

Exhibit E
Comments Letters/Response to Comments on
Plans and Code

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| Downtown Development Code | | | | | |
| Community Regional Medical Center | DDC | 48 | Insert preamble statement about the "look" and "feel" that the City expects the standards to address. This would provide the needed clarity to offer suitable alternate solutions that can achieve the desired effect. | No | Comment noted. No change necessary. |
| Community Regional Medical Center | DDC | 48 | Intended review process for the UC Overlay District needs to be clearly identified. Is it a Development Permit (formerly Site Plan Review)? If so, then state that it will be Director Approval. | No | Each zoning district doesn't have a separate explanation of the Development Permit and other entitlements, so adding it here would be confusing. Standard Development Code procedures will apply. |
| Community Regional Medical Center | DDC | 48 | It might also be useful if the Overlay District expressly allow for modifications at the Director's Approval. | No | Projects which propose creative solutions outside of the parameters of their base and overlay districts may apply for a Planned Development (PD) permit. |
| Community Regional Medical Center | DDC | 48 | Front Setback: 20 foot maximum front setback is too rigid. Need greater setback at per miter locations for better pedestrian experience. | No | Comment noted. No change necessary. |
| Community Regional Medical Center | DDC | 48 | Front Setback: Is setback measured from edge of ROW or face of curb? Recommend face of curb. | No | Per Section 15-313, front setbacks are measured from the back of the sidewalk. No change necessary. |
| Community Regional Medical Center | DDC | 48 | Front Setback: No distinction offered between setback along a private street or public street. | No | There are not setback requirements for private streets. No change is necessary. |
| Community Regional Medical Center | DDC | 48 | Side and Rear Setbacks: Not clear how side/rear setback applies if R district is across a public or private street. Maximum of 20 feet is okay, but flexibility for something different or less would be preferred. | No | Along a street, front setback standards shall apply. Side and rear setbacks apply to abutting parcels on the same block. No change is necessary. |
| Community Regional Medical Center | DDC | 48 | Side and Rear Setbacks: Maximum of 20 feet is okay, but flexibility for something different or less would be preferred. | No | The Residential district setback will not apply when it is located across the street, only if/when the R district abuts the UC overlay. With the currently proposed boundaries, this would not apply, however if the boundaries change, and the UC overlay directly abuts an R district, this setback will be very important. Also, please note that the 20 foot is a minimum, not a maximum. No change is necessary. |
| Community Regional Medical Center | DDC | 48 | <p>Parking Setback: It is assumed this provision is directed at surface parking in front of a building, but it's not completely clear. A 30-ft setback is too much and again is more rigid. A performance standard, keeping with Form Based coding would be preferred. A 30-ft setback is wasting valuable real estate in the downtown area. A 20-ft. setback from FOC would provide room for a 12-ft. curb pattern plus a landscape performance requirement for the remaining 8ft. between sidewalk and parking lot would be more appropriate.</p> <p>Please keep in mind that CRMC will function as a "campus" with centralized parking and large buildings and intense land use for medical and support services. In this model, there are not individual parking lots for each building, with the exception of limited surface parking for ADA, ambulance, medical transport and support staff adjacent to buildings. As the campus builds out, there will be more structured parking, and less surface lots.</p> | No | This only applies to perimeter streets, not to the interior of the campus. It does not apply to surface parking located behind a building. It also does not apply to parking structures, as long as the portion along a perimeter street has non-parking uses. No change is necessary. |

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| Community Regional Medical Center | DDC | 48 | Parking Setback: The reference to structured parking above the first floor could imply that ground floor space within a parking structure would be required as a mixed use and or retail, as opposed to parking. This will not be the case on the CRMC campus. The parking structures are intended to be parking only. Parking structures are expensive and unique in their design, and certainly are not adept for mixed uses, especially for medical and support services. The structures are likely to be painted and perimeter landscaping provided to shield the massing of the structure. We welcome a review of our existing parking structure at the intersection of E. Illinois Avenue and N. Wayte Lane. This landscaping provides a pleasant buffer between the structure and the adjacent campus streets. | No | There is no requirement for mixed use or ground floor retail per se. Any permitted use would be allowed in the ground floor of a garage along a perimeter street, such as clinics, pharmacies, administrative offices, etc. Or, parking garages with full ground floor parking are allowed as long as they are 30 feet front perimeter streets--this means that roughly 90% of the campus is exempt from this requirement. No change is necessary. |
| Community Regional Medical Center | DDC | 48 | Frontage Coverage: The proposed code requires minimum frontage coverage to 75% along public streets at perimeter of campus. We interpret this code requirement as guidance for building densification downtown along the pedestrian corridors, as opposed to build-out of significant amount of surface parking and open space on-site. CRMC agrees with this approach for permanent buildings along the public streets. As noted above, CRMC will function as "campus" with centralized parking and large buildings and intense land use. With the density that will be provided, there will also be strategically located pockets of open space relative to building functions and campus activities. This coverage limit may be too rigid to be efficient for some building uses and their functional relationship, locations, and square footage needs on the campus. Performance flexibility more in keeping with Form Based coding applicable to the campus operating/functioning as a single parcel would be preferred. | Yes | The calculation of the Frontage Coverage has been clarified to exclude parks, plazas, and cross streets. |
| Community Regional Medical Center | DDC | 48 | Pedestrian Access: For a very large building footprint, dictating a public entrance every 400 ft isn't practical from a security standpoint and would impose unnecessary design and functionality limitations for the interior activity and use areas. | Yes | The text has been clarified; this is only required along perimeter streets. |
| Community Regional Medical Center | DDC | 48 | Façade Design: Rigid requirements for window placements along street frontage facades is not practical for hospital uses and is not acceptable. CRMC understands that building facades along public streets are important. However, each building may have different lighting, energy, and ingress/egress standards based on their use to make meeting this standard difficult and in some instances, potentially impossible. A performance flexibility that recognizes that buildings will be oriented to the center of the campus, yet requiring street frontage facades with landscape buffers that are appealing to the pedestrian perspective is an appropriate Form Based code approach. | Yes | The text has been clarified; this is only required along perimeter streets. |
| Community Regional Medical Center | DDC | 49 | Façade Design: Requirements for awnings to shade sidewalks is impractical. Taller buildings are likely to provide the needed shade to the sidewalk areas. | Yes | The text has been clarified; this is only required along perimeter streets. |

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| Community Regional Medical Center | DDC | 49 | <p>Building Height: Allow 60 feet in height within 100 feet of an RS district.</p> <p>Please keep in mind that the RS Districts that are adjacent to the campus are on opposite sides of the perimeter streets. Therefore, the nearest structures are typically set back from the campus by the width of the adjacent right-of-way plus building setbacks, typically at least 70' to 80', before considering any building setbacks on the CRMC property.</p> | No | Comment noted. No change is necessary. |
| Community Regional Medical Center | DDC | 49 | <p>Building Height: The height setback limitation of 75 ft. within 300 ft. of an RS District is too restrictive. There are existing and approved projects under construction that exceed this requirement. Propose that this second tier height requirement be removed.</p> | No | Comment noted. No change is necessary. |
| Community Regional Medical Center | DDC | 49 | <p>Building Height: The standard has a limitation of 235 ft. for exemplary, landmark design. The hospital will propose such exemplary, landmark design, and as such requests a height limit of 300 ft.</p> | Yes | A provision which allow buildings up to 275' in height on portions of the campus which are farthest from residential areas has been added. |
| Community Regional Medical Center | DDC | 49 | <p>Lot Coverage: See comments above regarding frontage coverage.</p> | No | The UC overlay removes the lot coverage requirement. There is no relation to frontage coverage. No change is necessary. |
| Community Regional Medical Center | DDC | 49 | <p>Sidewalks: The standard defines that sidewalks on internal streets shall conform to City PW standards. Since the campus is an on-going redevelopment of a former residential area, the re-constructed sidewalks on campus follow a residential curb pattern that includes a landscaped park strip with shade trees and a minimum 5-ft. sidewalk, which exceeds PW standards for residential streets.</p> | Yes | The text has been clarified; the 12 foot urban sidewalk is only required along Fresno Street. Public Works standards apply on other streets. |
| Community Regional Medical Center | DDC | 50 | <p>Sidewalks: The section also defines a minimum 12-ft. width for sidewalks along perimeter streets. For the purpose of this campus, the perimeter streets are E. McKenzie Avenue to the north and N. Fresno Street to the east and south. CRMC concurs with the requirement for a 12-ft. pattern. However, previously constructed sidewalk on E. McKenzie Avenue north of the Ambulatory Care Building and previously approved street plans for other portions of E. McKenzie Avenue include a 6-ft. landscape park strip and 6 ft. sidewalk within the 12 ft. curb pattern is a better design that blends with the RS District on the north side of E. McKenzie Avenue.</p> | Yes | The text has been clarified; the 12 foot urban sidewalk is only required along Fresno Street. Public Works standards apply on other streets. |
| Community Regional Medical Center | DDC | 50 | <p>Street Trees: This section provides suitable flexibility, however the spacing of street trees is tied to the location and spacing of street lights in order to achieve minimum level of illumination necessary for public safety. The Public Works department needs to develop a comprehensive downtown streetscape standard, and this section should be limited to a reference to the said standard.</p> | No | Comment noted. No change necessary. |

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| Community Regional Medical Center | DDC | 50 | Pedestrian Scaled Street lights: The intent of this design standard is not clear; the mixing of "pedestrian-scaled" with the term "street lights" is confusing. Since both of these type of lights will be owned and maintained by the City Public Works Department, we expect that there will be new Public Works standards that will define the location, spacing and illumination requirements for these lights. Further, it is expected that Public Works will develop a comprehensive streetscape standards that will address curb pattern improvements such as pedestrian lights, street lights, safety lights, street tree spacing, tree well grates and street furniture (if any), and concrete finishing details for the sidewalk. This entire section C.8 should be limited to defining the requirement for a 12-ft. sidewalk pattern, which may require the dedication of a public pedestrian easement to achieve this width. Beyond this requirement, the section should refer to Public Works standards. | No | Comment noted. No change necessary. |
| Cliff Tutelian (Verbal Comments) | DDC | 3 | Simplify and clarify descriptions of the Activity Classes. | Yes | Change has been made. |
| Cliff Tutelian (Verbal Comments) | DDC | 16 | Define "Tuck Under." | Yes | Change has been made. |
| Cliff Tutelian (Verbal Comments) | DDC | 20 | Separate the Common Open Space graphic from the Public Plaza text--it looks like they belong together, but they are separate. | Yes | Change has been made. |
| Cliff Tutelian (Verbal Comments) | DDC | 31 | Veneers should be mitered at corners to hide the seam. | Yes | Change has been made. |
| Cliff Tutelian (Verbal Comments) | DDC | 31 | Renovations and Alterations section needs to be broken into smaller subsections with headings for clarity. Overall clarity and specificity needs to be improved. For modernized pre-WWII buiddngs, also match textures. | Yes | Change has been made. |
| Cliff Tutelian (Verbal Comments) | DDC | 33 | Graphic doesn't match text. | Yes | Change has been made. |
| Cliff Tutelian (Verbal Comments) | DDC | 34 | Item e: glass should be clear to the extend permitted by Title 24. | Yes | Change has been made. |
| Cliff Tutelian (Verbal Comments) | DDC | 37 | Storefront: Identify when storefronts can be recessed (ie: dining). | Yes | Change has been made. |
| Craig Scharton | DDC | 3 | Define fenestration. | Yes | This term was replaced with more widely understood terminology. |
| Craig Scharton | DDC | 4 | Define Review Authority | No | This term is already defined elsewhere in the Development Code. |
| Craig Scharton | DDC | 5 | Group Residence have been clustered in Lowell. I know that we can't regulate homes with 6 and other occupants. We should have CUPs for homes over 6. | No | Most of Lowell is proposed to be zoned RS-5. Group Residential, Large (7 persons or more) is not permitted in RS-5. No change is necessary. |

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| Craig Scharton | DDC | 5 | Storefront churches should not be allowed on designated ground floor retail streets. They are closed most of the week and do not add to sidewalk vitality. Especially 2,000 sq. ft. or less. They take up valuable retail spaces. | Yes | Restriction on ground floor use on Activity Class A streets was added. |
| Craig Scharton | DDC | 6 | Government uses should not be permitted on ground floor retail designated corridors. | No | Government Offices are not allowed on ground floor along Activity Class A streets. |
| Craig Scharton | DDC | 7 | Banks should not be located on designated ground floor retail streets. They are 9-5 M-F uses that create dead areas for night time and weekend entertainment areas. | No | Banks are not allowed on ground floor along Activity Class A streets. |
| Craig Scharton | DDC | 7 | Food preparation will likely be a part of the Fresno Public Market and should be allowed as a commercial kitchen. | Yes | This use has been changed to P[1] for Activity Class A, which makes it permissible on the rear portion of the ground floor, or on upper floors. |
| Craig Scharton | DDC | 7 | Nursery and garden centers should be allowed if they fit within a traditional retail building. | Yes | This change has been made. |
| Craig Scharton | DDC | 7 | Second hand/vintage stores should be allowed in DT retail areas if they operate in a traditional retail store. | Yes | This change has been made. |
| Craig Scharton | DDC | 8 | Urban farms should be allowed in all DTN areas. | No | Urban Farms should not be allowed on Activity Class A streets, which are our primary retail, dining, and entertainment areas. Urban Farms are allowed on all other streets, however. |
| Craig Scharton | DDC | 8 | Transitional and Supportive housing should be regulated so that they do not negatively impact a neighborhood revitalization area. South Fresno neighborhoods have more than their fair share of these uses. Maybe a CUP or a review of the number of these uses should be required. | No | The City defers to State legislation in this matter. |
| Craig Scharton | DDC | 21 | Public Plazas should allow outdoor dining with tables reserved for customers for adjoining restaurants. I've seen this use in many downtowns. | Yes | This change has been made. |
| Craig Scharton | DDC | 27 | Parklets should allow outdoor dining for adjoining restaurants. | No | Parklets will be considered part of the sidewalk, and will allow dining in the same way as the rest of the sidewalk. |
| Craig Scharton | DDC | 30 | I have concerns with stucco as an allowed exterior finish. This often looks like a suburban style, it often weathers poorly, especially with sprinklers. Can this be defined more clearly to get the best finishes? | Yes | Language was added to require appropriate finishes |
| Craig Scharton | DDC | 31 | In prohibited materials can we list plywood, particle board and press board? | Yes | This change has been made. |
| Craig Scharton | DDC | 31 | Can we be clearer about where signs go on a traditional storefront? In a traditional downtown storefront there is usually a sign area on the top half of the façade. Also hanging pedestrian oriented signs. Maybe a diagram of a traditional storefront with display windows, sign placement, bulkhead... | Yes | This change has been made. |
| Craig Scharton | DDC | 32 | Page 32 and following pages- When I see exceptions for civic buildings I wonder if the County would look for exceptions for a jail. I'm not sure if they are under city design guidelines, but it would be good to call this use out. Also, Civic buildings should have clear glass and urban setbacks. | No | Some flexibility for civic buildings is appropriate. Urban churches, schools, courthouses, and other civic buildings often have plazas in front and stand out architecturally from their surroundings. |
| Craig Scharton | DDC | 33 | define muntins | Yes | A definition has been added to Article 55. |
| Craig Scharton | DDC | 39 | potential typo on Gallery basic standards item d. An extra space "gallery may encroach" | No | Comment noted. No change necessary. This is a formatting quirk that is caused by the "d" in the circle. |

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| Craig Scharton | DDC | 41 | awning materials should not allow plastic. | No | Currently only wood, metal, and fabric are allowed. |
| Craig Scharton | DDC | 42 | Odors should include coffee roasting, beer brewing | Yes | This change has been made. |
| Craig Scharton | DDC | 43 | you guys are my heroes! | No | Comment noted. No change necessary. |
| Craig Scharton | DDC | 44 | add Downtown Fresno Partnership, nonprofits and private event promoters to the list after "public or quasi public" | Yes | This change has been made. |
| Craig Scharton | DDC | 53 | What do we think about car ports in multifamily developments? Should they be banned? | Yes | Carports at the front of the site are inappropriate, however staff feels they are acceptable when they are located away from a public street. Language has been added to the AH and NR overlay districts to clarify this. |
| Craig Scharton | DDC | 54 | stucco wraps of historic homes are a big problem in our older neighborhoods. Should this be more clearly prohibited? | Yes | This change has been made. |
| Craig Scharton | DDC | 56 | a common problem in multifamily properties are the lack of window screens and appropriate interior window coverings. This is probably a code issue but could be spelled out here as well. No sheets or blankets of towels for interior window covering and all windows should have screens. | No | Comment noted. No change necessary. This is a Code Enforcement issue. |
| Craig Scharton | DDC | 57 | I don't think screened in porches should be allowed. | Yes | This change has been made. |
| Craig Scharton | DDC | 58 | Page 58 and following pages- Is there a way to make sure that stairs are built with higher quality materials? Historically they were solid construction without spaces between the steps. | Yes | This change has been made. |
| Craig Scharton | DDC | 45, 46 | Setbacks & Design Compatibility. Existing setbacks and other features might not be a good measurement because so many bad developments have been built in the past few decades. In older neighborhoods could rooflines and setbacks be measured from pre-world war two houses and buildings? | Yes | This change has been made. |
| Craig Scharton | DDC | Intro 2 | Bottom right photo-Will the picture showing Children's Hospital be confusing? There is a bit of a battle between CRNC and Valley Children's' Hospital currently. | Yes | Picture has been changed. |
| Craig Scharton | DDC | | Canvas awnings should not be a solid color, stripes are historic and hide dust and bird droppings. | No | Comment noted. No change necessary. Staff recommends not regulating design to this degree. |
| Downtown Neighborhoods Community Plan | | | | | |
| Caltrans | DNCP | 3:8 | Policy 3.3.3: The City of Fresno should also implement a Transportation Management Association (TMA) once the impacted Caltrans intersections reach LOS D operations during either the AM or PM peak hour and funded to actively implement feasible Transportation Demand Management (TDM) strategies to reduce peak-hour vehicle trips to/from the project area, as supported by DNCP Policy 3.3.3 and General Plan Policy MT-2-g. | No | Comment noted. No change necessary. |
| Caltrans | DNCP | Chpt 8 | The mitigation in the plan provides sufficient detail in the funding matrix | No | Comment noted. No change necessary. |

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| Fresno County | DNCP | 3:10-3:11 | Downtown Neighborhood Street Network: County roads within the fringe area of the plan include Belmont Avenue (Hughes to Marks), Olive Avenue (Hughes to Marks), Hughes Avenue (Olive to Belmont), and Marks Avenue (Olive to Belmont). The City has classified Belmont, Hughes, and Olive as collector streets, and Marks as an arterial. The classification of Belmont as a collector road is in conflict with the County General Plan, which classifies Belmont as an arterial. Collector street widths in the City plan are shown as 80 feet in width and Arterials as 100 feet in width, which differs from County General Plan standards for collectors and arterials, which are 84 feet in width and 106 feet in width, respectively. | No | Comment noted. No change necessary. |
| Fresno County | DNCP | 3:10-3:11 | Downtown Neighborhood Street Network: County roads at the edge of this plan, Belmont Avenue (Hughes to Marks), Olive Avenue (Hughes to Marks), Hughes Avenue (Olive to Belmont) and Marks Avenue (Olive to Belmont), are depicted as boulevards, which would include bike lanes and landscaped sidewalk areas; the difference between a collector boulevard and an arterial boulevard, according to the plan, is the addition of on-street parking for the arterial. The cross sections for collector and arterial boulevards both depict those streets as undivided four lane roads with center turn lanes. The County cross section for an arterial typically includes a median. | No | Comment noted. No change necessary. |
| Karana Hattersley-Drayton, DARM Historic Preservation | DNCP | 6:2 | Chandler Field is one of four officially designated historic districts (not three) | Yes | Change has been made. |
| Karana Hattersley-Drayton, DARM Historic Preservation | DNCP | 6:4 | Remove the word potential from "One potential historic district has been identified to date" | Yes | Change has been made. |
| Karana Hattersley-Drayton, DARM Historic Preservation | DNCP | 6:4 | Key Deficits: "Many potential historic resources that have not been formally designated by the City are absent from the database." Database includes all properties that have been designated but additionally, any property which has been included in any historic survey or entitlement, whether the property is designated, eligible or not. | Yes | Change has been made. |
| Karana Hattersley-Drayton, DARM Historic Preservation | DNCP | 6:5 | Figure 6.1: what is the large light purple area? | Yes | Change has been made. |
| Karana Hattersley-Drayton, DARM Historic Preservation | DNCP | 6:6 | 6.1.2 The historic Preservation Database is already on-line | Yes | Change has been made. |

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| Karana Hattersley-Drayton, DARM Historic Preservation | DNCP | 6:7 | 6.5.1 The New Deal Walking Tour is available on the City's Historic Preservation Page | Yes | Change has been made. |
| Leadership Counsel for Justice and Accountability | DNCP | 1:4 | Multi-Modal Transportation Network: Public investment and infrastructure improvements must support active transportation in order to create such a multi-modal network. The vision statement for the Jane Addams neighborhood, which increases access to pedestrian facilities, is an example of supporting active transportation. The Draft Plan anticipates that it will remain consistent with the ATP Plan (p. 7). If inconsistencies arise, the Plan should be amended to reflect the ATP Plan. | No | Comment noted. No change necessary. |
| Leadership Counsel for Justice and Accountability | DNCP | 1:6 | Public Investment that Supports and Attracts Private Investment: requires the City to target public investment to locations that have the greatest potential to attract private investment. This policy would continue to leave behind many low-income neighborhoods that lack basic infrastructure, such as sidewalks, street lights, and stormwater drainage. | No | <p>Comment noted. No change is necessary.</p> <p>Prioritizing public investments which leverage private investments is a sensible strategy in a community with limited resources. Furthermore, the DNCP proposes a wide array of future investments spread throughout all parts of the DNCP area.</p> <p>Past investments have also been focused on disadvantaged neighborhoods. Through the No Neighborhood Left Behind program, the City has made great investments in neighborhoods in the southern half of Fresno. For example, \$35.5 million dollars were spent from 2005 to 2012 for important infrastructure improvements in neighborhoods south of Bullard.</p> <p>To meet additional needs, other options include amending the tax sharing agreement with the County of Fresno, being strategic with current funding mechanisms, and working with residents to support for voter-backed financing mechanisms.</p> |
| Leadership Counsel for Justice and Accountability | DNCP | 2:6 | Policy 2.2.4 Must be clarified to ensure that such attention extend to all downtown neighborhoods, not just the Fulton Corridor Specific Plan area. The DNCP, and the City's actions to implement it, must ensure that all downtown neighborhoods benefit from the City's renewed focus on investing in existing central core communities. While we understand and applaud the City's interest in attracting private investment, the DNCP must facilitate investment and revitalization in areas and neighborhoods surrounding the Fulton Corridor Specific Plan area in addition to the subset of downtown neighborhoods in the FCSP area. An exclusive, or almost exclusive focus, on the FCSP area will undermine the goals and policies included in the broader DNCP area and adjacent neighborhoods. Given that projected household size in the FCSP area is fewer than 2 individuals, and projected average household size in the broader downtown area is more than 4 individuals a preference for investment in the FCSP as compared to the broader Downtown Neighborhoods have a disproportionate and negative impact on families, in particular lower income families and non-white families. | No | Comment noted. No change necessary. Goal 2.2 focuses on Downtown, but other goals in this section address the neighborhoods. |

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| Leadership Counsel for Justice and Accountability | DNCP | 2:6 | Affordable Housing: The policies in the DNCP include broad support for affordable housing but lack strong and clear policies to facilitate its preservation and development. At the same time, the Plan contains various policy and vision statements supporting the creation of market-rate housing. The Plan's emphasis on the development of market rate housing, focusing public investment to attract private investment, and support for high speed rail are all likely to drive up housing costs in the plan area, along with other factor such as population growth and movement inland from the coast. The Final plan and the Final DEIR must include clear and specific protections for lower income residents from dislocation due to rising rent prices. | No | Comment noted. No change necessary. |
| Leadership Counsel for Justice and Accountability | DNCP | 2:6 | The Draft Plan is devoid of any mention of the housing needs of extremely-low ("ELI") and very-low income ("VLI") residents. ELI and VLI residents experience the highest rates of housing-cost burden in the City, are at high risk of homelessness, and are most vulnerable to the impact of increased housing costs and costs of living. ELI and VLI residents in the Plan Area are at risk of displacement due to focused and prolonged investment in the Downtown Neighborhoods, the introduction of High Speed Rail, and the introduction of market-rate housing to the Plan Area as projected by the Plan | No | A new goal and related policies were created that would create a task force to monitor displacement and develop ways to reduce it if it emerges. |
| Leadership Counsel for Justice and Accountability | DNCP | 2:6 | Large Household Needs: Thousands of lower-income households in Fresno face over-crowding, due to the lack of affordable units large enough for large families. According to the Draft Plan, households in the Community Plan Area are larger than households in the City on average and are predominantly comprised of children. Households in the Plan Area, due to their size and the prevalence of poverty, can be expected to face even greater over-crowding than households in other areas of the City. The Draft Plan does not identify the prevalence of over-crowding in the Plan Area or include policies to facilitate the maintenance and development of housing appropriately sized for large households. The Final Plan must do so. | No | Comment noted. No change necessary. |
| Leadership Counsel for Justice and Accountability | DNCP | 2:8 | High Speed Rail: The Draft Plan, and related plans must ensure that all negative impacts of the High Speed rail are mitigated. The Draft Plan identifies potential impacts yet does not include physical and economic displacement, or relocation of industrial uses to areas already overly burdened by such uses. The investment in High Speed Rail must also directly benefit communities adjacent to the downtown core through increased transit access and connectivity between and among neighborhoods. | No | The plans include many measures to ensure the least disruptive, and most beneficial, integration of HSR and the nearby neighborhoods that is possible. Examples include proposed bike and pedestrian improvements, enhanced street grid connectivity, the multimodal transit center, and Chinatown Park. The City will continue to work cooperatively with the HSR authority to improve this spatial relationship, and will continue to seek funding for the measures that have been identified. |
| Leadership Counsel for Justice and Accountability | DNCP | 2:10 | Policy 2.1.3 must apply to all Downtown Neighborhoods, not just Edison. | No | 2.1.3 is tailored for specific conditions in Edison. The other neighborhoods have similar policies that are tailored to their conditions. |

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| Leadership Counsel for Justice and Accountability | DNCP | 2:10 | <p>As the Draft Plan notes, the Jane Addams neighborhood has several mobile home parks. The City's 2015-2023 Housing Element states that mobile homes are an important source of affordable housing for lower-income residents, but that they are at risk of conversion as land values increase. Land values are likely to increase significantly over the life of the Plan, as the City directs resources towards Plan implementation, High-Speed Rail becomes a reality, and population growth reduces available land for housing.</p> <p>The Draft Plan includes no discussion of the risk of conversion of mobile home parks and no policies to promote and facilitate the preservation of affordable and high quality mobile home units. The Final Plan must do so in order to ensure that existing residents are not displaced and the City's scarce sources of affordable housing are maintained.</p> | Yes | Most existing mobile home parks are proposed to be zoned RM-MH. However, two were identified for RS-2 zoning. These have been changed to RM-MH. |
| Leadership Counsel for Justice and Accountability | DNCP | 2:15 | Policy 2.2.9 [typo: actually 2.9.9] calls on the City to create "a coordinated program to acquire, demolish, and rebuild blighted, non-traditional multi-family residential buildings." This policy must be revised to include protections for any tenants of such buildings, including protections to prevent displacement and to support relocation of residents in the same neighborhood. | Yes | Relocation support language has been added. |
| Leadership Counsel for Justice and Accountability | DNCP | 2:16 | Goal 2.12 We support goals and policies designed to increase access to goods, services and groceries at a neighborhood scale and suggest targeted investment to realize that goal. Additionally, community based organizations should work with food vendors and the City to ensure quality and affordable healthy foods and locally sourced produce. | No | Comment noted. No change necessary. |
| Leadership Counsel for Justice and Accountability | DNCP | 2:16 | Policy 2.12.5 We are concerned that Policy 2.12.5 could have a negative impact on small, lower income and minority owned mobile food vendors. | No | Comment noted. No change necessary. |
| Leadership Counsel for Justice and Accountability | DNCP | 2:17 | Policy 2.13.4 We support policies in the DNCP for proactive code-enforcement and to prioritize code enforcement resources to address health and safety issues in rental housing. These policies however do not but must include explicit protections against displacement of renters and support to low-income homeowners in maintaining their properties, including resources for rehabilitation for lower-income property owners. | No | Comment noted. No change necessary. |
| Leadership Counsel for Justice and Accountability | DNCP | 2:17 | Policy 2.13.6 states that, "As resources become available, require owners to maintain all portions of their properties, including buildings, yards, and service areas, as well as adjacent sidewalks and alleys." p. 2:17. This policy should be pursued through education but must not be exercised in a manner that targets low-income residents and/or residents of color, which would result in violations of federal and state fair housing and civil rights laws. | No | Comment noted. No change necessary. |

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| Leadership Counsel for Justice and Accountability | DNCP | 2:17 | Policy 2.13.1 requiring owners to maintain property, risks triggering displacement of lower-income property owners through the imposition of fines. The City should instead create and expand programs to assist low-income homeowners with home maintenance and code compliance. | No | Comment noted. No change necessary. |
| Leadership Counsel for Justice and Accountability | DNCP | 2:19 | Policy 2.17.7 and Policy 2.17.8 call for a regulatory environment and development process that makes development decisions predictable, fair, and transparent and limits the use of CUPs and other discretionary approvals. To the extent that industrial zoning continues to be located in and adjacent to residential and other sensitive uses, these policies threaten to deny residents the opportunity know about and provide feedback on new industrial proposals that could impact their neighborhoods, lower their property values, and create toxic air emissions. Accordingly, until the ICA is conducted and implemented and industrial zoning is located away from sensitive land uses, Policies 2.17.7 and 2.17.8 should not apply to industrial and business park land uses. | No | Comment noted. No change necessary. The areas shown as industrial will be zoned to IL and IH, both of which already exist in the Citywide Development Code. Intensive Industrial uses are not allowed in IL and require a CUP in IH. |
| Leadership Counsel for Justice and Accountability | DNCP | 2:22 | Policy 2.18 places importance on interconnecting the Downtown Neighborhoods with great streets and beautiful public spaces. There should also be a policy about promoting interconnectedness among neighborhoods through multimodal transportation options and infrastructure and reversing isolating impacts of highway constructions. | No | Comment noted. No change necessary. This is already accomplished through proposed bike, pedestrian, transit, and land use improvements. |
| Leadership Counsel for Justice and Accountability | DNCP | 2:24 | Figure 2-9 We recommend that the Draft DNCP be revised to replace industrial land use designations along McKinley Avenue with multi-family and mixed-use housing designations and replace single-family housing designations on Olive Avenue with multi-family and mixed-use housing. | Yes | Land in the Jane Addams with industrial designations were reconfigured. Some of the peripheral Light Industrial land was re-designated as NMX or RM-1, as appropriate, and all of the remaining IL land north of Olive was changed to Business Park. The westward expansion of NMX on Olive is inappropriate, however. |
| Leadership Counsel for Justice and Accountability | DNCP | 2:24 | Figure 2-9 The Planned Land Use map must be changed to eliminate industrial and business park land use designations within or next to neighborhoods and replace them with parks, neighborhood commercial, houses, and mixed use zoning as appropriate. | Yes | Industrial designations have been replaced in the Jane Addams area. |
| Leadership Counsel for Justice and Accountability | DNCP | 3:5 | Figure 3-1 Residents want to see more investment to support safe bicycling prioritizing routes to schools and major community centers like shopping centers, parks, and medical centers, including segregated bike lanes. In addition to the Class 1 on Belmont in the Jane Addams neighborhood, should also consider on McKinley, both directions from the school | No | Belmont and McKinley are both shown as Class II through the entire length of Jane Addams. |

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| Leadership Counsel for Justice and Accountability | DNCP | 3:6 | Policy 3.1.3 advises to focus transit service and investments on the Transit Corridors identified in Figure 3-2. Policy 3.1.10 advises to prioritize reducing transit delay along these corridors. Policy 3.1.11 states to focus initial improvements on areas with the greatest ridership, including the Downtown Neighborhoods, as well as to increase rider safety and comfort. However, areas should be prioritized according to the greatest need, like Jane Addams. This focus on high ridership excludes neighborhoods that have historically struggled with deficient infrastructure, and continues inequitable investment. Generally, the needs of existing disadvantaged neighborhoods are ignored. | No | The High Priority Transit Corridors map in the DNCP was developed in coordination with the Strategic Services Evaluation, currently being undertaken by Fresno Area Express. This comment by the Leadership Counsel proposes a significantly different approach to transit service than the Strategic Services Evaluation has identified. However, prior to implementing any changes to the existing service, FAX is required by the Federal Transit Administration (FTA) to complete a service equity analysis as part of the Title VI requirements, which at a minimum, will include an extensive public outreach effort to identify any disparate or disproportionate impacts on minority or low income populations. |
| Leadership Counsel for Justice and Accountability | DNCP | 3:7 | Figure 3:2 does not propose primary or secondary routes in the Jane Addams neighborhood. The vision page for Jane Addams includes upgrading transit stops, and should also include expanded transit service | No | The High Priority Transit Corridors map in the DNCP was developed in coordination with the Strategic Services Evaluation, currently being undertaken by Fresno Area Express. This comment by the Leadership Counsel proposes a significantly different approach to transit service than the Strategic Services Evaluation has identified. However, prior to implementing any changes to the existing service, FAX is required by the Federal Transit Administration (FTA) to complete a service equity analysis as part of the Title VI requirements, which at a minimum, will include an extensive public outreach effort to identify any disparate or disproportionate impacts on minority or low income populations. |
| Leadership Counsel for Justice and Accountability | DNCP | 3:7 | Policy 3.1.5 [correct policy is 3.1.4] supports incentives for potential Downtown transit riders. Incentives must also be available to low-income residents to allow for affordable transit. | Yes | The policy has been modified to add "residents of Downtown neighborhoods" to the list of people that should be eligible for transit incentives. |
| Leadership Counsel for Justice and Accountability | DNCP | 3:8 | Policy 3.3.6 requires new developments in the Downtown Neighborhood do not result in the worsening of transportation related facilities, but for other neighborhoods it only requires mitigation. All new developments, regardless of neighborhood, should not result in the worsening of transportation related facilities. In the alternative, the City should, at a minimum, set mitigation thresholds. | No | This project protects pedestrian, bike, and pedestrian facilities, which the City feels is good policy. Areas outside of this plan's boundaries are not subject to this plan. |
| Leadership Counsel for Justice and Accountability | DNCP | 3:9 | Policy 3.4. Alleys. While the Draft Plan includes broad policies to address alleys, we recommend aggressive actions and implementation measures including, transformation of alleys into a network of paths and green infrastructure, transferring ownership of alleys to adjacent homeowners, and extending regular alley cleaning services to problem areas throughout the downtown neighborhoods. | No | Staff disagrees with this suggestion. Transferring ownership to adjacent property owners could inhibit use of alleys as paths and green infrastructure. |
| Leadership Counsel for Justice and Accountability | DNCP | 3:9 | Policy 3.4.6 identifies the need to install curb, gutter and sidewalk improvements on McKinley between SR 99 and Marks and along Golden State to the mobile home park. The sidewalk improvements should be extended from McKinley between SR99 and Golden State | Yes | This change has been made. |
| Leadership Counsel for Justice and Accountability | DNCP | 3:19 | Diverting Truck Routes: We support policies designed to divert traffic from sensitive sites including Policy 3.8.1, 3.8.2, and 7.7.1 | No | Comment noted. No change necessary. |

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| Leadership Counsel for Justice and Accountability | DNCP | 3:21 | Figure 3-5 does not propose road diets and bike lanes for Jane Addams. | Yes | Streets with the red line will receive bike lanes, which includes Clinton, McKinley, Olive, Belmont, Hughes, and Parkway in the Jane Addams area. This will be clarified in the legend. |
| Leadership Counsel for Justice and Accountability | DNCP | 4:4 | We are supportive of policies to increase tree coverage in the Plan area recommend prioritizing investment in communities that are particularly park poor such as the Jane Addams Neighborhood. We also recommend implementation measures, such as proactively seeking funds and work with HSR and Caltrans. | No | Comment noted. No change necessary. |
| Leadership Counsel for Justice and Accountability | DNCP | 4:11 | Figure 4-6: We recommend that the City acquire the vacant plot at the southwest corner of Olive Avenue and Marks Avenue for a park and small library. | No | This site is outside of the boundaries of the DNCP. This idea will be passed along to the Parks Master Plan team, however. The city also owns a site nearby which may be suitable. Finally, the Parks Master Plan has identified the areas of greatest need, and this area was not identified as such. |
| Leadership Counsel for Justice and Accountability | DNCP | 4:11 | Figure 4-6 Unfortunately the Land Use Map does not include any new parks in the Southeast neighborhood area. We recommend the City identify new park opportunities and include them in the map, for example the vacant lot in front of Roosevelt High School. | No | Comment noted. No change necessary. Parks Master Plan is identifying opportunities. |
| Leadership Counsel for Justice and Accountability | DNCP | 4:11 | Figure 4-6 Southeast neighborhood residents suggest the following locations immediately adjacent to the Plan area for acquisition for the development of new parks and recreational facilities including 1. The Hanoian building, which is for sale, and the adjacent vacant lot at the corner of Cedar and Butler. The City could also consider relocating the police department located on the lot to increase the space available for a recreational center. 2. The lot in front of the Mosqueda Center is ideal for a new park. It is a large lot; FAX routes 33 and 26 pass by the site; it is near a grocery store. The historic WW-II building should be made into a museum, not left in disrepair. | No | Comment noted. No change necessary. Parks Master Plan is identifying opportunities. |
| Leadership Counsel for Justice and Accountability | DNCP | 7:4 | Policy 7.2.1 We are supportive of the proposed public participation policies included in the draft DNCP to engage the public as key partners in the City's decision making processes. We recommend the City add policies to work directly with residents and stakeholders to identify and address barriers to civic engagement. We also recommend the City include implementation measures in the DNCP focused on ensuring resident and community stakeholder participation in implementation of the plan, including for allocation of resources. The City can draw upon implementation strategies found in the FCSP, such as convening interdisciplinary working groups, to ensure ongoing community engagement. | No | Comment noted. No change necessary. |
| Leadership Counsel for Justice and Accountability | DNCP | 7:5 | Policy 7.6.4 We are very supportive of this policy and wish to confirm that it applies to all neighborhoods in the Plan area and suggest an implementation timeline that includes identification of funding resources available to facilitate implementation | No | Comment noted. No change necessary. |

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| Leadership Counsel for Justice and Accountability | DNCP | 8:2-8:3 | Funding Sources: The DNCP does not identify opportunities to pursue many available public and private grants and loans to implement the Plan's goals and policies, including but not limited to state Cap and Trade funds, including the CalFire Urban Forestry Grants, Affordable Housing and Sustainable Communities Program, weatherization programs, EOC support for solar and community-solar projects. In contrast, the Fulton Corridor Specific Plan lays out in detail public and private funding sources available for each priority project and even includes cost projections for some components. The lack of detail in the DNCP undermines our confidence that some of the stronger goals and policies will be implemented. | No | Comment noted. No change necessary. Chapter 8 puts forth a detailed implementation strategy, including an at-depth analysis of potential funding sources |
| Leadership Counsel for Justice and Accountability | DNCP | Chpt 1 | Prioritization: The City should prioritize investments to maximize health outcomes and ensure the safety of children walking to and from school, community centers and parks. Such prioritization policies include Policy 2.1.2 (installation of new sidewalks near schools), Policy 3.9.3 (identify priority corridors between residential areas and schools and pursue grants to facilitate this through traffic calming), Policy 5.7.2 (maintenance of public facilities), and Policy 5.7.3 (funding and timely construction of needed public facilities). For example, Hamilton Avenue & South Maple Avenue, just South of Mosqueda Center, needs street lights, flashing stop lights for pedestrians, and sidewalks. | No | Comment noted. No change necessary. |
| Leadership Counsel for Justice and Accountability | DNCP | Chpt 2 | Displacement: there must be safeguards in place to protect existing residents from displacement and other undesirable impacts from land use decisions. | No | A new goal and related policies were created that would create a task force to monitor displacement and develop ways to reduce it if it emerges. |
| Leadership Counsel for Justice and Accountability | DNCP | Chpt 2 | Jobs and Employment: The Draft Plan must include more aggressive policies to protect existing and promote quality jobs and employment opportunities. For example the Draft Plan should incentivize local hire policies and workforce development investments that will allow for upward financial mobility | No | Comment noted. No change necessary. |
| Leadership Counsel for Justice and Accountability | DNCP | Chpt 2 | Jobs and Employment: given that rents are expected to increase downtown, the City should support existing small and minority owned businesses against displacement. | No | A new goal and related policies were created that would create a task force to monitor displacement and develop ways to reduce it if it emerges. |
| Leadership Counsel for Justice and Accountability | DNCP | Chpt 3 | BRT: The City must also secure and allocate funding for extension of the BRT to Edison Neighborhoods. | No | This plan reflects current BRT plans in order to coordinate various infrastructure improvement plans. Potential BRT extensions are outside of the scope of this document. However, California is considered to be a potential expansion route for BRT and the land uses proposed along California are intended to support that. |
| Leadership Counsel for Justice and Accountability | DNCP | Chpt 3 | Road Quality: Many roads in the Downtown Neighborhoods have deteriorating, pot-holed roads and roads that serve as truck routes for industrial facilities are especially impacted. The Plan must include policies and implementation measures to restore and protect these resources. | No | Comment noted. No change necessary. A robust system of street improvements is proposed. |

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| Leadership Counsel for Justice and Accountability | DNCP | Chpt 3 | Transportation Routes: throughout the Jane Addams neighborhood, and those that connect the neighborhood to other parts of the city, must be improved with sidewalks, lighting, trees, and the like, as they are incomplete and unsafe for both children and adults. | No | Comment noted. No change necessary. |
| Leadership Counsel for Justice and Accountability | DNCP | Chpt 4 | In general, the DNCP should include policies and implementation measures aimed at converting vacant parcels and abandoned property into parks and community facilities as well as policies and implementation measures to pursue grants such as CalFire Urban Forestry grants for park space acquisition and development and HCD Housing-Related Parks Grants. The DNCP should contain language focused on seamless integration to policies, programs and implementation measures identified through the City's efforts to update the Parks Master Plan. | No | Comment noted. No change necessary. |
| Leadership Counsel for Justice and Accountability | DNCP | Chpt 5 | There are places in and adjacent to the planning area, for example parts of the Jane Addams neighborhood that do not have City drinking water or wastewater services. The DNCP must include policies and implementation measures to address these critical deficiencies. | | The City has existing policies and procedures in place to provide for the extension of water and sewer services to properties located within the municipal corporate limits of the City. If a property owner has a desire to connect their property to the City's water and sewer systems, the property owner can schedule a meeting with representatives from the Department of Public Utilities to identify points of connection to the systems, the design standards required for system connections, and the costs associated with connecting to the system. Additionally, the City has a financial assistance program that property owners can use to finance a portion of the costs associated with connecting their property to the public water and sewer systems. |
| Leadership Counsel for Justice and Accountability | DNCP | Chpt 5 | <p>Infrastructure for Safe Drinking Water and Wastewater: the Plan identifies the need to improve conservation measures and diversify water resources to address the increasing scarcity of water in the region. The Plan must also include policies and implementation measures to protect dwindling water resources from suburban sprawl development and industrial development.</p> <p>We recommend the City update the draft DNCP to include policies and implementation measures similar to those found in the draft FCSP to ensure adequate infrastructure necessary to support infill development for all Downtown and surrounding neighborhoods.</p> | | <p>On December 14, 2014, the Fresno City Council adopted the 2035 General Plan. The 2035 General Plan describes a balanced city with an appropriate proportion of its growth and reinvestment focused in the central core, Downtown, established neighborhoods, and along Bus Rapid Transit (BRT) corridors. The 2035 General Plan stipulates that a successful and vibrant Downtown is necessary to attract investment needed for infill development and rehabilitation of established neighborhoods, which are priorities for the Plan.</p> <p>In accordance with the Urban Water Management Plan Act, urban water suppliers such as the City of Fresno are required to prepare Urban Water Management Plans (UWMPs), and to update their UWMPs every 5 years. A key component of the UWMP is for urban water suppliers to provide a description of the service area, including forecasts of future population growth and development for the service area. In the State's guidance for preparing UWMPs, the State recommends coordinating the UWMP with local General Plans. On June 23, 2016, the Fresno City Council adopted the 2015 Urban Water Management Plan, which was updated from the 2010 UWMP to fulfill the objectives of the 2035 General Plan, which include supporting infill development for all Downtown and surrounding neighborhoods.</p> |

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| Leadership Counsel for Justice and Accountability | DNCP | Chpt 7 | the DNCP must assess the potential air impacts of drive-thru establishments, especially to the extent that there is an increase in such establishments in communities impacted by poor air quality and traffic. | No | Comment noted. No change necessary. |
| Leadership Counsel for Justice and Accountability | DNCP | p. 15 | Infrastructure to prevent flooding and pooled water would also facilitate public health. "The Downtown Area is characterized by large impervious areas, is susceptible to localized flooding, and could benefit from additional local stormwater retention facilities to mitigate flood hazards." p. 15. | No | Comment noted. No change necessary. |
| Leadership Counsel for Justice and Accountability | DNCP | p.5 | While the DNCP notes that neighborhood integration is important, the Plan fails to include policies and implementation measures that will ensure integration among Downtown Neighborhoods and integration with neighborhoods beyond the area covered in the DNCP. Additionally, the Plan should include goals and policies designed to ensure that the Plan is harmonized with other plans and planning efforts, including the FCSP, City's Active Transportation Plan, Fresno Council of Government Active Transportation Plan, Parks Master Plan, Southwest Specific Community Plan, Southeast Specific Community Plan and additional plans noted in the introductory section of the DNCP. | No | Comment noted. No change necessary. |
| Leadership Counsel for Justice and Accountability | DNCP | p.8-9 | Community Engagement: The Draft Plan describes community engagement activities performed by the City during the initial development of the Plan in 2010 but does not identify any activities following that period or between release of the DEIR and adoption that the City will do to engage the public and ensure public input informs the final plan. Especially given that 6 years have passed since the City conducted public engagement in developing the draft plan, it is critical that the City ensure that residents can provide input at the final stages of the process. Accordingly, the City should develop an outreach plan in coordination with community leaders and CBOs and work collaboratively to implement it. The City must demonstrate how feedback on the draft plan provided in 2011 and during the above suggested outreach efforts is incorporated into the final plan and informs development of an implementation section of the plan. | Yes | Narrative has been added which explains the outreach that was done this year, as well as the General Plan outreach that was related to the Downtown plans and code. |
| Fulton Corridor Specific Plan | | | | | |
| Caltrans | FCSP | 9:4 | Policy 9.1.13 recommends that the loop entrance ramp from Broadway Street to southbound SR 41 should be removed and replaced with a direct entrance ramp from Van Ness A venue. In addition to removing and replacing the loop entrance ramp with a direct ramp, Caltrans would recommend removing and replacing the existing direct on-ramp from Broadway Street to northbound SR 41 with a direct on-ramp from Van Ness A venue to northbound SR 41. This would complete a full interchange at Van Ness Avenue rather than leaving a single isolated on-ramp from Broadway Street. | No | This will be proposed in the next Regional Transportation Plan. |

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| Caltrans | FCSP | 9:4 | Policy 9.1.13: it is recommended that a partial clover leaf interchange should be explored for SR 41 at Van Ness Avenue as this may also increase capacity at the interchange and be beneficial to the City's downtown plans. | No | This will be proposed in the next Regional Transportation Plan. |
| Caltrans | FCSP | Chpt 11 | The mitigation in the plan provides sufficient detail in the funding matrix | No | Comment noted. No change necessary. |
| Cliff Tutelian (Verbal Comments) | FCSP | 6:8 | Create new policy: When considering providing funding, letters of support for grant applications, other assistance to projects, give priority to projects with high quality workmanship, materials, articulation, and amenities. | Yes | Change has been made. |
| Craig Scharton | FCSP | 1:2 | Goals, gray box. What does "General direction-setters that present a long-term vision." mean? Is there a clearer way to explain this? It doesn't seem clear to me. | Yes | Changed to "Broad, direction-setting statements that present a long-term vision." |
| Craig Scharton | FCSP | 1:3 | Rendering: the colors in the key are incorrect | Yes | Change has been made. |
| Craig Scharton | FCSP | 1:6 | A. Purpose. "For managing routine changes in the use of existing buildings, the existing zoning regulations worked quite well." I don't believe this is accurate. | Yes | Change has been made. |
| Craig Scharton | FCSP | 1:7 | Figure 1.3B Remove proposed "Proposed Southwest Specific Plan," replace with "(In Progress)" | No | Comment noted. No change necessary. |
| Craig Scharton | FCSP | 1:7 | Figure 1.3B Text illegible in blue box | Yes | Change has been made. |
| Craig Scharton | FCSP | 1:9 | 6 Merge no.1 Redevelopment Plans. Should we mention that RDA is dead? | No | Comment noted. No change necessary. |
| Craig Scharton | FCSP | 1:9 | 8. High-Speed Rail Station Area Master Plan. "Many of its recommendations have been incorporated into this plan." is very ambiguous. | No | Comment noted. No change necessary. |
| Craig Scharton | FCSP | 1:10 | Evening Presentations: "...alternative visions for its future, ranging from doing nothing different, to restoring the Mall..." should read "...alternative visions for its future, ranging from doing nothing differently, to restoring the Mall..." | Yes | Change has been made. |
| Craig Scharton | FCSP | 1:11 | Follow-up Outreach: " These alternatives, [will be] studied by the Environmental Impact Report, and are described in Chapter 4 of this Specific Plan." the alternatives have been studied in the EIP. | Yes | Change has been made. |
| Craig Scharton | FCSP | 2:1 | Getting the Basics Right: "In many ways, our Downtown missed being great for decades because our community was missing the basics." Should code enforcement, or lack of, be added to this section? | No | Comment noted. No change necessary. |
| Craig Scharton | FCSP | 2:1 | The Communities Vision. 6,300 residential units and 16,000 people. These numbers do not match with table 1.3A | Yes | Change has been made. |
| Craig Scharton | FCSP | 2:2 | Vibrancy and Vitality: "As in other great cities, our Downtown is a place of intensity, where even the ways to relax are exhilarating." Intensity is not the right description, try fun, vibrant, etc. | Yes | Change has been made. |
| Craig Scharton | FCSP | 2:3 | Caption: change "Upper floor awnings shade upper floor rooms." to "Upper floor awnings shade windows of upper floor rooms." | No | Comment noted. No change necessary. |
| Craig Scharton | FCSP | 2:6 | Design Principles: "They are neighbors that form the public realm, provide "eyes on the street," shape the skyline, create shadows and generate foot, vehicular, and tran-sit traffic." should be changed to create shade. Shade is a good thing, shadows are negative. | Yes | Change has been made. |

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| Craig Scharton | FCSP | 2:6 | Caption: remove highlight from caption | Yes | Change has been made. |
| Craig Scharton | FCSP | 2:7 | Walkability and Bikeability: "Compact urban form, environments designed for people, not cars..." Instead of not cars, I would say people, cars, bikes, etc. Or say complete streets. | Yes | Changed to "...designed primarily for people..." |
| Craig Scharton | FCSP | 3:3 | Figure 3.2A Should include the High-Speed Rail district. | No | Comment noted. No change necessary. |
| Craig Scharton | FCSP | 3:5 | Divisadero Triangle photo: This home has been restored. We should insert a new photograph. | Yes | Change has been made. |
| Craig Scharton | FCSP | 3:6 | Fulton District: "Vacancies and blighted conditions persist throughout Downtown, and many of the area's largest buildings remain shuttered and in poor disrepair." Poor disrepair is a double negative, just disrepair. | Yes | Change has been made. |
| Craig Scharton | FCSP | 3:9 | The Next two projects reconnect Fulton Street to the Mural District: Add public market | No | Comment noted. No change necessary. This level of detail doesn't fit this section. Chapter 5 covers this. |
| Craig Scharton | FCSP | 3:16 | Chinatown: "Chinatown is also home to an extensive network of underground, interconnected basements." Delete the word extensive; it is not accurate. | Yes | Change has been made. Also deleted underground, which is redundant. |
| Craig Scharton | FCSP | 3:17 | Rendering: move southern boundary to Ventura Street | No | Comment noted. No change necessary. |
| Craig Scharton | FCSP | 3:19 | Armenian Town/Convention Center District: The Radisson Hotel is now the Double Tree. | Yes | Change has been made. |
| Craig Scharton | FCSP | 3:20 | Divisadero Triangle: Some of the homes in this area have burned, make sure the ones listed in the first paragraph still exist. | No | This was checked. No change necessary. |
| Craig Scharton | FCSP | 3:22 | Housing Market Analysis: "Though there has been recent development of multi-family units Downtown, nearly every residential project in Downtown has received some form of subsidy from local government sources. The bulk of recent development activity in the Plan Area has been concentrated in the Mural District. The market for higher density buildings will take time. There are significant financial feasibility challenges to building housing in the Plan Area, due to the continued popularity and affordability of suburban detached single-family housing compared to higher cost multi-family units." Initially these housing projects were subsidized, but more recently they are being built without subsidy. | No | Comment noted. No change necessary. |
| Craig Scharton | FCSP | 3:22 | Office Market Analysis: With the addition of Bitwise, this market analysis has changed and the creative and technology market needs to be added | Yes | Change has been made. |
| Craig Scharton | FCSP | 3:22 | Office Market Analysis: "There is a strong potential in attracting creative business." It is already happening. | Yes | Change has been made. |
| Craig Scharton | FCSP | 3:22 | Regional Economic Context: "Much of the economic growth in Fresno County has occurred in resident-serving sectors, while the agriculture-related industries experienced a significant decline. " This is not accurate. | Yes | Change has been made. |

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| Craig Scharton | FCSP | 3:23 | Summary of Development Program: "The documented presence of a market for new housing, office, and retail and entertainment space is a point of departure for the revitalization of Downtown Fresno. The numbers suggest that Downtown can grow substantially by taking advantage of its location, its urban character, and its many commercial, civic, and institutional assets. This projected demand for housing, office, and retail and entertainment space exists despite the current state of disinvestment in Downtown and the development community's preference in recent years for suburban sites. However, to achieve the desired results as quickly and efficiently as possible, efforts must be made to focus all possible investment towards Downtown and to be consistent in implementing this Plan's development strategy for many years." This sounds out of date. | Yes | Change has been made. |
| Craig Scharton | FCSP | 3:23 | Photo: The left photo is out of date, this intersection has been developed. Tioga-Sequoia and Beer Garden exist. | Yes | Caption updated to say "Policies of the mid 20th century resulted in streetscapes that were lifeless, unfriendly to pedestrians, and which discouraged commerce." |
| Craig Scharton | FCSP | Letter | Change "Well over a century on," to "Well over a century" or "For over a century" | Yes | Change has been made. |
| Craig Scharton | FCSP | Preface | Change "Businesses and important institutions, such as Fresno State University, followed" to "Businesses and important institutions, such as Fresno State University, churches, and hospitals." | Yes | Change has been made. |
| Craig Scharton | FCSP | Preface | Change "There many found they could live in new houses, move more freely, and exercise a greater range of working, retail, and entertainment choices." to "There many found they could live in new houses, move more freely, and exercise a greater range of work, retail, and entertainment choices." | Yes | Change has been made. |
| Fresno County | FCSP | 4:12 | Rendering: the drawing at the top of page 12 (section 4.5 Design of Fulton Street, continued) does not appear to depict the relocated artwork per the design maps preceding this drawing, on pages 4:1 O and 4:11. It may be helpful to depict the relocated artwork in illustrations to reflect what is shown on the design maps of the Fulton Mall project. | No | Comment noted. No change necessary. The new locations for the artwork are identified on the drawing. |
| Fresno County | FCSP | Chpt 9 | Ridesharing Drop-off/pick-up: Within the proposed Fulton Street Design and surrounding public transportation and parking facilities, there is no mention or provision included for ridesharing drop-off and pick-up. It is suggested that the plan incorporate into its design features designated ride share drop-off and pick-up locations. Additionally, tourists, convention attendees and other visitors utilizing the proposed HSR station may want to use the ridesharing option in lieu of public transit or personal vehicle. | No | Comment noted. No change necessary. Page 5:2 describes a proposed intermodal transit center adjacent to the HSR station as a priority development project. |
| Fresno County | FCSP | Preface; 4:8 | Photos: In the preface to the Fulton Street Corridor Specific Plan, there is a photo of downtown Fresno with the caption "View of Fulton Street at Tulare Street (1936)" credit Pop Laval collection. An identical photo is shown on page 4:8 with the caption ("Fulton Street in the 1920's"). The two photos should be credited with the same consistent date and location. | Yes | The caption for the bottom left photo on the Preface page will change the date from "1936" to "1920s." |

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| Leadership Counsel for Justice and Accountability | FCSP | 5:2 | <p>Prioritization: The FCSP contains language that effectively prioritizes projects in the planning area to the detriment of surrounding neighborhoods. The draft states that in the case of near, mid and long term identified priority projects for both public infrastructure and public-private partnerships, the City will direct all relevant resources and departmental actions (in transportation, public utilities, transit and other fiscal incentives, public realm design etc.) to support their implementation." The draft FCSP further identifies goals with supporting policy and implementation programs that focus on transforming downtown into a vibrant set of neighborhoods yet fails to incorporate policies and implementation measures focused on addressing inherent poverty, health, housing, transportation and economic challenges of families living below the poverty line identified in the draft DNCP. In comparison to the DNCP, the FCSP contains specific implementation measures that target limited City resources to planning area that many adjacent and surrounding neighborhoods should be able to draw upon to effectively spur revitalization.</p> | No | <p>The DNCP includes a robust implementation chapter, and improvements in the FCSP area do not preclude improvements from being made in the DNCP area. Furthermore, being adjacent to a struggling Downtown has caused problems for the neighborhoods for decades, and being adjacent to a thriving Downtown will be beneficial to the neighborhoods.</p> |
| Leadership Counsel for Justice and Accountability | FCSP | 11:3 | <p>Prioritization: The draft FCSP includes strategies that call for the formation of an interdisciplinary working group focused on the FCSD; tying of FCSD implementation framework to annual individual work plans of all departments and to Capital Improvement Plans; and focus of financial resources and physical improvements in concentrated areas of the Fulton Corridor. While these strategies may be well intended, they provide for explicit prioritization of city resources and personnel solely to the FCSP area without directing such attention to surrounding neighborhoods.</p> | No | <p>Comment noted. No change necessary.</p> |
| Leadership Counsel for Justice and Accountability | FCSP | Overall | <p>Prioritization: While the draft FCSP contains policies, programs and implementation measures focused on creating resilient, healthy neighborhoods, the draft fails to incorporate similar policies, programs and implementation measures for low income communities and communities of color currently residing in the FCSP area. Instead of protecting and building upon the culture and resiliency found in such neighborhoods, the City is accelerating displacement and gentrification risk and further perpetuating a cycle of poverty that has long plagued neighborhoods in the southern part of the City.</p> | No | <p>A new goal and related policies were created that would create a task force to monitor displacement and develop ways to reduce it if it emerges.</p> |

DEPARTMENT OF TRANSPORTATION**DISTRICT 6**

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September 12, 2016

06-FRE-GEN-GEN
Downtown Neighborhoods Community Plan,
Fulton Corridor Specific Plan, and
Downtown Development Code
NOC/DEIR

Ms. Sophia Pagoulatos
Planning Manager
City of Fresno, DARM Department
2600 Fresno Street, Room 3076
Fresno, California 93721

Dear Ms. Pagoulatos:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

The following comments are based on the Draft Environmental Impact Report (DEIR) for the City of Fresno of Fresno's Downtown Neighborhoods Community Plan (DNCP), Fulton Corridor Specific Plan (FCSP), and Downtown Development Code (DDC). The DNCP/FCSP area is located within the southern portion of the City and covers 7,290 acres.

It is generally bounded by State Route (SR) 180 to the north, by Chestnut Avenue to the east, by Church Avenue to the south, and by Thorne, West and Marks Avenues to the west. Along the western side of the Plan Area the boundaries extend as far north as Clinton Avenue as shown on Figure 1 (Location of DNCP and FCSP within the City). A portion of SR 99, SR 41, and SR 180 are within the DNCP and FCSP area of influence.

Some of the principles of this specific plan include creating a quality walking experience by improving transit, parking, regions air quality, and prioritizing economic development over traffic congestion concerns.

Caltrans Planning comments:

The DNCP, FCSP, and DDC, hereafter referred to as the "Plan" or "Study" proposed transportation improvements that mitigate impacts to the environment and to the State highway system. The mitigation in the plans provided sufficient detail in the funding matrix in both the DNCP and the FCSP, Chapter 8-Implementation and Chapter 11.7-Implementation, respectively.

SR 99 is essential to the economic vitality for the State. For the people in Fresno County, it is a means to access to goods and services in Fresno, as well as other parts of the state and international markets. Caltrans considers SR 99 to be the most important corridor in Fresno

County. Principles or strategies for alleviating vehicle trips to SR 99, along with SR 180 and SR 41 is recommended.

Caltrans appreciates that the Plan provides real mitigation measures that encourage mode shift and encourage and considers as mitigation reduction of headways, addition of transit routes, ride share incentives, and other trip reduction strategies that would result in improving air quality and real reduction in trips to the state highway system.

Caltrans concurs that the City will monitor AM and PM peak-hour traffic operations at the impacted intersections at regular intervals as determined by the City Traffic Engineer. The City of Fresno should also implement a Transportation Management Association (TMA) once the impacted Caltrans intersections reach LOS D operations during either the AM or PM peak hour and funded to actively implement feasible Transportation Demand Management (TDM) strategies to reduce peak-hour vehicle trips to/from the project area, as supported by DNCP Policy 3.3.3 and General Plan Policy MT-2-g.

The TMA implementation should include the TDM that was cited in MM-TRANS-3a, 4a, and 5a. In addition, the implementation of General Plan Policy MT-2-j and MT-2-l pursuant to Fresno General Plan MEIR impact TRANS-1 to seek funding for a multimodal transportation system and funding mechanism to address region-wide traffic impacts as City of Fresno in MM-TRANS-3b, 4b, and 5b.

The City of Fresno's Traffic Signal Mitigation Impact (TSMI) fee funds traffic signal improvements, including new traffic signals, adding protected left-turn phasing, and modifications to existing traffic signals. The TSMI Nexus Analysis included the following study intersections:

New Traffic Signals:

- Belmont Avenue/SR-99 southbound ramps
- Belmont Avenue/SR-99 northbound ramps
- Stanislaus Street/SR-99 southbound off-ramp
- Ventura Avenue/SR-99 northbound ramps
- SR-41 southbound off-ramp/Van Ness Avenue
- SR-41 northbound off-ramp/Van Ness Avenue

The City of Fresno should also consider including the following downtown locations in the next update to the TSMI fee program:

- SR-41/Tulare Street-Divisadero Street
- SR-180/Fulton Street-Van Ness Avenue
- SR-180 EB On-Ramp/Van Ness Avenue
- Stanislaus Street/SR-99 NB On-Ramp
- Tuolumne Street/SR-99 SB Frontage Road
- Tuolumne Street/SR-99 NB Frontage Road
- Fresno Street/SR-99 SB Ramps
- Fresno Street SR-99 NB Ramps
- SR-41 SB Off-Ramp/Van Ness Avenue

Caltrans applauds the City of Fresno of Fresno in efforts in what appears to be in line with the Smart Growth Principles of the "California Interregional Blueprint" and the "San Joaquin Valley Regional Blueprint; Vision for the Valley." The "Plan" will develop a valley-wide "vision" that will include the integration of transportation, housing, land use, economic development and environmental protection that will serve as a significant contribution to improving the Valley's quality of life.

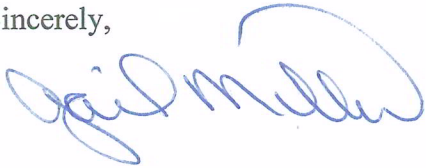
Caltrans Traffic Operations Comments:

On Pages 6 and 8 of DEIR Section 5.14, it is indicated that FCSP Policy 9-1-13 recommends that the loop entrance ramp from Broadway Street to southbound SR 41 should be removed and replaced with a direct entrance ramp from Van Ness Avenue.

In addition to removing and replacing the loop entrance ramp with a direct ramp, Caltrans would recommend removing and replacing the existing direct on-ramp from Broadway Street to northbound SR 41 with a direct on-ramp from Van Ness Avenue to northbound SR 41. This would complete a full interchange at Van Ness Avenue rather than leaving a single isolated on-ramp from Broadway Street. Additionally, it is recommended that a partial clover leaf interchange should be explored for SR 41 at Van Ness Avenue as this may also increase capacity at the interchange and be beneficial to the City's downtown plans.

If you have any further questions, please contact David Padilla, Associate Transportation Planner, Transportation Planning-North Branch, at (559) 444-2493.

Sincerely,



 MICHAEL NAVARRO, CHIEF
Planning North Branch



COMMUNITY
MEDICAL CENTERS

September 12, 2016

Ms. Jennifer Clark, AICP
Director – Development and Resource Management Department
2600 Fresno Street, Room 3065
Fresno, CA 93721

Re: Comments regarding Public Review Draft of the City of Fresno Downtown Development Code (DDC)

Dear Ms. Clark:

Thank you for the opportunity to provide comments on the Public Review Draft of the City of Fresno Downtown Development Code (DDC). On behalf of Community Medical Centers, I would like to provide the following comments.

15-1610 Urban Campus (UC) Overlay District

As an overall comment we would like to see the City insert preamble statements to the development standards to indicate qualitatively the “look” and “feel” the City expects the standard to address. This would likely provide the needed clarity to understand what extent of flexibility might be available to applicants to offer suitable alternate solutions that can achieve the desired effect.

It would also be helpful if the intended review process for projects in the Overlay District was clearly identified; that is just Development Permit only (formerly Site Plan Review)? If so, then state it will be Director Approval. It might also be useful if the Overlay District expressly allow for modifications to the standards at the Director’s approval.

C. Development Standards

1. *Setbacks:*

a. Front: The proposed code sets forth a maximum front yard setback of 20 ft. This may be too rigid and not appropriate in all instances on the campus given some irregular parcel configurations and unique design of buildings. For the dense Floor Area Ratio and heights of campus buildings, we may want more than 20 ft. especially internally of the campus, and perhaps on some perimeter street locations for a better pedestrian experience.

Maximum setback is said to be from adjacent streets, but whether that is from edge of right-of-way (ROW) or face-of curb (FOC) is not clear.

There is also no distinction offered between setback along a public street and setback along a private street. For the purpose of expanding the theme of form based code, it is recommended that setbacks be defined from face of curb, with minimum curb patterns for adjacent sidewalks. For perimeter streets, the City appears to require a 12 ft. pattern. Therefore, a setback from a curb could be a minimum of 12 ft. to maximum 32 ft.

b. Side: Not clear how this applies if the R district is across a public or a private street or RR ROW and again whether setback is to be measured from ROW, FOC in the case of a public or RR ROW, or from center line in the case of private street. Maximum 20 ft is ok, but flexibility for something different or less would be preferred.

c. Rear: *ibid.*

d. Parking: It is assumed this provision is directed at surface parking in front of a building, but it's not completely clear. A 30-ft setback is too much and again is more rigid. A performance standard, keeping with Form Based coding would be preferred. A 30-ft setback is wasting valuable real estate in the downtown area. A 20-ft. setback from FOC would provide room for a 12-ft. curb pattern plus a landscape performance requirement for the remaining 8ft. between sidewalk and parking lot would be more appropriate.

Please keep in mind that CRMC will function as a "campus" with centralized parking and large buildings and intense land use for medical and support services. In this model, there are not individual parking lots for each building, with the exception of limited surface parking for ADA, ambulance, medical transport and support staff adjacent to buildings. As the campus builds out, there will be more structured parking, and less surface lots.

For a recently submitted development permit for a new employee parking structure on campus the setbacks were defined from FOC. Landscape is

proposed on all four sides of the structure to buffer the massing of the structure relative to the right-of-way, while providing additional shade for the adjacent public sidewalks.

The reference to structured parking above the first floor could imply that ground floor space within a parking structure would be required as a mixed use and or retail, as opposed to parking. This will not be the case on the CRMC campus. The parking structures are intended to be parking only. Parking structures are expensive and unique in their design, and certainly are not adept for mixed uses, especially for medical and support services. The structures are likely to be painted and perimeter landscaping provided to shield the massing of the structure. We welcome a review of our existing parking structure at the intersection of E. Illinois Avenue and N. Wayte Lane. This landscaping provides a pleasant buffer between the structure and the adjacent campus streets.

2. ***Frontage Coverage:***

The proposed code requires minimum frontage coverage to 75% along public streets at perimeter of campus. We interpret this code requirement as guidance for building densification downtown along the pedestrian corridors, as opposed to build-out of significant amount of surface parking and open space on-site. CRMC agrees with this approach for permanent buildings along the public streets. As noted above, CRMC will function as “campus” with centralized parking and large buildings and intense land use. With the density that will be provided, there will also be strategically located pockets of open space relative to building functions and campus activities. This coverage limit may be too rigid to be efficient for some building uses and their functional relationship, locations, and square footage needs on the campus. Performance flexibility more in keeping with Form Based coding applicable to the campus operating/functioning as a single parcel would be preferred.

3. ***Pedestrian Access:***

For a very large building footprint, dictating a public entrance every 400 ft isn’t practical from a security standpoint and would impose unnecessary design and functionality limitations for the interior activity and use areas.

4. ***Façade Design:***

Rigid requirements for window placements along street frontage facades is not practical for hospital uses and is not acceptable. CRMC understands that building facades along public streets are important. However, each building may have different lighting, energy, and ingress/egress standards based on their use to make meeting this standard difficult and in some instances, potentially impossible. A performance flexibility that recognizes that buildings will be oriented to the center of the campus, yet requiring street frontage facades with landscape buffers that are appealing to the pedestrian perspective is an appropriate Form Based code approach. Requirements for awnings to shade sidewalks is impractical. Taller buildings are likely to provide the needed shade to the sidewalk areas.

5. ***Building Heights:***

Not sure what the intent of the form based code requirement is for this section. Regarding proximity to RS residential district we would prefer the height be consistent with Citywide Office Zone district that provides for 60' height and that this be applied with 100' of RS Districts.

Please keep in mind that the RS Districts that are adjacent to the campus are on opposite sides of the perimeter streets. Therefore, the nearest structures are typically set back from the campus by the width of the adjacent right-of-way plus building setbacks, typically at least 70' to 80', before considering any building setbacks on the CRMC property.

The height setback limitation of 75 ft. within 300 ft. of an RS District is too restrictive. There are existing and approved projects under construction that exceed this requirement. Propose that this second tier height requirement be removed.

The standard has a limitation of 235 ft. for exemplary, landmark design. The hospital will propose such exemplary, landmark design, and as such requests a height limit of 300 ft.

6. ***Lot coverage:***

See comments above regarding frontage coverage.

8 ***Sidewalks:***

The standard defines that sidewalks on internal streets shall conform to City PW standards. Since the campus is an on-going redevelopment of a former residential area, the re-constructed sidewalks on campus follow a residential curb pattern that includes a landscaped park strip with shade trees and a minimum 5-ft. sidewalk, which exceeds PW standards for residential streets.

The section also defines a minimum 12-ft. width for sidewalks along perimeter streets. For the purpose of this campus, the perimeter streets are E. McKenzie Avenue to the north and N. Fresno Street to the east and south. CRMC concurs with the requirement for a 12-ft. pattern. However, previously constructed sidewalk on E. McKenzie Avenue north of the Ambulatory Care Building and previously approved street plans for other portions of E. McKenzie Avenue include a 6-ft. landscape park strip and 6 ft. sidewalk within the 12 ft. curb pattern is a better design that blends with the RS District on the north side of E. McKenzie Avenue.

8.b. ***Street trees:***

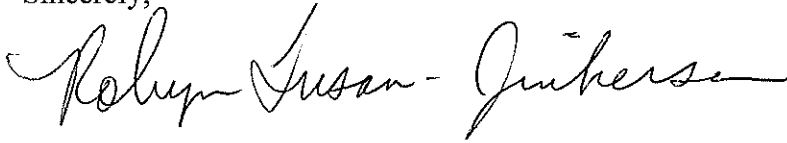
This section provides suitable flexibility, however the spacing of street trees is tied to the location and spacing of street lights in order to achieve minimum level of illumination necessary for public safety. The Public Works department needs to develop a comprehensive downtown streetscape standard, and this section should be limited to a reference to the said standard. See further comments below.

8.c. ***Pedestrian Scaled Street lights:***

The intent of this design standard is not clear; the mixing of “pedestrian-scaled” with the term “street lights” is confusing. Since both of these type of lights will be owned and maintained by the City Public Works Department, we expect that there will be new Public Works standards that will define the location, spacing and illumination requirements for these lights. Further, it is expected that Public Works will develop a comprehensive streetscape standards that will address curb pattern improvements such as pedestrian lights, street lights, safety lights, street tree spacing, tree well grates and street furniture (if any), and concrete finishing details for the sidewalk. This entire section C.8 should be limited to defining the requirement for a 12-ft. sidewalk pattern, which may require the dedication of a public pedestrian easement to achieve this width. Beyond this requirement, the section should refer to Public Works standards.

If you have any questions or would like to meet to discuss our comments and request, please let me know. We look forward to working with the City to refine the Fresno Downtown Development Code in a manner that supports the future growth and expansion of the CRMC campus.

Sincerely,

A handwritten signature in cursive script that reads "Robyn Tusan-Jinkerson". The signature is written in black ink and is positioned below the word "Sincerely,".

Robyn Tusan-Jinkerson
Director, Business Planning and Real Estate
(559) 724-4357
rtusan@communitymedical.org



September 26, 2016

M. Jennifer Clark, AICP
Director – Development and Resource Management Department
2600 Fresno Street, Room 3065
Fresno, CA 93721

Re: Revision to Comments Previously Submitted Regarding the Public Review Draft of the City of Fresno Downtown Development Code (DDC)

Dear Ms. Clark,

Thank you for the opportunity to meet and discuss our comments regarding the proposed City of Fresno Downtown Development Code. We appreciate your willingness to hear and understand some of the challenges Community Medical Centers faces in our efforts to replace and expand our downtown facilities.

Based on the verbal agreements reached on September 20, 2016 and the revised draft language presented on Friday, September 23, 2016 by Daniel Zack, Community Medical Centers rescinds its comments, and strongly supports the approval and adoption of the Fresno Downtown Development Code.

We applaud the efforts of the City of Fresno in its pursuit of the revitalization of downtown Fresno, and look forward to partnering with the city in support of this endeavor.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dru Walker", is written over the word "Sincerely,".

Dru Walker
Director, Facilities Maintenance and Construction
(559) 459-2904
dwalker@communitymedical.org

Downtown Development Code Comments
Craig Scharton

Second Page (not page 2) Bottom right photo-Will the picture showing Children's Hospital be confusing?
There is a bit of a battle between CRNC and Valley Children's Hospital currently.

Page three-define fenestration.

Page 4- define Review Authority

Page 5- Group Residence have been clustered in Lowell. I know that we can't regulate homes with 6 and other occupants. We should have CUPs for homes over 6.

Page 5- Storefront churches should not be allowed on designated ground floor retail streets. They are closed most of the week and do not add to sidewalk vitality. Especially 2,000 sq ft or less. They take up valuable retail spaces.

Page 6- Government uses should not be permitted on ground floor retail designated corridors.

Page 7- Banks should not be located on designated ground floor retail streets. They are 9-5 M-F uses that create dead areas for night time and weekend entertainment areas.

Page 7-Food preparation will likely be a part of the Fresno Public Market and should be allowed as a commercial kitchen.

Page 7- Nursery and garden centers should be allowed if they fit within a traditional retail building.

Page 7- Second hand/vintage stores should be allowed in DT retail areas if they operate in a traditional retail store.

Page 8- Urban farms should be allowed in all DTN areas

Page 8- Transitional and Supportive housing should be regulated so that they do not negatively impact a neighborhood revitalization area. South Fresno neighborhoods have more than their fair share of these uses. Maybe a CUP or a review of the number of these uses should be required.

Page 21- Public Plazas should allow outdoor dining with tables reserved for customers for adjoining restaurants. I've seen this use in many downtowns

Page 27- Parklets should allow outdoor dining for adjoining restaurants.

Page 30- I have concerns with stucco as an allowed exterior finish. This often looks like a suburban style, it often weathers poorly, especially with sprinklers. Can this be defined more clearly to get the best finishes?

Page 31- In prohibited materials can we list plywood, particle board and press board?

Page 31- Can we be clearer about where signs go on a traditional storefront? In a traditional downtown storefront there is usually a sign area on the top half of the façade. Also hanging pedestrian oriented signs. Maybe a diagram of a traditional storefront with display windows, sign placement, bulkhead...

Page 32 and following pages- When I see exceptions for civic buildings I wonder if the County would look for exceptions for a jail. I'm not sure if they are under city design guidelines, but it would be good to call this use out. Also, Civic buildings should have clear glass and urban setbacks.

Page 33- define muntins

Page 39- potential typo on Gallery basic standards item d. An extra space "gallery may encroach"

Page 41- awning materials should not allow plastic. Canvas awnings should not be a solid color, stripes are historic and hide dust and bird droppings.

Page 42- Odors should include coffee roasting, beer brewing

Page 43- you guys are my heroes!

Page 44- add Downtown Fresno Partnership, nonprofits and private event promoters to the list after "public or quasi public"

Page 45 & 46 Setbacks & Design Compatibility. Existing setbacks and other features might not be a good measurement because so many bad developments have been built in the past few decades. In older neighborhoods could rooflines and setbacks be measured from pre-world war two houses and buildings?

Page 53- What do we think about car ports in multifamily developments? Should they be banned?

Page 54- stucco wraps of historic homes are a big problem in our older neighborhoods. Should this be more clearly prohibited?

Page 56- a common problem in multifamily properties are the lack of window screens and appropriate interior window coverings. This is probably a code issue but could be spelled out here as well. No sheets or blankets or towels for interior window covering and all windows should have screens.

Page 57- I don't think screened in porches should be allowed.

Page 58 and following pages- Is there a way to make sure that stairs are built with higher quality materials? Historically they were solid construction without spaces between the steps.

Daniel Zack

From: Debra McKenzie <debbeem@live.com>
Sent: Saturday, August 27, 2016 9:28 AM
To: Codecomments
Subject: Example of cool idea between business and streets

Saw this in San Francisco. Park let was used by small restaurant for outdoor seating.

<http://pavementtoparks.org/parklets/>

Debra
Sent from my iPhone



County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
STEVEN E. WHITE, DIRECTOR

September 9, 2016

City of Fresno
Development and Resource Management Department
Attn: Sophia Pagoulatos, Planning Manager
2600 Fresno Street, Third Floor, Room 3065
Fresno, CA 93721

Dear Ms. Pagoulatos:

Subject: Notice of Availability of the Draft Environmental Impact Report for the Downtown Neighborhoods Community Plan, Fulton Corridor Specific Plan and the Downtown Development Code

The County of Fresno appreciates the opportunity to review and comment on the City of Fresno's Draft EIR for the Downtown Neighborhoods Community Plan (DNCP), the Fulton Corridor Specific Plan (FCSP), and the Downtown Development Code. The Department of Public Works and Planning has completed its review and has the following comments with respect to this project:

Road Maintenance and Operations Division:

County roads within the fringe area of the plan include Belmont Avenue (Hughes to Marks), Olive Avenue (Hughes to Marks), Hughes Avenue (Olive to Belmont), and Marks Avenue (Olive to Belmont). The City has classified Belmont, Hughes, and Olive as collector streets, and Marks as an arterial. The classification of Belmont as a collector road is in conflict with the County General Plan, which classifies Belmont as an arterial.

Collector street widths in the City plan are shown as 80 feet in width and Arterials as 100 feet in width, which differs from County General Plan standards for collectors and arterials, which are 84 feet in width and 106 feet in width, respectively. Additionally, the previously listed County roads are depicted as boulevards, which would include bike lanes and landscaped sidewalk areas; the difference between a collector boulevard and an arterial boulevard, according to the plan, is the addition of on-street parking for the arterial. The cross sections for collector and arterial boulevards both depict those streets as undivided four lane roads with center turn lanes. The County cross section for an arterial typically includes a median.

Community Development Division/Fresno County Office of Tourism:

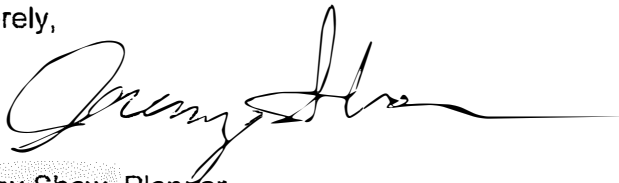
Within the proposed Fulton Street Design and surrounding public transportation and parking facilities, there is no mention or provision included for ridesharing drop-off and pick-up. It is suggested that the plan incorporate into its design features designated ride share drop-off and pick-up locations. Additionally, tourists, convention attendees and other visitors utilizing the

proposed HSR station may want to use the ridesharing option in lieu of public transit or personal vehicle.

In the preface to the Fulton Street Corridor Specific Plan, there is a photo of downtown Fresno with the caption "View of Fulton Street at Tulare Street (1936)" credit Pop Laval collection. An identical photo is shown on page 4:8 with the caption ("Fulton Street in the 1920's"). The two photos should be credited with the same consistent date and location. Lastly, the drawing at the top of page 12 (section 4.5 Design of Fulton Street, continued) does not appear to depict the relocated artwork per the design maps preceding this drawing, on pages 4:10 and 4:11. It may be helpful to depict the relocated artwork in illustrations to reflect what is shown on the design maps of the Fulton Mall project.

We appreciate the opportunity to comment on the project. If you have any questions, you may contact me at jshaw@co.fresno.ca.us or (559) 600-4207.

Sincerely,



Jeremy Shaw, Planner
Development Services Division

JS:jem
G:\4360Devs&Pln\EnvPlan\OAR\City of Fresno\Downtown Plans and Code Draft EIR\Agency Comments\Comment Ltr.doc

c: Chris Motta, Principal Planner
Frank Daniele, Supervising Engineer
Gigi Gibbs, Division Manager, Director of Tourism



DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT

August 23, 2016

To: Sophia Pagoulatos, Planning Manager

From: Karana Hattersley-Drayton, Historic Preservation Project Manager

Re: Comments for EIR, Downtown, Fulton Corridor Plans and Downtown Code

The Historic Preservation Commission at its public hearing August 22nd, 2016 reviewed the EIR. Assistant Director Dan Zack gave a Power Point Presentation that was focused on the plans and Code. One of the Commission architects raised a concern about the Neoclassical form of base/shaft/cornice for commercial buildings from the form based code and wondered whether this rule will stifle modernism and creativity in general.

The archaeologist on the Commission wanted to ensure that contractors properly trained their construction crews on archaeological protocols (as Will and I did for the zoo team). I think it would be prudent to add a sentence about this to MM CUL-3, perhaps, "The archaeologist will provide training to the construction crew at a "tailgate" meeting regarding state laws and protocols for archaeological resources." She was also concerned that if encapsulation of a site is approved as a mitigation measure, that there should be some monitoring plan adopted as well.

Another Commissioner appreciated the two mitigation measures MM-CUL-1 and 2 for historic resources (which we lobbied for following the Administrative Draft).

The following staff recommendations were supported by the Commission:

- 1) Correction: Block 50 not Block 51 is the area of Chinatown that was called out in the Greenwood Archaeological report as particularly sensitive (5.5-43).
- 2) Pursuant to MM CUL-1, resources evaluated during development projects should also be evaluated for their potential for listing on Fresno's Local Register of Historic Resources and not just for the California and National Registers (5.5-40).
- 3) The verb for MM CUL-1 needs to be revised from "should" to "shall," which has greater potency in an environmental document.

Additionally, there are a few minor typos in the **EIR**, page 5.5-33 Archaeological Assessment **prepared** ("d" missing off of two paragraphs. P. 5.5-34 Third sentence purpose of these maps was to "aid"... p. 5.5=36 Proposed "L" Street Historic District ("L" is missing).

Also, in reviewing the two plans I found that several corrections from my memo of July 11th 2016 (for the Downtown Neighborhoods Plan) were not incorporated:

p. 6.2 Downtown Neighborhoods--- Chandler Field is one of four officially designated historic districts....

p. 6:4 Huntington Boulevard... change out the "potential..."

Historic map on 6:5... what is the large light purple area?

p. 6.4 The City's Historic Preservation Ordinance has also been amended in 2009, 2012 and 2015.

p. 6.4 City of Fresno Historic Preservation Database. Sentence makes no sense: "Many potential historic resources that have not been formally designated by the City are absent from the database." Database includes **all properties** that have been designated but additionally, any property which has been included in any historic survey or entitlement, whether the property is designated, eligible or not.

6.6 The Historic Preservation Database is already on line.

6.5.1 As is the New Deal Walking Tour (on the City's Historic Preservation page).

I just wonder about continuing to repeat recommendations from four years ago that have already been addressed.

September 12, 2016

Sophia Pagoulatos, Planning Manager
City of Fresno
Development and Resource Management Department
2600 Fresno Street, Room 3065
Fresno, CA 83721
Attn: Long Range Planning

Sent via Email

Re: Comments on the Downtown Neighborhoods Communities Plan & Associated Draft Environmental Impact Report (DEIR)

Dear Ms. Pagoulatos:

We are writing to provide comments on the City of Fresno's Draft Downtown Neighborhoods Communities Plan ("DNCP", "Draft Plan" or "Plan"), Draft Downtown Development Code ("Draft DDC" or "Draft Code"), Fulton Specific Corridor Plan ("FSCP") and associated Draft Environmental Impact Report ("DEIR"). Thank you for the opportunity to submit comments.

Leadership Counsel for Justice and Accountability works alongside residents of disadvantaged communities throughout the San Joaquin Valley and Coachella Valley to eliminate injustice and secure equal access to opportunity regardless of wealth, race, income or place. Our comments on the Draft DNCP, Code, and EIR are based upon our extensive work alongside residents in the Plan Area in Southeast, Southwest, Downtown, and Jane Addams neighborhoods and those neighborhoods immediately adjacent to the the Plan Area.

These comments build upon comments we submitted to the City on Draft 2035 General Plan and Draft Master Environmental Impact Report ("DMEIR") respectively dated August 8 and October 9, 2014. While the Draft DNCP, FCSP and DEIR contain many strengths, they also, as drafted, replicate and build upon flawed policies, analysis, and mitigation measures contained in the General Plan and MEIR that would further entrench disparities in access to opportunity and a healthy environment in the City. We therefore incorporate our comments on the 2035 General Plan DMEIR herein by reference and are providing you with a copy of those comments along with this letter as Exhibit A.

The Draft Plan contains many policies reflective of the desires of existing residents for a healthy neighborhoods with basic amenities and services needed for residents to thrive. Through these comments we emphasize our support for investment in the Downtown area but urge the City to ensure that all downtown related planning documents target policies, programs

and investment across all neighborhoods within and adjacent to the Planning Area. While the Draft DNCP so eloquently identifies key deficits related to the health and wellbeing of the downtown neighborhoods - including but not limited to high levels of poverty, disparities in health outcomes, lack of quality and affordable housing, high asthma and other respiratory diseases, lack of access to healthy foods, etc. - it completely fails to identify strong goals, policies and implementation measures focused on ameliorating such deficits. Further as we will note throughout our comments there is strong preference, through policies, statements regarding resource allocation and implementation measures, for sub areas located within the FCSP that serve to the detriment of adjacent neighborhoods.

Prioritization of the Fulton Corridor Specific Plan at the Expense of Downtown Neighborhoods

The lack of detail in the DNCP as compared to the FCSP demonstrates that the City's prioritization of the Fulton Corridor Specific Plan Area may come at the expense of improvements and improved connectivity in the surrounding Downtown Neighborhoods.

The FCSP contains language that effectively prioritizes projects in the planning area to the detriment of surrounding neighborhoods. The draft states that in the case of near, mid and long term identified priority projects for both public infrastructure and public-private partnerships, the City will direct all relevant resources and departmental actions (in transportation, public utilities, transit and other fiscal incentives, public realm design etc) to support their implementation." The draft FCSP further identifies goals with supporting policy and implementation programs that focus on transforming downtown into a vibrant set of neighborhoods yet fails to incorporate policies and implementation measures focused on addressing inherent poverty, health, housing, transportation and economic challenges of families living below the poverty line identified in the draft DNCP. While the draft FCSP contains policies, programs and implementation measures focused on creating resilient, healthy neighborhoods, the draft fails to incorporate similar policies, programs and implementation measures for low income communities and communities of color currently residing in the FCSP area. Instead of protecting and building upon the culture and resiliency found in such neighborhoods, the City is accelerating displacement and gentrification risk and further perpetuating a cycle of poverty that has long plagued neighborhoods in the southern part of the City.

In comparison to the DNCP, the FCSP contains specific implementation measures that target limited City resources to planning area that many adjacent and surrounding neighborhoods should be able to draw upon to effectively spur revitalization. Additionally, the draft FCSP includes strategies that call for the formation of an interdisciplinary working group focused on the FCSD; tying of FCSD implementation framework to annual individual workplans of all departments and to Capital Improvement Plans; and focus of financial resources and physical improvements in concentrated areas of the Fulton Corridor. While these strategies

may be well intended, they provide for explicit prioritization of city resources and personnel solely to the FCSP area without directing such attention to surrounding neighborhoods.

Public Participation Prior to Downtown Neighborhoods Plan Adoption

The Draft Plan describes community engagement activities performed by the City during the initial development of the Plan in 2010 but does not identify any activities following that period or between release of the DEIR and adoption that the City will do to engage the public and ensure public input informs the final plan. Especially given that 6 years have passed since the City conducted public engagement in developing the draft plan, it is critical that the City ensure that residents can provide input at the final stages of the process. Accordingly, the City should develop an outreach plan in coordination with community leaders and CBOs and work collaboratively to implement it. The City must demonstrate how feedback on the draft plan provided in 2011 and during the above suggested outreach efforts is incorporated into the final plan and informs development of an implementation section of the plan.

Integrating Neighborhoods and Conformance with other Plans

While the DNCP notes that neighborhood integration is important, the Plan fails to include policies and implementation measures that will ensure integration among Downtown Neighborhoods and integration with neighborhoods beyond the area covered in the DNCP. Additionally, the Plan should include goals and policies designed to ensure that the Plan is harmonized with other plans and planning efforts, including the FCSP, City's Active Transportation Plan, Fresno Council of Government Active Transportation Plan, Parks Master Plan, Southwest Specific Community Plan, Southeast Specific Community Plan and additional plans noted in the introductory section of the DNCP.

Lack of information related to the Available of Public and Private Grants and Loans while the Fulton Corridor Specific Plan lays out with specificity funding opportunities.

The DNCP does not identify opportunities to pursue many available public and private grants and loans to implement the Plan's goals and policies, including but not limited to state Cap and Trade funds, including the CalFire Urban Forestry Grants, Affordable Housing and Sustainable Communities Program, weatherization programs, EOC support for solar and community-solar projects. In contrast, the Fulton Corridor Specific Plan lays out in detail public and private funding sources available for each priority project and even includes cost projections for some components. The lack of detail in the DNCP undermines our confidence that some of the stronger goals and policies will be implemented.

Revitalization Focus Should Ensure that All Downtown Neighborhoods Benefit

The DNCP, and the City's actions to implement it, must ensure that all downtown neighborhoods benefit from the City's renewed focus on investing in existing central core

communities. For example, Goals and Policies: 2.2: Ensure that City-wide policies encourage development in the Downtown and discourage subsidized development in outlying areas of Fresno - must be clarified to ensure that such attention extend to all downtown neighborhoods, not just the Fulton Corridor Specific Plan area. While we understand and applaud the City's interest in attracting private investment, the DNCP must facilitate investment and revitalization in areas and neighborhoods surrounding the Fulton Corridor Specific Plan area in addition to to the subset of downtown neighborhoods in the FCSP area. An exclusive, or almost exclusive focus, on the FCSP area will undermine the goals and policies included in the broader DNCP area and adjacent neighborhoods. Given that projected household size in the FCSP area is fewer than 2 individuals, and projected average household size in the broader downtown area is more than 4 individuals a preference for investment in the FCSP as compared to the broader Downtown Neighborhoods have a disproportionate and negative impact on families, in particular lower income families and non-white families.

The Plan Must Provide Adequate Housing Opportunities to Meet the Needs of Existing and Future Low-Income Households

As we have explained to the City in detail in previous written and oral comments, the City and the Downtown Neighborhoods has a severe shortage of affordable housing to meet the housing needs of lower-income residents. According to the City's Adopted 2015-2023 Housing Element, over 50% of residents in Fresno are "housing-cost burdened", paying over 1/3 of their income on housing costs. Lower-income residents, and lower-income renters in particular, are hit the hardest by the City's lack of affordable housing, with 88% of Extremely-Low Income ("ELI") and 76% of Very-Low Income ("VLI") households overpaying on rent and 93% of ELI and 83% of VLI renter households overpaying on rent. Due to the shortage of affordable housing options for lower-income residents in Fresno, many lower-income residents are forced to live in substandard housing, live over-crowded housing, and are vulnerable to displacement due to small increases in housing costs and costs of living.

Given this context, it is critical that the DNCP, FCSP, and Downtown Code contain protections to ensure that lower-income residents have access to adequate safe and affordable housing options in the Draft Plan Area. As currently drafted, the Drafts fail to identify to do so and in fact, threaten to result in significant displacement of the existing lower-income resident population.

A. The Plan Fails to Include Strong and Clear Policies to Prevent Displacement of Lower-Income Residents

i. The Plan Must Include Strong and Clear Policies to Preserve and Create Affordable Housing Opportunities for Lower-Income Residents

The policies in the DNCP include broad support for affordable housing but lack strong and clear policies to facilitate its preservation and development. At the same time, the Plan contains various policy and vision statements supporting the creation of market-rate housing. The Plan's emphasis on the development of market rate housing, focusing public investment to attract private investment, and support for high speed rail are all likely to drive up housing costs in the plan area, along with other factor such such as population growth and movement inland from the coast.

The Final plan and the Final DEIR must include clear and specific protections for lower income residents from dislocation due to rising rent prices.

ii. The Draft Plan Does Not Discuss or Plan to Address the Housing Needs of Extremely-Low and Very-Low Income Residents

The Draft Plan is devoid of any mention of the housing needs of extremely-low ("ELI") and very-low income ("VLI") residents. ELI and VLI residents experience the highest rates of housing-cost burden in the City, are at high risk of homelessness, and are most vulnerable to the impact of increased housing costs and costs of living. ELI and VLI residents in the Plan Area are at risk of displacement due to focused and prolonged investment in the Downtown Neighborhoods, the introduction of High Speed Rail, and the introduction of market-rate housing to the Plan Area as projected by the Plan

iii. Preservation of Affordable, High Quality Mobile Home Units

As the Draft Plan notes, the Jane Addams neighborhood has several mobile home parks. The City's 2015-2023 Housing Element states that mobile homes are an important source of affordable housing for lower-income residents, but that they are at risk of conversion as land values increase. Land values are likely to increase significantly over the life of the Plan, as the City directs resources towards Plan implementation, High-Speed Rail becomes a reality, and population growth reduces available land for housing.

The Draft Plan includes no discussion of the risk of conversion of mobile home parks and no policies to promote and facilitate the preservation of affordable and high quality mobile home units. The Final Plan must do so in order to ensure that existing residents are not displaced and the City's scarce sources of affordable housing are maintained.

iii. The Plan Must Include Additional Multi-Family Zoning in the Neighborhoods Outside of Downtown

Outside of the Downtown Neighborhood and especially in the Jane Addams neighborhood, the Plan lacks significant opportunities for the development of higher-density multi-family housing.

The Plans must identify additional higher density housing opportunities outside of the Downtown in order to meet the need for housing affordable to lower-income households and in order to qualify for state grants for affordable housing development which have minimum density requirements. In particular, we recommend that the Draft DNCP be revised to replace industrial land use designations along McKinley Avenue with multi-family and mixed-use housing designations and replace single-family housing designations on Olive Avenue with multi-family and mixed-use housing.

B. The Draft Plans Fail to Facilitate the Maintenance and Development of Affordable Housing for Large Households

Thousands of lower-income households in Fresno face over-crowding, due to the lack of affordable units large enough for large families. According to the Draft Plan, households in the Community Plan Area are larger than households in the City on average and are predominantly comprised of children. Households in the Plan Area, due to their size and the prevalence of poverty, can be expected to face even greater over-crowding than households in other areas of the City. The Draft Plan does not identify the prevalence of over-crowding in the Plan Area or include policies to facilitate the maintenance and development of housing appropriately sized for large households. The Final Plan must do so.

D. The Plan Must Ensure that City Code Enforcement Activities Do Not Displace and/or Disproportionately Impact Low-Income Residents and Residents of Color

We support policies in the DNCP for proactive code-enforcement and to prioritize code enforcement resources to address health and safety issues in rental housing (Policy 2.13.4). These policies however do not but must include explicit protections against displacement of renters and support to low-income homeowners in maintaining their properties, including resources for rehabilitation for lower-income property owners.

Policy 2:17, requiring owners to maintain property, risks triggering displacement of lower-income property owners through the imposition of fines. The City should instead create and expand programs to assist low-income homeowners with home maintenance and code compliance.

Policy 2.13.6 states that, “As resources become available, require owners to maintain all portions of their properties, including buildings, yards, and service areas, as well as adjacent sidewalks and alleys.” p. 2:17. This Policy should be pursued through education but must not be exercised in a manner that targets low-income residents and/or residents of color, which would result in violations of federal and state fair housing and civil rights laws.

Policy 2.9.9 calls on the City to create “a coordinated program to acquire, demolish, and rebuild blighted, non-traditional multi-family residential buildings.” p. 2:15. This policy must be revised

to include protections for any tenants of such buildings, including protections to prevent displacement and to support relocation of residents in the same neighborhood.

Parks, Recreational, and Community Facilities

While the DCSP identifies the need for parks, recreational and community facilities throughout the planning area, there are insufficient programs and policies designed to address those needs, especially in the most park deficient neighborhoods. In general, the DNCP should include policies and implementation measures aimed at converting vacant parcels and abandoned property into parks and community facilities as well as policies and implementation measures to pursue grants such as CalFire Urban Forestry grants for park space acquisition and development and HCD Housing-Related Parks Grants. The DNCP should contain language focused on seamless integration to policies, programs and implementation measures identified through the City's efforts to update the Parks Master Plan.

Specifically for the Jane Addams and Southeast neighborhoods the draft DNCP notes that these neighborhoods are especially park space deficient. Figure 4-6 of the DNCP identifies potential areas for park space and recreational facilities in the Jane Addams area. We recommend that the City acquire the vacant plot at the southwest corner of Olive Avenue and Marks Avenue for a park and small library. Unfortunately the Land Use Map does not include any new parks in the Southeast neighborhood area. We recommend the City identify new park opportunities and include them in the map, for example the vacant lot in front of Roosevelt High School.

Additionally, Southeast neighborhood residents suggest the following locations immediately adjacent to the Plan area for acquisition for the development of new parks and recreational facilities including:

1. The Hanoian building, which is for sale, and the adjacent vacant lot at the corner of Cedar and Butler. The City could also consider relocating the police department located on the lot to increase the space available for a recreational center.
2. The lot in front of the Mosqueda Center is ideal for a new park. It is a large lot; FAX routes 33 and 26 pass by the site; it is near a grocery store. The historic WW-II building should be made into a museum, not left in disrepair.

Create a Multi-Modal Transportation Network that Meet Needs of All Downtown Neighborhoods

The Draft Plan identifies creating a "multi-modal transportation network" as a strategy (p. 1:4). Public investment and infrastructure improvements must support active transportation in order to create such a multi-modal network. The vision statement for the Jane Addams neighborhood, which increases access to pedestrian facilities, is an example of supporting active transportation. The Draft Plan anticipates that it will remain consistent with the ATP Plan (p. 7). If inconsistencies arise, the Plan should be amended to reflect the ATP Plan.

Public Investments and Infrastructure Improvements to Support Active Transportation

Investment priorities should emphasize public health and safety of children and access to key amenities and services.

Policy 1:6 requires the City to target public investment to locations that have the greatest potential to attract private investment. This policy would continue to leave behind many low-income neighborhoods that lack basic infrastructure, such as sidewalks, street lights, and stormwater drainage.

The City should prioritize investments to maximize health outcomes and ensure the safety of children walking to and from school, community centers and parks. Such prioritization policies include Policy 2.1.2 (installation of new sidewalks near schools), Policy 3.9.3 (identify priority corridors between residential areas and schools and pursue grants to facilitate this through traffic calming), Policy 5.7.2 (maintenance of public facilities), and Policy 5.7.3 (funding and timely construction of needed public facilities). For example, Hamilton Avenue & South Maple Avenue, just South of Mosqueda Center, needs street lights, flashing stop lights for pedestrians, and sidewalks.

Infrastructure to prevent flooding and pooled water would also facilitate public health. “The Downtown Area is characterized by large impervious areas, is susceptible to localized flooding, and could benefit from additional local stormwater retention facilities to mitigate flood hazards.” p. 15.

The Plan must ensure adequate infrastructure to support connectivity with other neighborhoods, including active transit across railway and freeway segments that cut off neighborhoods from key amenities. The Draft Plan recognizes that the high rates of concentrated poverty in the Downtown neighborhoods is likely due in part to the geographic isolation of neighborhoods by freeways and railroad tracks. (p. 1.) “The introduction of the freeway system after World War II, created impenetrable barriers that isolated neighborhoods from one another and the Downtown area, and diminished the livability of the entire center of the city.” (p. 16.)

Policy 2.18 places importance on interconnecting the Downtown Neighborhoods with great streets and beautiful public spaces. There should also be a policy about promoting interconnectedness among neighborhoods through multimodal transportation options and infrastructure and reversing isolating impacts of highway constructions.

The Plan identifies the need to plan for safe, aesthetically pleasing, and green routes between neighborhoods and across freeway and railway track barriers to connect neighborhoods to rest of City, allow them to access key resources lacking in those neighborhoods, and mitigate air quality, sound, and visual impacts of those barriers. For example, the Jane Addams neighborhood is isolated from the rest of the city by SR 99 and 180, Union Pacific railroad right of way. “ Crossings of these transportation corridors and few and far

between, hampering vehicular, bicycle and pedestrian connections to other parts of town.” Draft Plan, p. 20. The Vision for Jane Addams includes building a pedestrian bridge across State Route 99 to provide easier access to Roeding Park (p. 1:8) and building a pedestrian bridge across Highway 99 at Harvey Ave. to improve pedestrian access within the neighborhood (p. 3.9.9). Policy 3.4.6 also identifies the need to install curb, gutter and sidewalk improvements on Mickely between SR 99 and Marks (though this should go to Golden State) and along Golden State to the mobile home park. Routes throughout the Jane Addams neighborhood, and those that connect the neighborhood to other parts of the city, must be improved with sidewalks, lighting, trees, and the like, as they are incomplete and unsafe for both children and adults.

Residents want to see more investment to support safe bicycling prioritizing routes to schools and major community centers like shopping centers, parks, and medical centers, including segregated bike lanes. Figure 3-1, “Proposed Bicycle Facilities,” identifies few Class 1 bike facilities in DNCP; only includes a Class 1 on Belmont in the Jane Addams neighborhood, but should also consider on McKinley, both directions from the school; and Southeast has no Class 1 facilities. Figure 3-5 does not propose road diets and bike lanes for Jane Addams.

Access to Efficient and Affordable Public Transit Options

For neighborhoods that lack access to essential amenities and services, like grocery stores and medical facilities, affordable and efficient public transit options are essential. Existing transit in the Downtown neighborhoods is often unreliable and has service gaps that mean residents have to walk significant distances and take several buses to get to their destination. Comparatively low rates of car ownership by residents in many of the Downtown Plan neighborhoods due to high poverty levels (34% in Jane Addams, 67% in Lowell, Draft Plan) are also reason for improved public transit options. Additionally, the summary of existing conditions does not discuss transit needs.

Policy 3.1.3 advises to focus transit service and investments on the Transit Corridors identified in Figure 3-2. Policy 3.1.10 advises to prioritize reducing transit delay along these corridors. Policy 3.1.11 states to focus initial improvements on areas with the greatest ridership, including the Downtown Neighborhoods, as well as to increase rider safety and comfort. However, areas should be prioritized according to the greatest need, like Jane Addams. This focus on high ridership excludes neighborhoods that have historically struggled with deficient infrastructure, and continues inequitable investment. Generally, the needs of existing disadvantaged neighborhoods are ignored.

Additionally, the focus on high priority corridors is that these corridors are generally not in residential areas which is problematic when seeking funding, including grants. Such a focus makes it difficult to connect with ATP plan efforts. Figure 3-2, High Priority Transit Corridors, does not propose primary or secondary routes in the Jane Addams neighborhood. The vision page for Jane Addams includes upgrading transit stops, and should also include expanded

transit service. P. 1:10. The City must also secure and allocate funding for extension of the BRT to Edison Neighborhoods.

Policy 3.3.6 requires new developments in the Downtown Neighborhood do not result in the worsening of transportation related facilities, but for other neighborhoods it only requires mitigation. All new developments, regardless of neighborhood, should not result in the worsening of transportation related facilities. In the alternative, the City should, at a minimum, set mitigation thresholds.

Policy 3.1.5 supports incentives for potential Downtown transit riders. Incentives must also be available to low-income residents to allow for affordable transit.

It bears restating that It is absolutely critical that the DNCP, and implementation thereof, increases transit access to and connectivity between and among neighborhoods in Plan area.

Mitigate Impacts and Enhance the Benefits of High-Speed Rail for All Downtown Neighborhoods

The Draft Plan includes a general statement to introduce HSR in a manner that has least possible impact on surrounding existing land uses, while preserving Downtown's interconnected street network to the greatest extent possible. 2:8. The Draft Plan, and related plans must ensure that all negative impacts of the High Speed rail are mitigated. The Draft Plan identifies potential impacts yet does not include physical and economic displacement, or relocation of industrial uses to areas already overly burdened by such uses. The investment in High Speed Rail must also directly benefit communities adjacent to the downtown core through increased transit access and connectivity between and among neighborhoods.

Infrastructure for Safe Drinking Water and Wastewater

There are places in and adjacent to the planning area, for example parts of the Jane Addams neighborhood that do not have City drinking water or wastewater services. The DNCP must include policies and implementation measures to address these critical deficiencies.

The Plan identifies the need to improve conservation measures and diversify water resources to address the increasing scarcity of water in the region. The Plan must also include policies and implementation measures to protect dwindling water resources from suburban sprawl development and industrial development.

We recommend the City update the draft DNCP to include policies and implementation measures similar to those found in the draft FCSP to ensure adequate infrastructure necessary to support infill development for all Downtown and surrounding neighborhoods.

Road Quality

Many roads in the Downtown Neighborhoods have deteriorating, pot-holed roads and roads that serve as truck routes for industrial facilities are especially impacted. The Plan must include policies and implementation measures to restore and protect these resources.

Neighborhood Greening

We are supportive of policies to increase tree coverage in the Plan area recommend prioritizing investment in communities that are particularly park poor such as the Jane Addams Neighborhood (“In the Jane Addams Neighborhoods, however, street trees are noticeably absent.” p. 13). We also recommend implementation measures, such as proactively seeking funds and work with HSR and CalTrans.

Safe and Clean Alleys

Many alleys throughout the planning area are filled with trash and abandoned furniture. Sometimes residents find old medical products or decaying animals in alleys. While the Draft Plan includes broad policies to address alleys, we recommend aggressive actions and implementation measures including, transformation of alleys into a network of paths and green infrastructure, transferring ownership of alleys to adjacent homeowners, and extending regular alley cleaning services to problem areas throughout the downtown neighborhoods.

Healthy Environment: Industrial Land and Other Polluting Land Uses

The Draft Draft Plan Land Use Map notes that residents identified industrial land uses located next to residences, parks, and other sensitive land uses as a conflict. (“Numerous incompatibilities with the types and location of industrial uses were identified through the planning process. The issues include the proximity of industrial uses to residential areas, schools and parks, areas where industrial uses are located on parcels intended for residential uses and truck traffic from industrial areas impacting local streets.” p. 26) However, the DNCP maintains existing industrial zoning in several neighborhoods immediately adjacent to residential and other sensitive uses.

The Plan recognizes that industrial buildings and complexes are located in many instances adjacent to homes (p. 20) yet the Plan maintains industrial zoning and does not include any policies to address incompatible land uses in that neighborhood. For South Van Ness the draft plan recommends continuation of industrial uses near residential areas. Policy 2.1.3 for the Edison Neighborhood: “Plan for the relocation of industrial uses that negatively impact nearby residential, public, and other similar uses.” must apply to all Downtown Neighborhoods. Additionally, the Land Use Map must be changed to eliminate industrial and business park land use designations within or next to neighborhoods and replace them with parks, neighborhood commercial, houses, and mixed use zoning as appropriate.

While the importance of segregating industrial uses from sensitive receptors forms the foundation of land use planning and is supported by common sense it has also been identified as a principal priority of residents living among industrial uses. Furthermore, communities most impacted by concentrated industrial uses are also those neighborhoods ranked as the most vulnerable by CalEnviroScreen due to high asthma rates, poor air quality and proximity to polluting land uses.

The DNCP acknowledges this, and includes Policy 7.7.3. That call for the City to locate sensitive uses - such as housing, schools, health facilities, and parks - away from building uses that generate toxic pollutants.” As noted above, the City must also apply the converse: locate building that generate toxic pollutants away from homes and other sensitive uses. We are very supportive of Policy 7.6.4 which calls for the City to “complete the Industrial Compatibility Study and work towards implementation” and wish to confirm that it applies to all neighborhoods in the Plan area and suggest an implementation timeline that includes identification of funding resources available to facilitate implementation.

Policy 2.17 calls for a regulatory environment and development process that makes development decisions predictable, fair, and transparent and limits the use of CUPs and other discretionary approvals. To the extent that industrial zoning continues to be located in and adjacent to residential and other sensitive uses, these policies threaten to deny residents the opportunity know about and provide feedback on new industrial proposals that could impact their neighborhoods, lower their property values, and create toxic air emissions. Accordingly, until the ICA is conducted and implemented and industrial zoning is located away from sensitive land uses, Policies 2.17.7 and 2.17.8 should not apply to industrial and business park land uses. Additionally, there must be safeguards in place to protect existing residents from displacement and other undesirable impacts from land use decisions.

We support policies designed to divert truck traffic from sensitive sites including residential neighborhoods, including:

1. 3.8.1 Designate streets that are suitable for truck delivery routes in order to divert truck traffic away from sensitive sites, particularly the residential neighborhoods. Truck routes should be limited to arterials and expressways specifically designated for the purpose or to collector and local industrial streets which directly service planned industrial areas.”
2. 3.8.2 Locate industrial uses such that industrial truck and vehicular traffic will not route through local residential streets.
3. 7.7.1 Do not locate truck routes on primarily residential streets or near parks, playgrounds, schools or other sensitive uses and create a map that highlights how existing truck routes impact existing and future development patterns.

Finally, the DNCP must assess the potential air impacts of drive-thru establishments, especially to the extent that there is an increase in such establishments in communities impacted by poor air quality and traffic.

Increase Access to Retail, Grocery Stores, Banks, and Other Necessary Day-to-Day Services

We support goals and policies designed to increase access to goods, services and groceries at a neighborhood scale and suggest targeted investment to realize that goal. Additionally, community based organizations should work with food vendors and the City to ensure quality and affordable healthy foods and locally sourced produce. We are concerned that Policy 2.12.5 could have a negative impact on small, lower income and minority owned mobile food vendors.

Jobs and Employment

The Draft Plan must include more aggressive policies to protect existing and promote quality jobs and employment opportunities. For example the Draft Plan should incentivize local hire policies and workforce development investments that will allow for upward financial mobility. Additionally, given that rents are expected to increase downtown, the City should support existing small and minority owned businesses against displacement.

Public Participation in Local Government and Plan Implementation

We are supportive of the proposed public participation policies included in the draft DNCP to engage the public as key partners in the City's decision making processes (7.2.1). We recommend the City add policies to work directly with residents and stakeholders to identify and address barriers to civic engagement. We also recommend the City include implementation measures in the DNCP focused on ensuring resident and community stakeholder participation in implementation of the plan, including for allocation of resources. The City can draw upon implementation strategies found in the FCSP, such as convening interdisciplinary working groups, to ensure ongoing community engagement. We suggested similar recommendations in our 2014 General Plan comment letter.

The Draft Environmental Impact Report Fails to Analyze and Mitigate Potentially Significant Impacts of the DNCP, FCSP, and Downtown Development Code

The DEIR fails to meet the requirements of the California Environmental Quality Act ("CEQA") to disclose, analyze, and propose all feasible mitigation measures for potentially significant environmental impacts related to the Downtown Neighborhoods Communities Plan, the Fulton Corridor Specific Plan, and the Downtown Development Code (collectively, "Project"). The DEIR relies heavily on the Master Environmental Impact Report ("MEIR") for City of Fresno 2035 General Plan for its analysis and to reach conclusions that various impacts are significant and unavoidable or less than significant and then cursorily dismisses without evidentiary basis the feasibility of additional mitigation measures beyond implementation of General Plan policies. As we explained in detail in our October 9, 2014 comments, the Draft MEIR was a fundamentally flawed document which did not satisfy the requirements of CEQA and its

implementing guidelines. The Final MEIR fails to correct many of the DMEIR's inadequacies, including the DMEIR's reliance on vague, voluntary and otherwise unenforceable policies contained in the 2035 General Plan as mitigation measures and its failure to consider and propose all feasible mitigation measures for potentially significant impacts as required by CEQA. Pub. Res. Code §§ 21002; 21081.6(b); Cal. Code of Reg. (C.C.R.) §§ 15091(a)(1)(15126.4(a)(2); see *id.* § 15126.2(b); See *Napa Citizens for Honest Gov't v. Napa County Bd. of Sup.* (2001) 91 Cal.App.4th 342, 358. The DEIR too is fundamentally flawed for relying upon inadequate analysis, conclusions and mitigation measures of the MEIR and for failing to identify and identify feasible mitigation options for the MEIR's project-specific and cumulative impacts.

The DEIR's failings will most directly impact low-income disadvantaged residents and communities in the Downtown Plan Area. These communities and residents are the most vulnerable to the impacts the DEIR fails to adequately analyze or effectively mitigate. Thus, the DEIR not only violates CEQA but results in violations of state and federal fair housing and civil rights laws, including but not limited to 42 U.S.C. §§ 2000d, 3601 *et seq.*, 5304(b)(2), 5306(s)(7B), 1205; Cal. Gov. Code §§ 11135, 12955, *et seq.*

The City must revise and recirculate the DEIR to provide the public an accurate assessment of the environmental issues at stake and a mitigation strategy that fully addresses the Project's significant impacts *prior to adoption of the DNCP, FCSP, and DDC*. The revised DEIR should include the changes to the Downtown Neighborhoods Communities Plan proposed in these comments above. The proposed revisions to the DNCP are feasible mitigation measures that can effectively reduce the Project's impacts.

1. The DEIR Ignores Feasible Mitigation, Such as Changes to the Land Use Designations and Densities and Intensities Proposed in the General Plan

P. 5.

2. The DEIR Fails to Assess the Environmental, Social and Economic Impacts of Inadequate Affordable Housing and Displacement

A. Lack of Consideration of Impact of City's Failure to Adopt and Implement a Legally Adequate 5th Cycle Housing Element

The DEIR states that the City's Housing Element has been adopted by City Council and is "currently awaiting certification by the state". 5.12-8. In fact, the State Department of Housing and Community Development issued a letter on August 11, 2016 finding that the Housing Element does not substantially comply with state law. See Exhibit C. Among other things, HCD found that the City's Adopted Housing Element:

- Fails to account for the unmet need for housing affordable to lower-income households in Fresno as a result of the City's failure to rezone adequate sites for multi-family housing to address the City's shortfall of 6,228 units under its previous housing element.
- Fails to include adequate programs that will result in a beneficial impact on the City's housing goals during the planning period, including with respect to maintaining and preserving affordable mobile home units in Fresno and with respect to creating affordable housing opportunity in higher income and higher opportunity neighborhoods.
- Identify sites and include programs as appropriate to make sites available to meet the current City's 2013-2023 Regional Housing Need Allocation based on an accurate calculation of the City's unmet need under its previous housing element.

The City must revise the DEIR to disclose the State's finding that the Housing Element does not comply with state law and assess how its failure to comply with state law impacts the DEIR's related analyses, including but not limited to impacts on population and housing, air quality and greenhouse gas emissions.

B. The DMEIR Fails to Adequately Analyze the Project's Potential to Displace Existing Housing

The DEIR's analysis of the Project's potential to displace significant numbers of existing housing, necessitating the construction of replacement housing elsewhere, consists of a brief paragraph that concludes that the Project will have less than a significant impact because it is projected to result in a net increase in housing units. Missing from this assessment is a discussion of the affordability of units that will be constructed in the Downtown Plan Areas to residents that will need replacement housing as a result of displacement due to the loss of existing housing.

According to the DNCP, neighborhoods in the Downtown Plan Area have high rates of concentrated poverty and are comprised of a relatively high proportion of renters compared to home-owners. The City's 2015 Consolidated Plan indicates that high percentages of lower-income residents and renters in Fresno exceeding 70% are housing cost burdened, paying over a third of their income on rent. Therefore, the loss of existing housing currently used by lower-income residents in the Downtown Neighborhoods, as projected by the DEIR, will necessitate the construction of alternative housing affordable to those residents. Construction of new market-rate housing is unlikely to be affordable to lower-income residents.

While the Draft DNCP includes broad vision statements and policy aims in support of a "diverse" housing stock and maintaining existing affordable housing, neither it nor the DEIR identify any specific actions the City will take or resources that will be dedicated to facilitate the creation and maintenance of affordable housing in the Downtown Neighborhoods. As noted in section A above, the City does not even have a legally-compliant housing element in place with a strategy to provide for the housing needs of lower-income residents and residents with special housing needs and has failed to accurately calculate and identify adequate sites to

accommodate the City's shortfall of 6,228 units from the previous housing element planning period and the City's lower-income RHNA of 11,923 for the 2013-2023 planning period. Thus, "build out" of the DNCP and General Plan without mitigation measures to ensure the creation and preservation of affordable housing has the potential to displacement significant numbers of lower-income residents without providing alternative financially-accessible housing options.

The DEIR states that according to data contained in the DNCP, the vacancy rates in the Downtown Neighborhoods is high. According to Draft DNCP Table 5, the vacancy rates in the Downtown neighborhoods range from 8% in Southeast Fresno to 15% in the Downtown. Table 5 does not support the DEIR's conclusion that the Project will not have a significant impact resulting from the displacement of existing housing. First, the Southeast Fresno vacancy rate identified of 8% is not a "high" vacancy rate. Second, the DNCP does not identify the source or timeframe of collection of the vacancy rates included in Table 5. Tables 3 and 4, immediately above Table 5 in the Draft DNCP, indicate that the housing and population that they contain were generated between 2008 and 2010 -- the time period when vacancy rates reached their peaks at the height of the recession. If the data from Table 5 was drawn from a similar time period, it is an inadequate reference for existing vacancy rates in the Downtown Neighborhoods, given the ongoing recovery of the housing market and decline in vacancy rates over the past six years.

The DEIR must be revised to accurately reflect the potential for the displacement of housing to result in significant environmental impacts, including due to the loss of housing affordable to lower-income residents, and identify and include all feasible mitigation measures.

Thank you for your consideration of our comments.

Sincerely,

Ashley Werner