defined and discussed by the Committee.	6/30/2021	The policy refers to uses that are not agricultural nor recreational (i.e. a trail or park), so could be inclusive of residential, commercial, or employment uses. This Policy is to encourage a setback and Staff welcomes a discussion what an ideal setback might look like.	The policy has been removed from the Revised Public Draft per Steering Committee vote on 03/07/2022. See also 12-11 and SC-7.
24-15	4	N	Jeff Roberts	Assemi Group	LUH 2.4 - It the City considering allowing chickens, bees, and goats in all areas of the City or just within the West Area Neighborhoods Specific Plan area?	6/30/2021	An update to this section of the Code would apply to the whole city. Staff would initiate a distinct engagement process to garner feedback on potential changes.	n/a
24-16	4	N	Jeff Roberts	Assemi Group	LUH 2.7 - Has the City obtained the support from the County of Fresno to alter property tax assessments? What is AB 465?	6/30/2021	AB 465 was adopted into the Government Code under Section 51042. Per GC 51042(a)(1)(B), "A city may, after a public hearing and approval from the board of supervisors of the county in which the city is located, establish by ordinance an Urban Agriculture Incentive Zone within its boundaries for the purpose of entering into enforceable contracts with landowners, on a voluntary basis, for the use of vacant, unimproved, or blighted lands for small-scale agricultural use," thus a next step following the adoption of the Specific Plan would be to coordinate with the County on this effort.	n/a
24-17	2	N	Jeff Roberts	Assemi Group	LUH 3.2 - This needs to be discussed since it may be in conflict with current City discussions about adult products and IPR 2.4	6/30/2021	Staff does not feel there would be a conflict, but welcomes discussion on the topic.	n/a

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
24-18	4	N	Jeff Roberts	Assemi Group	LUH 3.7 - What is meant by the phrase "require transitions between land uses to emphasize the pedestrian experience"? Please define "transition" and explain how it would be implemented.	6/30/2021	This policy is talking about the transition space between two different types of land uses. For example, a new office development that abuts an existing shopping center should permit pedestrian access into the shopping center.	n/a
24-19	2	Y	Jeff Roberts	Assemi Group	LUH 3.8 - This policy appears as though the City wants to "discourage' cul-de-sac streets. Is this the reason for this proposed policy?	6/30/2021	The intent of this policy is to encourage the provision of a high number of potential travel paths (which can include cul-de-sacs that allow for pedestrian connectivity. This is desirable as increased walkability can lead to reduced Vehicle Miles Traveled and is correlated with better health. To improve clarity, staff will modify LUH 3.8 to read: "Encourage street patterns in new development that optimize connectivity, such as a gridded street pattern."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
25-01	4	N	John Mlotkowski		The commenter has contacted the City on numerous occasions about the horrendous traffic situation at Polk and Shaw. The City needs to widen streets and establish another access to hwy 99 at Fairmont.	8/27/2021	The City is working on a project to improve the synchronization on Shaw Avenue and a Feasibility Study has been completed to review improvements to traffic flow at the Shaw Avenue and Highway 99 interchange, however a funding source is needed to implement. The upcoming Measure C renewal is a potential funding source. In addition, the opening of Veterans Boulevard and the future overpass over the freight and High Speed Rail tracks should alleviate some of the existing traffic congestion. The access point at Fairmont was closed via the realignment of Highway 99, likely to increase safety. Per the CA High Speed Rail project webpage, "three at-grade onramps were permanently closed to improve traffic flow and overall safety on the heavily-traveled thoroughfare."	n/a
26-01	4	N	Keith Woodcock		The pictures shown as to what Shaw 'could' look like, Shaw Ave will look nothing like that unless specific design details are established. Developers will only design to the minimum, no greater and no less. The City has to establish a high bar for design.	9/1/2021	Policy LUH 1.4 calls for a Small Area Plan for the West Shaw Avenue Town Center, which can include design standards. The Small Area Plan will help refine and implement the vision of West Shaw Avenue as a defining place for the West Area that is centered on green space and transit-oriented development.	n/a

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
26-02	2	Y	Keith Woodcock		Designs for subdivisions need to include higher standards for parks. Planning for a new large park in the plan area is appreciated, but that park doesn't meet the neighborhood needs. Recommend to establish a requirement that 85 percent of residential units be located within 1/4 mile of a park.	9/1/2021	Staff will amend Policy PF 1.1 to read: "Meet the General Plan standard for at least three acres of parkland per 1,000 residents for parks less than 40 acres in size and strive to provide park space within a 1/4 mile walk of at least 85 percent of all existing and future residential units." Staff will update the suggested measurements for PF 1.1 to include: "% pop within 1/4 mile walk to park." Staff will also amend PF 1.5 to read: Encourage the inclusion of neighborhood-serving amenities such as playgrounds, dog runs, picnic tables, barbeques, benches, and produce-growing community gardens in new residential subdivisions; and review Development Code requirements to incorporate such amenities.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
26-03	2	Y	Keith Woodcock		Financing a large park such as the proposed park is difficult. Setting up a benefit assessment district is important. Require developers to agree to the district if they want their project approved. Parks are an important part of quality of life.	9/1/2021	Developers are currently required to provide park space or pay an in-lieu fee per Section 15-3701-J of the Development Code . Rather than a Benefit Assessment District, staff suggests consideration of an Enhanced Infrastructure Financing District and will add Policy I 1.2 to Chapter 6 of the Plan, to read: "Investigate the establishment of an Enhanced Infrastructure Financing District (EIFD) for the West Area to financially support the development of parks, trails, and open space and to address critical infrastructure gaps for active transportation."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
26-04	4	N	Keith Woodcock		Concern about the proposed concentration of the higher density housing along the Veterans Blvd. This is most likely where the affordable housing development would occur. This raises potential social justice issues. It appears to limit where lower income families could live within the West Area.	9/1/2021	Staff appreciates this concern. The realignment of higher density designations along the Catalytic Corridors (Shaw Avenue, Ashlan Avenue, Veterans Boulevard, Shields Avenue, Clinton Avenue, and Blythe Avenue) is intended to provide better access to transit and amenities. The Corridors are distributed through the Plan Area. The Plan is also supportive of Missing Middle housing and Staff is working on a series of programs to help increase affordable, lower density housing production, such as the Accessory Dwelling Unit (ADU) program which will provide five free, pre-approved ADU plans.	n/a

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
26-05	4	N	Keith Woodcock		Design is an important component to quality development. The City needs to raise the bar on design and hold development to that higher standard. The West Area plan is a great start.	9/1/2021	Comment appreciated.	n/a
26-06	4	N	Keith Woodcock		Look at the concepts regarding "The missing middle" and integrate them into the land use plan for the West Area. Look at subdivision designs and where higher density can occur rather than putting it in one place. A question is does this concentration of higher housing density work to protect single family housing and thus continue economic segregation and stratification?	9/1/2021	The Plan is supportive of Missing Middle housing, which is discussed in Chapter 5. The Development Code is also being reviewed to remove potential barriers to Missing Middle housing development. The realignment of denser uses to the Catalytic Corridors is intended to provide better access to transit and amenities. The Corridors are distributed through the Plan Area.	n/a
26-07	1	N	Keith Woodcock		I recommend that a Social justice element to the West Area Plan be included. It's not just the numbers. It's about people and the quality of life.	9/1/2021	Staff appreciates this comment. While there is not a specific chapter on Social Justice within the Plan, Staff has taken care to consider social justice throughout the Plan, reflecting these values in the Plan's Goals and Policies.	n/a
27-01	3	N	Mohamad Annan		Request to change owned parcel (APN 433-090-24S) from Medium High Density Residential to High Density Residential.	4/22/2021	This request will be considered for recommendation by the Steering Committee.	See Land Use Change Request Matrix
28-01	2	Y	Sheila Krebs		Suggestion to extend Gettysburg Avenue to Golden State Boulevard to help with decongestion of Ashlan Avenue.	8/30/2021	This extension is planned. In addition, staff will modify IPR 1.11 to read: "Improve multimodal transportation access across Highway 99 by a) completing the Veterans Boulevard interchange project and the underpass at West Gettysburg Avenue, b) consider updating the ATP and General Plan to include potential future multimodal crossings (such as an extension of Cornelia Avenue either across Highway 99 or from Shaw to the future undercrossing at Gettysburg Avenue), and c) update Golden State Avenue in the ATP and General Plan to have enhanced bike facilities."	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
28-02	4	N	Sheila Krebs		Would like to see more shopping centers, such as Lowe's or Home Depot.	8/30/2021	The proposed land use map will include designations that allow for both shopping centers and home improvement stores. These include Community Commercial, Commercial Regional, Commercial General, and Light Industrial.	n/a
28-03	4	N	Sheila Krebs		Would like to see medical facilities- hospitals not clinics. Building a hospital would decongest Fresno community center.	8/30/2021	The proposed land use map will include designations that allow for hospitals. These include Corridor/Center Mixed-Use, Community Commercial, Commercial Regional, Commercial General, Office, Business Park, Light Industrial, and Public & Institutional.	n/a

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
28-04	4	N	Sheila Krebs		Would like to see more fire stations in our area.	8/30/2021	Although not a new station, the permanent location for Fire Station 18 is under construction at 6605 West Shaw Avenue.	n/a
29-01	1	Y	Staff	City of Fresno Long Range Planning	Inside Cover - Update text: Public Draft		New text to read: Revised Public Draft	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
29-02	1	Y	Staff	City of Fresno Long Range Planning	Inside Cover - Add Plan webpage URL to inside cover.		Added text to read: www.fresno.gov/westareaplan	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
29-03	1	Y	Staff	City of Fresno Long Range Planning	Section 1.2.B, pg. 7 - Update text: In 1912 James Clayton Forkner moved to Fresno and helped establish Highway City, a neighborhood for industrial and farm workers that derives its name from its location straddling Highway 99.		New text to read: An early West Area community is Highway City, a neighborhood of industrial and farm workers that derives its name from its location straddling Highway 99.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
29-04	1	Y	Staff	City of Fresno Long Range Planning	Section 3.4.A, pg. 67 - Update text: It is only required when the existing well runs dray, is abandoned, or otherwise becomes unusable.		New text to read: It is only required when the existing well runs dry, is abandoned, or otherwise becomes unusable.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
29-05	1	Y	Staff	City of Fresno Long Range Planning	Section 4.2.B, pg. 81 - Update text: Some amenities on the community wish list include lighted athletic facilities, picnic tables and benches, paved trails, playgrounds with universally accessible equipment, an indoor gym, chess/checkers tables, tennis courts, a putting green, fitness equipment for adults and kids, a concert amphitheater, basketball courts, practice fields, and pickle ball courts.		New text to read: Some amenities on the community wish list include lighted athletic facilities, picnic tables and benches, paved trails, playgrounds with universally accessible equipment, an indoor gym, chess/checkers tables, tennis courts, a putting green, fitness equipment for adults and kids, a concert amphitheater, basketball courts, practice fields, and pickle ball courts. The park could also contain a visitor's center.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
29-06	1	Y	Staff	City of Fresno Long Range Planning	Section 1.6, pg. 32 - Update text: Walking distance is key, as it is economical and enhances both physical, mental, and emotional health.		New text to read: Walking distance is key, as it is economical and enhances physical, mental, and emotional health.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
29-07	3	N	Staff	City of Fresno Long Range Planning	During the District 1 Project Implementation Review Committee meeting on 05.06.2021, Staff learned that - in response to community requests - the developer for APN 512-021-26 is retaining a portion of the existing Community Commercial designation. Staff proposes an amendment to the Specific Plan Proposed Land Use map to be consistent with this action.		This request will be considered for recommendation by the Steering Committee.	See Land Use Change Request Matrix
29-08	3	N	Staff	City of Fresno Long Range Planning	During the District 3 Project Implementation Review Committee meeting on 04.27.2021, staff heard concerns regarding the loss of commercially designated land in the area near Bryan and Shields Avenue. In response to this, Staff proposes that APNs 312-052-14 and 312-052-48 be redesignated as either Neighborhood Mixed Use or Community Commercial.		This request will be considered for recommendation by the Steering Committee.	See Land Use Change Request Matrix
29-09	3	N	Staff	City of Fresno Long Range Planning	Staff proposes an amendment to the Specific Plan Proposed Land Use move the commercial designation from existing rural residential homes at the intersection of Ashlan and Hayes and place on the currently vacant APN 510-021-30, located at the northeast corner of Ashland and Hayes.		This request will be considered for recommendation by the Steering Committee.	See Land Use Change Request Matrix
29-10	2	Y	Staff	City of Fresno Long Range Planning	LUH 3.2 - Update text for consistency with Chapter 3: Update the Development Code to permit limited, small-scale neighborhood commercial uses within all residential districts, with restrictions on the sale of items such as liquor, tobacco, and other adult products.		New text to read: Consider updating the Development Code to permit limited, small-scale neighborhood commercial uses within all residential districts, with restrictions on the sale of items such as liquor, tobacco, and other adult products.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
29-11	1	Y	Staff	City of Fresno Long Range Planning	Inside back cover - Update Planning Commission Members, Staff, and Steering Committee on back inside cover.		Text will be updated.	Incorporated into Revised Public Draft & Planning Commission Draft.
29-12	2	Y	Staff	City of Fresno Long Range Planning	IPR 1.2 - Update text to be more inclusive of potential upgrades to school routes: Collaborate with Central Unified School District and Fresno County to support Safe Routes to Schools by collecting family travel data, prioritizing infrastructure improvements near schools, and promoting annual Walk & Bike to School Days to encourage active transportation.		New text to read: Collaborate with Central Unified School District and Fresno County to support more complete routes to schools by collecting family travel data, prioritizing infrastructure improvements near schools, and promoting annual Walk & Bike to School Days to encourage active transportation.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
29-13	1	Y	Staff	City of Fresno Long Range Planning	On page 47, update the narrative update text from "safer routes" to "improved routes."		Text will be updated.	Incorporated into Revised Public Draft. Steering Committee voted on Consent to approve on 02/03/2022.
29-14	2	Y	Staff	City of Fresno Long Range Planning	Update LUH 5.1 per request from FMFCD (via EIR comment letter)	4/20/2022	"Permanent on-site flood control/drainage facilities" will be replaced with "rain gardens."	Incorporated into Revised Public Draft. Note: this change was submitted after the last Steering Committee meeting.
29-15	1	Y	Staff	City of Fresno Long Range Planning	Update Map 5-3 to include previously missing parcel.	4/20/2022	Map 5-3 will be updated.	Incorporated into Revised Public Draft. Note: this change was submitted after the last Steering Committee meeting.
29-16	2	Y	Staff	City of Fresno Long Range Planning	Add Policy I 1.3 "Any substantial changes to the policies of this Plan shall occur through a robust public engagement process, which shall minimally include a) notifying community members in the Plan Area of proposed changes via direct mail, b) at least two community meetings, and c) solicitation of formal recommendations of the Specific Plan Implementation Committee and all District Review Committees representing the Plan Area."	6/2/2022	Policy I 1.3 will be added.	Policy added in the Planning Commission Draft. Note: this change was submitted after the last Steering Committee meeting and District Committee meetings.
29-17	1	Y	Staff	City of Fresno Long Range Planning	Add text to the Glossary: Community Meeting. A meeting held in the Plan Area that is widely noticed at least two weeks prior to the meeting date. Substantial Changes. In reference to policies: changes that alter or amend the intent of the policy as written, as determined by the City Attorney's Office. This definition is not inclusive of minor revisions (i.e. fixing typos or improving clarity of the language).	6/2/2022	The text will be added.	Text added in the Planning Commission Draft. Note: this change was submitted after the last Steering Committee meeting and District Committee meetings.

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
29-18	1	Y	Staff	City of Fresno Long Range Planning	Modify the language of PF 1.10 to the following in order to clarify which side of the Herndon Canal the trail will be aligned: "Develop the Herndon Canal as a Class I trail, on the north side of the canal west of Veteran's and on the south side east of Veteran's, and integrate it within the proposed regional park site while requiring new development abutting the segment between Highway 99 and Veteran's Boulevard to provide open space and active frontage (i.e. front doors, windows, balconies, etc.) to support active use and safety for the trail."	6/13/2022	The policy will be modified.	Policy added in the Planning Commission Draft. Note: this change was submitted after the last Steering Committee meeting and District Committee meetings.
30-01	3	N	Ricky Dhaliwal	Ekram Construction	Request to change owned parcel (APN 512-130-14) from Office to Neighborhood Mixed-Use.	11/12/21 | 02/18/22	This request will be considered for recommendation by the Steering Committee.	See Land Use Change Request Matrix
31-01	3	N	Sanktokh Dhillon		Request to change owned parcel (APN 511-021-13) from Medium Density Residential to Community Commercial.	1/25/2022	This request will be considered for recommendation by the Steering Committee.	See Land Use Change Request Matrix
32-01	4	N	Caroline Hamett		Request to remove neighborhood north of Bullard and west of Grantland from the Plan Area. The requestor wishes to remain in the County.	3/23/2022	This area is currently under the jurisdiction of the County, but is located within the City's Sphere of Influence (SOI). As a matter of planning practice, the City prescribes land uses to all land within its SOI, however, this Specific Plan does not propose any annexations, which would be administered under a separate process.	n/a. Note: this request was submitted too late to be considered by the Steering Committee.
SC-01	1	Y	Steering Committee	West Area Neighborhoods Steering Committee	Motion: Add a bullet to the parks and trails section of the Guiding Principles to read "Increase the tree canopy to improve air quality and health outcomes for residents while enhancing neighborhood streetscapes."	2/3/2022	n/a	Incorporated into Revised Public Draft per Steering Committee vote on 02/03/2022.
SC-02	2	Y	Steering Committee	West Area Neighborhoods Steering Committee	Motion: Modify PF 1.14 to read: Through conditions of approval or other mechanisms and strategies, ensure the preservation and promotion of the José Garcia Adobe and other historic resources in the West Area.	3/7/2022	n/a	Incorporated into Revised Public Draft per Steering Committee vote on 03/07/2022.
SC-03	1	Y	Steering Committee	West Area Neighborhoods Steering Committee	Motion: Remove Section 2.5.A	2/3/2022	n/a	Removed from the Revised Public Draft per Steering Committee vote on 02/03/2022. See also 11-8.

Comment ID	Category	Change?	Name	Organization	Summarized Comment/Question	Date	Staff Response	Status
SC-04	2	Y	Steering Committee	West Area Neighborhoods Steering Committee	Motion: Add language "(i.e. leapfrog development)" to policy LUH 1.1. The policy to is read: LUH 1.1 Continue to implement policies that encourage orderly development and discourage premature development (i.e. leapfrog development) of land near the planned urban fringe.	2/3/2022	n/a	Updated policy language incorporated in the Revised Public Draft per Steering Committee vote on 02/03/2022. See also 24-10.
SC-05	1	Y	Steering Committee	West Area Neighborhoods Steering Committee	Motion: Add summary page for Catalytic Corridors and text: The Corridors will have distinct themes, but consistent elements that provide visual clues (alongside land use designations) that will promote the Catalytic Corridors as the neighborhood hubs of the West Area. The elements for each Corridor can include a focus on pedestrian environments with trees and wide sidewalks; unique landscaping; and local-serving retail that is comfortably accessed by walking and biking from the adjacent neighborhoods.	3/7/2022	n/a	New summary page and text incorporated into Revised Public Draft. Steering Committee voted to approve on 03/07/2022. See also 12-18.
SC-06	1	Y	Steering Committee	West Area Neighborhoods Steering Committee	Motion: The Catalytic Corridor from be moved from Blythe to Brawley between Ashlan and Clinton and a Catalytic Corridor be created on Shields between Hayes and Grantland.	3/7/2022	n/a	Incorporated into Revised Public Draft per Steering Committee vote on 03/07/2022. See also 12-19.
SC-07	2	Y	Steering Committee	West Area Neighborhoods Steering Committee	Motion: Remove Policy LUH 2.2	2/3/2022	n/a	Removed from the Revised Public Draft per Steering Committee vote on 02/03/2022. See also 12-11 and 24-14.

West Area Neighborhoods SPECIFIC PLAN

West Area Neighborhoods Specific Plan
Public Review Draft
Comment Letter Table of Contents

Letter #	Name	Organization	Date
1	Anonymous		8/26/2021
2	Anonymous		8/31/2021
3	April Henry	Highway City Community Development, Inc	6/4/2021
4	Bill Brouhard	Guillion, Inc.	8/19/2020
5	Bill Diedrich		5/5/2021
6	Bonique Emerson	Precision Civil Engineering	8/31/2021
7	Brian Clements	San Joaquin Valley Air Pollution Control District	9/1/2021
8	Brian Johnson		4/23/2021
9	Bruce O'Neal	Tree Fresno	8/27/2021
10	Carol Underhill		4/6/2021
11	Cathy Caples	West Area Neighborhoods Steering Committee	7/19/2021
12	Daniel Brannick		9/21/2021
13	Daniel Brannick		11/12/2021
14	David Lantis		9/22/2021
15	David Padilla	Caltrans District 6	8/6/2021

Letter #	Name	Organization	Date
16	Dirk Poeschel	Land Development Services, Inc.	5/25/2021
17	Elisa Bilios	Forgotten Fresno	5/19/2021
18	Eric Gibbons	Wathen Castanos Homes	5/4/2021
19	Eric Payne	West Area Neighborhoods Steering Committee	4/22/2021
20	Eric Payne	West Area Neighborhoods Steering Committee	7/21/2021
21	Holly Warren		7/1/2021
22	Janie Baxter	A1 Truck Driving School	2/24/2021
23	Jeff Roberts	Assemi Group	6/28/2021
24	Jeff Roberts	Assemi Group	6/30/2021
25	John Mlotkowski		8/27/2021
26	Keith Woodcock		9/1/2021
27	Mohamad Annan		4/22/2021
28	Sheila Krebs		8/30/2021
29	Staff	City of Fresno Long-Range Planning	
30	Ricky Dhaliwal	Ekam Construction	02/18/2022

Comment Letter Table of Contents

Letter #	Name	Organization	Date
31	Sanktokh Dhillon		01/25/2022
32	Caroline Hamett		03/23/2022

1	Anonymous		8/26/2021

[redacted]

COMPLETE

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

Page 1

Q1

Name / Nombre/ lub npe / ਨਾਮ:

[redacted]

Q2 — **Respondent skipped this question**

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

Q3 — **Respondent skipped this question**

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

Q4 — **Yes**

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

Q5 — **Advocate / Activista / Tus Sawv Cev / ਐਡਵੋਕੇਟ**

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

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

Q6

Page # / Página #Nplooj # / ਪੇਜ #:

54

Q7

Section / SecciónKoog / ਅਨੁਭਾਗ:

3.2.B

Q8

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

Bike Paths

Q9

Comment / Comentario / Lus Hais / ਟਿੱਪਣੀ:

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

Q10

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

Skip to end / Saltar al final / Hla mus rau tom kawg / ਅੰਤ ਨੂੰ ਛੱਡੋ

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

Q11

Page # / Página #Nplooj # / ਪੇਜ #:

Respondent skipped this question

Q12

Section / SecciónKoog / ਅਨੁਭਾਗ:

Respondent skipped this question

2	Anonymous		8/31/2021

[redacted]

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

Page 1

Q1

Name / Nombre/ lub npe / ਨਾਮ:

[redacted]

Q2 **Respondent skipped this question**

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

Q3 **Respondent skipped this question**

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

Q4 **Yes**

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

Q5 **Resident / Residente / Neeg Nyob / ਨਿਵਾਸੀ**

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

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

Q6 **Respondent skipped this question**

Page # / Página #Nplooj # / ਪੇਜ #:

Q7 Respondent skipped this question

Section / SecciónKoog / ਅਨੁਭਾਗ:

Q8 Respondent skipped this question

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

Q9

Comment / Comentario / Lus Hais / ਟਿੱਪਣੀ:

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

Q10 Respondent skipped this question

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

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

Q11 Respondent skipped this question

Page # / Página #Nplooj # / ਪੇਜ #:

Q12 Respondent skipped this question

Section / SecciónKoog / ਅਨੁਭਾਗ:

Q13 Respondent skipped this question

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

Q14 Respondent skipped this question

Comment / Comentario / Lus Hais / ਟਿੱਪਣੀ:

3	April Henry	Highway City Community Development, Inc	6/4/2021

www.highwaycitycd.com
Center # 559-578-8991
HCCD is a local 501c3 nonprofit
Serving in the community since 1997

Community Resource Center
4718 N. Polk Ave, Fresno CA 93722
April Henry- Executive Director/President
april@highwaycitycd.com

HIGHWAY CITY
Community Development
Helping People Help Themselves

June 4, 2021

TO: City Planning & Council District 1
RE: Re-zoning of APN 510-030-23

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

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

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

April Henry ~ Executive Director, HCCD

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

GUILLON BROUHARD REAL ESTATE
BROKERAGE | DEVELOPMENT | CONSTRUCTION | MANAGEMENT

August 19, 2020

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

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

Sophia;

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

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

Zoning Designation Change

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

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

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

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

2550 LAKEWEST DRIVE SUITE 50 ▪ CHICO CA 95928 ▪ (530) 893-1277 T
BILL@GBREALESTATE.NET ▪ WWW.GBREALESTATE.NET

CEQA & Specific Plan Process

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

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

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

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

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

Had we been aware of the City's effort to process the Specific Plan of the West Area we would have been active participants; such is the predicament for non-resident investors. Once again, we very much appreciate your and the City's consideration of our requests. If in the mean time you have any questions, please feel free to contact me at bill@gbrealestate.net or at (530) 624-0951.

Respectfully,

Bill Brouhard
Co-Owner

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

September 1, 2020

Dear Neighbor;

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

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

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

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

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

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

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

Best Regards,

BB

Bill Brouhard
Co-Owner

5	Bill Diedrich		5/5/2021

From: Bill Diedrich
To: Casey Lauderdale
Subject: West Area Plan
Date: Saturday, May 1, 2021 6:08:27 PM

External Email: Use caution with links and attachments

Dear Casey,

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

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

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

Best,
Bill Diedrich
[redacted]

6	Bonique Emerson	Precision Civil Engineering	8/31/2021

PRECISION CIVIL ENGINEERING, INC

1234 O Street
Fresno, CA 93721
(559) 449-4500

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

Dear Steering Committee Members:

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

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

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

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Fresno, CA 93721
(559) 449-4500

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

1. Site Description

Site Location

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

Site Setting

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

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

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

Land Use and Zoning

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

PRECISION CIVIL ENGINEERING, INC
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Figure 1. Subject Property

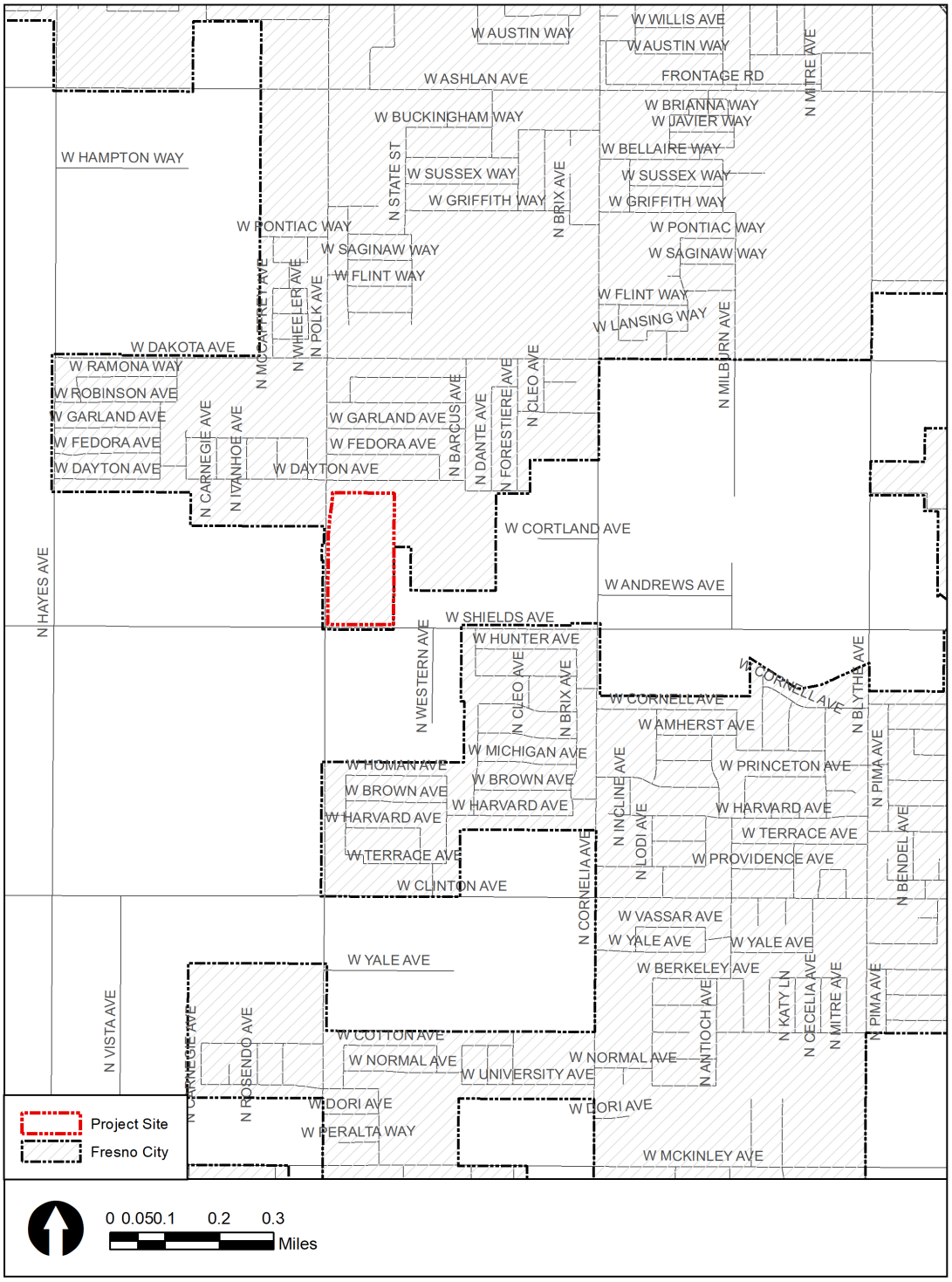

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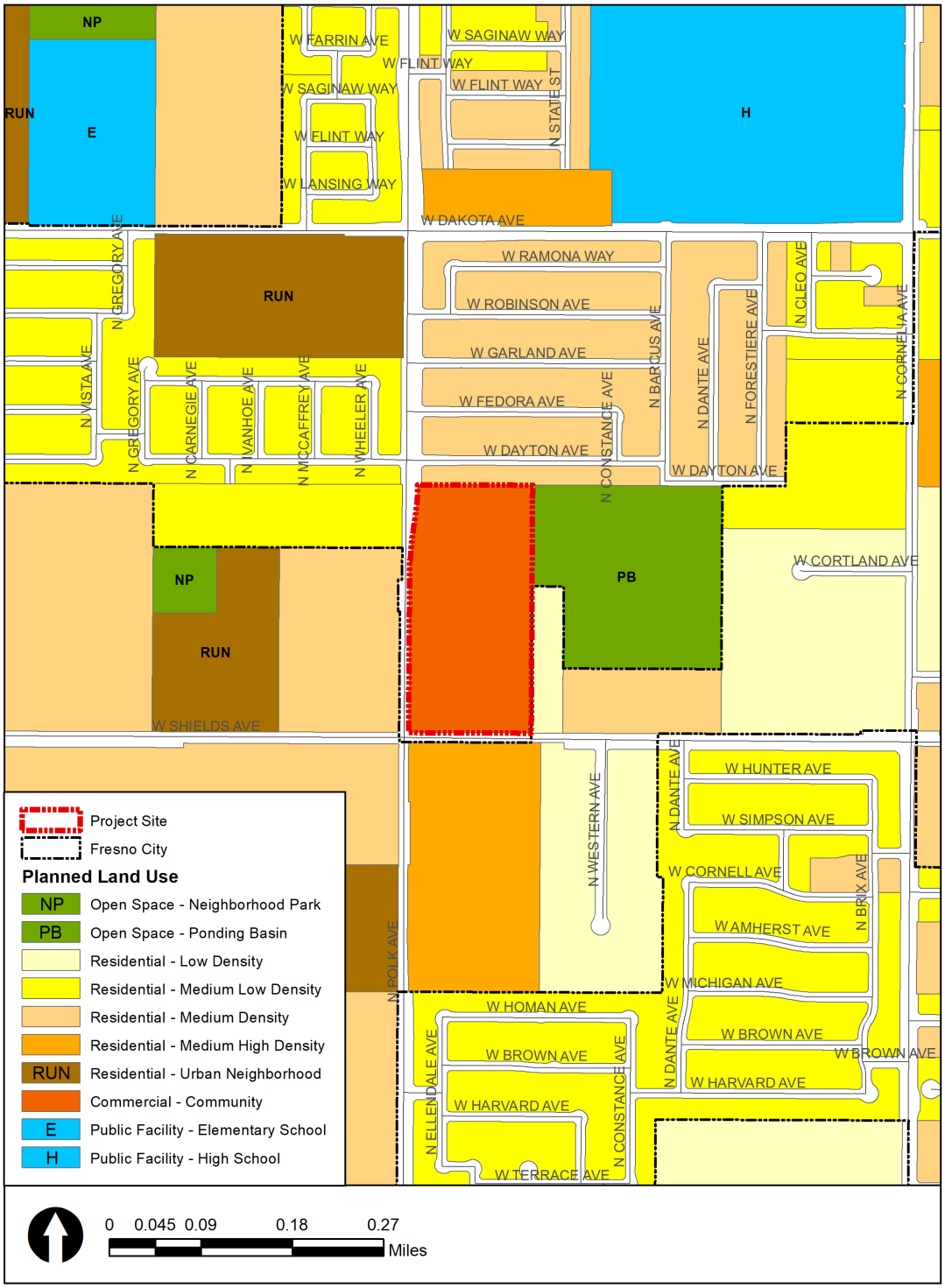
Figure 2. Planned Land Use Designation



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2. Reasons for Proposed Land Use Change

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

- **The ever-changing retail landscape does not support development of a new 18-acre retail shopping center.** E-Commerce giants such as Amazon, and online or app-based delivery options such as Instacart and Doordash have changed the retail landscape. Since the 2008 recession, brick and mortar retail demand per capita has been contracting not expanding with the trend having accelerated as a result of the pandemic. Developers are re-purposing older retail properties to accommodate non-retail uses. Though grouped shopping trips remain popular within certain regional retail centers that offer a wide array of cross shopping options, many malls, "Big Box Retail" and Regional Centers are being redeveloped with new purposes. All market dynamics governing retail development, from tenant demographic requirements to increasingly rigorous commercial financing standards, are making retail development increasingly difficult and less profitable. As a result, very few "ground up" projects are being developed even in densely populated regions that would have supported additional retail development just a few years ago. "Ground up" retail centers have languished and will languish for the foreseeable future. This is especially true for commercially planned sites that are not located on main commuter traffic corridors, central to existing residents, or at the outermost edges of a retail trade area. Macro and micro-economic market demands, not zoning designations drive the viability of commercial uses.

- **Site's location and surrounding conditions align with incidental neighborhood-scale commercial uses vs destination community-scale commercial uses.** The Draft West Area Specific Plan introduces "catalytic corridors" whereby orderly and consistent development of higher density uses is encouraged along West Shaw Avenue, West Ashlan Avenue, Veterans Boulevard, West Clinton Avenue, and North Blythe Avenue (Map 3-1, Page 50). These corridors are envisioned to be "vibrant, highly walkable areas with broad sidewalks, trees and other landscaping, and local-serving uses" (Page 43). The nearest proposed catalytic corridors to the subject site are located one (1) mile east (intersection of North Blythe and West Shields Avenues) and three quarters of a mile north (intersection of North Polk and West Ashland Avenues). Because the subject site is not located along an identified catalytic corridor, a large community serving retail center does not make sense. There is no direct access to the freeway and the property is on the fringe of plan area and is thus difficult to market to retail uses. The site is better suited for small neighborhood-serving incidental retail uses vs. a community or neighborhood retail center.

- **More than 30 years of actively marketing the site to retail tenants have generated no leads or future interest.** The owners of the subject site, DBO Development Company, purchased it with the intent of developing a neighborhood retail center to follow the retail center that they developed at Shields and Brawley

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

- **The requested change is consistent with the surrounding changes in the West Area Neighborhoods Specific Plan.** When viewing the Specific Plan of the West Area Slider Map, it is very clear that the direction of the committee is to reduce density. Unfortunately, reducing density in this area will only make the likelihood of a large commercial center less feasible. Retail needs rooftops. A single-family neighborhood on the fringe of the city will not support a large commercial shopping center.

- **There is current market demand for housing at this site.** Retail land values are substantially greater than residential land values, as such, the owner of the Property has an economic incentive to prioritize retail use of the property over residential. If there was any hope of achieving a higher land value from community commercial development as proposed by the current zoning designation, the owner would do so. There is not. Instead, the owner is requesting a use designation that is aligned with the realities of current and future market demand. Toward the goal of realizing some development of land that was recently annexed into the City and helping to satisfy a shortage of new housing locally and regionally, the owner of the property has reached agreement on terms for a sale of the property to KB Home. KB has extensive experience developing houses within the City and throughout the US, building an approachable, high quality product. As such, the change in land use designation responds to actual not theoretical interest in advancing the goals of the Specific Plan and the City.

3. Proposed Land Use Change

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

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

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

Fresno General Plan

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

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

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

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

Draft West Area Specific Plan

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

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

- *LUH 1.3 Promote development of vacant, underdeveloped, re-developable land within the Plan Area where existing and planned public infrastructure is available.*

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

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

- *LUH 3.1. Attract desired and needed local retail establishments to serve the needs of the West Area community, such as grocery stores, bakeries, restaurants (other than fast food places), and boutiques.*

- *LUH 3.2. Consider updating the Development Code to permit limited, small-scale neighborhood commercial uses within all residential districts, with restrictions on the sale of items such as liquor, tobacco, and other adult products.*

- *LUH 3.3. Support the co-location of community centers, such as libraries, within retail nodes to increase mutually supportive pedestrian activity.*

- *LUH 3.4. Encourage the development of more adaptable retail formats, such as open-air markets or stores with smaller square footage, especially where such formats provide affordable space for local entrepreneurs and contribute to walkable and lively commercial nodes.*

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

Conclusion

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

7	Brian Clements	San Joaquin Valley Air Pollution Control District	9/1/2021

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING

September 1, 2021

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

Project: Draft West Area Neighborhoods Specific Plan (WANSP)

District CEQA Reference No: 20210443

Dear Ms. Lauderdale:

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

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Executive Director/Air Pollution Control Officer

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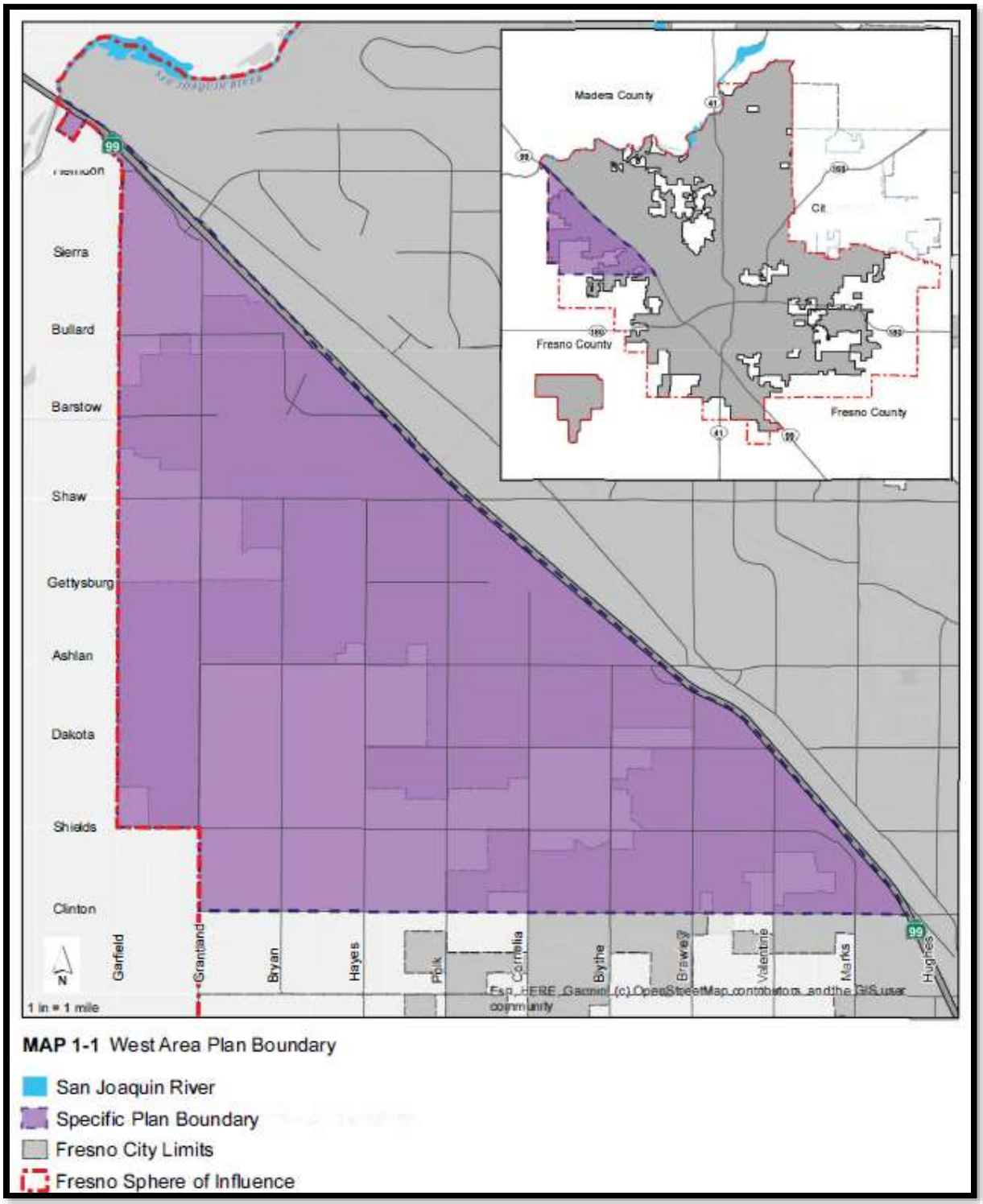
Figure 1: Boundaries of Fresno's West Area Neighborhoods Specific Plan (WANSP)



The District offers the following comments regarding the Project:

1) Land Use Planning

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

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

In addition, the District recommends that the WANSP incorporate strategies that will advance implementation of the best practices listed in Tables 5 and 6 of CARB's Freight Handbook Concept Paper, to the extent feasible. This document compiles best practices designed to address air pollution impacts as "practices" which may apply to the siting, design, construction, and operation of freight facilities to minimize health impacts on nearby communities. The concept paper is available at:
https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf

2) Project Siting

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

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

- CARB's Air Quality and Land Use Handbook: A Community Health Perspective. The document includes tables with recommended buffer distances associated with various types of common sources (e.g. distribution centers, chrome platers, gasoline dispensing facilities, etc.), and can be found at: https://ww3.arb.ca.gov/ch/handbook.pdf

- CARB's Freight Handbook Concept Paper: This document compiles best practices designed to address air pollution impacts, which may apply to the siting, design, construction, and operation of freight facilities to minimize health impacts on nearby communities, and can be found at: https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf

3) Truck Routing

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

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

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

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

5) Under-fired Charbroilers

Potential future development projects for restaurants with under-fired charbroilers may pose the potential for immediate health risk, particularly when located in densely populated areas or near sensitive receptors. Since the cooking of meat can release carcinogenic PM2.5 species, such as polycyclic aromatic hydrocarbons, controlling emissions from new under-fired charbroilers will have a substantial positive impact on public health. The air quality impacts on neighborhoods near restaurants with under-fired charbroilers can be significant on days when meteorological conditions are stable, when dispersion is limited and emissions are trapped near the surface within the surrounding neighborhoods. This potential for neighborhood-level concentration of emissions during evening or multi-day stagnation events raises air quality concerns.

Furthermore, reducing commercial charbroiling emissions is essential to achieving attainment of multiple federal PM2.5 standards and their associated health benefits in the community. Therefore, the District recommends that the WANSP include a measure requiring the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers. The District is available to assist the City and project proponents with this assessment. Additionally, the District is currently offering substantial incentive funding that covers the full cost of purchasing, installing, and maintaining the system during a demonstration period covering two years of operation. Please contact the District at (559) 230-5800 or technology@valleyair.org for more information, or visit: http://valleyair.org/grants/rctp.htm

6) Vegetative Barriers and Urban Greening

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

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

7) Solar Deployment in the Community

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

8) Electric Vehicle Chargers

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

Please visit www.valleyair.org/grants/chargeup.htm for more information.

9) Nuisance Odors

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

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

10) District Rules and Regulations

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

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

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

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

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

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

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

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

10b) District Rule 9510 (Indirect Source Review)

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed

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

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

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

District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two tons of NOx or two tons of PM.

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

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

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

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

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

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

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

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

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

10e) District Regulation VII – Fugitive PM10 Prohibitions

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

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

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

10f) Other District Rules and Regulations

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

11) WANSP Environmental Assessments

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

11a) Criteria Pollutant Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM2.5) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM10, PM2.5 standards.

As such, the District recommends that the future environmental assessments stipulate that development projects within the WANSP identify and characterize project construction and operational air emissions. The District recommends the air emissions be compared to the following CEQA significance thresholds for annual emissions of criteria pollutants: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter with an aerodynamic diameter less than or equal to a nominal 10 or 2.5 microns (PM10 or PM2.5). The District recommends that future proposed projects be mitigated to the extent feasible, and that future proposed projects with air emissions above the aforementioned thresholds be mitigated to below these thresholds.

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

- **Construction Emissions**

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

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

construction equipment, including the latest tier equipment as feasible.

- **Operational Emissions**

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

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

- **Recommended Model for Quantifying Air Emissions**

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

11b) Cleanest Available HHD Trucks

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NOx emissions in the San Joaquin Valley. The District's ARB-approved 2018 PM2.5 Plan includes significant new reductions from HHD Trucks, including emissions reductions by 2023 through the implementation of CARB's Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 standard of 0.2 g-NOx/bhp-hr by 2023. Additionally, to meet federal air quality attainment standards, the District's Plan relies on a significant and immediate transition of HHD truck fleets to zero or near-zero emissions technologies, including the near-zero truck standard of 0.02 g/bhp-hr NOx established by CARB.

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

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

- *Recommended Measure*: Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhp-hr NOx) technologies.

- *Recommended Measure*: All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.

11c) Reduce Idling of HHD Trucks

The goal of this strategy is to limit the potential for localized PM2.5 and toxic air contaminant impacts associated with failure to comply with the state's HHD anti-idling regulation (e.g. limiting vehicle idling to specific time limits). The diesel exhaust from excessive idling has the potential to impose significant adverse health and environmental impacts. Therefore, the WANSP should deploy strategies to ensure compliance of the anti-idling regulation, especially near sensitive receptors, and discuss the importance of limiting the amount of idling within the WANSP.

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

11d) Health Risk Screening/Assessment

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

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the facility, including multi-year construction, as well as ongoing operational activities of the facility. Note, two common sources of TACs can be attributed to diesel exhaust emitted from HHD off-road earth moving equipment during construction, and from ongoing operation of HHD on-road trucks. A list of TACs identified by OEHHA/CARB can be found at:
https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-

contaminants

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

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:
http:www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS

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

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

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

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

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

- Visiting the Districts modeling guidance website at: http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm.

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

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

- Projects whose proposed locations are within the established buffer distances identified in CARB's handbook located at https://ww3.arb.ca.gov/ch/handbook.pdf

- Projects whose land uses are not specifically identified in ARB's handbook (such as shopping centers), but there is sufficient information to reasonably conclude that sensitive receptors would be exposed to significant sources of toxic air contaminants; and

- Projects that would otherwise appear to be exempt from CEQA requirements, but there is sufficient information to reasonably conclude that sensitive receptors would be exposed to significant sources of toxic air contaminants, such as industrial use projects allowed by right.

11e) Ambient Air Quality Analysis

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

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

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

www.valleyair.org/ceqa.

11f) Voluntary Emission Reduction Agreement (VERA)

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

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

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

12) Future Projects / Land Use Agency Referral Documents

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

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

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

Sincerely,

Brian Clements
Director of Permit Services

For Mark Montelongo
Program Manager

8	Brian J ohnson		4/23/2021

April 23, 2021

Dear Planning Members,

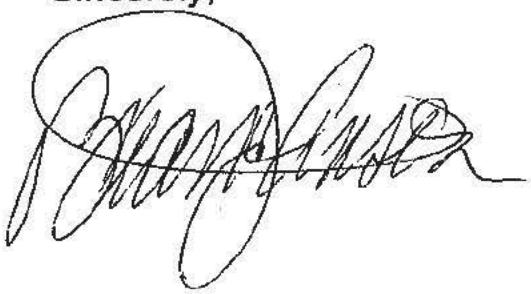
I am writing this letter to offer my opinion regarding the use of land in a particular section of your West Area Plan. My home and property abut the west side of a Fresno Metropolitan Flood Control District ponding basin located on W. Barstow between N. Grantland and N. Garfield. The area of development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

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

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

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

Sincerely,



Brian Johnson

[redacted]

[redacted]

[redacted]

RIO BELLEZA BIRD SIGHTINGS

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

4/23/2021

RIO BELLEZA BIRD SIGHTINGS

11/27/14	41. American Goldfinch	Jeannie spotted on the hummer pole then at the thistle feeders.
11/29/14	42. Canvasback	Seen at dawn on the pond by itself. 2/3/16; 12/10/16; 1/21/17; 12/17; 12/22/20;

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

RIO BELLEZA BIRD SIGHTINGS

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

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

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

August 27, 2021

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

SUBJECT: Comments on the Draft West Area Neighborhood Specific Plan

Ms. Lauderdale:

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

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

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

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

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

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

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

Sincerely,
Tree Fresno

Bruce O'Neal
Member of the Board of Directors

10	Carol Underhill		4/6/2021

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

External Email: Use caution with links and attachments

Thank you Casey. Very helpful.
My big concern is the development of a senior center on our West side. there are so many new schools being built in Central Unified and no place for Seniors to gather and not be lonely. it's sad as Fresno (this huge city) has no senior center—-look at Clovis,- very sophisticated senior center and building a new one. Shame on Fresno.
I'm a native of Fresno and use to be so proud of our city.
Thanks for listening, Carol Bowman Underhill

Sent from my iPad

> On Apr 6, 2021, at 11:00 AM, Casey Lauderdale <casey.lauderdale@fresno.gov> wrote:
>
> Hi Carol,
>
> So nice to meet you by email and thank you for reaching out. Right now the first set of meetings will be held online with the Zoom video conference platform. You can also call into the meeting, too. If you need any help accessing the virtual meetings, please let me know, I'd be happy to lend some support or even go through a test run.
>
> With regard to in-person meetings, we are still waiting for clearance to hold them safely and they will probably look a bit different than how they've been held in the past (with people gathered in one room for a presentation).
>
> Please do let me know your thoughts- it'd be really helpful to know what might work best to share information about the Plan.
>
> As we are working from home right now, I also want to offer my personal cell phone number, in case you'd like to connect over the phone. It's [redacted].
>
> -Casey
>
> -----Original Message-----
> From: Carol Underhill <[redacted]>
> Sent: Monday, April 5, 2021 4:50 PM
> To: Casey Lauderdale <casey.lauderdale@fresno.gov>
> Subject: West area specific plan I progress
>
> External Email: Use caution with links and attachments
>
>
> Hello, I am 83 and I would like to attend meetings. Please tell me where they are. Thank you very much Carol Underhill
>
> Sent from my iPhone

11	Cathy Caples	West Area Neighborhoods Steering Committee	7/19/2021

July 19, 2021

TO: Casey Lauderdale
City of Fresno

FROM: Cathy Caples
West Area Neighborhoods Steering Committee

RE: Comments to the Draft West Area Neighborhoods Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

12	Daniel Brannick		9/21/2021

West Area Neighborhood Specific Plan Comments

September 21, 2021

To: Casey Lauderdale, Planner III
City of Fresno, Development and Resource Management Department

Subject: West Area Neighborhoods Specific Plan – Public Review Draft

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

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

Notably Good Stuff:

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

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

Comments Regarding Specific Policies and Implementation Measurements:

Infrastructure & The Public Realm

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

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

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

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

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

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

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

Public Facilities

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

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

Land Use and Housing

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

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

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

> *LUH Goal 3: Create Complete Neighborhoods in the West Area that provide a variety of amenities within walking distance to meet the daily needs of residents.*
>
> *LUH 3.1: Attract desired and needed local retail establishments to serve the needs of the West Area community, such as grocery stores, bakeries, restaurants (other than fast food places), and boutiques <u>– with a special focus on Catalytic Corridors.</u>*
>
> *<u>LUH 3.1(a): Initiate formation of a group or committee – led by West Area community members with participation from City of Fresno staff, community groups, and community businesses – that works to identify specific types of retail and commercial development sought for the West Area, form ideas for specific projects, and promote their development</u>*.

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

LUH 3.8 – Consider rewriting this policy as proposed below:

> *~~Encourage use of a gridded street pattern in new development for optimal connectivity.~~*
>
> *<u>Encourage street patterns in new development that optimize connectivity, such as a gridded street pattern.</u>*

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

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

Comments Regarding Proposed Catalytic Corridors:

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

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

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

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

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

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

West Area Neighborhood Specific Plan Comments

Comments Regarding Contents of Maps and Figures:

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

Island Waterpark Drive

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

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

Park Space/Open Space Land Use Designations for New Subdivisions

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

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

Additional Project Ideas for Further Consideration

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

"Powerline Trail"

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

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

"Groundwater Recharge Greenway"

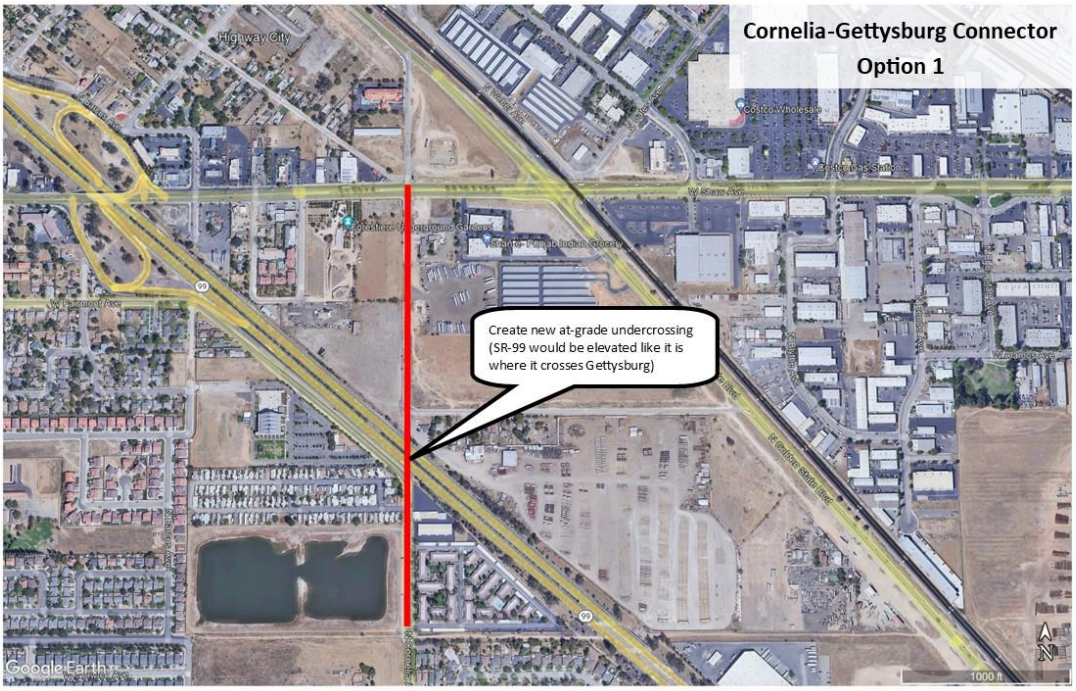
This idea involves planning for a large linear area capable of capturing groundwater and recharging the underlying aquifer. Such an area would ideally be located at the western edge of the West Area boundary so that it could offer recharge benefits to the West Area's neighboring agricultural areas while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

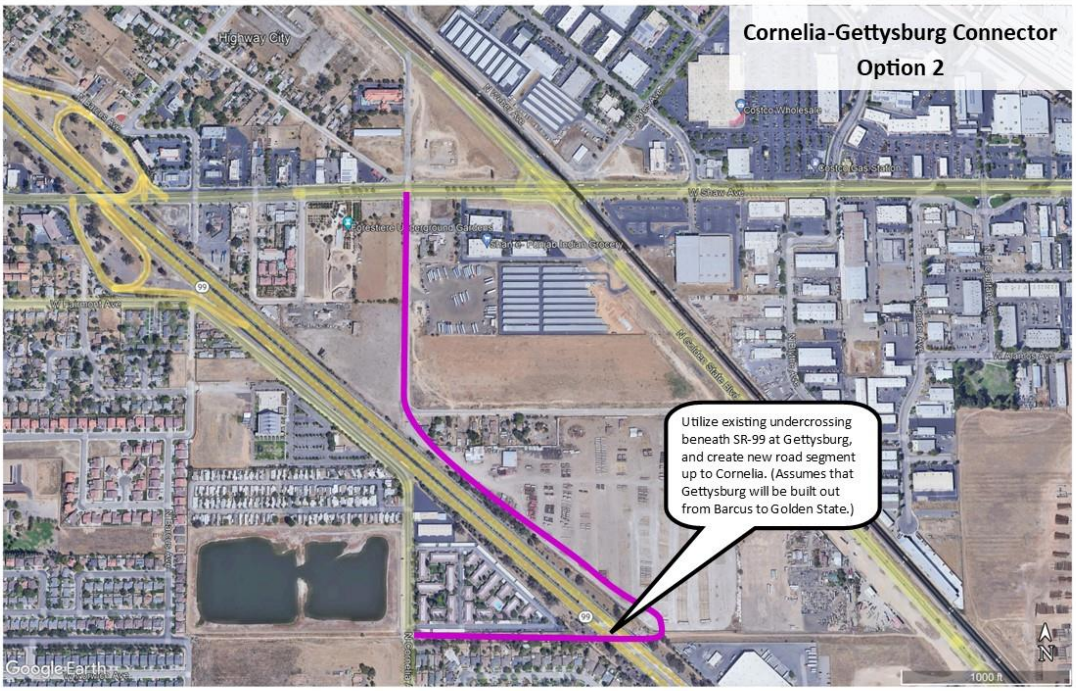
"Cornelia Connector Roadway"

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

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

(This space intentionally left blank.)


Cornelia-Gettysburg Connector
Option 1
Create new at-grade undercrossing (SR-99 would be elevated like it is where it crosses Gettysburg)
Google Earth
1000 ft


Cornelia-Gettysburg Connector
Option 2
Utilize existing undercrossing beneath SR-99 at Gettysburg, and create new road segment up to Cornelia. (Assumes that Gettysburg will be built out from Barcus to Golden State.)
Google Earth
1000 ft

"West Area-Downtown Transit"

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

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

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

"Container Farming Program"

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

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

Sincerely,

Daniel Brannick

13	Daniel Brannick		11/12/2021

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

External Email: Use caution with links and attachments

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

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

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

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

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

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

Thanks,
Daniel Brannick

14	David Lantis		9/22/2021

October 5, 2021

Casey Lauderdale
City of Fresno
Long Range Planning Division

Re: West Area Specific Plan Changes

To whom it may concern,

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

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

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

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

Sincerely,

David Lantis

15	David Padilla	Caltrans District 6	8/6/2021

California Department of Transportation

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

August 3, 2021

West Area Neighborhoods Specific Plan
Preliminary Review
https://ld-igr-gts.dot.ca.gov/district/6/report/23472#32614

SENT VIA EMAIL

Casey Lauderdale, Planner
City of Fresno Long Range Planning Division
casey.lauderdale@fresno.gov

Dear Mx. Lauderdale,

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

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

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

1. Early engagement with Caltrans is recommended for future projects that would impact state right-of-way.

2. Caltrans commends the City for aligning their planning priorities and policy goals in ways that may accommodate for transit-oriented development (TOD) and therefore resulting in VMT reduction practices.

3. Improvements for existing and future bike/pedestrian facilities on roads withing the boundaries of the specific plan and connectivity between home to work/home to shops should be considered. Therefore, Caltrans recommends this specific plan coordinate with the existing Fresno Active Transportation Plan, 2016.

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

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

Sincerely,

David Padilla, Branch Chief
Transportation Planning – North

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

Casey Lauderdale

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

External Email: Use caution with links and attachments

Dear Jennifer:

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

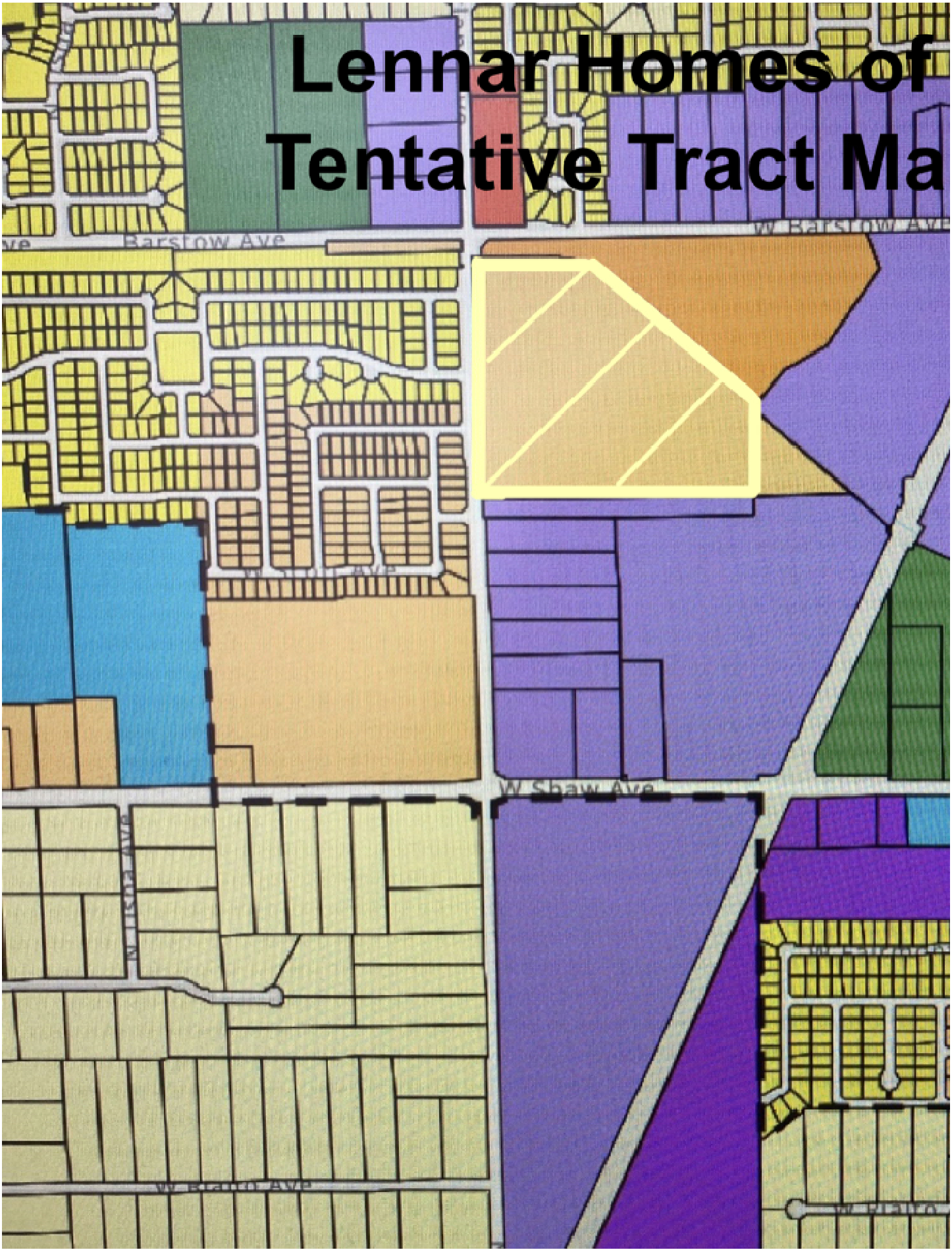
I recently attended by zoom conference produced by your staff for the West Area Plan. It was my understanding and that of Lennar that the West Area Advisory Committee recommended the draft plan designation for the Lennar property to be changed from *Regional Mixed Use* to *Medium Density Residential*.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

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

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

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

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


Lennar Homes of
Tentative Tract Ma
Barstow Ave
W Shaw Ave

Dirk Poeschel, AICP
Land Development Services, Inc.
923 Van Ness Ave., Suite 200
Fresno, Ca. 93721
Ph- 559-445-0374
CalBRE No. 01882606

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

17	Elisa Bilios	Forgotten Fresno	5/19/2021

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

External Email: Use caution with links and attachments

Casey,

Here is what was sent to Rodney in 2019.

Thank you,

Elisa

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

Good Afternoon Rodney,

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

Again we thank you for your time and consideration.

Sincerely,

Elisa Bilios
Forgotten Fresno Board Member
[redacted]

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

> Hi Elisa,
>
> For the NOP – the August 2nd date is pretty firm. You can submit what you have by the

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

FORGOTTEN FRESNO
FORGOTTENFRESNO@GMAIL.COM
EIN 83-2685199

Wednesday, July 17, 2019

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

Dear Mr. Horton,

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

1. The infrastructure of our community has not kept pace with the rapid housing development of the past, present, and future. Commonly Initial Studies submitted to the Development and Resource Management Department during the application process are recommend by staff that the Mitigated Negative Declarations (MND) be approved. Often the MND fails to consider what we constituents consider common sense. Traffic concerns have been severely downplayed in the past for our community. We are currently in litigation for a rezone item with Fresno County where an MND with a traffic study done on a Wednesday was approved. Wednesday's are early out days for Central Unified School District; therefore, typical traffic occurs earlier in the day. This is a clever way to downplay our traffic plight. We would like to request that any future traffic studies submitted are not permitted to be executed on a Wednesday.

2. In speaking to a neighbor that works for the Fresno Fire Department it was alarming to find out that Shaw Avenue traffic signals do not have the ability to be changed during an emergency. Not only are the Levels of Service (LOS) at stoplights utilized to travel our community reprehensible, emergency services are delayed when a response is required. It is very common to see police officers, the fire department, or ambulances stuck on Shaw or Herndon at Golden State or Highway 99. It is abysmal that this has perpetuated as long as it has and we would like to have the widening of the Shaw Avenue at Highway 99 and the underpass at Herndon Avenue and Highway 99 be priorities in the future. We would also like to have the traffic signals improved to have the ability to be controlled by emergency services when required.

3. We are in desperate need of lighted park spaces in our community. Developers should have to mitigate benches, tables, lights, playground structures, and fields for sports activities. To help promote healthier lifestyles a community should be designed to promote that vision. The housing tracts are produced to optimize the number of units therefore resulting in small yard spaces. Many local youth teams do not have a place to adequately practice or play their games. The majority of green space in the West Area is owned by Central Unified School District and it is not the school district's responsibility to provide such spaces for the community at large. Rather than Code Enforcement issuing notices for basketball hoops in the streets the city can have playground spaces mitigated by housing developers.

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

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

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

We thank you for your time and consideration.

Sincerely

Roger Day

Gurbinder S. Dhaliwal

Jagir S. Gill

Elisa Bilios

Amolak Singh

Printed Name	Signature	Address	Date
Elisa Bilicq		[redacted]	7.17.19
Roger Day			7-24-19
Ryan Day			7-24-19
Seana Day			7-31-19
Amanda Francis			7.31.19
Sherley Lee	Shirley Lee		8/01/19
Justin Hickey			
Frank Gibson			8/1/19
Ranbir Kaur			8/1/19
Hilda Medrano			8/1/19
CARLOS ORTIZ			8/1/19
Ruby Marquez			8/1/19
David Delgado			8-1-19
Elizabeth Delgado			8-1-19
Ashleigh Garrett			8.1.19
Douglas McBee			8/01/19
Brenda McBee			8-1-19

Printed Name	Signature	Address	Date
GURPREET TOOR	Gurpreet Toor	[redacted]	8-1-19
Sukhdeep Sethi	Sukhdeep Sethi		8.1.19 $40.00
GARY MANN			
Bobby Dhaliwal			
Jay Sunga			8-1-19
SANDEEP MEHAT			8-1-19
Sarbjit kau	SKau		
			8-1-19
Harjeet Kaur			
Rajwinder Kaur			
Parmjit Kaur			93722
Aman Kaur			93722
GURINDERJIT KAUR	Gurinderjit Kaur		93723
Sharan Dhaliwal			
Chargrjit Toor			
AMAR Mann			8-19
HARMAIL KHELA	Harmail Khela		8-1-19
Gary Sidhu			8-1-19
Ish Rakhra	IR		8-1-19

Printed Name	Signature	Address	Date
Tajinder Nijhar	T.Nijhar	[redacted]	8-1-19
KARANDEEP SAHOTA			8-1-19
Sarbjit S. Deol			8/1/19
Sunny Boparai	Sny Bopari		8-1-19
GURJIT SINGH			8-1-19
Gurvendra Singh			8-1-19
Gurdev Singh			8-1-19
Jasvinder Singh			8-1-19
VIK MANN			8/1/19
GURBINDER S. DHALIWAL			8-1-19
KULWANT K DHALIWAL	Kulwant K Dhaliwal		8-1-19
D.S SAGHERA			8-1-19
GURCHARAN SINGH			8-1-19
INDERJIT KAUR			8-1-19

Printed Name	Signature	Address	Date
Brandon Camarena		[redacted]	7/19/19
Beverly Medina			7/19/19
Manpreet Kaberwal			no 7-19-19
ROB MELTON			7-19-19
Cathy Melton			7-19-19
Mannie Camarena			7/19/19
Sandra S. Dhillon			7/19/19
Cathy R Gonzales			7/20/19
Denise Rangel			7/21/19
Shawna Hildebrand			7/21/19
HAL HILDEBRAND			7/21/19
JEREMY DOTY			7/21/19
Janel Ortiz			7/21/19
Lupe Mendez			7/21/19
Guillermo Eguia			7/21/19
PRAVINDER			7/24/19
Manuel Carbajal			7/24/19
Raymond Kavicka			7-21-19
Darrin Jones			7-21-19

Printed Name	Signature	Address	Date
Lisa Pierson		[redacted]	7/22/19
Kerrie Vaccaro			7/22/19
DANIEL VACCARO			7/22/19
Robert Watkins			7/22/19
Nancy Bluhm			7/22/19
Claudia Galvez			7/22/19
Junior Luna			7/22/19
Sandy Kaur			7/22/19
ALTAMIRANO Manuelita			7/22/19
Cathyen Wilkinson			7/22/19
Damien Robles			7/23/19
Ray De La Cruz			7/23/19
JEDD INGRAHAM			07/23/2019
Erica Flores			7/23/19
Paul Alaniz			7/23/2019
Phil Gonzales			7-24-19
Dena Curtis			7-25-19
Marco A. Diaz			7/27/19

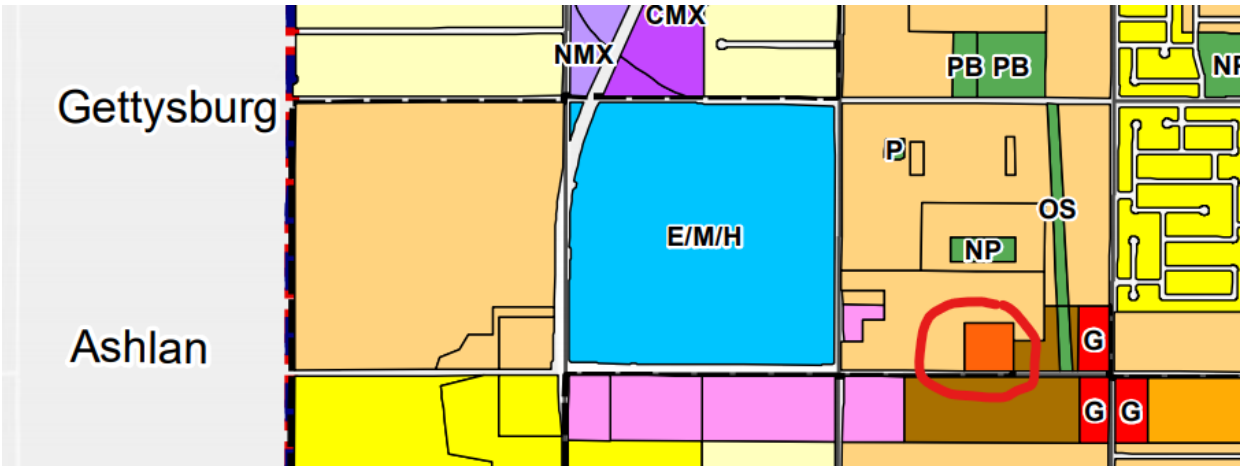
Printed Name	Signature	Address	Date
Christina Diaz		[redacted]	7/27/19
Gustavo [illegible]			7/27/19
Raymond Aquino			7/27/19
Raul Trevino			7/27/19
Lyssa Trevino			〃
Judieth Hart			7/27/19
Melanie Salas			7/28/19
Ikamjit [illegible]			7/28/19
Shawn Campbell			7/28/19
Scott Wilson			7/28/19
Kulwant [illegible]			7/29/19
John Lally			7/29/19
Karina Vera			7/30/19
Jose Vera			7/30/19
Dennis Kathuik			7/29/19
Carolina Mora			7/31/19
Michael Santoya			7/31/19
Shirley Jackson			7/31/19

18	Eric Gibbons	Wathen Castanos Homes	5/4/2021

From: Eric Gibbons
To: Casey Lauderdale
Cc: Adrienne Burns
Subject: RE: West Area Neighborhoods Specific Plan Posted
Date: Friday, May 7, 2021 10:17:56 AM
Attachments: image001.png
wc_logo_sm_5cd0f5d1-9cf8-479a-96db-d7fd71a27b17.png
facebook_sm_dc55f9ab-6d01-44b9-a34f-b7cf9719accd.png
twitter_sm_a1bb19d3-8163-4273-ae08-75d408c78a57.png
youtube_sm_fde45046-5b32-4914-9413-ce89cea31729.png
flat_pinterest_f26dd334-a87f-48ed-973d-863b940271c0.png
linkedin_sm_dc832f35-e11a-49d4-848d-d8b2b743aa21.png
instagram_sm_e672564a-691c-49d5-8dcc-05cfb4de7d70.png
Tract 6258 Vesting Tentative Tract Map.pdf
Tract 6308 VTTM 4-14-2020.pdf

External Email: Use caution with links and attachments

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



WATHEN CASTANOS HOMES
wchomes.com
Eric Gibbons
Director of Forward Planning
Phone: 559.432.8181 ext.162
1446 Tollhouse Rd, Suite 103, Clovis, CA 93611

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

Dear West Area Community Member,

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

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

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

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

Next Steps

19	Eric Payne	West Area Neighborhoods Steering Committee	4/22/2021

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

20	Eric Payne	West Area Neighborhoods Steering Committee	7/21/2021

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

External Email: Use caution with links and attachments

Good Evening —

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

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

For your review and consideration

1. CMP Guidebook

https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/

2. Case Studies

https://www.fhwa.dot.gov/planning/congestion_management_process/case_studies/

Thanks again,

In Community,

Eric Payne

--
In Community,

Eric Payne

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21	Holly Warren		7/1/2021

July 1, 2021

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

Dear Casey,

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

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

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

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

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

Sincerely,

Holly Warren

Holly Warren
[redacted]

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

To whom it may concern;

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

All the best,
Janie Baxter
[redacted]

23	Jeff Roberts	Assemi Group	6/28/2021

Casey Lauderdale

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

External Email: Use caution with links and attachments

Casey,

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

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

1. The 160 acres on the southwest corner of Grantland and Shields. This land is "outside" of the current SOI / City limits but there was quite a bit of discussion about this property by the Committee. The Committee voted 7-0 to consider adding it to the SOI. I addition, when this plan was considered by the Planning Commission and City Council, both bodies unanimously endorsed the idea of adding the area to the City. I was told that the land would be included in the EIR as well. I see on Pg. 41 of the document that the addition of land to the SOI is contrary to the 2014 General Plan Policy LU-1-g.
    a. Is this 160 acres of land part of the "project area"?
    b. Is this land included in the "Alternatives" section of the proposed EIR for the project area?
    c. Does the "initiation" of the Specific Plan constitute a "General Plan Amendment"

2. The planned residential area on the north side of Shields, south of the Dakota alignment, west of Grantland and east of the Garfield alignment is currently designated "Medium Density Residential" and Zoned "RS-5". (see Map 5-2 / Page 106) The Draft Plan graphic indicates that this area will be designated "Medium Low Density" and Zoned "RS-4" (see Map 5-1 / Page 105) On behalf of the property owner, I am requesting that this 102 acre property retain its current "Medium Density" land use designation and "RS-5" zoning illustrated on Map 5-2.

3. I have asked on several occasions previously about the "SB 330" issue and how the City will deal with a reduction in the potential number of residential units within the 7700 acre Plan Area. I assume that the "solution" to this question will be presented to the group on 6-29-2021.

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

Thank you

ASSEMI GROUP

Jeffrey T. Roberts | Entitlement Director

T: (559) 440-8308 |**M:** (559)288-0688 |**F:** (559) 436-1659 |**X:**308
E: jroberts@assemigroup.com

W: www.assemigroup.com
1396 W. Herndon Ave., Ste. 110, Fresno, CA 93711

24	Jeff Roberts	Assemi Group	6/30/2021

Jeff Roberts

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

General Question:

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

Chapter 3 Comments / Questions:

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

Chapter 4 Comments / Questions:

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

Chapter 5 Comments / Questions:

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

5. LUH 2.2; It appears as though this policy is referring to residential land. Please confirm and if so, the "specifics" of an "agricultural buffer setback from the Sphere of Influence" need to be defined and discussed by the Committee.

6 LUH 2.4; It the City considering allowing chickens, bees, and goats in all areas of the City or just within the West Area Neighborhoods Specific Plan area?

7 LUH 2.7; Has the City obtained the support from the County of Fresno to alter property tax assessments? What is AB 465?

8 LUH 3.2; This needs to be discussed since it may be in conflict with current City discussions about adult products and IPR 2.4

9 LUH 3.7; What is meant by the phrase "require transitions between land uses to emphasize the pedestrian experience"? Please define "transition" and explain how it would be implemented.

10 LUH 3.8; This policy appears as though the City wants to "discourage' cul-de-sac streets. Is this the reason for this proposed policy?

ASSEMI GROUP

Jeffrey T. Roberts | Entitlement Director

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

E: jroberts@assemigroup.com

W: www.assemigroup.com

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

25	John Mlotkowski		8/27/2021

#4

INCOMPLETE

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

Page 1

Q1

Name / Nombre/ lub npe / ਨਾਮ:

John mlotkowski

Q2 **Respondent skipped this question**

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

Q3 **Respondent skipped this question**

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

Q4 **Respondent skipped this question**

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

Q5 **Property Owner / Propietario / Tswv Vaj Tse / ਜਾਇਦਾਦ ਦਾ ਮਾਲਕ**

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

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

Q6

Page # / Página #Nplooj # / ਪੇਜ #:

Coment

Q7 **Respondent skipped this question**

Section / SecciónKoog / ਅਨੁਭਾਗ:

Q8 **Respondent skipped this question**

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

Q9

Comment / Comentario / Lus Hais / ਟਿੱਪਣੀ:

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

Q10 **Respondent skipped this question**

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

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

Q11 **Respondent skipped this question**

Page # / Página #Nplooj # / ਪੇਜ #:

Q12 **Respondent skipped this question**

Section / SecciónKoog / ਅਨੁਭਾਗ:

Q13 **Respondent skipped this question**

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

26	Keith Woodcock		9/1/2021

From: Keith Woodcock
To: Casey Lauderdale
Subject: Comments on West Area Plan
Date: Wednesday, September 1, 2021 4:56:48 PM

External Email: Use caution with links and attachments

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

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

Thank you for considering my comments.

Keith Woodcock, AICP CEP CUD

Sent from my Verizon, Samsung Galaxy smartphone
Get Outlook for Android

27	Mohamad Annan		4/22/2021

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

External Email: Use caution with links and attachments

Good afternoon,

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

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

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

I appreciate the help

Thank you,

Mohamad Annan
[redacted]

28	Sheila Krebs		8/30/2021

From: Sheila
To: Casey Lauderdale
Subject: West Side Of 99
Date: Monday, August 30, 2021 10:44:56 PM

External Email: Use caution with links and attachments

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

My ideas are as follows:
1) extend Gettysburg out to golden state to help with decongestion of Ashlan;

2) shopping centers: Lowe's/Home Depot;

3) medical facilities- hospital not clinics. Building a hospital would decongest Fresno community center;

4) more fire stations in our area. We had station 16 on Cornelia and Brea but it was removed and put at Polk and Clinton. They turned it into a hazmat fire station which is fine but it is not near highways or gas stations like it was before it was movEd.

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

Sheila Krebs
Sent from my iPhone

29	Staff	City of Fresno Long-Range Planning	

West Area Neighborhoods Specific Plan

Changes suggested by Long Range Planning Staff.

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

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

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

30	Ricky Dhaliwal	Ekam Construction	02/18/2022

From:	Ekam Construction
To:	Casey Lauderdale
Subject:	Fwd: Zoning Reconsideration West Area
Date:	Friday, February 18, 2022 10:25:10 AM
Attachments:	6839_SiteMap.pdf

External Email: Use caution with links and attachments

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

Hi Casey,

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

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

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

Thank you,

--
Ricky Dhaliwal
EKAM CONSTRUCTION
Phone: (559) 401-1234
Email: info@ekamconstruction.com

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6839 - W ASHLAN
512-130-14

ArcGIS Web Map

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

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Water Sampling Pts

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PROP

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Water Wells
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Web AppBuilder for ArcGIS
Copyright nearmap 2015 |

31	Sanktokh Dhillon		01/25/2022

January 25, 2021
Casey Lauderdale
City of Fresno
Planning and Development Department
2600 Fresno Street, Room 3065 Fresno, CA, 93721

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

Dear Steering Committee Members:

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

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

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

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

Respectfully,

Sanktokh Dhillon

Sanktokh Dhillon
Property Owner

32	Caroline Hamett		03/23/2022

Caroline Hamett
6270 N. Garfield Ave
Fresno, CA 93723

March 23, 2022

Casey Lauderdale
City of Fresno
Long Range Planning Division
Email: casey.lauderdale@fresno.gov

Dear Ms. Lauderdale,

REF: CITY OF FRESNO WEST AREA SPECIFIC PLAN

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

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

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

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

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

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

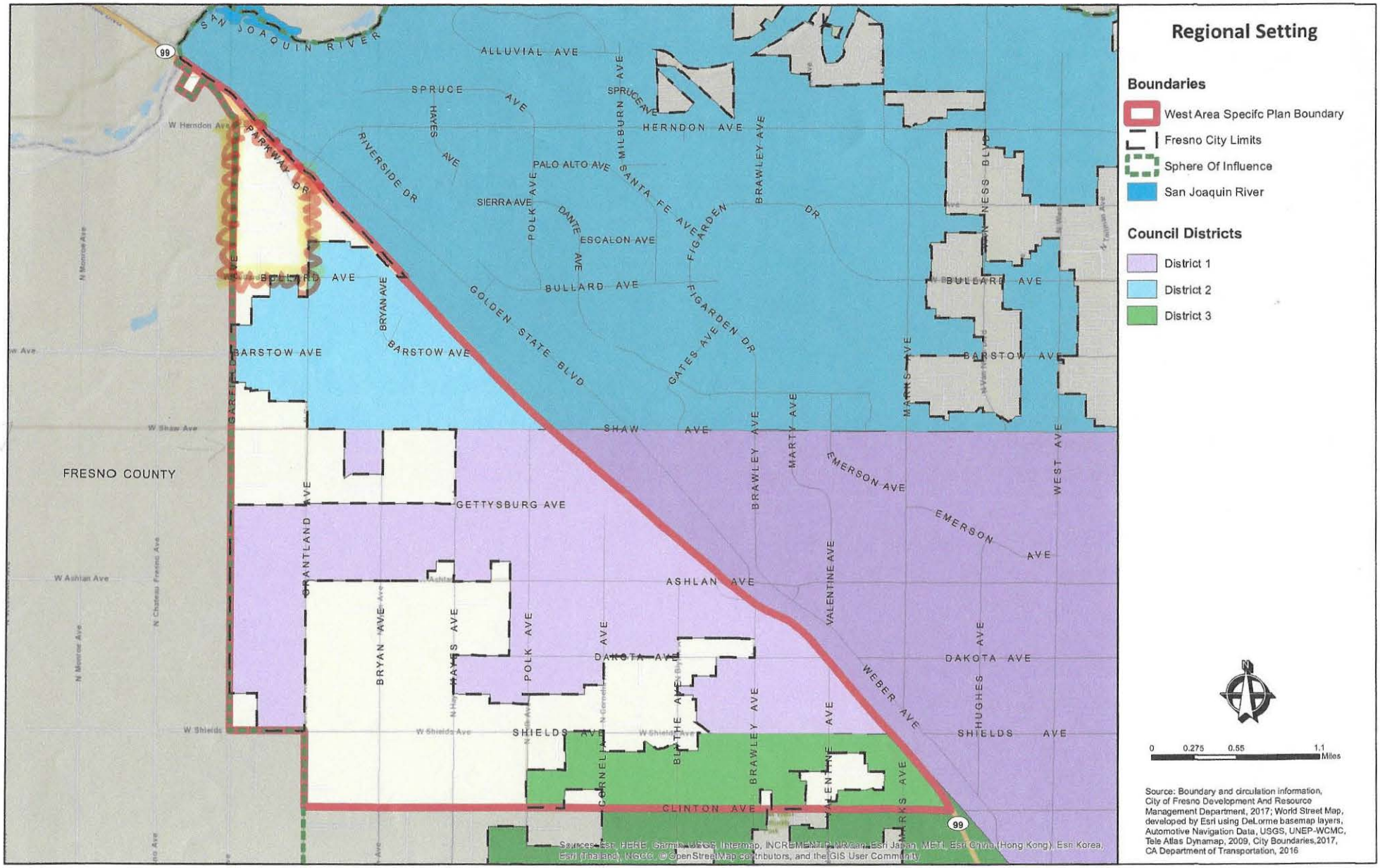
Thank you in advance.

Respectfully,

Caroline Hamett

3/8/2021

FRESNO WEST AREA SPECIFIC PLAN



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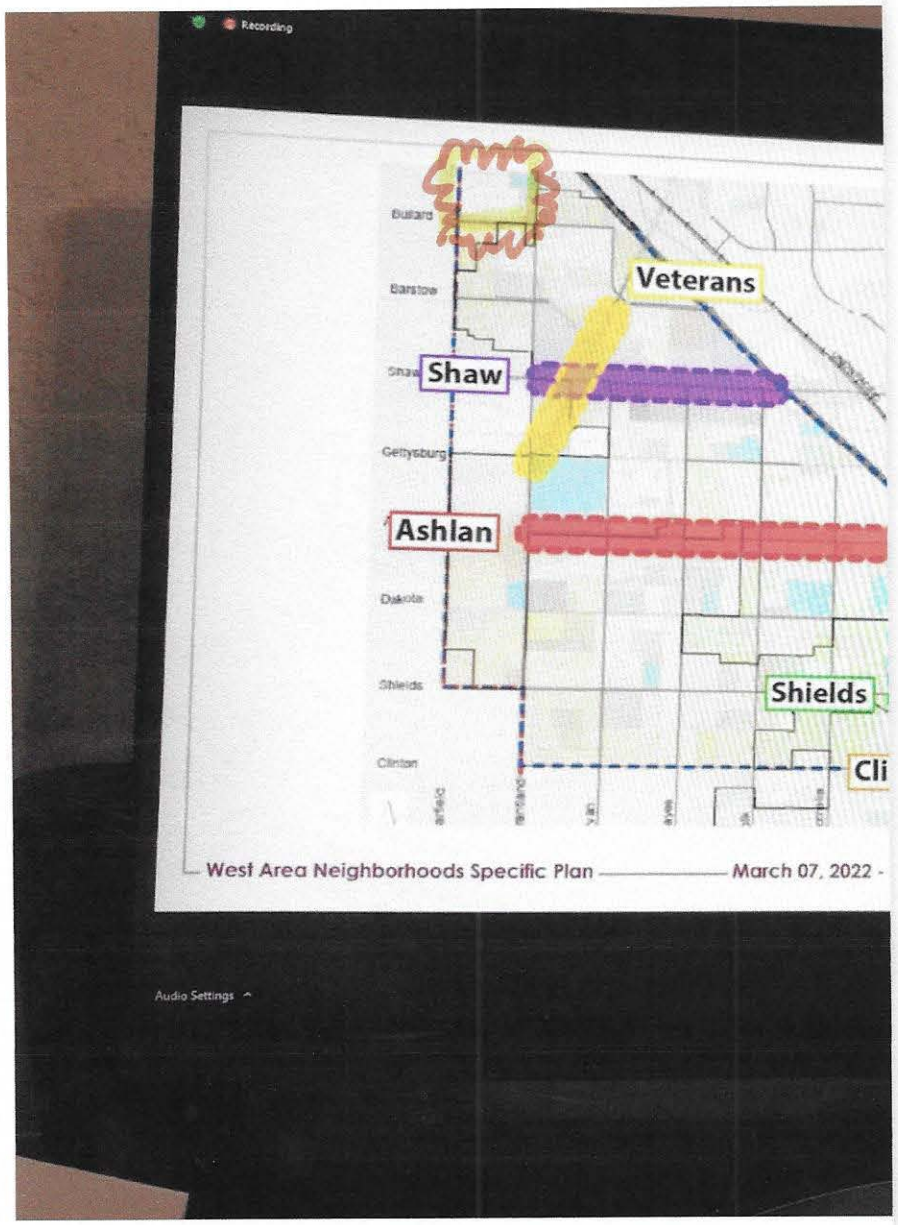

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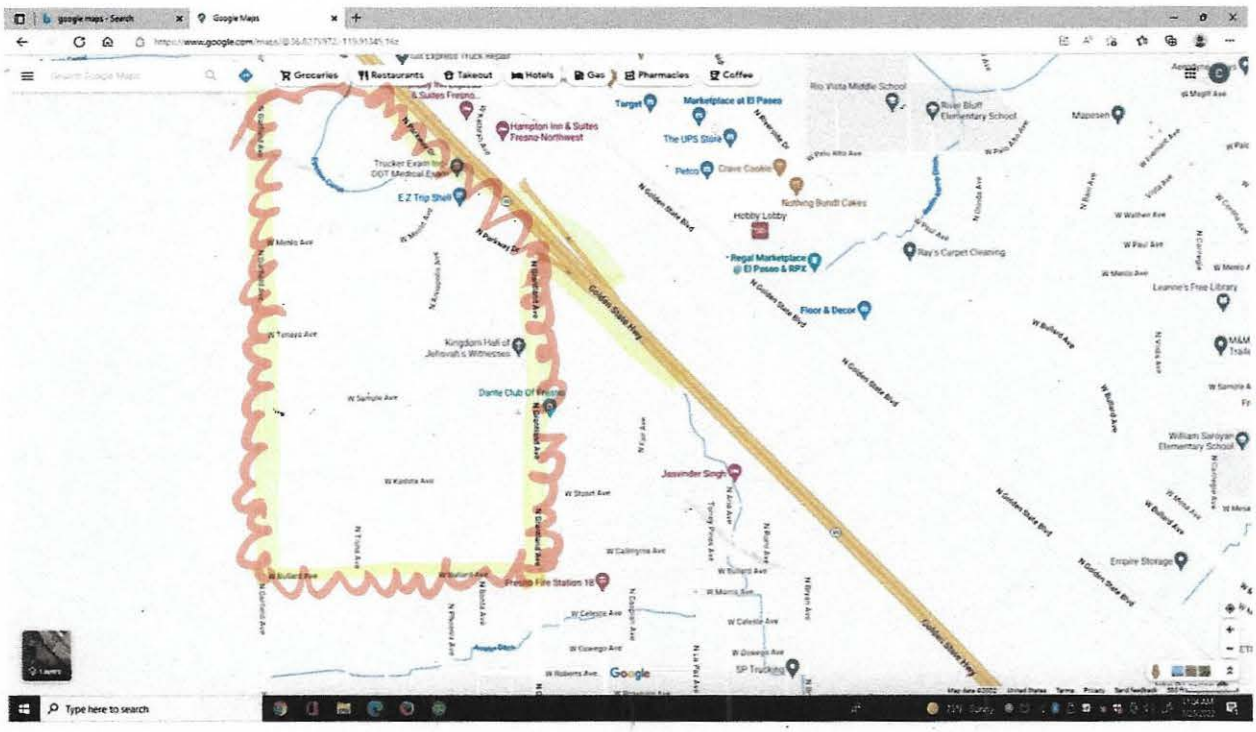
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Crave Cookie
Nothing Bundt Cakes
Hobby Lobby
Regal Marketplace @ El Paseo & RPX
Ray's Carpet Cleaning
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Kingdom Hall of Jehovah's Witnesses
Dante Club Of Fresno
Jasvinder Singh
Fresno Fire Station 18
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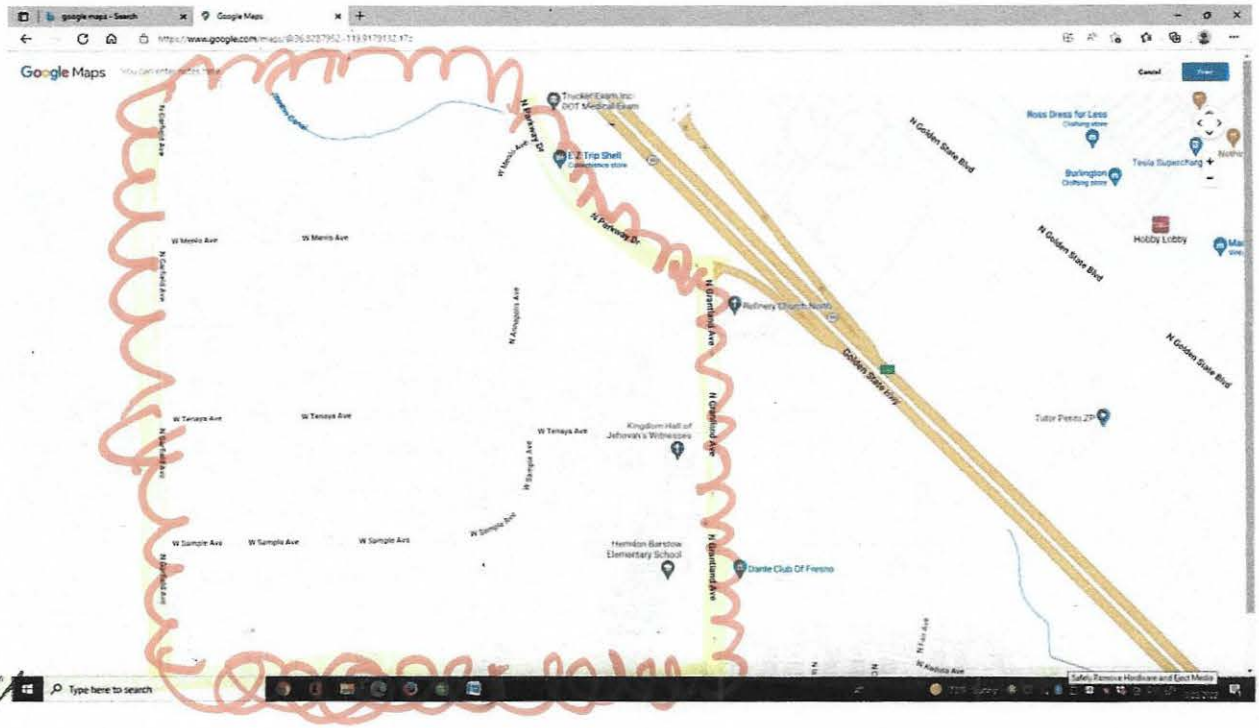
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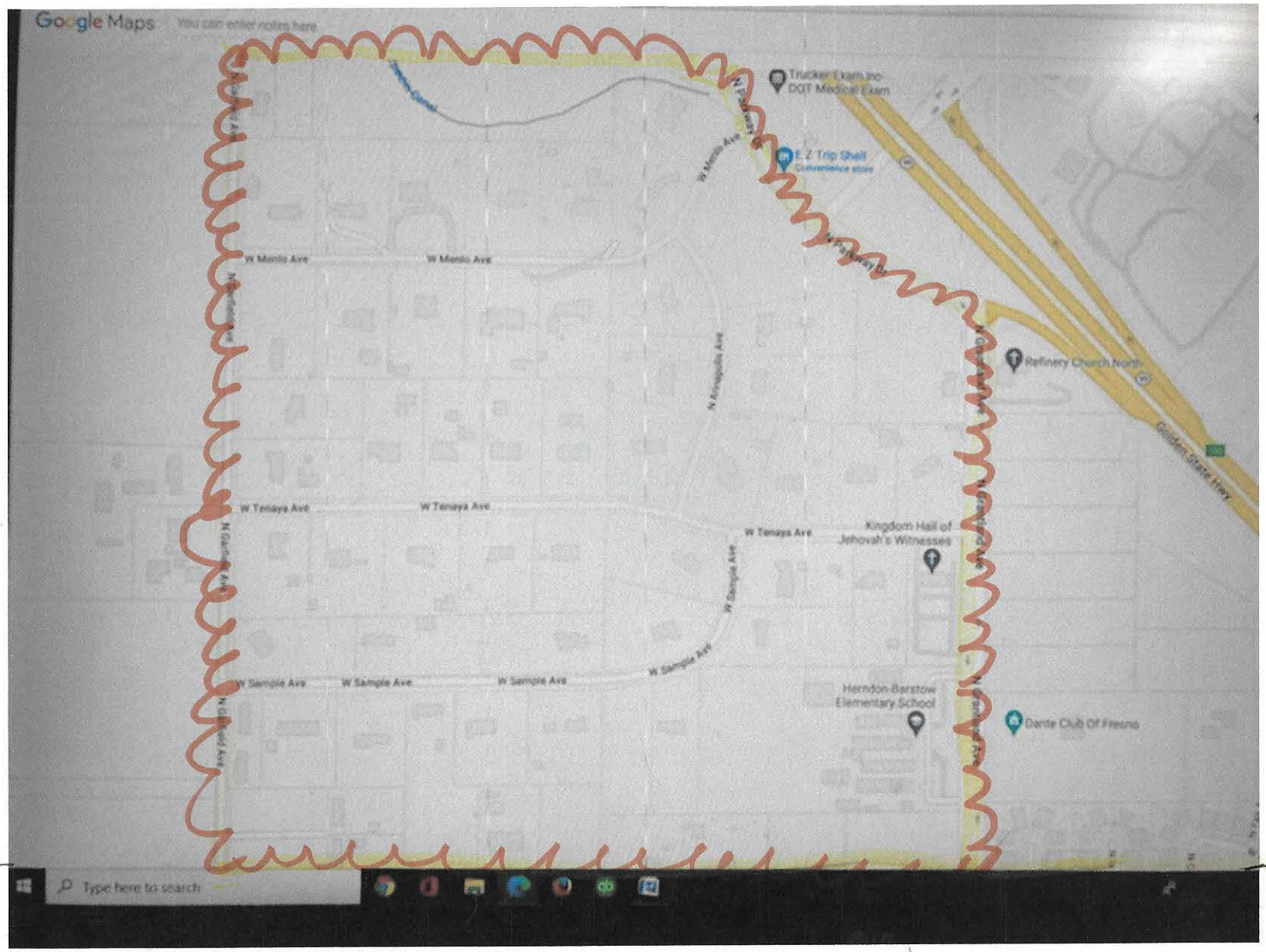

Bullard

Bullard

note: Enlargement of picture (2)