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RECEIVED

November 14, 2017

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DEVELOPMENT DEPARTMENT
CITY OF FRESNO

VIA EMAIL & UNITED STATES MAIL

Planning Commissioner
City of Fresno
c/o Yvonne Spence, City Clerk
2600 Fresno Street
Fresno, CA 93721

Margo Lerwill, Planner
Development and Resource Management Department
City of Fresno
2600 Fresno Street, Room 3043
Fresno, CA 93721-3604

**Re: Proposed Development Located at 7035 North
Blythe Avenue, City of Fresno EA No. A-16-017/R-
16-018/C-17-059**

Dear Honorable Members of the Planning Commission & Ms. Lerwill:

My law firm represents the Sierra Sky Park Property Owners Association ("SSPPOA"), whose members include the homeowners who use and live in close proximity to the Sierra Sky Park Airport (the "Airport"). I am writing regarding the proposed development project located at 7035 North Blythe Avenue (the "Project") proposed by Ginder Development (the "Applicant"), and the related Environmental Assessment prepared in connection therewith, City of Fresno EA No. A-16-017/R-16-018/C-17-059 (the "EA"). SSPPOA understands the Project includes a plan amendment to redesignate approximately 7.1 acres currently designated Community Commercial to 4.66 acres of Residential Multi-Family Medium High Density and 2.59 acres of General Commercial.

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The SSPPOA supports development within the vicinity of the Airport in a manner that is (i) consistent with the City's existing plan-level documents, (ii) does not threaten the continued viability of the Airport, and (iii) does not result in significant impacts to homeowners within SSPPOA and other users of the Airport. For example, SSPPOA recently submitted a letter of support for a new development project located at 3875 West Beechwood, EA No. D-17-051, a copy of which is enclosed as **Exhibit "A."**

The SSPPOA is willing to work with developers of the properties surrounding the Airport to promote the development of uses compatible with the Airport and the surrounding neighborhoods. Unfortunately, while the Applicant has engaged in some outreach to members of the SSPPOA, the Applicant has not incorporated the SSPPOA's significant concerns regarding the Project into its plans. As such, the SSPPOA objects to the proposed Project.

As an initial matter, the SSPPOA questions why the EA for the Project was released just two business days prior to the Planning Commission meeting at which the Project will be considered. Because the comment period on the EA does not close until December 4, 2017, this leaves the Planning Commission without the opportunity to consider comments provided by the public, other governmental agencies (including those such as Caltrans with jurisdiction over the Airport), and technical consultants.

While the Applicant may view the Planning Commission as a mere advisory body, the Planning Commission plays an important role in the initiation and conduct of hearings, and making recommendations to the City Council, with respect to plan amendments and related environmental determinations, particularly with respect to land use issues including consistency with City policies, "architectural design, site design, connectivity to surrounding uses, performance standards, the fabric of the existing neighborhoods, etc." (City of Fresno, Municipal Code, Art. 49 § 15-4903; see also Charter of the City of Fresno, Art. IX, § 907.)

The Planning Commission should not be asked to perform such a review without having the benefit of the commenting public most directly affected by the Project. In this case, SSPPOA anticipates presenting several technical concerns regarding the Project relating to its proximity to the Airport, as well as the report of a traffic expert – who we understand will find the Project will result in potentially significant impacts under the California Environmental Quality Act, Pub. Resources Code, § 21000, *et seq.* These comments and suggested modifications will go directly to matters within the purview of the Planning Commission, including land uses issues, the adequacy of the EA, the Project's consistency with City policies, and issues concerning "site design, connectivity to surrounding uses, performance standards, the fabric of the existing neighborhoods, etc." (City of Fresno, Municipal Code, Art. 49 § 15-4903; see also Charter of the City of Fresno, Art. IX, § 907.)

Because two business days is insufficient to provide meaningful comments on the EA or the Project, many of which will be technical in nature, SSPPOA respectfully requests that the Planning Commission either decline to approve the Project at its November 15, 2017, meeting, or alternatively continue the hearing until *after* the close of the public comments period on December 4, 2017.

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In the event the Planning Commission seeks to continue with the November 15, 2017, hearing, SSPPOA objects to the EA and the Project on the following grounds:

- High-density residential is not an appropriate land use for the Subject Property. In addition to the land use being inconsistent with the 2035 General Plan, the land use is not compatible with the existence of the Airport. Airports across the state have recently been forced to close because of encroachment by residential users who oftentimes complain about the existence of the airport land use, regardless of the presence of estoppel certificates. As such, it is critical to the SSPPOA that the Project be limited to commercial land uses.
- Neither the City nor the Applicant prepared a traffic impact study for the Project. Rather, the City is relying upon traffic studies prepared for different, unrelated projects, none of which included the current project configuration, similar land uses, or residential units. As such, SSPPOA has commissioned a traffic report, which SSPPOA understands will identify potentially significant impacts as to traffic, requiring the City to consider an Environmental Impact Report to comply with CEQA.
- The City's reliance on the previously-performed traffic impact studies is misplaced for the following reasons:
 - The City's failure to perform a traffic impact study for the Project violates the Fresno General Plan, Policy MT-2-i, which "[r]equire[s] a Transportation Impact Study ... to assess the impacts of new development projects on existing and planned streets ... [w]hen a project includes a General Plan amendment that changes the General Plan Land Use Designation." (Fresno General Plan, Policy MT-2-I, at 4-32.) The only exception to this requirement is when "it is determined by the City Traffic Engineer that the project site and surrounding area already has appropriate multi-modal infrastructure improvements." (*Id.*) However, that has not occurred.
 - Neither of the prior studies considered the recent closure of Doolittle Drive, which causes increased traffic on W. Spatz Avenue;
- The City's reliance on the 2006 traffic impact study ("2006 Study") is problematic for the following reasons:
 - The 2006 project contemplated a hotel with 96 rooms, whereas the Project contemplates 80 residential dwelling units. (See May 22, 2006 Letter from Peters Engineering Group to Mr. Jasbinder Singh

re Traffic Impact Study, p. 1.) These are two fundamentally different uses and the City has made no attempt to correlate the intensity of each use so as to allow for meaningful comparison.

- The 2006 Study did not include data regarding traffic generated by the then-vacant site southeast of the intersection of Herndon Avenue and Blythe Avenue and instead relied upon assumptions regarding estimated future traffic volumes. (*Id.* at 4.) The City has made no attempt to verify the accuracy of these estimates in light of the fact that the then-vacant site is now fully developed and in use.
- The 2006 Study determined then-existing weekday peak-hour traffic volumes based on manual counts that, according to the attached data sheets, were *only performed on a single day*—a day when Blythe Avenue was *closed* at Herndon due to construction. (*Id.*)
- The 2006 Study relied on 2006 growth projections and does not appear to have been updated to reflect current growth projections. (*Id.* at 5.)
- The 2006 Study found that the level-of-service at the intersection of Spruce and Millburn Avenues was unacceptable during the pm peak hour, and that the proposed 2006 project would “exacerbate” those conditions. (*Id.* at 8.) As a result, the 2006 Study stated that the “intersection should be signalized” and that this would “result in acceptable levels of service through the year 2025 based on the cumulative-with-project conditions analyses.” (*Id.*; see also *id.* at 9 [“The conclusion of this traffic impact study is that the intersection of Millburn and Spruce Avenues requires signalization based on the existing conditions and the proposed project is expected to exacerbate the existing conditions.”].) However, the Millburn and Spruce intersection was never signalized; a four-way stop was installed instead. Consequently, no analysis has been performed regarding the Project’s impacts on the Spruce and Millburn Avenue intersection as it exists today.
- The 2006 Study found that the westbound left-turn lane at the Herndon and Brawley intersection was operating at its “maximum capacity relative to the 95th-percentile queue length.” (*Id.* at 9.) It also predicted “excessive queue lengths that may warrant construction of the planned second westbound left-turn lane.” (*Id.*) Given the 2006 study’s concern over impacts to the Herndon and Brawley intersection, and the fact that the second westbound left-

turn lane has since been constructed (presumably in response to the “excessive queue lengths” the study predicted), an analysis of the Project’s impacts on the Herndon and Brawley intersection should be performed to determine whether the intersection remains at maximum capacity and, if so, whether mitigation measures are necessary in light of the proposed development and current growth projections.

- The 2006 Study also found that the two existing east bound left-turn lanes at the Herndon and Milburn Avenue intersection “may not be long enough to accommodate the project future 95th-percentile queue lengths.” (*Id.* at 10.) An analysis of the Project’s impacts on the Herndon and Milburn intersection should be performed to determine whether the intersection is capable of accommodating increased queue lengths and whether mitigation measures are necessary in light of the proposed development and current growth projections.
- The City’s reliance on the 2015 traffic impact study (“2015 Study”) is problematic for the following reasons:
 - The project analyzed in the 2015 Study involved commercial uses *only*. (See March 20, 2015 Letter from Peters Engineering Group to Mr. Rick Ginder re Traffic Impact Study, p. 1.)
 - The 2015 Study found that “queuing issues likely to occur by the year 2035 are likely to affect the [level of service] at the intersection of Herndon and Blythe Avenues and will require mitigation.” (*Id.* at 18.) Given the City’s prior recognition of queuing issues at the Herndon and Blythe intersection, a new traffic impact study should be performed to determine the Project’s impacts on the intersection and whether mitigation measures are necessary in light of the proposed project and current growth projections.
- The City asserts that the Project did not require a traffic impact study because “Peters Engineering Group provided a written opinion that the previous studies were applicable to the current [project].” (Modified Appendix G / Initial Study to Analyze Subsequent Project Identified in Certified Master Environmental Impact Report (MEIR) SCH No. 2012111015 (“Initial Study”), p. 51.) The written opinion the City refers to, however, states that the 2015 Study “remains applicable to the project ... because *the project has not been revised*.” (March 21, 2017 Letter from Peters Engineering Group to Mr. Rick Ginder re Applicability of Previous Traffic Impact Studies, p. 4 [emphasis added].) But that is not accurate.

WANGER JONES HELSLEY PC

November 14, 2017

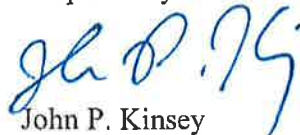
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The 2015 project “consist[ed] of a shopping center with a total building area of approximately 52,055 square feet plus a 4,720-square-foot fuel canopy for 16 fueling positions.” (*Id.* at 1.) The Project, in contrast, proposes “a gated multi-unit residential complex with 80 residential units, a community building, and associated outdoor recreation facilities ... and 3 detached commercial pads (one of which includes a drive-through).” (Initial Study, p. 2.)

- Nearly all of the homeowners within SSPPOA keep aircraft on their property. Residents keep their aircraft in onsite hangars connected to their homes, and use adjacent roadways to taxi to and from the Airport. The Project will bring numerous drivers into the vicinity of the Airport who are unfamiliar with this issue, causing the potential for plane-vehicle interface on local roadways. This safety issue is neither mentioned nor discussed in the EA or the related documents.
- Most of the homeowners within SSPPOA use W. Spatz Avenue to access Herndon Avenue. This has increased since the recent closure of Doolittle Drive earlier this year. Under existing conditions, homeowners within SSPPOA are forced to engage in lengthy waits to turn left from Spatz Avenue onto Blythe to access Herndon Avenue, especially during a.m. and p.m. peak hours. This burden will increase significantly under post-Project conditions, which must be further analyzed and mitigated by the City in a traffic study.
- There is no safe way for pedestrians to easily traverse between the SSPPOA neighborhood and the proposed Project.
- SSPPOA will of course be raising additional comments on or before the close of the public comment period on the EA, December 4, 2017.

For each of the foregoing reasons, SSPPOA requests that the Planning Commission decline to recommend the Project for approval. Alternatively, SSPPOA requests that the Planning Commission postpone its consideration of the Project until *after* the close of the public comment period on the EA.

Respectfully submitted,



John P. Kinsey

Enclosures

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October 26, 2017

VIA EMAIL & UNITED STATES MAIL

Margo Lerwill
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**Re: Comments of Sierra Sky Park Property Owners Association
on Notice of Intent to Adopt a Finding of Conformity
EA No. D-17-051 3875 West Beechwood, Fresno, CA**

Dear Ms. Lerwill:

On behalf of my client, the Sierra Sky Park Property Owners Association ("SSPPOA"), whose members include the homeowners who use and live in close proximity to the Sierra Sky Park Airport (the "Airport"), I wanted to thank you for providing me with the revised site plan for the proposed United Health Care Project (the "Project") located at 3875 West Beechwood Avenue in the City of Fresno.

I am writing to confirm that the SSPPOA supports the Project, as reflected in the revised site plan. The SSPPOA appreciates the efforts of both the City of Fresno and the Project proponent to modify the Project based on the concerns raised by the SSPPOA and others, and hopes that the level of cooperation between the SSPPOA, the City, and the Project proponent can serve as a model for future projects in the vicinity of the Airport.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read 'John P. Kinsey', written over a printed name.

John P. Kinsey

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DEVELOPMENT DEPARTMENT
CITY OF FRESNO

November 15, 2017

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Re: Conditional Use Permit C-17-059, Rezone
Application R-16-018, Plan Amendment Application
A-16-017, and Environmental Assessment A-16-
017/R-16-018/C-17-059
(Blythe Crossing)

Dear Ms. Lerwill:

Please accept the following comments on behalf of James and Elizabeth Anderson, who own a residence at 7265 N. Doolittle Drive, Fresno, California, in the neighborhood directly across W. Spruce Avenue from the proposed project. Attached with this correspondence, I am including copies of this letter and respectfully request that it may be distributed to each member of the Fresno City Planning Commission. Thank you for your consideration.

**I.
INTRODUCTION**

The Blythe Crossing Project (the "Project"), as planned, will permanently harm James and Elizabeth Anderson's use and value of their home located at 7265 North Doolittle Drive in Fresno, California ("Anderson Residence"). The Fresno City Planning Commission ("Planning Commission") scheduled a public hearing for this Project, pursuant to Sections 65090 and 65091 of the Government Code and in accordance with the procedures of Article 50, Chapter 15, of the Fresno Municipal Code, to consider Giorgio Russo of Ginder Development's submittal of a Plan Amendment Application, Rezone Application, Conditional Use Permit ("CUP"), and related Environmental Assessments.

The Project site is located at 7035 North Blythe Avenue in the City of Fresno, and includes approximately 7.1 acres. The Project proposes a plan amendment to redesignate 4.66 acres of the 7.1 acres from Community Commercial to Residential Multi-Family Medium High Density and 2.59 acres from Community Commercial to Commercial General; a rezone to redesignate 7.1 acres from CC (Community Commercial) to RM-1 (Residential Multi-Family Medium High Density) and CG (Commercial General); and develop a gated multi-unit residential complex with 72 residential units, a community building, and associated outdoor recreation facilities on the 4.66 acre portion of the subject property and 3 detached commercial pads (one of which includes a drive-through) on the 2.59 acre portion of the subject property. The Project is proposed to an overall density of 15 dwelling units per acre.

Although Mr. and Mrs. Anderson would prefer not to have the Project located at 7035 N. Blythe Avenue, they are not completely opposed to the Project. They simply request changes to mitigate the impact of the Project on the Anderson Residence. We hope that through this comment letter, the Planning Commission will require the appropriate mitigation measures of Giorgio Russo of Ginder Development for the Project so the Anderson Residence retains its integrity as part of a low density single-family residential neighborhood next to the Sierra Sky Park Airport in Fresno.

II. DISCUSSION

A. Incomplete or Inaccurate Documentation

The Environmental Assessment Application submitted by Giorgio Russo of Ginder Development for the Project is inadequate. Under item 3 of the Environmental Assessment Application, labeled "DESCRIPTION OF PROPOSED PROJECT," the fields under sub-item 3b "Area of Parcel" and "Acres or Square Feet" are blank, even though the Project proposes to develop an apartment complex with 72 apartment homes and a commercial complex with three commercial buildings. The fields under sub-item 3f "Site Plan Review" and "Conditional Use Permit" are blank, yet both a Site Plan Review and CUP for the Project are pending before the Planning Commission. Item 5 "IF NON-RESIDENTIAL USE is proposed, number of dwelling units" and sub-items 5a "Non-residential Floor area," 5b "Estimated total number of employees," and 5c "Total Number of off-street parking spaces provided" are all blank, even though the Project proposes to develop three commercial buildings with a Good Guys Tire store occupying one of the commercial buildings. Under item 12 "Adjoining Land Uses," sub-field "North," the application describes the land to the north as "vacant land & some small office." However, the neighborhood to the north consists of Low Density Single-Family Residences, with the average lot size consisting of .32 acres. Sub-field "South" describes the land to the south as "Herndon Ave some small office & vacant land." However, to the south of Herndon Ave, the land is not vacant. There is a Derrel's mini-storage and some Medium-High Density Multi-Family apartments. The Environmental Assessment Application contains an

attachment labeled "Operational Statement." In the Operational Statement, under the paragraph labeled "Location," it mentions surveys relating to people's behavior when relocating, but neither provides a source for the survey nor any surveys attached to the application. Likewise, under the paragraph labeled "Downsizing," the Operational Statement discusses the behavior of baby-boomers with respect to purchasing or renting housing but does not provide a source for the information. We request that the Planning Commission require these deficiencies, many of which are material to the application, be rectified prior to considering the Project.

B. Environmental Assessment Application

The proposed Project will have significant adverse effects on the environment. The Environmental Assessment Application provided by Giorgio Russo of Ginder Development does not provide adequate information as to mitigation measures to ensure compliance with City of Fresno standards and to ensure that there is adequate mitigation to prevent damages to the Anderson Residence and other surrounding residences.

1. Impacts on Traffic

The proposed Project consists of both medium-high density multi-family housing and three commercial buildings, all located in a condensed area on one of the busiest roadways in northwest Fresno. The Project will generate a significant increase of traffic in the immediate area. The only major ingress and egress to Sierra Sky Park are the two roadways immediately adjacent to the proposed Project. Because of the increased traffic generated by the Project and without any meaningful mitigation, it will have significant adverse impacts on the neighborhood, specifically, the Anderson Residence. This impact is not acceptable; it will have a profound negative impact on the Anderson's quality of life and must be sufficiently mitigated prior to the start of the Project.

The proposed Project is located on the northwest corner of West Herndon Avenue and North Blythe Avenue. The immediate area is comprised of low density to medium-high density housing, with some office buildings, commercial businesses, and vacant land. West Herndon Avenue, which borders the south side of the Project, is a major east/west running thoroughway, consisting of three lanes running in both directions. Located within a mile of the Project is Sierra Sky Park Airport, Norman Liddell Elementary School, Forkner Elementary School, NorthPointe Community Church, a major strip-mall on the southwest corner of West Herndon Avenue and North Milburn Avenue, a Derrel's Mini Storage, and the Central California Blood Center, all which generate a considerable amount of traffic in the area. Because West Herndon Ave is the main east/west thoroughway in northwest Fresno, we believe that the surrounding sites greatly impact the volume of traffic on West Herndon Avenue.

The Project will considerably increase the volume of traffic in the surrounding areas. The Environmental Assessment Application states, without any documentation, that multi-

family units generate 7.5 trips per day. The Project consists of 72 multi-family units and 3 commercial buildings. Thus, assuming the trips per day provided by the Environmental Assessment Application is accurate, the Project will generate a minimum of 540 trips per day to the intersection of West Herndon Avenue and North Blythe Avenue. That number does not even take into consideration the additional traffic the commercial development will generate. The increased trips per day generated by the Project will directly affect the traffic at the intersection of West Herndon Avenue and North Blythe Avenue.

The only avenues of ingress and egress to the Anderson Residence will be significantly impacted by the Project through increased traffic on West Herndon Avenue and North Blythe Avenue. As mentioned, the Anderson Residence is located in a Low-Density Single-Family Residential Neighborhood bordered by the Sierra Sky Park Airport to the east, North Doolittle Drive to the north, North Blythe Avenue to the west, and West Spruce Avenue and West Spaatz Avenue to the south. The closest major intersection is West Herndon Avenue and North Blythe Avenue. The only forms of ingress to and egress from the Anderson Residence neighborhood is by North Doolittle Drive where it intersects with West Herndon Avenue east of North Blythe Avenue, or by West Spaatz Avenue where it intersects with North Blythe Avenue/West Spruce Avenue north of West Herndon Ave. Neither intersection, North Doolittle Drive and West Herndon Avenue or North Blythe Avenue and West Spaatz Avenue, are controlled. As previously discussed, the Project will significantly increase the volume of traffic on West Herndon Avenue and North Blythe Avenue. The increase in traffic makes it more difficult to negotiate lane changes and access side streets, or to turn onto the throughways from side streets. Because the only two roads that provide access to the Anderson Residence -- West Spaatz Avenue and North Doolittle Drive, are within approximately 200 meters of the intersection of West Herndon Avenue and North Blythe Avenue, and both West Spaatz Avenue and North Doolittle Drive each intersect with North Blythe Avenue and West Herndon Avenue, respectively, the increased traffic on West Herndon Avenue and North Blythe Avenue caused by the Project will make it harder for drivers to access West Spaatz Avenue or North Doolittle Avenue. In addition, the increased traffic will make it harder for drivers to turn onto either North Blythe Avenue or West Herndon Avenue from West Spaatz Avenue or North Doolittle Avenue. Accordingly, the Project significantly impacts the accessibility of the Anderson Residence.

1a. Additional Analysis and Mitigation Required

The Environmental Assessment Application does not address the impacts the Project will have on the surrounding neighborhood, or provide any mitigation measures that may reduce the impact the Project has on the traffic in the area. The application's only comment on the traffic impact is that multi-family units generate 7.5 trips per day and that single-family homes generate 10 trips per day. This unsupported statement is insufficient. The application does not cite a Traffic Assessment or Traffic Impact Analysis to determine the impacts of the Project, nor is a Traffic Assessment or Traffic Impact Analysis attached to the application. Furthermore, because the application does not identify the adverse impacts the Project will have on the

environment, it does not describe any proposed mitigation measures. We request that the Planning Commission require the Project to conduct and make available to the public a comprehensive Traffic Assessment or Traffic Impact Analysis to assess the Project's potential traffic impacts to surrounding properties and propose adequate mitigation measures to assure that there is a less than significant impact to the integrity of those properties. These mitigation measures could include road widening or creating alternative ingress/egress for the Project.

2. Mitigated Negative Declaration

The Mitigated Negative Declaration for the Project was released two days prior to the Planning Commission hearing. Specifically, on November 13, 2017, the Development & Resource Management Department of the City of Fresno filed a Notice of Intent to Adopt a Mitigated Negative Declaration for the Environmental Assessment Applications submitted by Giorgio Russo of Ginder Development for the Project. However, the public hearing for the Environmental Assessment Applications associated with the Project is scheduled for 6:00 p.m. on Wednesday, November 15, 2017. We were simply unable to review the Mitigated Negative Declaration for the Project in time to submit comments for the November 15, 2017 public hearing. We intend to review and submit comments to the Mitigated Negative Declaration prior to the close of comment period of December 4, 2017. However, we believe that the Planning Commission has a legal duty to consider the Mitigated Negative Declaration in conjunction with the Environmental Assessment Applications. We ask that the Planning Commission consider postponement of the public hearing for the Environmental Assessment Applications until the public is provided adequate time to review and comment on the Mitigated Negative Declaration.

3. Densification.

We have significant concerns regarding the scope of densification associated with the Project. The CUP proposes a gated multi-residential complex with 80 residential units, a community building, and associated outdoor recreation facilities on the 4.66 acre portion of the subject property and 3 detached commercial pads on the 2.59 acre portion of the subject property. This use is considerably different from Commercial Community, which does not provide for any single or multi-family residential housing. The proposed use causes a significant increase in the densification of the area. We request that the Planning Commission require the Project to conduct and make available to the public a comprehensive analysis to assess the Project's potential impacts caused by over-densification to surrounding properties and propose adequate mitigation measures to assure that there is a less than significant impact to the integrity of those properties.

4. Zoning

We have additional concerns relating to the Project's proposed rezoning of 2.59 acres from Commercial Community to Commercial General. A review of the City Development

Margo Lerwill
November 15, 2017
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Code reveals that there are multiple uses permitted by right under Commercial General that are otherwise prohibited under Commercial Community or require a CUP, such as emergency shelters, communication facilities with buildings, large-format retail, fortune telling services, etc. Many of the permitted uses of Commercial General do not conform to the neighborhood and may significantly impact the quality of life of the Andersons and those of other residences. We ask that the Planning Commission retain the Commercial Community designation or place appropriate conditions to limit the use of the three commercial pads.

III. CONCLUSION

James and Elizabeth Anderson's property and residence will be detrimentally harmed by the Blythe Crossing Project as presently constituted. As such, we request that the Planning Commission continue this item so that the Project developers can propose appropriate mitigation measures to reduce the impacts to the Anderson Residence and the surrounding neighborhoods. Specifically, we request the Planning Commission require additional mitigation measures to reduce the impacts on traffic, and that the Planning Commission require Giorgio Russo of Ginder Development to analyze the traffic impacts on the Anderson Residence.

Thank you for your consideration.

Very truly yours,



Carl R. Refuerzo
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Enclosures

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November 22, 2017

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Re: EA No. A-16-017/R-16-018/C-17-059)

Dear MS. Lerwill:

I am a resident of Sierra Sky Park and have been so for three years. It took me a very long time to afford to move here and would be very sad to lose the benefit of having access to the world's first aviation community. Sierra Sky Park is a very special jewel that Fresno has and the city fathers seemed to understand when zoning around the area was considered and zoned commercial. This is the most compatible zoning for this area. Residential development around an airport is death sentence for airports. There are many examples of this as airports in the US are shrinking at a rapid rate. I am not opposed to development surrounding Sierra Sky Park, however, high density residential as proposed by the developer is not consistent with previously planned development around Sierra Sky Park.

I am a certified flight instructor and provide flying lessons and pilot training here at Sierra Sky Park. I also donate my time as a pilot with the EAA flying the Young Eagle's program where we give young students an introduction to flying. Please do not permit more residential development around Sierra Sky Park, a nationally registered landmark and historic airpark in our city. I am extremely opposed to high density residential development in the proposal referenced above.

Respectfully submitted,

Ulysses H. Caiati

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November 19, 2017

**Ms. Margo Lerwill
PLANNER DEVELOPMENT & RESOURCE MANAGEMENT DEPT.
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Room 3043
Fresno, CA 93721-3604**

RE: EA NO. A-16-017/ R-16-018/ C17-059

Dear Ms. Lerwill:

My name is Sue Coelho. I reside at 7175 N. Doolittle Dr. Fresno, CA, which is in Sierra Sky Park. Sierra Sky Park was established in 1946. It is the very first Residential Aviation Fly In Subdivision, not only in the United States, but in the world. My husband Jim and I have lived at Sky Park for 40 years. As you can imagine, we have witnessed many changes in those 40 years, but one thing that has remained the same, is our ability to safely fly our airplane, in and out of Sky Park. We are truly blessed to live in this community, and we as residents feel the importance of paying it forward in the form of good will for our city.

Our runway is privately owned, but is a Public Use Airport, giving all pilots and aircraft access to the runway. Many individuals and agencies take advantage of the airport. Organ Transplant flights, Medical Emergence flights from outlying cities coming to Fresno Hospitals, Law Enforcement Agencies, just to name a few. But one of our favorites, is the EAA Young Eagles Program. This is a program designed for the youth. Kids from all socioeconomic backgrounds are treated to a ground school explaining flight. For many kids, their very first flight in an airplane of any kind. The kids are given a log book showing their first flight and sometimes lunch. All of this done at NO cost to the child or their family. The pilot's donate their time, plane and fuel to promote the love of aviation.

To protect the integrity of Sierra Sky Park and the runway, we are in opposition of changing the existing General Plan, which has been in existence for decades. We as residents of Sierra Sky Park, have relied on the City of Fresno's implied promise to develop property accordingly. We are not opposed to development. We support the original zoning of Commercial / Professional development.

Ms. Margo Lerwill

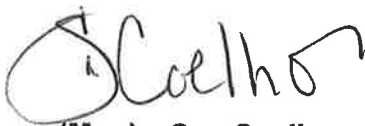
Page: 2

We strongly oppose changing the adopted City General Plan from Commercial / Professional to High Density Residential with 2 story units within a few hundred feet of an active runway. With High Density Residential, there is also a concern of people crossing the runway, especially children walking or riding their bikes looking for a shorter route to school or friends. Our other concern is the increased traffic that will come about with a High Density Development.

It is our hope, that the City of Fresno will continue to follow the existing General Plan and the zoning of Professional / Commercial development for the property in question.

I Thank you in advance, for your consideration in this very important matter.

Cordially,

A handwritten signature in black ink, appearing to read "Sue Coelho", with a stylized flourish at the end.

**(Mrs.) Sue Coelho
(559) 905-2355**

Margo Lerwill
Planner III - Development and Resources Management Department
City of Fresno
2600 Fresno Street, Third Floor
Fresno, CA 93721

Date: 12-3-17

Ref: Rezoning of parcel near Sierra Sky Park (EA No. A-16-017/R-16-018/C-17-059)

Sierra Sky Park is the first aviation subdivision in the world. It is an historical landmark and celebrated its 70th anniversary in 2016. We have lived in the SSP sub-division for the past forty-one years. We chose to live here because of its attraction to aviation and being a U. S. Navy and Commercial pilot, it was a perfect fit. The airport provides a business / recreation / reliever / police helicopter alternate landing airport, and parking for transient business & recreational pilots. The EAA hangar (Experimental Aircraft Association) hangar on Spaatz provides educational opportunities for children to spark an interest in aviation. The "Young Eagles" event is hosted by the EAA and pilots from SSP and the EAA give free rides to all children that attend the event.

We are extremely concerned about high-density housing that close to SSP (as proposed in the rezoning petition) or any airport for that matter. Spaatz Ave is designated aircraft parking the same as the other Sierra Sky Park streets where vehicles and airplanes co-exist. Children that close to an airport is inviting disaster and fencing will not keep the curious inside the apartment grounds.

Allowing the rezoning to medium-high density will only invite the other commercial land to be rezoned and the population in the area will explode, as the door will be open to more high-density housing. This will further cause more conflict between aircraft, vehicles, and people. We fear this could very well be the beginning of the closing of the airport.

We ask the Planning Commission to consider the damage that can be caused by this rezone and deny the developers this option.

A handwritten signature in black ink, appearing to read "Marilyn Sniffin". The signature is written in a cursive, flowing style with a large loop at the end.

Dennis Sniffin
Marilyn Sniffin
4158 West Kelly Drive
Fresno, 93722
Home 559-431-1905
Mobile Marilyn 559-259-2995
Mobile Dennis 435-632-1362

Margo Lerwill

From: kimberly felker <kimfelker@yahoo.com>
Sent: Monday, December 11, 2017 2:10 PM
To: Margo Lerwill
Subject: Herndon proposed amendment

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DEC 11 2017

DEVELOPMENT DEPARTMENT
CITY OF FRESNO

Dear Ms. Lerwill,

Sierra Sky Park has been my home for the past 3 years and there is nothing like it in all of Fresno. I count myself as lucky to have such community-minded neighbors who wave every time we pass and stop by to chat and see what's new. I came from a gated community whose members hid behind drawn blinds and only cared to look for CC&R violations. It's wonderful to live in a place where people have many of the same interests and good-intentioned curiosity brings new faces to the door to see what projects were working on and who are always happy to lend a helping hand. We host several community events each month and invite the general public to join us.

In terms of community, I couldn't ask for more. My neighbors and I are active outdoors, walking our dogs, riding our bikes, and getting together. But we are far from the vision described in the original concept of a "complete neighborhood." We are lacking in the "convenient services, employment and recreation within walking distance"; the very concept of Sierra Sky Park referenced in the environmental impact report and Goal No. 8 of the Fresno General Plan. Our neighborhood may started out away from the city, but in the years that have passed, we have been surrounded by housing, and housing for every income level. We do not need more neighbors, but we do need more services within walking distance. This is why I oppose the proposed amendment to redesignate Parcel Number 501-043-06 from Commercial-Community to RM-1 and CG.

Our neighborhood has a "Walk Score" of only 22 out of 100, which means that "most errands require a car." In fact, all of my errands require a car. Just one light west, northwest of Milburn and Herndon, the walk score goes up to 41/100 and the neighborhood is centered around Koligian Park. Same thing the other way, north of Herndon at Valentine, the walk score is 38/100 and Orchid Park is right down the street. The closest shopping and services to our community are at Milburn or Marks, and both are just out of reach for a walk. Before purchasing our home on Chennault, I lived downtown where everything was just a block away. I feel somewhat isolated now because everything requires another trip in the car.

When I look at the lots that sit empty near our neighborhood, I wish they would be developed. It's just disappointing that the plans for the lot are not the things our neighborhood needs. The types of places I wish Mr. Russo would develop would include sit-down or take-out restaurants, a coffee shop, a bakery, a bar, a postal annex or even a pet groomers or day care facility. And a park would be wonderful. But we don't need drive through restaurants; we can drive to those right down the street. And we don't need more housing to take up the small amount of land close enough to walk to. We welcome Mr. Russo's desire to develop this area and would invite him to sit down with our neighborhood and the community just to the west of us and find a solution that meets both our needs.

If you wonder why we're so passionate about this, it's because there's no other neighborhood like ours. We can't up and move our airport; so we have to be active in issues that affect our community. I've only lived in this neighborhood for a short amount of time, but I'm young and I plan on staying for a long time. We're starting our family here and want to shape this community into a place that meets all our needs.

Sincerely,
Kimberly Felker



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DEC 03 2017

DEVELOPMENT DEPARTMENT
CITY OF FRESNO

December 8, 2017

Margo Lerwill, Planner
Development and Resource Management Department
City of Fresno
2600 Fresno Street, Room 3043
Fresno, CA 93721-3604

Dear Ms. Lerwill,

The Experimental Aircraft Association (EAA) is the world leader in recreational aviation. With an international membership of more than 200,000 people in over 100 nations, EAA brings together pilots, aircraft builders, owners, and aviation enthusiasts who are dedicated to sharing *The Spirit of Aviation* by promoting the continued growth of aviation, the preservation of its history and a commitment to its future. EAA is commenting on EA No. A-16-017/R-16-018/C-17-059.

EAA writes to express concern over the proposed construction of an apartment complex near Sierra Sky Park. While EAA understands the need for a municipality to have adequate housing available to its residents, the impact on local infrastructure that such a construction project would have should be thoroughly assessed. As proposed, this apartment complex would be built directly under Sierra Sky Park's airport traffic pattern. With aircraft flying at 1,000 feet or less above ground level in this area, little margin for error is allowed when residential buildings are introduced.

Sierra Sky Park is a public-use airport with a rich history and is a valuable asset to the local community. The airport is home to EAA Chapter 376, which has provided over 2,000 local youth with free airplane rides as part the EAA Young Eagles program. In addition, the airport is home to a wide array of pilots, from students to airline captains, as well as a rich variety of aircraft.

EAA appreciates the opportunity to comment on the proposed construction project near Sierra Sky Park. Given the negative impact such a project would have on the safety of operations at Sierra Sky Park as well as the risks to residents on the ground, EAA respectfully requests that the commercial zoning status of the land concerning the proposed apartment complex be maintained. EAA stands ready to assist or answer any questions regarding construction projects and their potential impacts to aviation safety.

Sincerely,

Sean Elliott
Vice President, Advocacy and Safety