

## Exhibit K

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## DEPARTMENT OF PUBLIC WORKS

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TO: Israel Trejo, Planner III  
DARM, Planning Division

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

DATE: August 23, 2018

SUBJECT: **Tract 6191 (previously a part of Tract 5499); PZ17-40000007; 6300 Fancher Creek Drive** (APN: 313-270-97S) located west of North Armstrong Avenue and East Fancher Creek Drive Drive. The Department of Public Works offers the following comments regarding the requirements for landscaping and irrigation in the street right-of-ways, landscape easements, outlots and median islands:

### GENERAL REQUIREMENTS

#### STREET TREE REQUIREMENTS

1. The subdivider is required to provide street trees on all public street frontages per Fresno Municipal Code and for the dedication of planting and buffer landscaping easements as determined by the Planning Department. Street trees shall be planted at the minimum rate of one tree for each 60' of street frontage or one tree per home (whichever is greater) by the Developer. The subdivider is required to provide irrigation for all street trees. The irrigation system shall comply with FMC 12-306-23, Water Efficient Landscape Standards and AB 1881.
2. Street Tree Planting by Developer: For those lots having internal street tree frontage available for street tree planting, the developer shall plant one tree for each 60' of street frontage, or one tree per lot having street frontage, whichever is greater. Tree planting shall be within a 10' Public Planting and Utility Easement.
  - a. Street tree inspection fees shall be collected for each 60' of public street frontage or one tree per lot whichever is greater.
  - b. Street trees shall be planted in accordance with the City of Fresno, Department of Public Works "Standard Specifications."
  - c. Landscape plans for all public use areas, such as parkways, buffers, medians and trails, shall be reviewed and approved by the Department of Public Works, Engineering Services. A street tree planting permit shall be required for all residential street tree planting.
  - d. Performance and payment securities, paid with final map, will be released when all landscaping installed on public and/or city controlled property is in conformance with the Specifications of the City of Fresno.
  - e. Upon acceptance of the required work, warranty security shall be furnished to or retained by the city for guaranty and warranty of the work for a period of ninety days following acceptance.

## **BUFFER LANDSCAPING & MAINTENANCE REQUIREMENTS**

1. The subdivider shall provide long term maintenance for all proposed landscaped areas by either petitioning for annexation in the Community Facilities District or by forming a Home Owner's Association.
2. Maintenance Service Through Annexation into the Community Facilities District. Landscape and Irrigation plans are required and shall be submitted to the Department of Public Works for review and approval prior to a Council approval of the final map. Plans shall be numbered to conform to and be included in the Department of Public Works street construction plan set for the final map. Fees are applicable when the subdivider elects to have landscaping maintained by annexing into the City's Community Facilities District.
  - A. Landscaping shall comply with Landscape Buffer Development Standards approved by the City Council on October 2, 1990. Landscape and irrigation plans shall comply with Sections 12-306-23 & 24 and 14-121 of the Fresno Municipal Code regarding Water Efficient Landscaping and Buffer landscaping.
  - B. Should the proposed landscape buffers and/or parkway strips be located next to an existing buffer and/or parkway strip, the planting concept shall simulate the adjacent landscape design to present a more uniform appearance on the street. Variances in the landscape concept will be acceptable, but the design of the new landscape buffer and/or parkway strip shall strive to mimic the existing as much as possible.
  - C. Landscape plans shall indicate grades on a cross-section detail to include fencing or wall details. All fencing shall be placed outside the landscape easement. Maximum slopes shall not exceed 4:1 with 1 foot of level ground between the slope and the back of the side walk and/or face of fence. Erosion control measures shall be implemented on all slopes of 4:1, including the use of synthetic erosion control netting in combination with ground cover species approved by the Department of Public Works/Engineering Services Division.
  - D. The water meter(s) serving the buffer landscaping shall be sized for the anticipated service flows.
  - E. No private flags, signs or identification of any kind shall be permitted in the right-of-way, within the City - controlled easement or on the fence or wall facing the street.
  - F. Landscaping in the right-of-way and landscape setback adjacent to water well sites shall be the responsibility of the City of Fresno Water Division and may not be included in the CFD.
  - G. Please match the existing trees along E. Fancher Creek Drive to the east.

## **MEDIAN ISLAND LANDSCAPE REQUIREMENTS**

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

3. Landscape and irrigation is required on all new construction of median islands and shall be applied in accordance with the City of Fresno, Public Works Department Standards & Specifications and FMC sections 12-306-24 and 12-306-23 and AB 1881. The Public Works Department requires all proposed median islands to be constructed with a one foot wide colored concrete strips, flush along curb edge, in a 12 inch by 12 inch brick red slate pattern.
4. Trees shall not be planted in sections which are less than eight (8) feet wide unless approved by the Public Works Department. Sections less than eight (8) feet shall be capped with concrete as an integral part of the off site improvements, whether the median is landscaped or not.

### **OUTLOTS**

1. The Department of Public Works will not be responsible for the maintenance of any outlots as they will be maintained by the HOA.

### **TRAIL REQUIREMENTS**

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



**DATE:** March 5, 2019

**TO:** Israel Trejo, Development Services/Planning  
Development and Resource Management Department

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

**SUBJECT:** PUBLIC WORKS CONDITIONS OF APPROVAL FOR VESTING TENTATIVE TRACT MAP NO. 6191 REGARDING MAINTENANCE REQUIREMENTS (PZ17-40000007)

**LOCATION:** 6300 East Fancher Creek Drive  
**APN:** 313-270-97S

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

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

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

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

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

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

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

#### 1. The Property Owner's Maintenance Requirements

The long term maintenance and operating costs, including repair and replacement, of certain required public improvements ("Services") associated with all new Single-Family developments are the ultimate responsibility

of the Developer. The Developer shall provide these Services either by a mechanism approved by the Public Works Department or by annexing to the City of Fresno's Community Facilities District No. 11 ("CFD No. 11").

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

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

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

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

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



## FIRE DEPARTMENT

DATE: August 2, 2018

TO: ISRAEL TREJO, PLANNER III  
Development Department/Current Planning

FROM: BYRON BEAGLES, Fire Prevention Engineer *BAB*  
Fire Department, Prevention Technical Services Division

SUBJECT: Vesting Tentative Tract 6191

This is a 110 lot single family home private street gated development site addressed to 11060 N. Chestnut Ave. Drive and submitted by Harbour and Associates, Civil Engineers on behalf of Bonadelle Neighborhoods. The Fire Department's conditions of approval include the following:

1. Proposed tract is located within 3.0 miles of permanent Fire Station 15 located at 5640 E. Park Circle Drive (at S. Clovis Ave.)
2. Provide onsite fire hydrants at 600 foot maximum spacing with a minimum fire flow of 1500 gpm at 20 psi residual pressure for single family home residential development with two sources of water. The fire hydrant system shall be in service before delivery of lumber on site unless otherwise approved with a temporary water supply for model home construction only.
3. All construction work on this project is subject to interruption if the road system becomes impassable for fire apparatus. Access roadways during construction shall be paved or provided with an all-weather driving surface approved by the Fire Department.
4. The 16' minimum lane width for split entry drives shall be dimensioned inside the gate opening pivot hardware or other obstructions to the clear width. No gate detail was provided.
5. Curbs adjacent to the entrance drive and the exit only drive shall be designated as fire lanes with "NO PARKING FIRE LANE" with red curb and 3" white letters or approved signs. Additional curb marking may be needed on the Open Space curb to accommodate a 44' centerline turning radius from the temporary EVA to the internal road system.
6. A fire lane towing warning sign is required at all common access (non-EVA) entrances to private developments per California Vehicle Code (CVC) Section 22658. The entrance sign gives the HOA the legal authority to tow vehicles parked in fire lanes off private property.

7. No detail was provided for the EVA gates. The EVA gates shall comply meet the following requirements:
- A clear minimum width of 20 feet
  - Signs are required on both sides of EVA only gates per Fire Department Development Policy 403.005 (available at the COF website):
    - "FIRE LANE" (6 inch letters)*
    - "VEHICLES REMOVED AT OWNER'S EXPENSE" (2 inch letters)*
    - "FRESNO POLICE DEPARTMENT @ (559) 621-7000" (1 inch letters)*
  - Provide PW Std. P-67 approaches on both sides of the EVA gates.
  - See item #8 for emergency access hardware.
8. The entrance gate and EVA shall be provided with Fire X-1 hardware (available from Sierra Lock and Glass) as well as Click-2-Enter radio frequency gate opening hardware for electric gates, see the following link:  
<http://www.click2enter.net/howtobuy.asp?sid=28&statename=California&cid=1>

Byron Beagles

Comments

This is a revision to the previous tract map that adds lots south of Francher Creek and replaces the original temporary EVA from N. Laverne Ave with a temporary EVA located at the east end of E. Nevada Ave. Additional Fire conditions are as follows:

1. The additional lots south of Francher Creek (Lots 112-125) are proposed on public streets and a public fire hydrant will be required per Public Utilities Standards.
2. In the "Fire Department Notes" section on the CUP Detail sheet make the following modifications:
  - Note 2: add that the sign shall be on both sides of the gate
  - Note 3: Change to: "Provide a CVC 22658 fire lane tow away warning sign at each common entrance driveway" to the private gated community.
3. The curbs on Outlot "F" and Lots 24, 25, 26 must be painted red with "FIRE LANE NO PARKING" in 3 inch white letters on each curb section. Note that these need to remain after the temporary EVA is relinquished as the parking stalls for Outlot "F" require a 27 foot back up distance.
4. For the temporary EVA "PROP. DRIVE OVER CURB" at Outlot "F", reference PW Std P-67 as was done for the FID drive over curb at Outlot "P" adjacent to Lot 125 south of Francher Creek. If another type of approach such as wedged or rolled curb is proposed due to the temporary nature of the EVA, a condition must be provided that the developer and subsequently the HOA shall be responsible for any repairs to damage caused by Fire apparatus if the EVA is used prior to the abandonment of the EVA upon completion of the Francher Creek Bridge.

## Addendum to letter dated February 28, 2019

FIRE DEPARTMENT

April 11, 2019

Byron Beagles

Additional Fire conditions relative to the temporary Emergency Vehicle Access (EVA) are as follows:

1. Regarding the temporary EVA, from the stub street off of East Nevada Avenue, in adjacent Tract 3940 to the west, paint a six-inch red stripe on the edge of the road on the south side opposite the two existing houses. This is a public street and only the red stripe or Public Works approved "No Parking" signs are required to prohibit parking on the side of the street opposite the two existing houses.

After the temporary EVA is relinquished and no longer needed, the red stripe and/or "No Parking" signs shall be removed by the applicant.

2. Provide a sign on both sides of the temporary EVA gate stating:

"FIRE LANE" (6 inch letters)

"VEHICLES REMOVED AT OWNER'S EXPENSE" (two inch letters)

"FRESNO POLICE DEPARTMENT @ 621-7000" (one inch letters/numbers):

3. Provide a Fire X-1 padlock on the EVA gate.

February 22, 2019

Action By

Kevin Gray

## **Solid Waste**

Comments

General Requirements:

- Tract Map #6191 will be serviced as Single Family Residential properties with Basic Container Service. Property owners will receive 3 containers to be used as follows: 1 Gray container for solid waste, 1 Green container for green waste and 1 Blue container for recyclable material.

Special Requirements:

- Provide access to gates by 5:30 a.m. or provide remote, key or access code.

Covenant Requirements:

- A covenant is required for lots 1, 2, 23, 24, and 25 since their location exceeds the maximum 45' back-up distance allowed for a solid waste truck. The covenant will require that lot 23, 24 and 25 to place their solid/green/recyclable waste containers in front of lot 26, or lot 22, on solid waste service days in accordance with City of Fresno and Solid Waste Division standards. The covenant will require that lot 1 & 2 to place their solid/green/recyclable waste containers in front of lot 3, on solid waste service days in accordance with City of Fresno and Solid Waste Division standards.

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

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

July 12, 2018

Israel Trejo, Planner III  
Development and Resources Management Department  
2600 Fresno Street, 3<sup>rd</sup> Floor  
Fresno, CA 93721

**SUBJECT: REVIEW OF THE TRAFFIC IMPACT ANALYSIS (TIA) DATED APRIL 11, 2018 FOR THE PROPOSED RESIDENTIAL DEVELOPMENT, TRACT 6191, ON THE NORTHWEST QUADRANT OF ARMSTRONG AVENUE AND FANCHER CREEK DRIVE**  
TIS 18-011, P17-40000007, P18-01235

## PROJECT OVERVIEW

Traffic Operations and Planning staff has reviewed the Traffic Impact Analysis (TIA) prepared by JLB Engineering, Inc. for the proposed residential development, "project", which plans to develop 110 single family dwelling units on the northwest quadrant of Armstrong Avenue and Fancher Creek Drive. The approximately 10 acre site is currently vacant.

The TIA evaluated the impacts of the project by analyzing two (2) intersections in the vicinity of the project during the AM and PM peak hours. Vehicle trips projected to be generated by the project were calculated using the ITE Trip Generation Manual, 10<sup>th</sup> Edition. The following table includes the daily (ADT), AM and PM peak hour trips projected to be generated by the current General Plan use and proposed project as shown in the TIA:

Land Use	Size	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family Dwelling (ITE Code 210)	110DU	1,038	20	61	81	69	40	109

DU = dwelling units

Based on the analyses included in the TIA, the intersection of Armstrong Avenue at Belmont Avenue is currently operating at level of service (LOS) E in the AM peak hour, which is below the TIZ III standard of LOS D. The intersection of Armstrong Avenue at Belmont Avenue is project to operate at LOS F in the AM peak hour with the addition of the project. The intersection of Armstrong Avenue at Belmont Avenue is projected to satisfy the Traffic Signal Warrant 3 – Peak Hour during the AM peak hour with the addition of the project.

The analysis included in the TIA show the following locations, by scenario and time period, are projected to operate below the City of Fresno TIZ III LOS D standard and/or satisfy the Traffic Signal Warrant 3 – Peak Hour:

- Near Term Plus Project
  - Fowler Avenue at Belmont Avenue
    - LOS E - AM peak hour
  - Armstrong Avenue at Belmont Avenue
    - LOS F – AM and PM peak hours
    - Peak Hour Warrant – AM and PM peak hours
- Cumulative Year 2035 Plus Project
  - Fowler Avenue at Belmont Avenue
    - LOS F - AM peak hour
    - LOS E –PM peak hour
  - Armstrong Avenue at Belmont Avenue
    - LOS F – AM and PM peak hours
    - Peak Hour Warrant – AM and PM peak hours

## **GENERAL COMMENTS and CONDITIONS**

1. This project shall pay its Traffic Signal Mitigation Impact (TSMI) Fee per the Master Fee Schedule at the time of building permit. Based on the project information analyzed in the TIA, the TSMI fee would be calculated using the following unit rates:

Single Family Residential - \$475/dwelling unit

The TSMI fee facilitates project impact mitigation to the City of Fresno Traffic Signal infrastructure so that costs are applied to each new project/building based on the generated ADT. The TSMI fee is credited against traffic signal installation/modifications and/or Intelligent Transportation System (ITS) improvements (constructed at their ultimate location) that plan to build out the 2035 General Plan circulation element and are included in the Nexus Study for the TSMI fee. The TSMI fee is regularly updated as new traffic signals are added, new grant funds offset developer improvement costs, and/or construction costs increase/decrease. If the project is conditioned with traffic signal improvements in excess of their TSMI fee amount, the applicant may apply for fee credits (security/bonding and/or developer agreement required) and/or reimbursement for work in excess of their fee as long as the infrastructure is in place at the ultimate location. The applicant should work with the Public Works Department and identify, with a Professional Engineers estimate, the costs associated with the improvements prior to paying the TSMI fee to determine any applicable fee credits and/or reimbursements.

For project specific impacts that are not consistent with the 2035 General Plan, Public Works Standards, and/or are not incorporated into the TSMI fees, the infrastructure costs will not be eligible for reimbursement unless the City Engineer and City Traffic Engineer include the new traffic signal and/or ITS infrastructure in the next TSMI fee update and the applicant agrees to pay the new TSMI fee that includes the new infrastructure. Failure to pay this fee or construct improvements that are credited/reimbursable with this fee will

result in a significant unmitigated impact as this fee is applied to all projects within the City Sphere of Influence.

2. This project shall pay its Fresno Major Street Impact (FMSI) Fee, which will be determined at time of building permit. This FMSI fee is creditable towards major street roadway improvements included in the nexus study for the FMSI fee.
3. The project shall pay the Regional Transportation Mitigation Fee (RTMF). Pay the RTMF fee to the Joint Powers Agency located at 2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148, ext. 200; [www.fresnocog.org](http://www.fresnocog.org). Provide proof of payment or exemption, based on vesting rights, prior to issuance of building permits.
4. The proposed project shall pay the \$288 Traffic Impact Study review fee for review of the document. Proof of payment shall be provided to the Traffic Operations and Planning Services Division.
5. The proposed project shall install a traffic signal with protected left-turn phasing per City of Fresno standards at the intersection of Armstrong and Belmont Avenues. The traffic signal shall be installed at the ultimate which may require the acquisition of right-of-way.
6. The proposed project shall make necessary improvements and right-of-way and public easement dedications along adjacent public street(s) and within the site boundaries per City of Fresno standards/requirements.
7. The proposed site plan shall be reviewed and approved by the City of Fresno Traffic Operations and Planning Division, Traffic Planning Section.

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

Sincerely,



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

C: Copy filed with Traffic Impact Study  
Louise Gilio, Traffic Planning Supervisor  
Andrew Benelli, Assistant Director

Israel Trejo

January 24, 2019

**From:** Jill Gormley  
**Sent:** Thursday, January 24, 2019 11:22 AM  
**To:** Israel Trejo  
**Cc:** Louise Gilio  
**Subject:** RE: T6191  
**Attachments:** TIS 18-011 Armstrong-Fancher Creek Drive TIS Comments.pdf

Hi Israel,

I've reviewed the TIA addendum prepared by JLB for the additional 15 single family units. No additional analysis is needed at this time. The conditions shown in the attached TIS comment letter would still be applicable to the project.

*Jill Gormley, TE*

City Traffic Engineer / Traffic Operations & Planning Manager  
City of Fresno, Public Works Department  
2600 Fresno Street, 4<sup>th</sup> Floor  
Fresno, CA 93721-3623  
[www.fresno.gov/publicworks/traffic-engineering](http://www.fresno.gov/publicworks/traffic-engineering)

P: 559/621-8792

F: 559/457-1107

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**From:** Israel Trejo  
**Sent:** Thursday, January 24, 2019 9:54 AM  
**To:** Jill Gormley  
**Subject:** RE: T6191

Please see attached addendum.

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**From:** Jill Gormley  
**Sent:** Wednesday, January 23, 2019 1:41 PM  
**To:** Israel Trejo  
**Subject:** T6191

Can you send me the addendum prepared by JLB.

*Jill Gormley, TE*

City Traffic Engineer / Traffic Operations & Planning Manager  
City of Fresno, Public Works Department  
2600 Fresno Street, 4<sup>th</sup> Floor  
Fresno, CA 93721-3623  
[www.fresno.gov/publicworks/traffic-engineering](http://www.fresno.gov/publicworks/traffic-engineering)

P: 559/621-8792

F: 559/457-1107



DATE: ~~August 23, 2018~~ **February 28, 2019**

TO: Israel Trejo  
Development and Resource Management Department

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

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

SUBJECT: Public Works Conditions of Approval  
**TT 6191** ( SRC: PZ17-40000007) and (PUD: P18-01235)  
6300 East Fancher Creek Drive  
Bonadelle / Harbour and Associates

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

**I Corrections:**

**Make changes or provide the following information prior to the acceptance of the final map submittal. This can result in additional conditions of approval.**

1. Provide dedications, as needed, outside the limits of the map to complete the intersection of Platt and Douglas by separate instrument. Contact Jeff Beck at 559 621-8560.
2. Outlot A of T-3940 to be deeded to the city of Fresno by separate instrument. Contact Jeff Beck at 559 621-8560.)
3. Dedicate and construct an Emergency Access on Laverne Avenue to provide a second point of access by separate instrument. Contact Jeff Beck at 559 621-8560.) or Provide a second point of access from T-3940 with a detail of required dedications.
4. Revise cross sections on all sheets to correctly show outlots or easements, as applicable.
5. Clearly identify and dimension the proposed FID easement adjacent to Outlot B.
6. Revise **legend** to identify all line types, abbreviations and symbols. Examples: add BPLE for the bike, pedestrian and landscape easement, show street lights, etc.
7. Revise **line types**. Clearly identify the wall limits and provide visibility per the FMC. Currently the line that represents the wall, crosses Fancher Creek Drive. The right of way line used in Fancher Creek is the same line that is used for a property line inside the map. Clearly distinguish r/w, property, fence, existing and proposed curb, gutter, sidewalk, medians, etc.
8. Obtain **Fire Department** Approval for the 5'-7' garage setback. This has a potential to inhibit their ability to respond.
9. ~~Identify 70'-100' stacking at the proposed gate or provide two entry points at 50' stacking. Resubmit for review.~~ (Per Andy Benelli ) Suggest revising the exit only to an enter/exit for residents only. If Exit is to remain, provide signage. Verify cross section with the Fire Department.

- ~~11. Identify and dimension existing and proposed offsite improvements.~~
12. Fully dimension **section BB and CC**. Include the FID easement, **20'** access, Class I Trail, etc.
13. Identify **FID access** to Fancher Creek. Comply with FID and Public Works Standards.
14. Identify City of Fresno **Fire Truck** and provide correct turning radii.
15. Change P.E to **BPLE** where the Class 1 Trail is required.
- ~~16. Continue a solid sidewalk on the north side, west of the entrance to match the bridge walk.~~
17. **Outlots**: specify if public or private. Outlots **M, N** and **O** include a public sidewalk. Revise description. Outlot **B**: Parking not shown.
18. Dimension all parking stalls or provide typical dimensions. Provide a minimum of **27'** backup. Specify if **6'** curb is proposed. Identify on the site plan.
19. Make corrections shown in red on the site plan received on 7-3-18 and 1-22-19
20. Use **P-29 ramps** where no walk is provided to the site and **P-28 ramps** where walk is provided.
21. **Driveway**: **9'** wide minimum to **21'** wide maximum or **60%** of frontage.
22. Revise Cypress and Platt Avenues to match the existing cross section of 56'

## **II General Conditions:**

1. Identify all easements on the map.
2. Street Dedications: Provide corner cut dedications at all intersections for accessibility ramps.
3. Outlots: If the subdivider seeks to dedicate to the City, in fee, an outlot for open space purposes, subdivider shall prove to the City that the outlot is free of toxic or hazardous materials pursuant to the requirements of City Administrative Order 8-1, including, but not limited to, performing a Phase I Soils Investigation. The soils investigation report shall be submitted to the Public Works Department for review and approval. The subdivider must obtain Public Works approval of the soils investigation report and complete any mitigation work identified by the soils investigation prior to subdivider's submittal of the Final Map to the Public Works Department. Any and all costs associated of the soils investigation and any required mitigation work shall be performed at the sole expense of the subdivider.
4. The construction of any overhead, surface or sub-surface structures and appurtenances in the public right of way is prohibited unless an encroachment covenant is approved by the City of Fresno Public Works Department, Traffic and Engineering Services Division, (559) 621-8681. Encroachment permits must be approved prior to issuance of building permits.
5. Street widening and transitions shall also include utility relocations and necessary dedications.
6. Overhead Utilities: Underground all existing offsite overhead utilities with the limits of this map in accordance with Fresno Municipal Code Section 15-4114.
7. Irrigation /Canal Requirements: The developer shall enter into an agreement with the Fresno Irrigation District (FID) providing for piping the canal(s) and submit an executed copy of the agreement or commitment letter from FID to the Development and Resource Management Department. All piping shall be located outside of the proposed street right of way. Any piping across city streets shall be rubber gasketed reinforced concrete pipe (RGRCP) constructed perpendicular to the street. Submit engineered plans to Public Works Department, Traffic and Engineering Services Division, for review and approval. Identify the proposed easement and provide a final cross sectional detail on the map.
8. Plan Submittal: Submit the following plans, as applicable, in a single package, to the Public Works Department for review and approval: Street: construction, signing, striping, traffic signal and streetlight and Trail: construction, grading, lighting, striping, signing, landscape and irrigation.
9. Open Space: Open space that is not accessible to the general public is not eligible for Park Impact Fee credits.

### III Frontage Improvement Requirements:

#### **Public Streets:**

##### **A. Fancher Creek Drive: Scenic Collector (both sides)**

1. Dedication Requirements:
  - a. Dedicate **31- 45'** of property, each side), from center line, for public street purposes, within the limits of this application, per Public Works Standards. Center line shall be established per approved street plans.
  - b. Dedicate a corner cuts for public street purposes as needed for the proposed ramps.
  - c. South Side: Dedicate a **26'** (minimum) easement ( or as approved by the City Engineer and FID) for Bike, Pedestrian and Landscape (BPLE) purposes **only**. (Additional right of way may be required for grading and drainage purposes.) Reference Public Works Standard **P-60**. **Comply with Public Works and FID comments.**
  - d. Relinquish direct access rights to Fancher Creek Drive from all lots within this subdivision
2. Construction Requirements:
  - a. North Side: Construct concrete curb, gutter and sidewalk to Public Works Standard **P-5**. The curb shall be constructed **10' from the right of way. The ultimate pattern will be 14'. 10' within the street right of way plus a 4' pedestrian easement.** (0-6-8) Construct a 6' residential sidewalk per Public Works Standard **P-52**. **Match sidewalk pattern to the east. Identify on the map.**
  - b. South Side: Construct a **12'** wide Bike and Pedestrian **Class I Trail**, complete with lighting, signing, striping and landscaping, per the Fresno General Plan, the Public Works Standards **P-58, P-59, P-60, P-61** and the Caltrans Highway Design Manual. Identify route on the map plan complete with a cross section. **Design to comply with City and FID requirements.**
  - c. Construct permanent paving from curb to curb and modify and construct the median within the limits of this subdivision. Paving is not eligible for reimbursement per a previous EIR for the Fancher Creek Area. Contact Planning for additional information.
  - d. Construct an underground street lighting system within the limits of this subdivision to Public Works Modified Standards. Install ornamental street lighting to match the surrounding area. A lighting analysis will need to performed to determine spacing requirements and submitted to Traffic Operations and Planning Division for review and approval.
  - e. South Side: Construct an FID access to Fancher Creek. Design using reinforced concrete. Where it crosses the trail. Resubmit proposal for review.

##### **B. Cypress Avenue: 56' Local (both sides)**

1. Dedication Requirements:
  - a. Dedicate **28'** of property, from center line, for public street purposes, within the limits of this application, per Public Works Standard **P-56**.
  - b. Dedicate a corner cut for public street purposes at the intersection of Iowa and Cypress and at Cypress and Platt.
2. Construction Requirements:
  - a. Construct **18'** of permanent paving (each side) per Public Works Standard **P-50**, within the limits of this application and transition paving as necessary.
  - b. Construct a standard curb ramp per Public Works Standard **P-28 and P-32**.

- c Construct concrete curb, gutter and sidewalk to Public Works Standard **P-5**. The curb shall be constructed to a **10'** residential pattern. Planting of street trees shall conform to the minimum spacing guidelines as stated in the Standard Specification, Section 26-2.11(C).
- d Construct an underground street lighting system to Public Works Standard **E-2** within the limits of this application. Spacing and design shall conform to Public Works Standard **E-9** for Locals.
- e Construct driveway approaches to Public Works Standards **P-1** and **P-6**.

**C. Platt Avenue 56' Local (both sides)**

**1 Dedication Requirements:**

- a Dedicate **28'** of property, from center line, for public street purposes, within the limits of this application, per Public Works Standard **P-56**.
- b Dedicate a corner cut for public street purposes at the intersection of Platt and Douglas. See note I. 1.

**2 Construction Requirements**

- a Construct **18'** of permanent paving (each side) per Public Works Standard **P-50**, within the limits of this application and transition paving as necessary.
- b Construct standard curb ramps per Public Works Standard **P-28** and **P-32**.
- c Construct concrete curb, gutter and sidewalk to Public Works Standard **P-5**. The curb shall be constructed to a **10'** residential pattern. Planting of street trees shall conform to the minimum spacing guidelines as stated in the Standard Specification, Section 26-2.11(C).
- d Construct an underground street lighting system to Public Works Standard **E-2** within the limits of this application. Spacing and design shall conform to Public Works Standard **E-9** for Locals.
- e Construct driveway approaches to Public Works Standards **P-1** and **P-6**.

**D. Interior Streets: Private**

- 1. All streets and pedestrian ways shall connect to other streets and pedestrian ways to form a continuous vehicular and pedestrian network with connections within the subdivision and to adjacent development. Pedestrian paths of travel must meet current accessibility regulations. Sidewalks are recommended on both sides of the street. Identify ramps within the proposed subdivision wherever sidewalks are provided.
- 2. Garages: Setbacks are recommended to be a minimum of 18' from the back of walk or curb, whichever is greater.
- 3. Provide a **10'** visibility triangle at all driveways.

**IV Specific Mitigation Requirements:** Comply with the mitigation measure requirements of the Traffic Engineering Manager in the letter dated **7-12-18**. **Was 110 SFR now 125 Single Family Residential lots.**

- 1. The first order of work shall include a minimum of two points of vehicular access to the major streets for any phase of this development.
- 2. Design and construct a **bridge** along Fancher Creek Drive over Fancher Creek. The developer of T-5232 (Lennar) is also conditioned to design and construct this bridge. If T-6191 (Bonadelle) designs and constructs the bridge, then the developer of T-5232 (Lennar) will be required to reimburse T-6191 (Bonadelle) for half of the total cost. If T-5232 (Lennar) designs and constructs the bridge, then T-6191 (Bonadelle) will be required to reimburse T-5232 (Lennar) for half of the

- total cost. Developer shall provide a bond, prior to the final map, for the total amount of the bridge. The completion of the bridge shall be within 2 years of executing the subdivision agreement.
3. ~~Full offsite improvements adjacent to the remainder shall be required for public health and safety and the orderly development of the surrounding area. Reference "The Subdivision Map Act", Chapter 1, Section 66424.6.~~

## **V Fees:**

- A. Traffic Signal Mitigation Impact Fee (TSMI):** This project shall pay the current Traffic Signal Mitigation Impact Fee (TSMI Fee) at the time of building permit based on the Master Fee Schedule. In some cases, traffic signals may be conditioned on multiple maps. If the signal is existing at the time of the final map, the applicant would be not be required to construct the signal but would be required to pay the applicable fee.

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

1. The intersection of **Armstrong and Belmont** shall be signalized to the City of Fresno Standards, complete with left turn phasing, actuation and signal pre-emption. This work is eligible for reimbursement and/or credit against Traffic Signal Mitigation Impact Fees. The applicant shall design the traffic signal and obtain City approval of the plans **prior** to occupancy of the first dwelling unit. If the intersection meets signal warrants at the time of occupancy of the first unit, then the full traffic signal shall be installed. If the intersection does not meet warrants, then the traffic signal installation shall be limited to the following equipment: poles, safety lights, oversize street name sign, conduits, detectors, service pedestal connected to a PG&E point of service, controller cabinet, ITS vault, ITS communication cabinet and all pull boxes, with the following equipment to be delivered to the City of Fresno's Traffic Signal shop for future installation when warrants are met: 2070L controller, mast arms, heads, Opticom discriminator and receivers.
- B. Fresno Major Street Impact Fee (FMSI):** This Map is in the **New Growth Area**; therefore pay all applicable growth area fees and City-wide regional street impact fees. In some cases, center section improvements or bridges may be conditioned on multiple maps. If the improvements are existing at the time of the final map, the applicant would be not be required to construct them, but would be required to pay the applicable fee.
- C. Regional Transportation Mitigation Fee (RTMF):** Pay all applicable RTMF fees to the Joint Powers Agency located at 2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148 ext. 200; [www.fresnocog.org](http://www.fresnocog.org). Provide proof of payment or exemption **prior** to certificate of occupancy.



**DEPARTMENT OF PUBLIC UTILITIES  
MEMORANDUM**

**DATE:** February 22, 2019

**TO:** ISRAEL TREJO, Planner III  
Department of Development and Resource Management

**FROM:** KEVIN GRAY, Supervising Engineering Technician  
Department of Public Utilities, Planning and Engineering

**SUBJECT:** Accela record number PZ17-40000007 pertains to Vesting Tentative Map of Tract No. 6191 and related Conditional Use Permit Application Accela number P18-01235

**General**

Accela record number PZ17-40000007 pertains to Vesting Tentative Map of Tract No. 6191 and related Conditional Use Permit Application Accela number P18-01235 was filed by Harbour and Associates on behalf of Bonadelle Neighborhoods and pertain to approximately 11.13 net acres of property located west of the North Avenue and East Fancher Creek Drive intersection. Vesting Tentative Map of Tract No. 6191 is a request to subdivide the subject property into a 125-lot single family residential planned unit development with gated private streets. The related Conditional Use Permit Application proposes modified property development standards including reduced lot size and setbacks. The DRC with the applicant is scheduled for August 16th at 1:30 p.m.

**Sewer Requirements**

The nearest sanitary sewer main to serve the proposed project is an 8-inch sewer main located in the 30-foot sewer easement located adjacent to proposed lots 30 and 31 to right of way in North Lavern Avenue. Sanitary sewer facilities are available to provide service to the site subject to the following requirements:

1. Street easements and/or deeds shall be recorded prior to approval of improvement plans.
2. All underground utilities shall be installed prior to permanent street paving.
3. All sanitary sewer mains shall be extended within the proposed tract to provide service to each lot.
4. A Preliminary sewer design layout shall be prepared by the Developer's Engineer and submitted to the Department of Public Utilities for review and conceptual



*A Nationally Accredited Public Utility Agency*

# MEMORANDUM

ISRAEL TREJO, Planner III

Department of Development and Resource Management

February 22, 2019

Accela record number PZ17-40000007 pertains to Vesting Tentative Map of Tract No. 6191 and related Conditional Use Permit Application Accela number P18-01235 Page 2 of 4

approvals prior to submittal or acceptance of the developer's final map and engineered plan & profile improvement drawing for City review.

5. Engineered improvement plans prepared by a Registered Civil Engineer shall be submitted for Department of Public Utilities review and approvals for proposed additions to the City Sewer System.
6. All public sanitary sewer facilities shall be constructed in accordance with City Standards, specifications, and policies.
7. Installation of sewer house branch(s) shall be required.
8. Separate sewer house branches are required for each lot.
9. All sewer main easements shall be clear and unobstructed by buildings or other structures. No fencing or wall shall either enclose or be located above the sewer main. The planting plan, for any proposed landscape within the easement, shall be approved by the Department of Public Utilities. No Trees shall be located within 8 feet of the sewer main.
10. Street work permit is required for any work in the Right-of-Way.
11. The following is for a PUE within a private street of a housing development:
  - i) The granting of a public utility easement (P.U.E.).
  - ii) The Subdivider shall include at a minimum, the following terms in the Covenants, Conditions, and Restrictions, subject to approval as to form by the City Attorney:
    - Compliance with Section 12-1026 of the Fresno Municipal Code, as may be amended.
    - Compliance with Chapter 6 of the Fresno Municipal Code, relating to municipal services, as may be amended.
    - City Easements: Subdivider shall include a section of the Declaration entitled "City Easements" wherein Declarant reserves, for the benefit of the City, non-exclusive easements to enter the Community for the maintenance, repair and replacement of the public water and sewer mains and lines that are to be located within the private streets, and other public utility facilities. This section shall also allow the City, at a minimum, to engage in any and all traffic control measures necessary to preserve public health and safety during such maintenance, repair and replacement of the facilities. Finally, this section shall provide that neither the Association nor any Owner may interfere with the City's right to exercise this easement.
    - Costs of repair and/or replacement of asphalt and other street improvements within the community due to repair of public utilities within the

## MEMORANDUM

ISRAEL TREJO, Planner III

Department of Development and Resource Management

February 22, 2019

Accela record number PZ17-40000007 pertains to Vesting Tentative Map of Tract No. 6191 and related Conditional Use Permit Application Accela number P18-01235 Page 3 of 4

streets is at the expense of the Homeowner's Association. These repairs and/or replacement will be to City Standards.

- The Homeowner's Association agrees to hold harmless, indemnify and defend the City of Fresno, and its officers, officials, employees, agents and volunteers, against any claims or causes of action on account of or arising out of the City's maintenance, repair or replacement of utilities or related replacement of asphalt or street or other improvements The Homeowner's Association waives and releases any and all claims or causes of action against the City related to such repairs.
- Insurance provisions consistent with City requirements as determined by Risk Management.
- Amendments Requiring City Approval. Proposed amendments to Section \_\_\_\_\_ of this Declaration, entitled "City Easements," shall be approved as to form by the City Attorney prior to the amendments to such Section being valid. No later than the date that is thirty (30) calendar days after its receipt of a proposed amendment, the City shall deliver written notice of its approval or disapproval of the proposed amendment to the party who delivered the proposed amendment to the City. If the City fails to deliver such written notice within such thirty (30) calendar day period, the City shall be deemed to have approved the proposed amendment.

12. A cross access agreement is required for sewer service(s) crossing parcels

13. Abandon any existing on-site private septic systems.

### **Covenant Requirements:**

A covenant is required for lots 1, 2, 3, 24, 25, and 26 since their location doesn't support the 10-foot separation for municipal water and sewer mains. The covenant will require that lot 1, 2, and 3 will have to be private and served via lot 4. The covenant will require that lot 24, 25, and 26 will have to be private and served via lot 27.

### **Sanitary Sewer Fees**

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

1. Sewer Lateral Charge.
2. Sewer Oversize Area #37.
3. Wastewater Facilities Charge (Residential Only)
4. The City of Fresno currently does not own capacity in the Fowler Avenue Trunk Sewer line north of Tulare Avenue; however, the City of Fresno has negotiated a

MEMORANDUM

ISRAEL TREJO, Planner III

Department of Development and Resource Management

February 22, 2019

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temporary exchange and interim use of capacity owned by the City of Clovis in the Fowler Avenue Trunk Sewer. This exchange of capacity is conditioned upon Fresno replacing Clovis' capacity with capacity in future facilities agreeable to Clovis and at a cost yet to be determined.

5. Whereas, the necessary and appropriate fees for future replacement of Clovis' Fowler Avenue Trunk Sewer capacity have not been established and adopted by the City Council; the Developer in-lieu of constructing separate sanitary sewer facilities that would otherwise be required of this project (to provide for collection and conveyance of sanitary sewage discharged from the project to an approved point of discharge to the Sewer System located south of Tulare Avenue) shall provide payment of an "Interim Fee Surety" in the amount of \$574 per living unit or living unit equivalent for the impending fees.
6. Said "Interim Fee Surety" may be deferred through a Fee Deferral Agreement to the issuance of a building permit or occupancy. Following adoption of a fee established for replacement of Clovis' capacity in the Fowler Avenue Trunk Sewer by the City Council, "Interim Fee Sureties" provided by the Developer shall be applied to the established fee and any amounts in excess shall be refunded.

January 28, 2019

1. Construct a 14-in water main (including City fire hydrants) along the southerly frontage of the proposed project.
2. Construct a 16-inch water main within a steel casing across the Fresno Canal from East Fancher Creek south to the East Tulare Street Alignment.
3. Water mains (including installation of City fire hydrants) shall be extended within the proposed tract to provide service to each lot.
4. Separate water services with meter boxes shall be provided to each lot.
5. Two independent sources of water, meeting Federal and State Drinking Water Act Standards, are required to serve the tract including any subsequent phases thereof. The two-source requirement may be accomplished through any combination of water main extensions, construction of supply wells, or other acceptable sources of water supply approved by the Assistant Public Utilities Director.
6. Destruct any existing on-site well in compliance with the State of California Well Standards, Bulletin 74-81 and 74-90 or current revisions issued by California Department of Water Resources and City of Fresno standards.
7. Engineered improvement plans prepared by a Registered Civil Engineer are required for proposed additions to the City Water System.
8. All Public water facilities shall be constructed in accordance with The Department of Public Works standards, specifications, and policies.

The following is for a PUE within a **private street** of a housing development:

- i) *The granting of a public utility easement (P.U.E.).*
- ii) *The Subdivider shall include at a minimum, the following terms in the Covenants, Conditions, and Restrictions, subject to approval as to form by the City Attorney:*
  - *Compliance with Section 12-1026 of the Fresno Municipal Code, as may be amended.*
  - *Compliance with Chapter 6 of the Fresno Municipal Code, relating to municipal services, as may be amended.*
  - *City Easements: Subdivider shall include a section of the Declaration entitled "City Easements" wherein Declarant reserves, for the benefit of the City, non-exclusive easements to enter the Community for the maintenance, repair and replacement of the public water and sewer mains and lines that are to be located within the private streets, and other public utility facilities. This section shall also allow the City, at a minimum, to engage in any and all traffic control measures necessary to preserve public health and safety during such maintenance, repair and replacement*

*of the facilities. Finally, this section shall provide that neither the Association nor any Owner may interfere with the City's right to exercise this easement.*

- Costs of repair and/or replacement of asphalt and other street improvements within the community due to repair of public utilities within the streets is at the expense of the Homeowner's Association. These repairs and/or replacement will be to City Standards.*
- The Homeowner's Association agrees to hold harmless, indemnify and defend the City of Fresno, and its officers, officials, employees, agents and volunteers, against any claims or causes of action on account of or arising out of the City's maintenance, repair or replacement of utilities or related replacement of asphalt or street or other improvements. The Homeowner's Association waives and releases any and all claims or causes of action against the City related to such repairs.*
- Insurance provisions consistent with City requirements as determined by Risk Management.*
- Amendments Requiring City Approval. Proposed amendments to Section \_\_\_\_\_ of this Declaration, entitled "City Easements," shall be approved as to form by the City Attorney prior to the amendments to such Section being valid. No later than the date that is thirty (30) calendar days after its receipt of a proposed amendment, the City shall deliver written notice of its approval or disapproval of the proposed amendment to the party who delivered the proposed amendment to the City. If the City fails to deliver such written notice within such thirty (30) calendar day period, the City shall be deemed to have approved the proposed amendment.*

The water supply requirements for this project are as follows:

1. The project applicant shall be required to pay Water Capacity Fee charges for the installation of new water services and meters to serve the property.
  - a. The Water Capacity Fee charge assessed to the applicant shall be based on the number and size of service connections and water meters required to serve the property.
  - b. The Water Capacity Fee charges by meter size are defined in the City's Master Fee Schedule.
  - c. The City reserves the right to require an applicant to increase or decrease the size of a water meter for a project or a property to ensure that the meter is properly sized to accommodate fire protection requirements, and to allow for accurate volumetric flow measurements at low- and high-flow conditions.

d. The Water Capacity Fee Charge for any new or expanded service connection shall be payable prior to the issuance of a building permit at the fee level in effect on the date such permit is issued.

2. The project applicant shall be required to pay all other water-related fees and charges in accordance with the City's Master Fee Schedule and Municipal Code.

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

File No. 210.45

Page 1 of 5

**PUBLIC AGENCY**

ISRAEL TREJO  
DEVELOPMENT SERVICES/PLANNING  
CITY OF FRESNO  
2600 FRESNO STREET, THIRD FLOOR  
FRESNO, CA 93721

**DEVELOPER**

BN 5499, LP  
7030 N. FRUIT AVE., SUITE 101  
FRESNO, CA 93711

PROJECT NO: **6191rev**

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

APN: **313-270-97S, 313-270-86S**

SENT: **3/14/19**

Drainage Area(s)	Preliminary Fee(s)	Development Review Service Charge(s)	Fee(s)	
BM	\$23,576.00	NOR Review	\$800.00	To be paid prior to release of District comments to Public Agency and Developer.
BO	\$100,146.00	Grading Plan Review	\$2,233.00	Amount to be submitted with first grading plan submittal
		Storm Drain Plan Review		For amount of fee, refer to <a href="http://www.fresnofloodcontrol.org">www.fresnofloodcontrol.org</a> for form to fill out and submit with first storm drain plan submittal (blank copy attached).
Total Drainage Fee:		\$123,722.00	Total Service Charge:	\$3,033.00

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

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

The proposed development shall pay drainage fees pursuant to the Drainage Fee Ordinance prior to issuance of a building permit at the rates in effect at the time of such issuance. The fee indicated above is valid through 2/28/19 based on the site plan submitted to the District on 2/25/19. Contact FMFCD for a revised fee in cases where changes are made in the proposed site plan which materially alter the proposed impervious area.

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

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

**FR  
TRACT  
No. 6191rev**

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

Page 2 of 5

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

1.
  - ☐ a. Drainage from the site shall
  - ☒ b. Grading and drainage patterns shall be as identified on Exhibit No. 1
  - ☐ c. The grading and drainage patterns shown on the site plan conform to the adopted Storm Drainage and Flood Control Master Plan.
  
2. The proposed development shall construct and/or dedicate Storm Drainage and Flood Control Master Plan facilities located within the development or necessitated by any off-site improvements required by the approving agency:
  - ☒ Developer shall construct facilities as shown on Exhibit No. 1 as MASTER PLAN FACILITIES TO BE CONSTRUCTED BY DEVELOPER.
  - ☐ None required.
  
3. The following final improvement plans and information shall be submitted to the District for review prior to final development approval:
  - ☒ Grading Plan
  - ☒ Street Plan
  - ☒ Storm Drain Plan
  - ☒ Water & Sewer Plan
  - ☒ Final Map
  - ☒ Drainage Report (to be submitted with tentative map)
  - ☐ Other
  - ☐ None Required
  
4. Availability of drainage facilities:
  - ☐ a. Permanent drainage service is available provided the developer can verify to the satisfaction of the City that runoff can be safely conveyed to the Master Plan inlet(s).
  - ☒ b. The construction of facilities required by Paragraph No. 2 hereof will provide permanent drainage service.
  - ☐ c. Permanent drainage service will not be available. The District recommends temporary facilities until permanent service is available.
  - ☐ d. See Exhibit No. 2.
  
5. The proposed development:
  - ☐ Appears to be located within a 100 year flood prone area as designated on the latest Flood Insurance Rate Maps available to the District, necessitating appropriate floodplain management action. (See attached Floodplain Policy.)
  - ☒ Does not appear to be located within a flood prone area.
  
6. ☒ The subject site contains a portion of a canal or pipeline that is used to manage recharge, storm water, and/or flood flows. The existing capacity must be preserved as part of site development. Additionally, site development may not interfere with the ability to operate and maintain the canal or pipeline.

**FR TRACT No. 6191rev**

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

Page 3 of 5

**FR TRACT No. 6191rev**

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

  
\_\_\_\_\_  
Peter Sanchez  
District Engineer

  
\_\_\_\_\_  
Michael Maxwell  
Project Engineer

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

Page 4 of 5

CC:

HARBOUR & ASSOCIATES

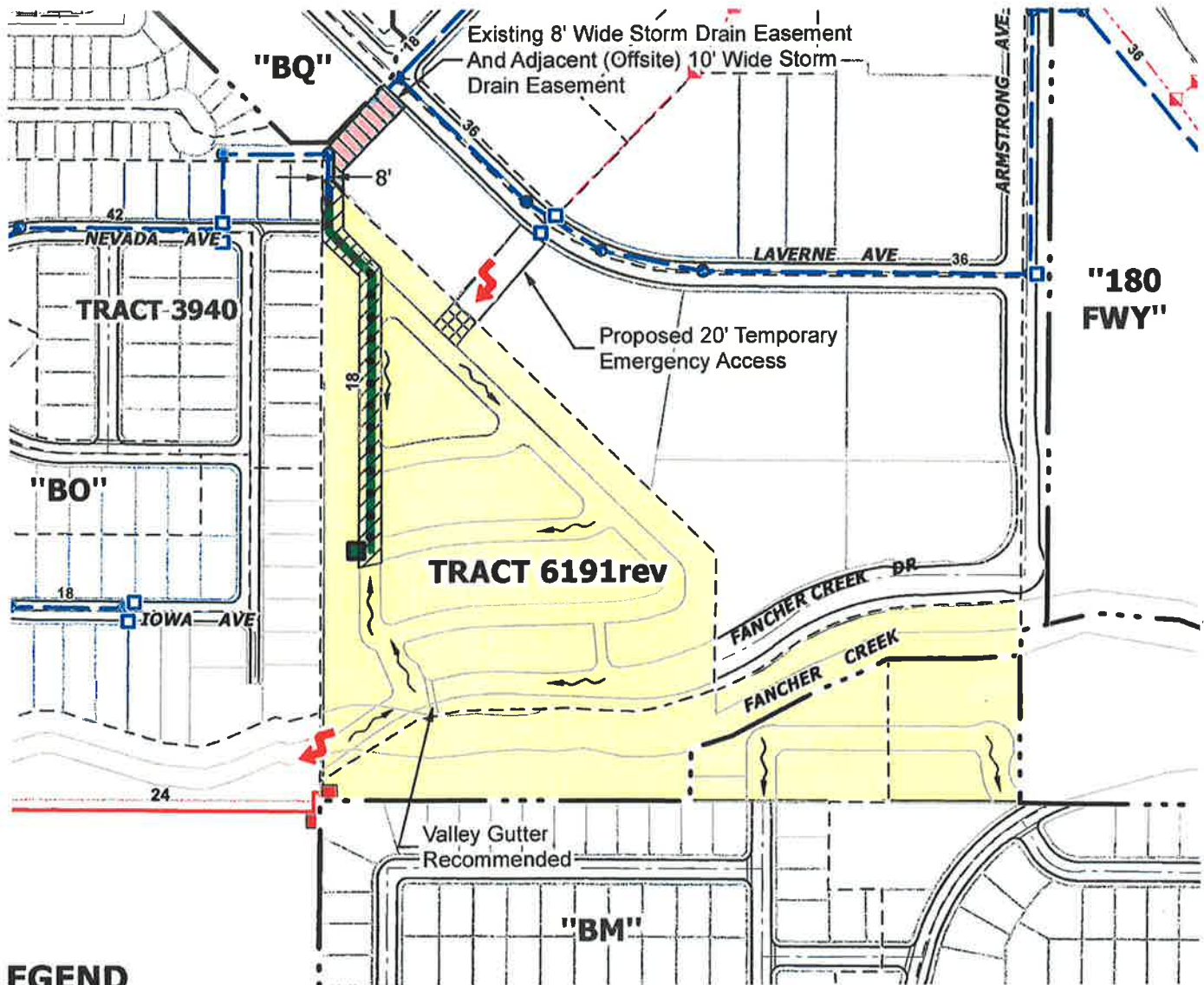
389 CLOVIS AVE., SUITE 300

CLOVIS, CA 93612

**FR TRACT No. 6191rev**



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



## LEGEND

- |  |   |  |   |
|--|---|--|---|
|  | Creditable Facilities (Master Plan Facilities To Be Constructed By Developer) - Pipeline (Size Shown) & Inlet |  | Major Storm Breakover   |
|  | Existing Master Plan Facilities   |  | Major Storm Channel Easement To Be Dedicated By Developer To District |
|  | Future Master Plan Facilities   |  | Existing Adjacent (Offsite) 10' Wide Storm Drain Easement             |
|  | Direction Of Drainage   |  |   |
|  | Inlet Boundary  |  |   |
|  | Drainage Area Boundary  |  |   |
|  | Private Facilities  |  |   |
|  | 18' Wide Storm Drain Easement To Be Dedicated By Developer To District  |  |   |



1" = 300'

**TRACT 6191rev**  
**DRAINAGE AREAS "BO" & "BM"**

## EXHIBIT NO. 1



## FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

Prepared by: danielg

Date: 3/8/2019

Path: K:\Autocad\DWGS\0EXHIBIT\TRACTS\6191rev.mxd

**OTHER REQUIREMENTS**  
**EXHIBIT NO. 2**

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

The proposed development of Tract 6191rev is located in an area that has historically provided a passage for major storm water flows from Laverne Avenue across the proposed site to Fancher Creek Drive as shown on Exhibit No. 1. The grading of the proposed site shall be designed such that there are not adverse impacts to the passage of said major storm water from Laverne Avenue to Fancher Creek Drive.

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

The developer must identify what streets will pass the major storm and provide calculations that show structures will have adequate flood protection. The developer should be aware that based on historical drainage patterns some of the streets located within the tract may need to be resized to pass larger event storms. District approval is not extended to street configuration. The developer may submit a drainage report indicating the path of the major storm flow and calculations confirming there is adequate protection of finished floors.

There is an existing eight-foot (8') wide storm drain easement as shown on Exhibit No. 1. No encroachments into the easement shall be permitted including, but not limited to, foundations, roof overhangs, swimming pools, and trees.

A minimum eighteen-foot (18') wide storm drain easement will be required whenever storm drain facilities are located on private property. No encroachments into the easement will be permitted including, but not limited to, foundations, roof overhangs, swimming pools, and trees.

Development No. Tract 6191rev

**OTHER REQUIREMENTS**  
**EXHIBIT NO. 2**

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

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

Development No. Tract 6191rev

01/24/2019

Southeast Police Department

Comments:

Please consider combating crimes through the implementations of Crime Prevention through Environmental Design (CPTED) concept. Examples: Sufficient lightings helps deter crime and allows officers to properly evaluate the area of any potential criminal activities. Surveillance cameras should be installed at all entry/exit points, points of sales locations, locations where groups of people would congregate and parking lots. Surveillance systems should be digital HD format; hold a minimum of fourteen days (14) of recordings has the ability to play back and is downloadable.



July 17, 2018

Israel Trejo  
City of Fresno  
Development Services/Planning  
2600 Fresno Street, Third Floor  
Fresno, CA 93721

Ref: Gas and Electric Transmission and Distribution

Dear Mr. Trejo,

Thank you for submitting the 6300 E Fancher Creek Drive (P18-01235) plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: [https://www.pge.com/en\\_US/business/services/building-and-renovation/overview/overview.page](https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page).
2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.
3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851 filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team  
Land Management

## **Attachment 1 – Gas Facilities**

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: <http://usanorth811.org/wp-content/uploads/2017/05/CA-LAW-English.pdf>

1. **Standby Inspection:** A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.
2. **Access:** At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.
3. **Wheel Loads:** To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. **Grading:** PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.
5. **Excavating:** Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [ $24/2 + 24 + 36/2 = 54$ ] away, or be entirely dug by hand.)



Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible (90° +/- 15°). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an "Impressed Current" cathodic protection system. Any proposed facilities, such as metal conduit, pipes,



service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.



## **Attachment 2 – Electric Facilities**

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. **Buildings and Other Structures:** No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as **"RESTRICTED USE AREA – NO BUILDING."**
2. **Grading:** Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. **Fences:** Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. **Landscaping:** Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. **Reservoirs, Sumps, Drainage Basins, and Ponds:** Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. **Automobile Parking:** Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. **Storage of Flammable, Explosive or Corrosive Materials:** There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.
8. **Streets and Roads:** Access to facilities to be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for



proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 ([http://www.cpuc.ca.gov/gos/GO95/go\\_95\\_startup\\_page.html](http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html)) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.



July 20, 2018

Israel Trejo  
City of Fresno  
Development Services/Planning  
2600 Fresno Street, Third Floor  
Fresno, CA 93721

Ref: PZ17-40000007

Dear Mr. Trejo:

Thank you for giving us the opportunity to review the subject plans. The proposed Tentative Map of Tract No. 6191 and related Conditional Use Permit Application located at APN 313-270-97S does not appear to interfere with any existing PG&E facilities or easement rights; therefore, we have no comments at this time.

Please note that this is our preliminary review and PG&E reserves the right for future review as needed. This letter shall not in any way alter, modify, or terminate any provision of any existing easement rights. If there are subsequent modifications made to your design, we ask that you resubmit your plans to the email address listed below.

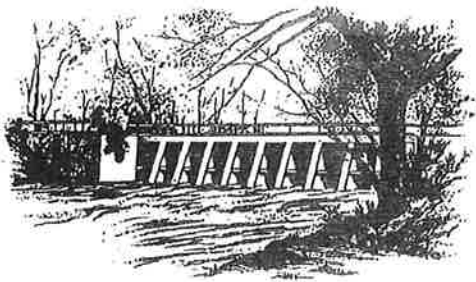
In the event that you require PG&E's gas or electrical service in the future, please continue to work with PG&E's Service Planning department: <https://www.pge.com/cco/>.

If you have any questions regarding our response, please contact the PG&E Plan Review Team at (877) 259-8314 or [pgeplanreview@pge.com](mailto:pgeplanreview@pge.com).

Sincerely,

PG&E Plan Review Team  
Land Management





YOUR MOST VALUABLE RESOURCE - WATER  
July 31, 2018



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

Israel Trejo  
Development and Resource Management  
County of Fresno  
2200 Tulare Street, Sixth Floor  
Fresno, CA 93721

RE: Vesting Tentative Tract Map No. 6191 PZ17-40000007  
S/E Belmont and Fowler avenues  
FID's Fancher No. 6

Dear Mr. Trejo:

The Fresno Irrigation District (FID) has reviewed Vesting Tentative Tract Map No. 6191, Accela Record Number PZ17-40000007 proposing to subdivide the property into 110 lots and modify building standards to reduce lot size and setbacks, APN: 313-270-97S. FID has the following comments:

**Summary of Requirements:**

- Varying Width Grant of Easement.
- Canal Bank Improvements.
- Channel Improvements.
- Drive Approaches per FID Detail No. 1-02.
- Existing Encroachments removed and/or relocated.
- Review and Approval of all Plans.
- Execute additional Agreement(s), if necessary.
- Project Fees.
- No Encroachments (i.e. trees, monuments, fences, PUE, etc.).

**Area of Concern**

1. FID's Fancher Canal No. 6 runs westerly, traverses the subject property and crosses Fowler Avenue approximately 1,000 feet west of the subject property, as shown on the attached FID exhibit map and will be impacted by the proposed development. Should this project include any street and or utility improvements along Fowler Avenue or in the vicinity of this canal, FID requires it review and approve all plans.

G:\Agencies\FresnoCity\Tract Map\6191.doc

BOARD OF DIRECTORS President RYAN JACOBSEN, Vice-President JERRY PRIETO, JR.  
CHRISTOPHER WOOLF, GEORGE PORTER, GREGORY BEBERIAN, General Manager GARY R. SERRATO

2. Records do not show a recorded easement, however, FID does own an easement and the width is as shown on FID's attached Standard Detail Page No. 1-01.
3. FID requires that, within the limits of the proposed project [and its remainder], the landowner grant an exclusive easement for the land underlying the canal and associated area along the canal required for maintenance pursuant to Water Code Section 22425 and FID policy. FID's District Canal Right-of-Way Requirements sheet is enclosed for your reference. The proposed easement (width) will depend on several factors including: 1) Width of canal, 2) height of canal banks, 3) final alignment of canal, 4) additional space needed where roads/avenues intersect canal, etc.
4. FID requires that the Engineer/Land Surveyor use the inside top hinge of the canal to define the edge of FID's right-of-way such that FID has a minimum of 20-foot wide right-of-way along the top of bank to be clear of obstructions, structures, vegetation, etc. to provide clear passage and full width at all points along the canal bank. There are no minimum or suggested numbers of survey shots to take, but there must be enough survey points such that the top inside hinge of the canal bank is properly identified. Before finalizing plans, the Engineer/Land Surveyor will need to stake both the inside top hinge and the right-of-way/property for FID Staff to field evaluate an adequate width. FID staff must field verify the right-of-way/property boundary and the hinge line edge before signing plans to ensure that there are enough survey points to properly define the canal. The canal right-of-way line should be consistent with adjacent properties so long as the 20 feet minimum width and right-of-way requirements are met.
5. FID requires the applicant and/or the applicant's engineer meet with FID at their earliest convenience to discuss specific requirements, e.g. easement width and alignment, right-of-way width and alignment, depth and size, fees, etc.
6. Typically, for any type of development that impacts a large open canal or is adjacent to one such as the Fancher Canal, FID requires the developer to improve the canal with either concrete lining, encasing the canal in a box culvert, or other approved means to protect the canal's integrity for an urban setting. FID does not have sufficient information to determine what kind of improvements will ultimately be required as part of the development. The engineers working on the project and FID's engineering staff must meet to discuss specific requirements as discussed below. In order to meet the "urban" standards for the canal, FID will require the following minimum conditions:
  - a. Channel Stabilization: The proposed plan does not indicate any improvements to the Canal. If the Developer is not willing to concrete line the Canal or place it underground within a box culvert, they must come up

with another means acceptable to and approved by FID to protect the Canal's integrity. On similar projects, Developers typically propose the following:

- i. Surrounding Development – All proposed building pad elevations must be a minimum of 12-inches above the canal's high water.
  - ii. Freeboard – FID typically requires between 1.0 to 1.5 feet of freeboard. Because the Canal is used to route stormwaters, and is one of the larger canals used to convey the stormwater, FID will require a minimum of 1.5 feet of freeboard and a maximum of 2.0 feet. The Developer will be required to either import or export material to match FID's standards.
  - iii. Maintenance – this reach of Canal does have a history of high loads of sediment deposits which requires periodic dredging. FID will typically dredge the Canal and deposit the spoils on top of the banks to dry out. Once the spoil has dried, FID will flatten the spoil as time permits. This reach of Canal also has large volumes of trash, debris, shopping carts that are deposited into the Canal. FID's crews will typically remove the trash at the Peach Avenue, North Avenue, and another crew will come by to remove the trash. The hauling off of this material may occur several weeks after the trash has been placed on the side of the canal, and the trash may be considered a nuisance (sight and smell). If the Developer and/or City/County require a different level of maintenance effort, they will need to enter into an agreement for that purpose. The City/County and/or Developer will be responsible to fund the "higher level" of maintenance.
- b. Drive banks/maintenance roads and encroachments (both banks):
- i. All drive banks must be sloped a minimum of 2%, maximum of 4% away from the canal with provisions made for rainfall. Drainage will not be accepted into the Canal and must be routed away from FID property/drive banks. Runoff must be conveyed to nearby public streets or drainage system by drainage swales or other FID acceptable alternatives.
  - ii. Any drainage systems or swales proposed must be located outside FID's property/easement.
  - iii. Drive banks shall be built out to the required freeboard and elevation for the full width of the required Canal right-of-way width.

- iv. All drive banks shall be overlaid with 3 inches of Class II aggregate base for all-weather access and for dust suppression.
  - v. Encroachments - All existing trees, bushes, debris, fencing, and other structures must be removed within FID's property/easement.
7. Trail - It is FID's understanding that a trail is master-planned along the Fancher Canal bank. As with other developments with trails proposed along the canals, FID will not allow the trail to encroach/overlap FID's canal easement. The following requirements are intended for trail projects adjacent to FID-owned properties and right-of-ways for open canals:
- a. FID will not allow the trail easement to be in common use with FID-owned property or easements.
  - b. FID requires all trail improvements be placed outside of FID-owned properties and easements.
  - c. FID will not allow any portion of a tree canopy to encroach within its properties or easements.
  - d. FID's canals will not accept any drainage from the trail or the canal bank.
  - e. FID may require some improvements be made to the canal depending on the existing canal condition, the proposed trail, and the adjacent development.
8. A Trail fence between Trail and Canal is required unless an agreement is in place between City of Fresno and FID.
9. If a fence will be installed between the development and open canal, a block/masonry wall shall be required. Chain-link and wood fencing will no longer be accepted for urban developments.
10. Canal Access – FID will continue to access the Canal from Fancher Creek Drive. In order to access the maintenance road with our larger equipment, FID requires a drive approach wide enough to accommodate the equipment. FID proposes a 50-foot wide drive approach narrowing to a 20 feet wide drive bank (See attached "Drive Approach in Urban Areas" Detail No. 1-02). The 50-foot width is defined as starting from the end portion of the bridge/railing outward (away from the bridge). Every road and canal intersection is different and therefore each access will be different. The major factors affecting the proposed width will be the angle of the road intersecting the Canal, grade of canal bank vs. City road, median vs. no median, etc.

### **General Comments**

1. FID requires its review and approval of all improvement plans which affect its property/easements and canal/pipeline facilities including but not limited to Sewer, Water, Fresno Metropolitan Flood Control District (FMFCD), Street, Landscaping, Dry Utilities, and all other utilities.
2. FID requires the Applicant/Developer to submit for FID's approval a grading and drainage plan which shows that the proposed development will not endanger the structural integrity of the Canal, or result in drainage patterns that could adversely affect FID.
3. All existing trees, bushes, debris, old canal structures, pumps, canal gates, and other non- or in-active FID and private structures must be removed within FID's property/easement and the development project limits.
4. FID does not allow FID owned property or easements to be in common use with public utility and/or road easements and right-of-ways.
5. FID requires its easements be shown on all maps/plans with proper recording information, and that FID be made a party to signing all final maps/plans.
6. Footings of retaining walls shall not encroach onto FID property/easement areas.
7. Trees will not be permitted within FID's property/easement areas.
8. FID requires its easements be shown on all plans with proper recording information.
9. FID is concerned about the potential vibrations caused by construction efforts near existing District facilities as it may cause damage to FID's canals, pipelines and culverts. The developer and contractor(s) must keep all large equipment, construction material, and soil stockpile outside of FID's easement and a minimum of 30 feet away from existing cast-in-place concrete pipe. The developer and/or its contractor(s) will be responsible for all damages caused by construction activities.
10. FID is concerned that the proposed development may negatively impact local groundwater supplies. The area is currently open land with minimal to no water use, supplemented by groundwater pumping. Under current circumstances the project area is experiencing a modest but continuing groundwater overdraft. Should the proposed development result in a conversion from imported surface water to groundwater, this deficit will increase. FID recommends the City of Fresno require the proposed development balance anticipated groundwater use

with sufficient recharge of imported surface water in order to preclude increasing the area's existing groundwater overdraft problem.

11. California enacted landmark legislation in 2014 known as the Sustainable Groundwater Management Act (SGMA). The act requires the formation of local groundwater sustainability agencies (GSAs) that must assess conditions in their local water basins and adopt locally-based management plans. FID and the City of Fresno are members of the North Kings Groundwater Sustainability Agency which will manage the groundwater basin within the FID service area. This area is completely reliant on groundwater pumping and SGMA will impact all users of groundwater and those who rely on it. The City should consider the impacts of the development on the County ability to comply with requirements of SGMA.
12. As with most developer projects, there will be considerable time and effort required of FID's staff to plan, coordinate, engineer, review plans, prepare agreements, and inspect the project. FID's cost for associated plan review will vary and will be determined at the time of the plan review.
13. The above comments are not to be construed as the only requests FID will have regarding this project. FID will make additional comments and requests as necessary as the project progresses and more detail becomes available.

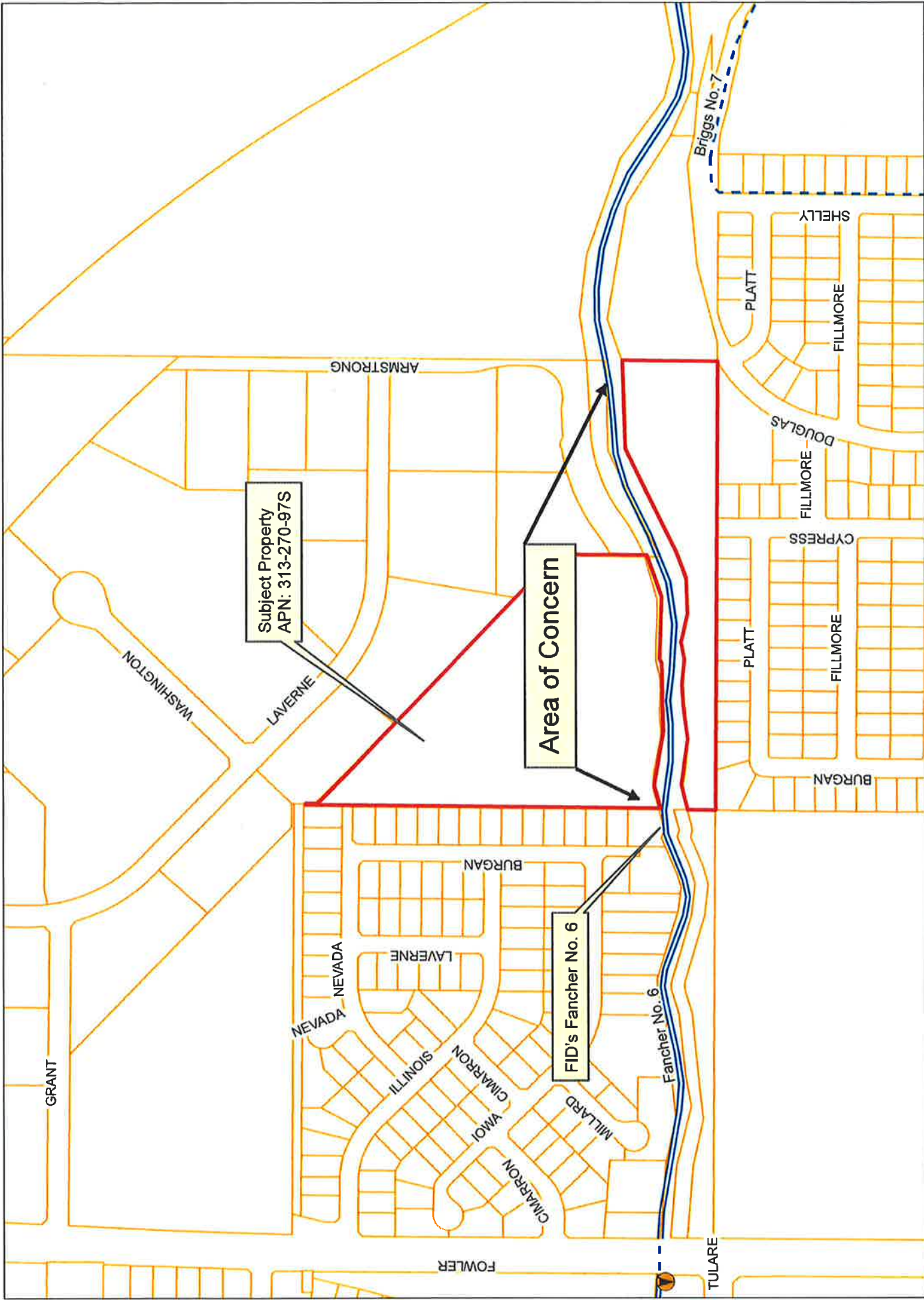
Thank you for submitting the proposed project for our review. We appreciate the opportunity to review and comment on the subject documents for this project. If you have any questions please feel free to contact Jeremy Landrith at (559) 233-7161 extension 7407 or [jlandrith@fresnoirrigation.com](mailto:jlandrith@fresnoirrigation.com).

Sincerely,



Laurence Kimura, P.E.  
Chief Engineer

Attachment



0 180 360 Feet  
1 inch = 360.64 feet  
Date Saved: 07/25/2019 3:34:55 PM  
Path: G:\Fidgpa\Master\_20180715.mxd

**Legend**

	FID Canal		Stream Group		FID Boundary		Parcel
	Private Canal		Other-Creek/River		Railroad		FMFCD Acquired Basins
	Abandoned Canal		Other-Pipeline		Streets & Hwys		FMFCD Proposed Basins

This map was produced by the Fresno Irrigation District and is provided for reference and informational purposes only and is not intended to show map scale accuracy or all inclusive map features, nor for legal purposes. FID makes no statements regarding the accuracy of this map as the features shown are in their approximate location. Please contact the FID Engineering Dept. at (559) 233-7161 for further information on FID facilities.