

City of Fresno
Planning and Development Department
Development Services Division
2600 Fresno Street
Fresno, California 93721



Project: South Crystal Avenue, Fresno, California

Re: Planned Development Application Supplemental Information

Project Narrative

The proposed project is an artfully designed neighborhood consisting of two individual housing projects combined for a unique communal environment. A diversity of residential products will allow for a varying range of affordable housing opportunities within the community. Rather than administrating the affordable element typically associated with the rental market, the proposed designs provide for distinctive and affordable attached and detached single-unit dwelling plans. The aspects of the site plan layout and the adoption of the product types is intended to not only meet the General Plan goals and objectives but to create opportunities supportive to the needs of the community.

The entrance to the project is from South Crystal Avenue through a gated and heavily landscaped point of arrival. Upon entering the project, the initial observation is an internal landscaped area surrounded by attached single-unit dwellings (also rereferred to as townhouses or attached houses in the application materials), with space for guest and overflow parking. The center area serves as a transitional alignment that provides direct buffering of traffic, headlights, and sound control. The entry then splits off in a T-formation, shielding the attached single-unit dwellings from Crystal Avenue traffic and having all units fronting onto a landscape belt. The detached single-unit dwellings (also referred to as detached houses in the application materials) encompass the centralized attached houses in a single looping road that allows easy access to the residences without a meandering road system. At the rear of the project directly behind the landscape belt is a park that will be easily accessible on foot to all residents of this community. The location is private and the furthest point from the heavy vehicular traffic of Crystal Avenue, helping to ensure the safety and comfort of its users.

In the interest of providing as much for-sale housing in Southwest Fresno as possible, lot sizes will be relatively small in this community. The City of Fresno believes that providing an *Enhanced Streetscape* is particularly important in a small-lot environment, and we concur. While we are not applying for reduced lot sizes via the process put forth in Section 15-904-B (rather, we are



proposing reduced lot sizes via the PD permit process), we took inspiration from those requirements. Except where noted, all homes in the community will have the following Enhanced Streetscape features:

- A front porch with a depth of no less than five feet and a width equal to no less than 20 percent of the building frontage (detached houses only);
- A bay window with a depth of no less than two feet;
- A design in which no exterior front street-facing wall has a continuous plane of more than eight feet without an opening such as a window or door or a projection, offset, or recess at least one foot in depth;
- A two-story front elevation;
- Shutters, lintels, sills, awnings, decorative trim or similar architectural treatments on front street-facing windows and doors;
- Decorative eave treatments such as cornice moldings, modillions, corbels, and outlookers (detached houses only); and
- 8-foot tall front doors.

This community will have a homeowners association that will be responsible for the maintenance of the common area landscaping, front yards of the homes, perimeter walls and fences, and the private roads. Additionally, the entrance gates, turnaround, street widths, and Emergency Vehicle Access points have been designed in coordination with the Fire Department to provide the required access clearances. The roadway width will provide for parking on the street.

The lot boundaries have been laid out to fit the shape of the homes. Vehicle parking provides two off-street parking spaces plus two garage spaces. Each home has its own private courtyard and the side yards are combined for more usable space between the neighboring units. The intent is to minimize the paved surfaces with an emphasis on landscaping and green open space.

List of Modifications

This project will seek a Planned Development permit in order to modify certain development standards. However, per Section 15-5904, this project conforms with the use and density standards of the RS-5 district and the Medium Density Residential planned land use. Residential Single-Unit Dwelling, Detached and Attached are uses which are permitted by-right, and the proposed gross residential density of this project os 10.7 du/ac, which is below the maximum permitted density of 12 du/ac.

Items that are being modified from the City standards are as follows:

SEC. 15-903 – The minimum lot size for this project is 1,866 SF (req'd: 4,000 SF or 2,500 SF with an Enhanced Streetscape)

The minimum lot frontage is 28ft (req'd: 35ft)
The minimum curved lot frontage is 13ft (req'd: 30ft)
The minimum lot depth is 62ft (req'd: 70ft)
The average lot size is 2,738 SF

PD Permit Findings

The proposed development is consistent with the General Plan, any applicable operative plan, and adopted policies, including the density and intensity limitations that apply.

Single-unit dwellings attached and detached are consistent with the Medium Density Residential General Plan Land Use designation. Single-unit dwellings attached and detached are also permitted uses in the applicable zoning district (RS-5) and the proposed project's gross residential density of 10.7 du/ac is below the maximum density of 12 du/ac.

This project is very supportive of the goals of the General Plan, particularly goals 6 and 8.

Goal 6 is to "Provide for a diversity of districts, neighborhoods, housing types (including affordable housing), residential densities, job opportunities, recreation, open space, and educational venues that appeal to a broad range of people throughout the city." By placing a unique higher-density neighborhood with a mix of attached and detached homes within an existing disadvantaged neighborhood which lacks such housing options, this project helps this part of Southwest Fresno become the type of neighborhood described in Goal 6.

Goal 8 seeks to "Promote a city of healthy communities and improve quality of life in established neighborhoods. Emphasize supporting established neighborhoods in Fresno with safe, well maintained, and accessible streets, public utilities, education and job training, proximity to jobs, retail services, health care, affordable housing, youth development opportunities, open space and parks, transportation options, and opportunities for home grown businesses." Per Figure IM-2 of the General Plan, the project location is an infill area and supports the General Plan policy of directing roughly one-half of residential growth into such areas. The project supports the quality-of-life in established areas by filling in an empty void within the existing City Limits without requiring an annexation and by directing investment toward disadvantaged communities which are typically subject to systemic disinvestment.

This proposal helps to curb suburban sprawl by driving investment away from the northern and eastern Sphere of Influence and into the existing City Limits. Curbing sprawl is a dominant theme of the General Plan and is mentioned throughout the document. Examples include:

Page 3-5: "Fresno has generally grown out over the years from its first origins, Downtown. For decades that growth has been mostly of a low-density suburban style development that relies heavily on the auto as the single means of mobility. This has created a condition of sprawl, sometimes leaving neglected neighborhoods and developed land uses adjacent to a number of major streets either vacant or underutilized. This can be seen in Downtown today, as well as other areas surrounding Downtown."

Page 4-3: "Emphasize the City as a role model for good growth management planning, efficient processing and permit streamlining, effective urban development policies, environmental quality, and a strong economy. Work collaboratively with other jurisdictions and institutions to further these values throughout the region. Positively influence the same attributes in other jurisdictions of the San Joaquin Valley – and thus the potential for regional sustainability -and improve the standing and credibility of the City to pursue appropriate State, LAFCO, and other regional policies that would curb sprawl and prevent new unincorporated community development

which compete with and threaten the success of sustainable policies and development practices in Fresno."

On Page 3-46 the General Plan notes that "Fresno is part of an eight-county region, each with its own Metropolitan Planning Organization. Collectively, they have approved the San Joaquin Valley Blueprint along with... Smart Growth principles... which have been integrated into the General Plan." On Page G-26 Smart Growth is defined as "An urban planning and transportation theory that concentrates growth in compact walkable urban centers to avoid sprawl. It also advocates compact, transitoriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed-use development with a range of housing choices. Smart growth values long-range, regional considerations of sustainability over a short-term focus. Its sustainable development goals are to achieve a unique sense of community and place; expand the range of transportation, employment, and housing choices; equitably distribute the costs and benefits of development; preserve and enhance natural and cultural resources; and promote public health."

The location of this proposed project within the existing City Limits of Fresno, in a neighborhood that began urbanizing decades ago, and is just over 2 miles from Downtown Fresno. By adding a new neighborhood in such a location with a unique variety of housing types, this project helps curb suburban sprawl and promotes the objectives of the General Plan.

The subject site is physically suitable for the type and intensity of the land use being proposed.

The project fits comfortably within the project site, resulting in a gross residential density of 10.7 du/ac, which is lower than the maximum allowed density of 12 du/ac. There is a park on-site, and the development will present an attractive interface with the surrounding neighborhood with abundant landscaping.

The proposed development is demonstratively superior to the development that could occur under the standards applicable to the underlying base district, and will achieve superior community design, environmental preservation, and/or substantial public benefit. In making this determination, the following factors should be considered:

(1) Appropriateness of the use(s) at the proposed location.

This use is permitted by-right and has therefore already been determined to be appropriate through the City's planning process.

(2) The mix of uses, housing types, and housing price levels.

This project would bring new housing to an area which lacks such options. Further, it provides a variety of lot sizes, home sizes, and attached and detached options—such housing variety is lacking in the Southwest area in particular and in Fresno in general.

(3) Provision of infrastructure improvements.

All required infrastructure will be provided per City standards and the Conditions of Approval.

(4) Provision of open space. For example, a greater amount of open space than would otherwise be provided under the strict application of this code.

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0.36 acres of open space will be provided in the subdivision.

(5) Connectivity to public trails, schools, etc.

There are no nearby public trails to which this project can connect.

(6) Compatibility of uses within the development area.

The surrounding area is predominantly residential and agricultural, and single-family residential is compatible with those activities.

(7) Creativity in design and use of land.

The design is extremely efficient and creative. It maximizes the amount of housing which can be accommodated on the site while also creating a variety of lot sizes and housing types. The central parking area is a creative way to accommodate guest and overflow parking, and the attached houses are situated in a configuration that allows side yards to be consolidated into larger spaces, maximizing private and semi-private open space without lowering the residential density. Furthermore, the design of the homes creates an Enhanced Streetscape as put forth in in Section 15-904-B of the Development Code.

(8) Quality of design, and adequacy of light and air to the interior spaces of the buildings.

The detached homes will have access to light and air on all four sides, and the attached homes will have access on three sides. This is consistent with building codes and is conducive to comfort and heath.

(9) Overall contribution to the enhancement of neighborhood character and to the built and natural environment of Fresno in the long term.

By placing a brand-new neighborhood of for-sale homes in a unique variety of sizes and configurations, and within a historically disadvantaged district within the existing City Limits of Fresno, this development curbs sprawl, produces much-need housing, promotes housing variety, and effectuates investment in a part of the City that needs and deserves it.

As previously mentioned, all the public and private elements of this project will still provide the services and needs found in a standardized single-family concept but create a more personalized and neighborly community not normally found in affordable housing products.

Thank you for your consideration.

Sincerely,

Mark B. Lee

Mark B. Lee President/Architect C012684 City of Fresno
Planning and Development Department
Development Service Division
2600 Fresno Street
Fresno, California 93721



Project: South Crystal Avenue

Fresno, California

Re: Planned Development Application Supplemental Information- Project Narrative

The proposed project is an artfully designed neighborhood consisting of two individual housing projects combined for a unique communal environment. A diversity of residential products will allow for a varying range of housing opportunities that are affordable within the community. Rather than administrating the affordable element typically associated with the rental market, the proposed designs provide for distinctive and single family attached and detached plans. The aspects of the site plan layout and the adoption of the product types is intended to not only meet the general plan guidelines but create opportunities supportive to the needs of the community.

The entrance to the project is from South Crystal Avenue through a gated and heavily landscaped point of arrival. Upon entering the project, the initial observation is an internal landscaped area surrounded by townhouses, with space for guest and overflow parking, The center area serves as a transitional alignment that provides direct buffering of traffic, headlights, and sound control. The entry then splits off in a T-formation, isolating the townhouse area from street traffic flow and having all units fronting onto a landscape belt. The single-family products than encompass the centralized duplexes in a single looping road allowing easy access to the residences, without a meandering road system. At the rear of the project directly behind the landscape belt is an open space Park area that is easily accessible to all residents of this community. The location is private and the furthest point from vehicular traffic, helping to ensure the safety of its users. This community will have a Homeowners Association that will be responsible for the maintenance of the common area landscaping, front yards of the homes, perimeter walls and fences, along with the private roads. Additionally, the entrance gates, turnaround, street widths and Emergency Vehicle Access points have been designed in coordination with the fire department to provide the required access clearances. The roadway width will provide for parking on both sides of the street.



For the Single-family homes, the lot boundaries have been laid out to fit the shape of the homes. Vehicle parking provides two off-street parking spaces plus two garage spaces. Each home has its own private rear ranging from 221 sf to 280 sf courtyard and the side yards are combined for more usable space between the neighboring units. The intent is to minimize the paved surfaces with an emphasis on landscaping and more green open space. The townhomes are design to be more affordable than the single-family homes giving prospect buyers several product options to choose from. Vehicle parking also provides two off-street parking spaces plus two garage spaces. The rear yard is greater than the required setback making more of a usable space.

Items that are being modified from the city standards are as follows:

- **P-56B** PUE has been modified to 5' and ROW is placed at back of curb to obtain minimum building setback requirements.
- **E-9A** New street lights are not proposed on the west side of Crystal Ave due to the existing lights on the east side

Single Family Homes:

SEC. 15-903 – 1 Minimum lot size for this project is 2520 SF (req'd: 4,000 SF)

Minimum lot depth is 60 ft (req'd: 70 ft)

SEC. 15-903 – 2 Minimum rear yard is 5 ft (req'd: 10 ft)

Minimum side to street 9 ft (reg'd 10 ft)

Garage from primary façade varies (req'd: 4 ft)

Townhomes:

SEC. 15-903 – 1 Minimum lot size for this project is 1,918 SF (reg'd: 4,000 SF)

Minimum lot frontage is 28ft (req'd: 35ft) Minimum corner lot is 33' (required is 40 ft) Minimum curved lot frontage is 13ft (req'd: 30ft)

Minimum lot depth is 68ft (req'd: 70ft)

SEC. 15-903 – 2 Minimum side yard is 3ft one side and 0ft on the common property line.

Note this is not row housing so the end unit is defined differently, these are

individual lots not condominiums.

Minimum corner side yard is 8ft one side and 0ft on the common property

line. (req'd: 10 ft)

Garage from primary façade varies (req'd: 4 ft)

As previously mentioned, all the public and private elements of this project will still provide the services and needs found in a standardized single-family concept but create a more personalized and neighborly community not normally found in housing products that are more affordable.

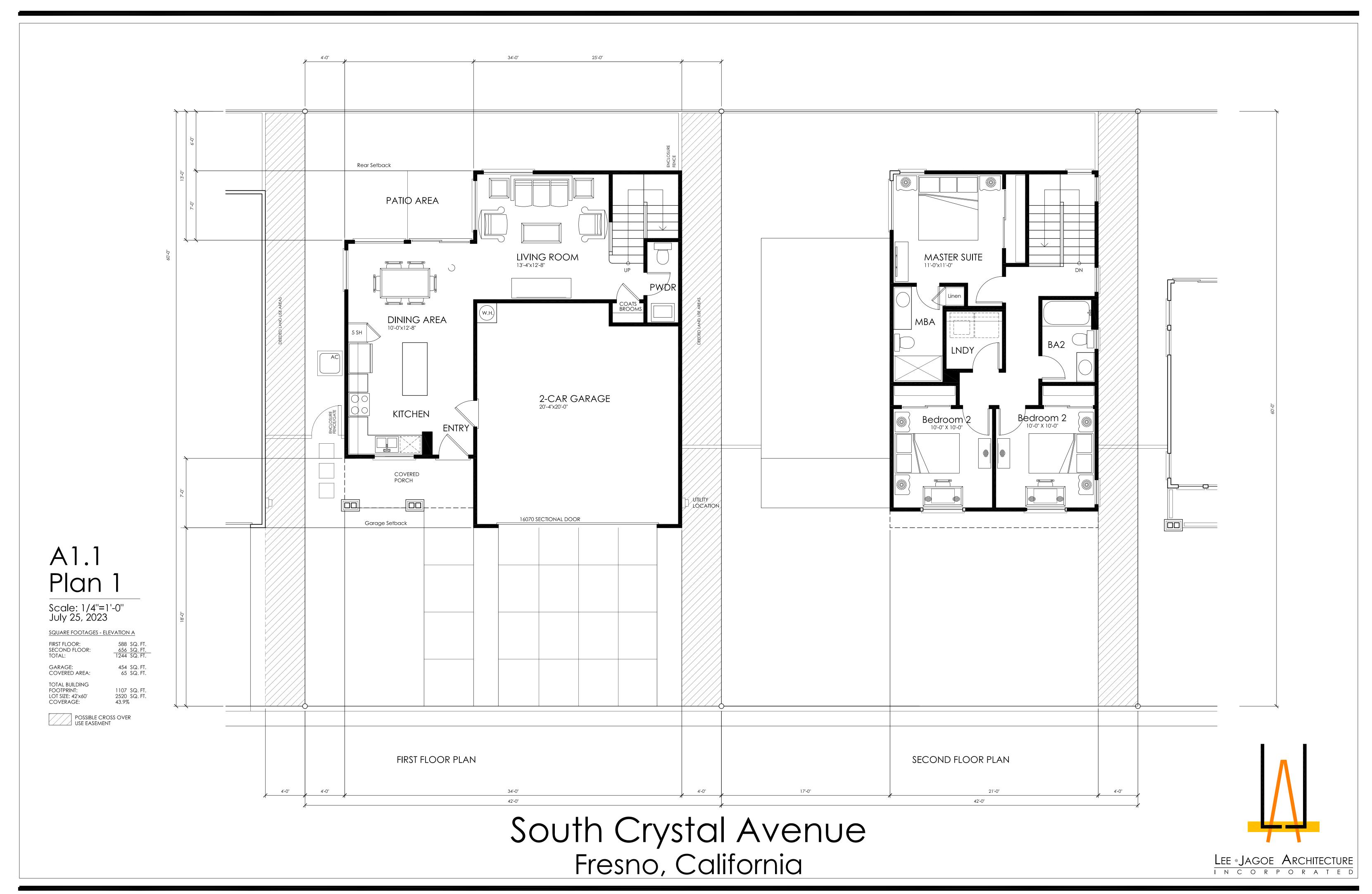
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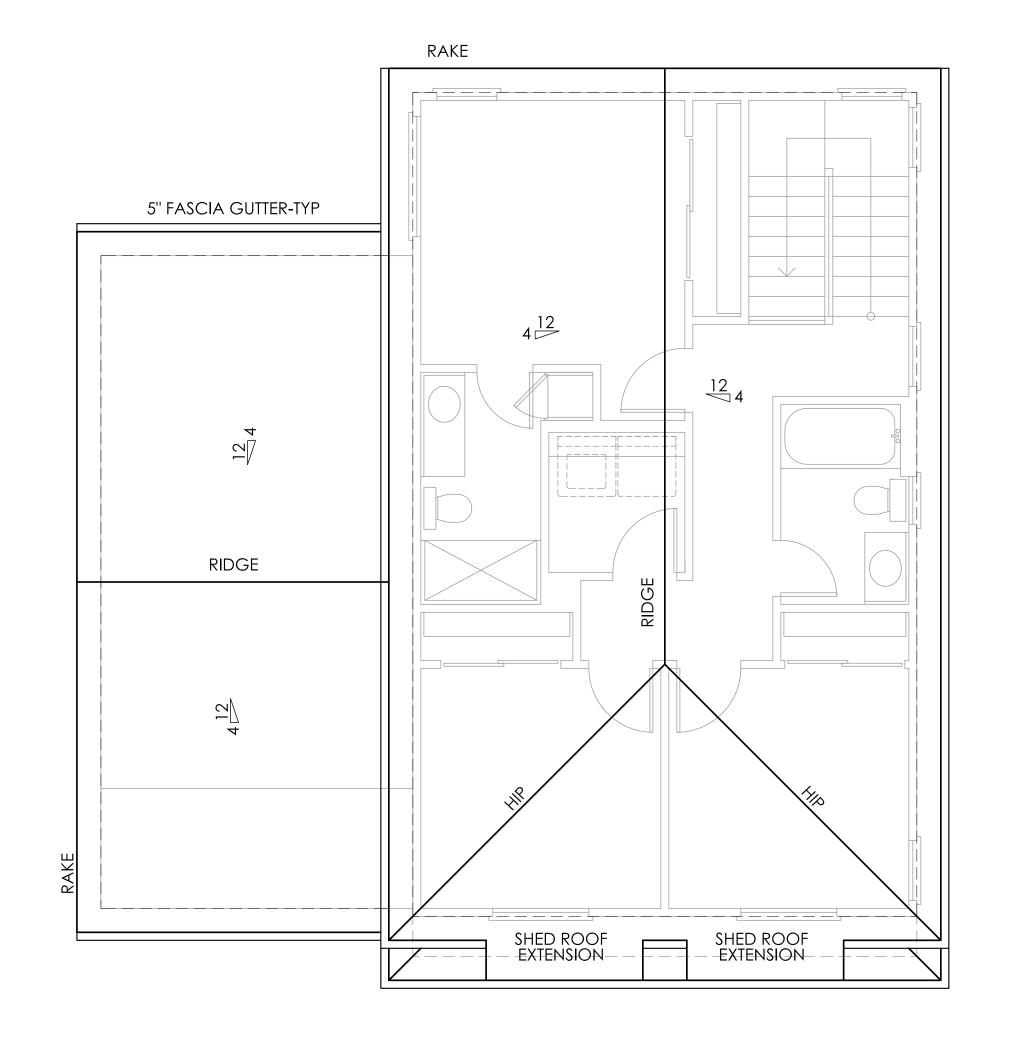
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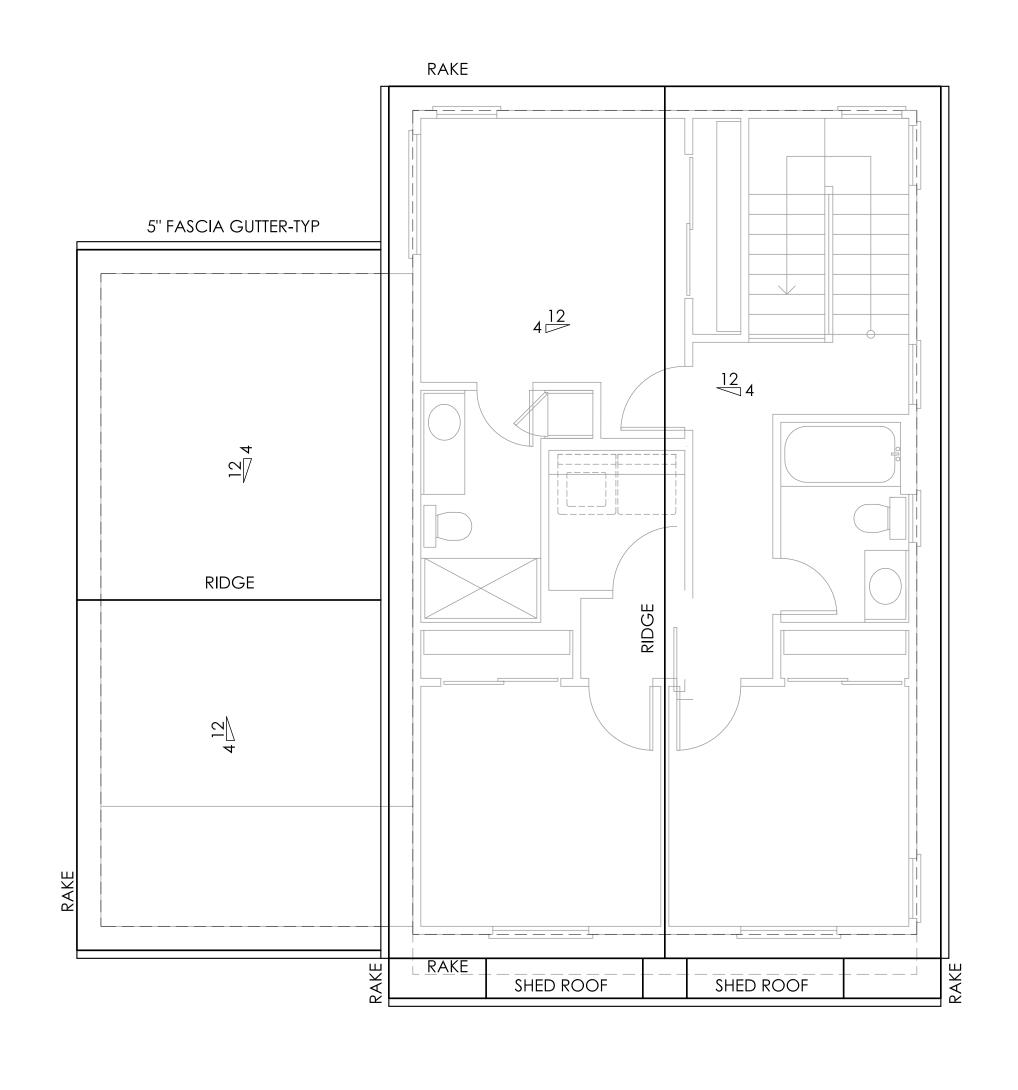
Mark B. Lee

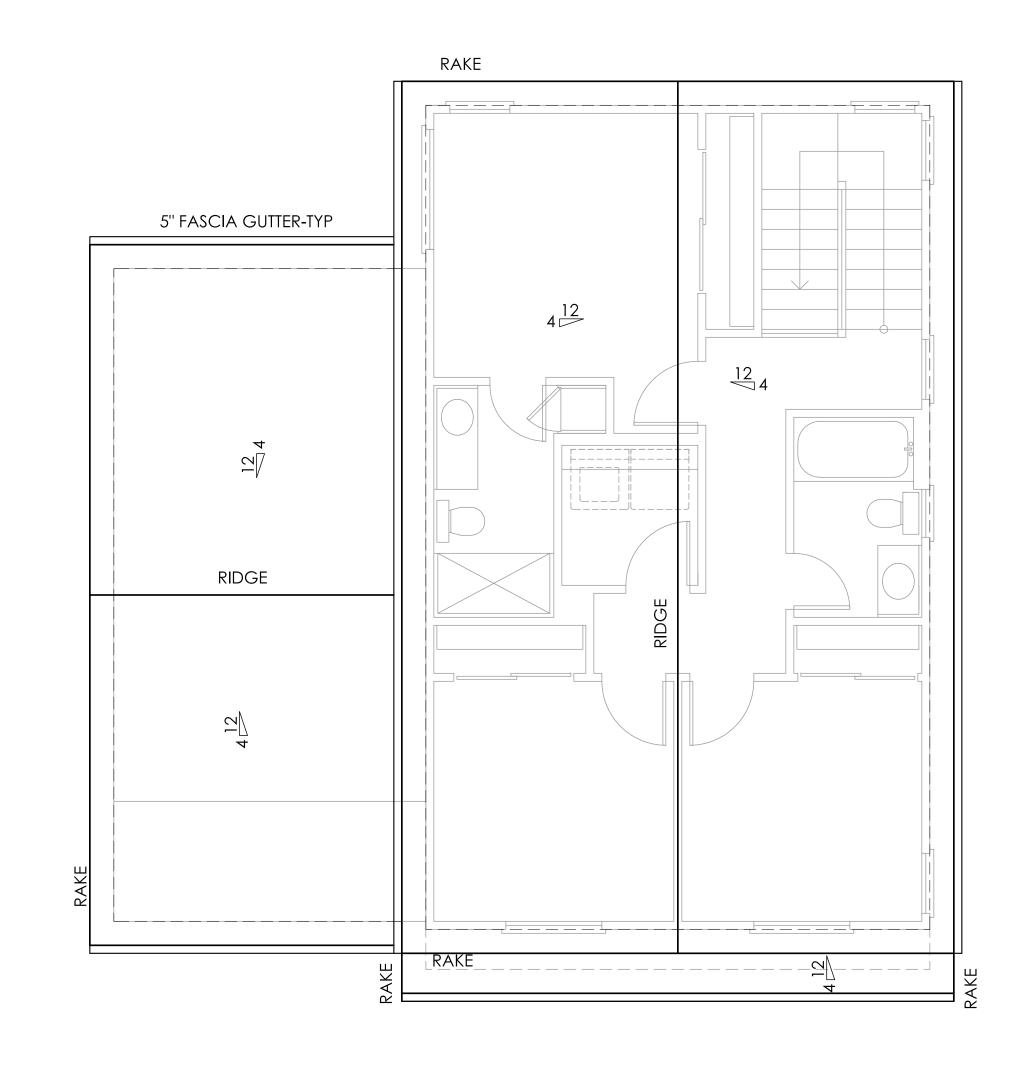
December 26, 2024 **South Crystal Avenue** Page 3

Mark B. Lee President/Architect C012684







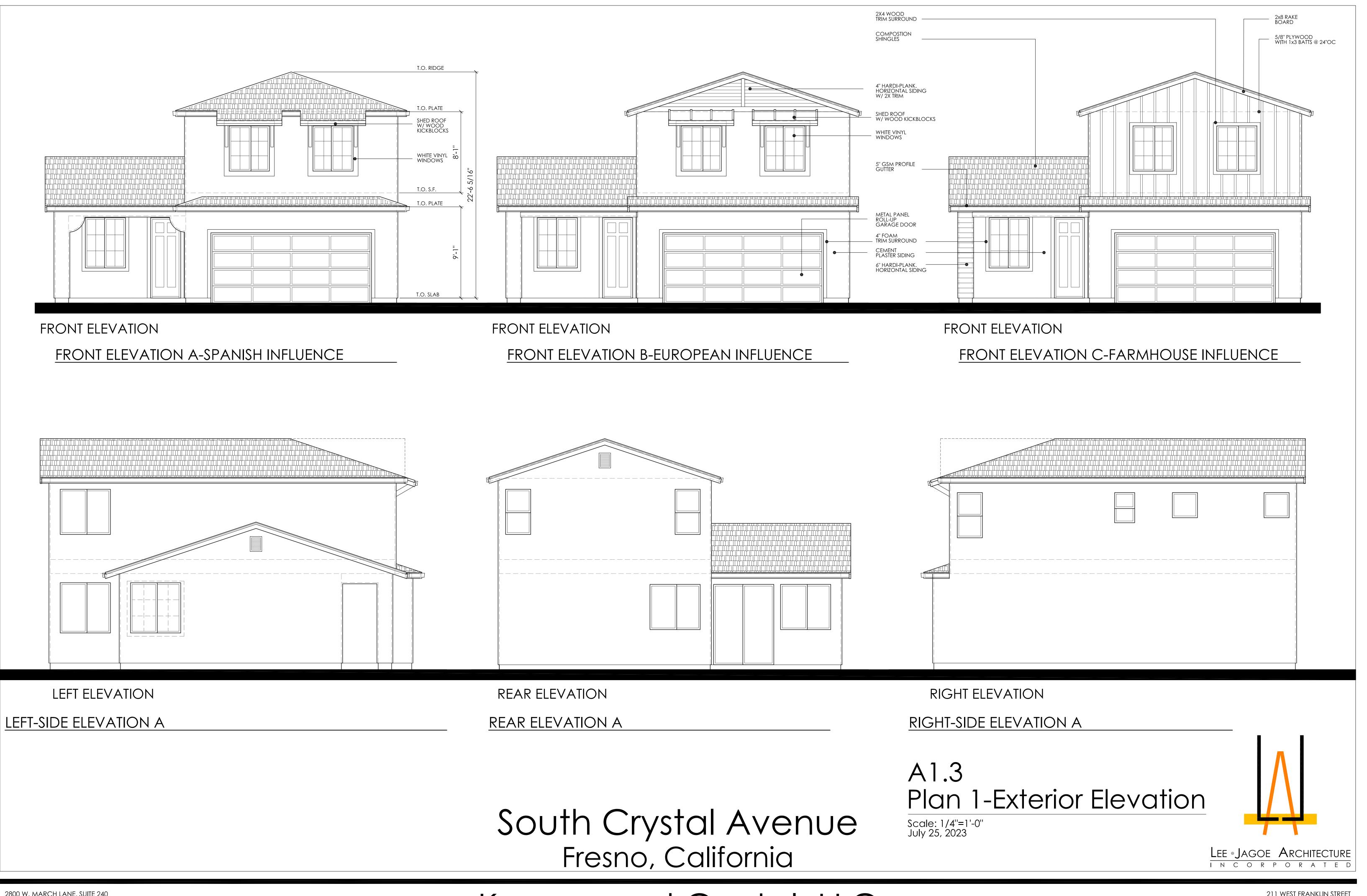


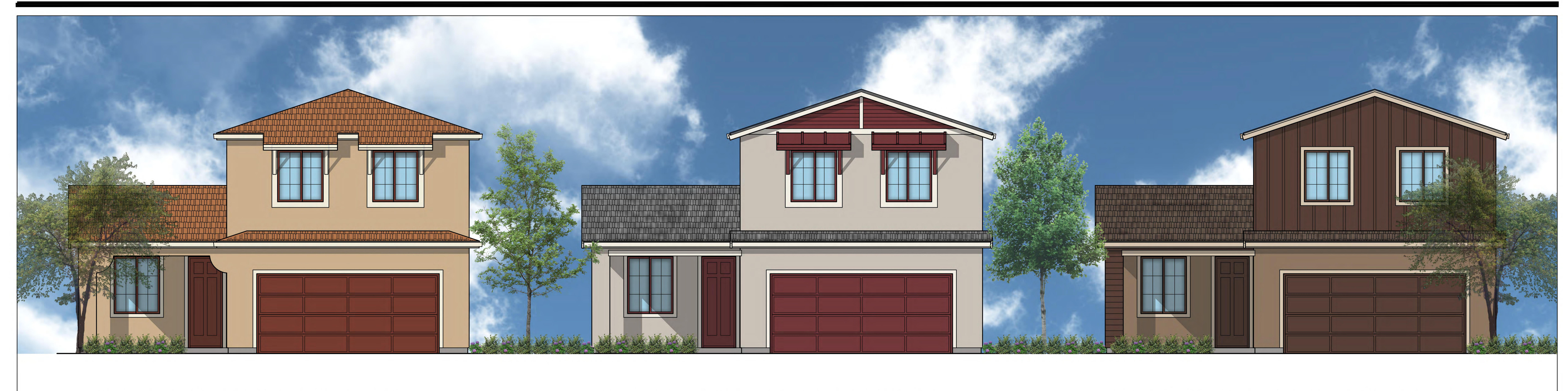
FRONT ELEVATION B-EUROPEAN INFLUENCE

FRONT ELEVATION C-FARMHOUSE INFLUENCE

A1.2 Plan 1 Scale: 1/4"=1'-0" July 25, 2023

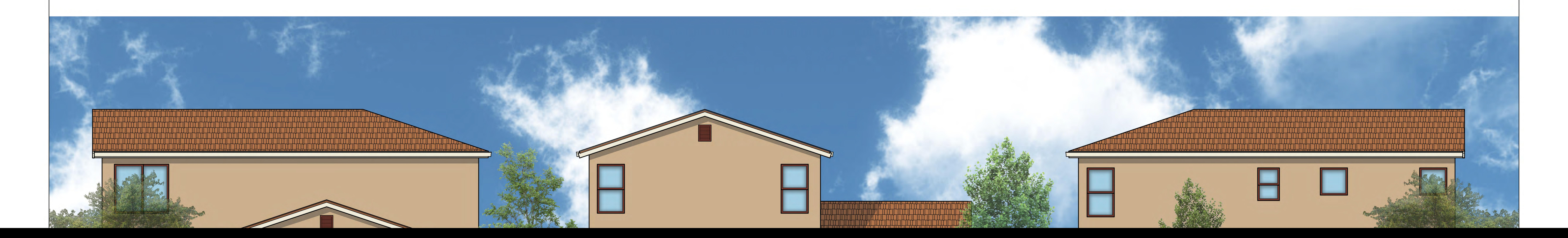


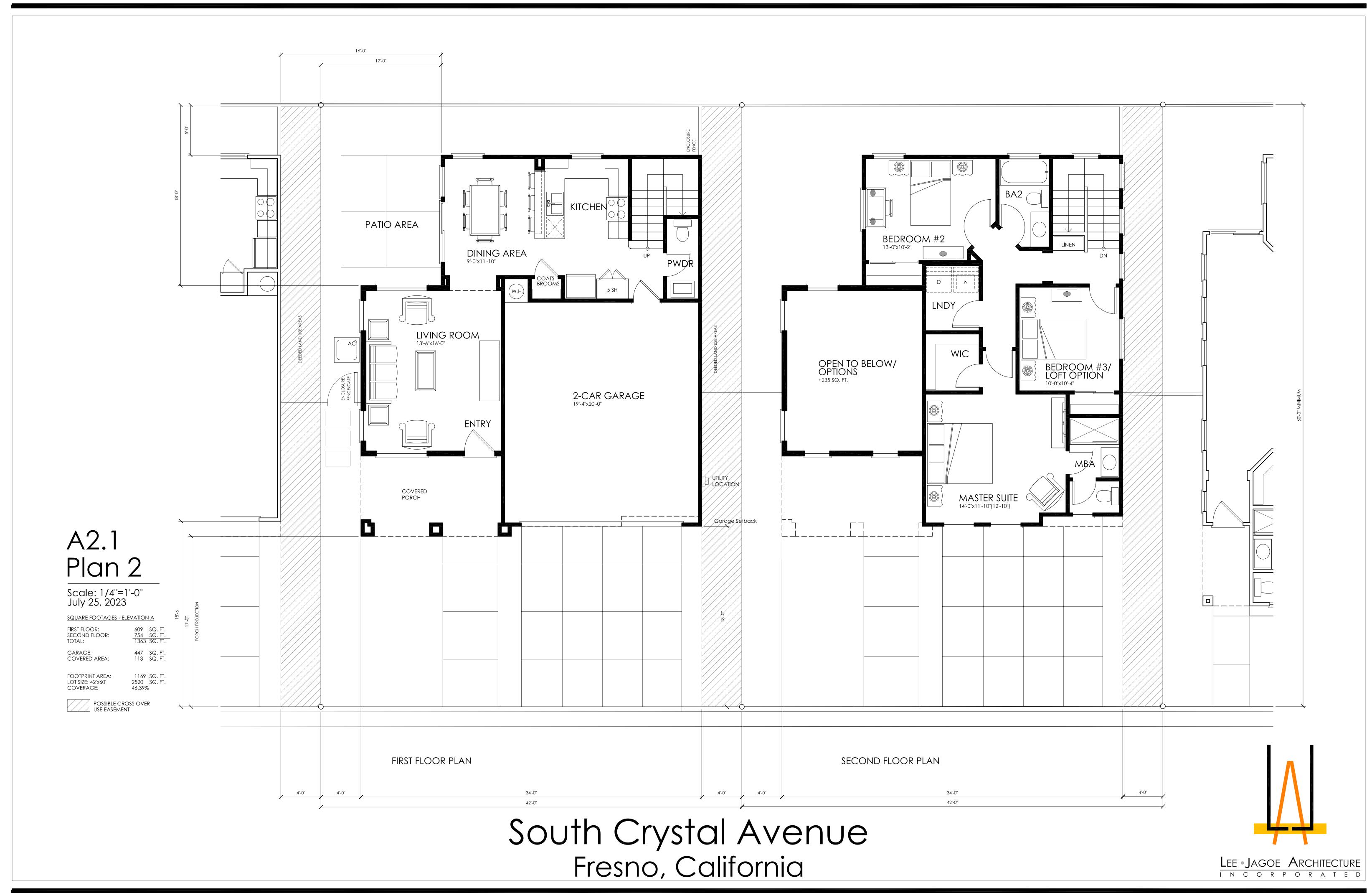


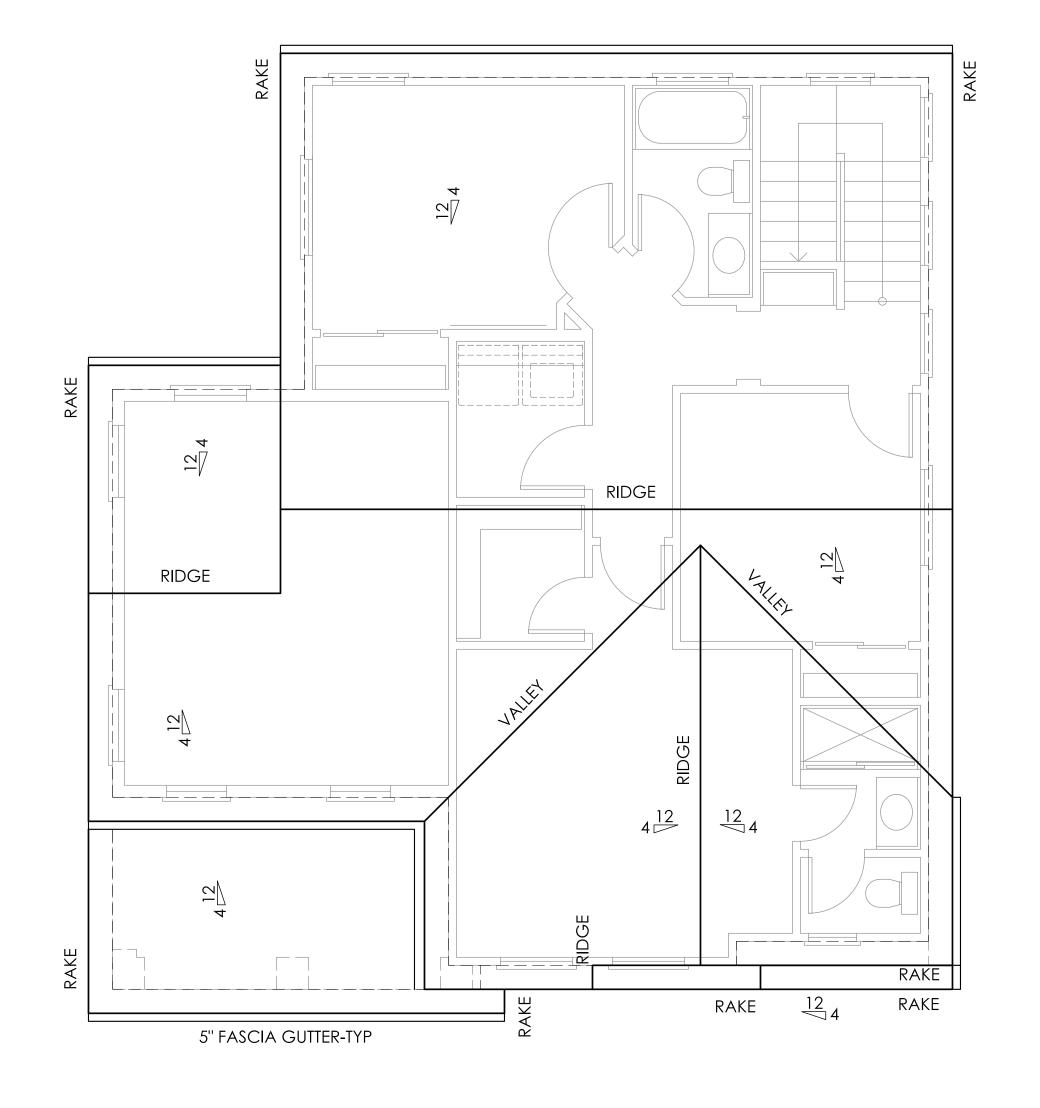


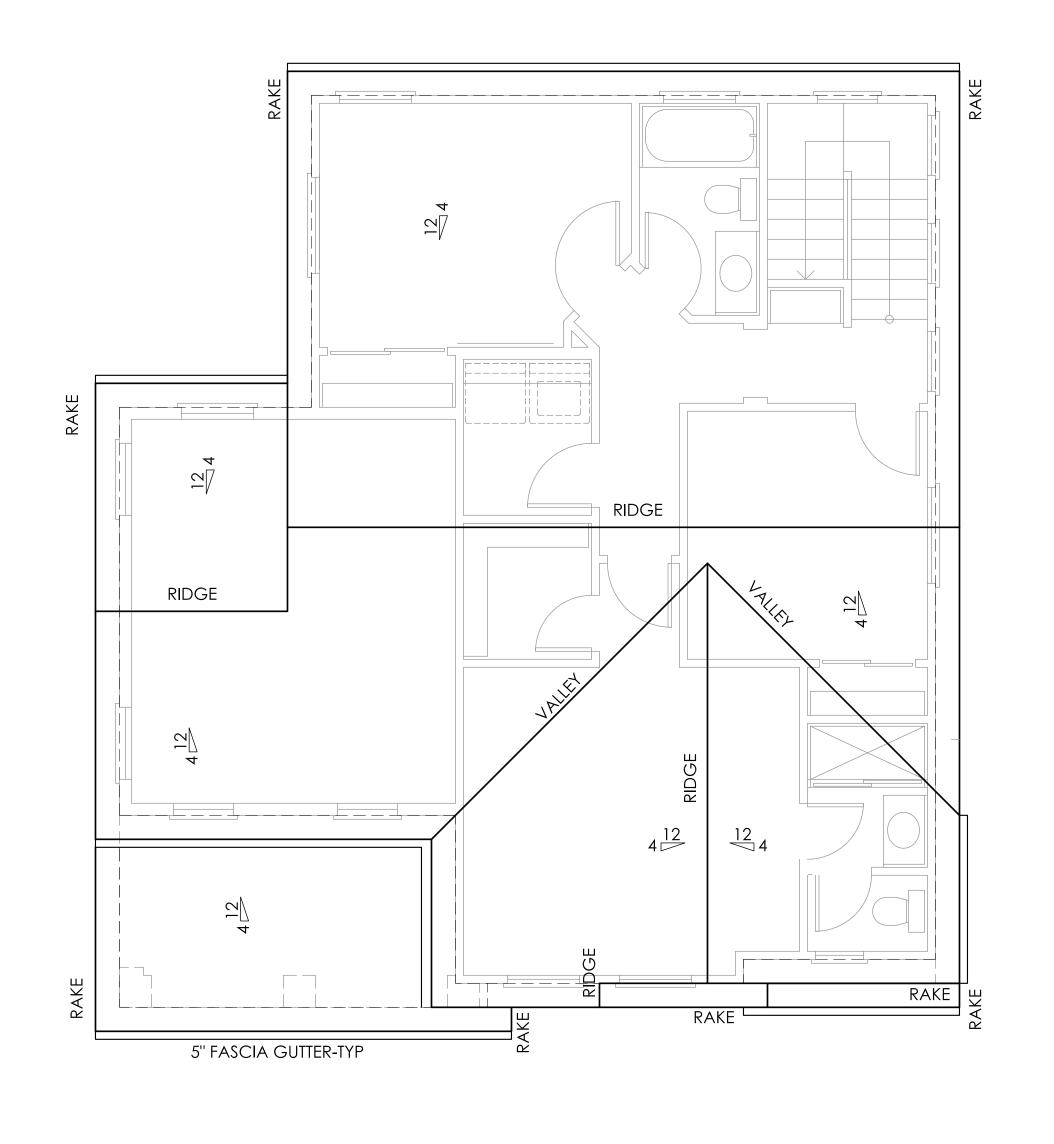
FRONT ELEVATION B-EUROPEAN INFLUENCE

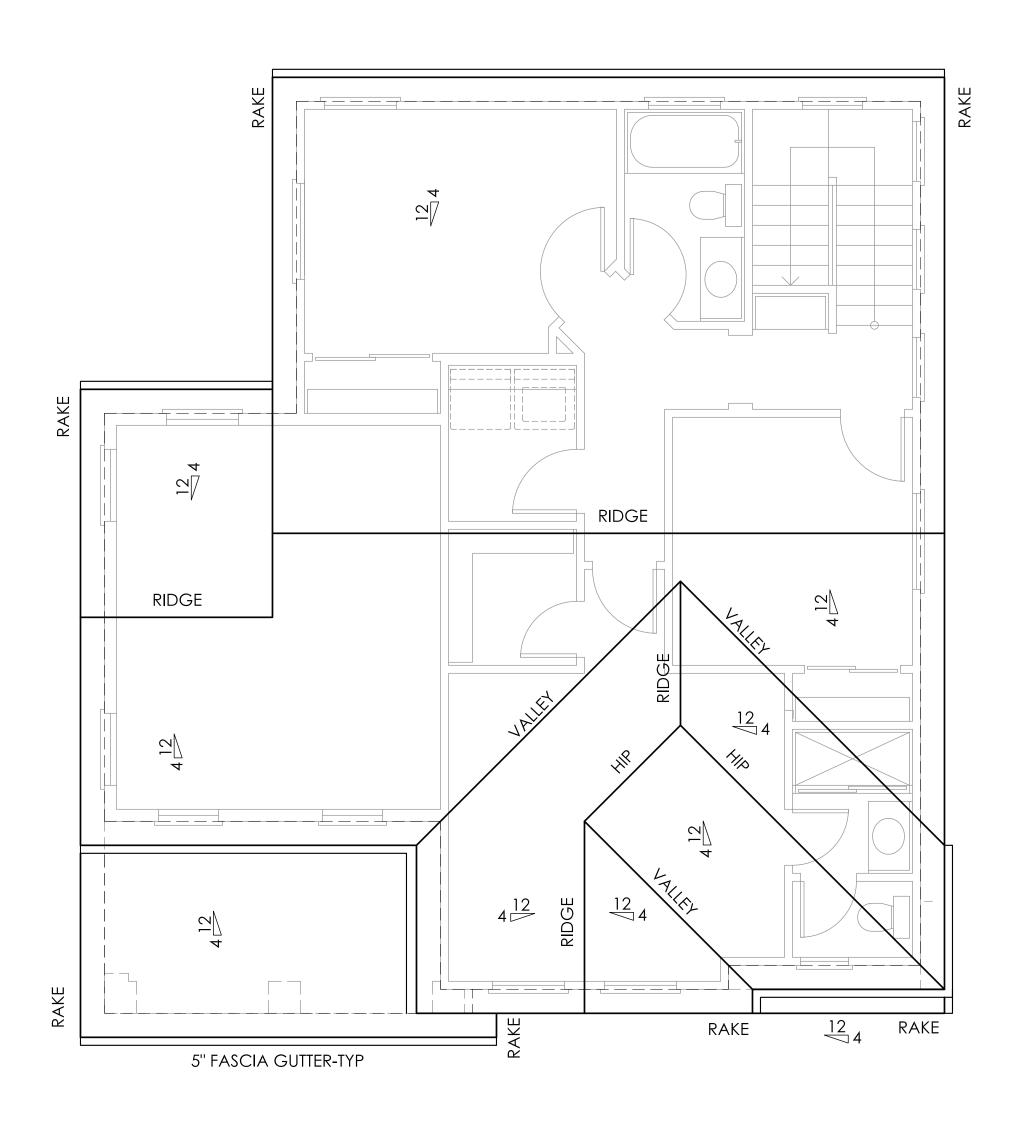
FRONT ELEVATION C-FARMHOUSE INFLUENCE







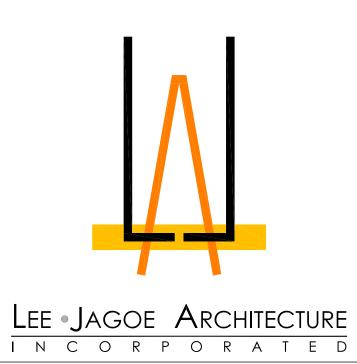


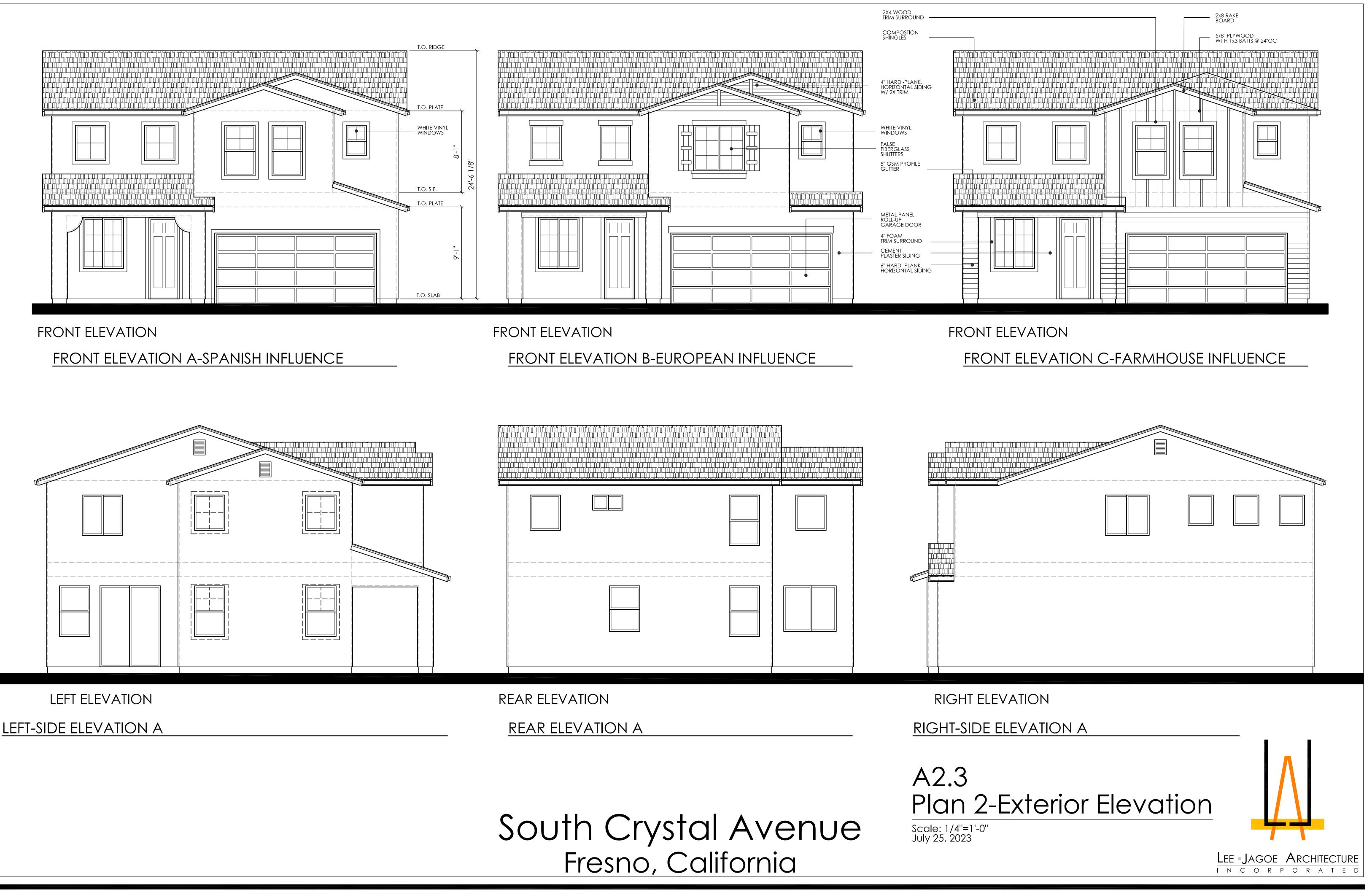


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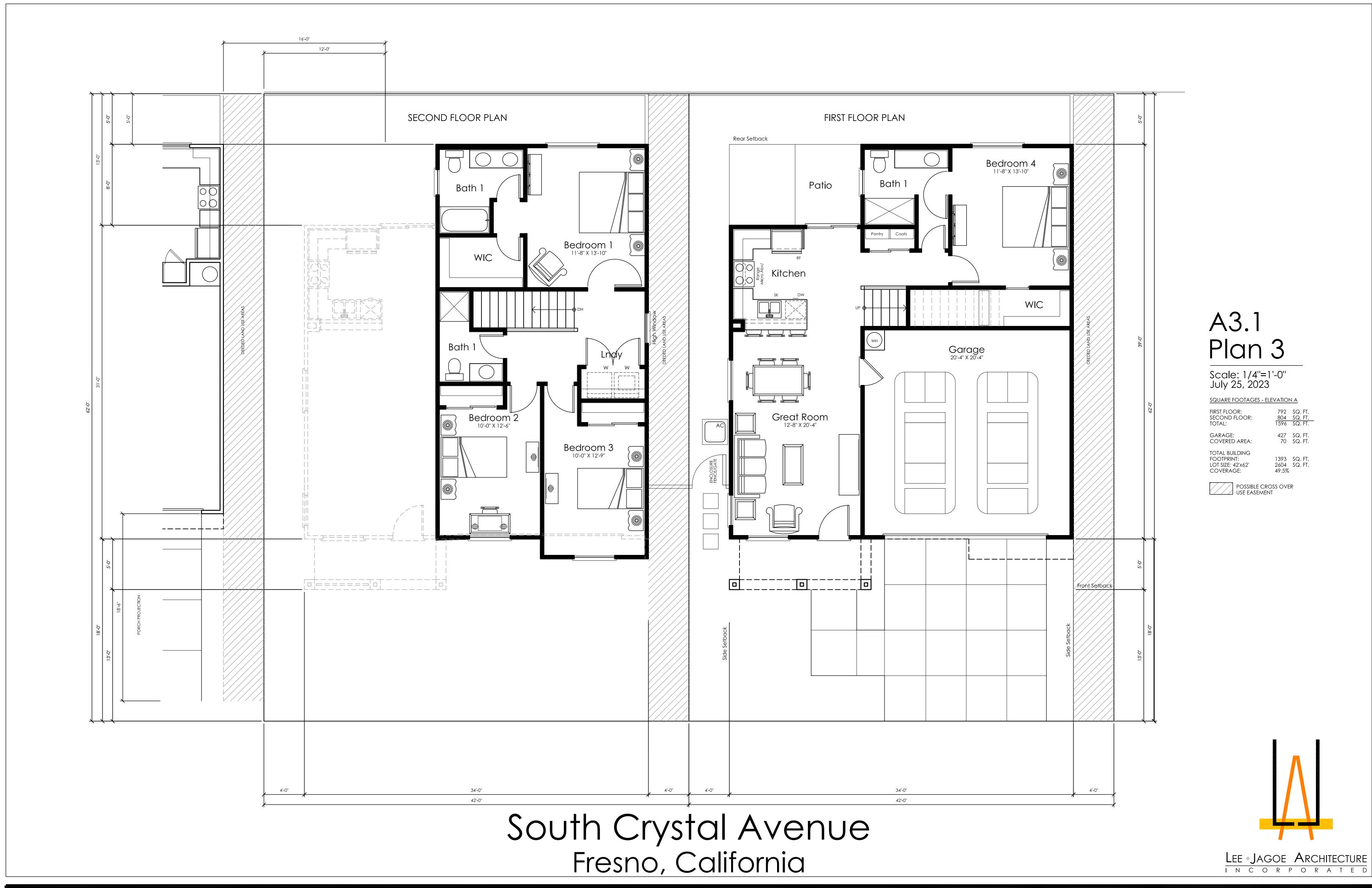
FRONT ELEVATION C-FARMHOUSE INFLUENCE

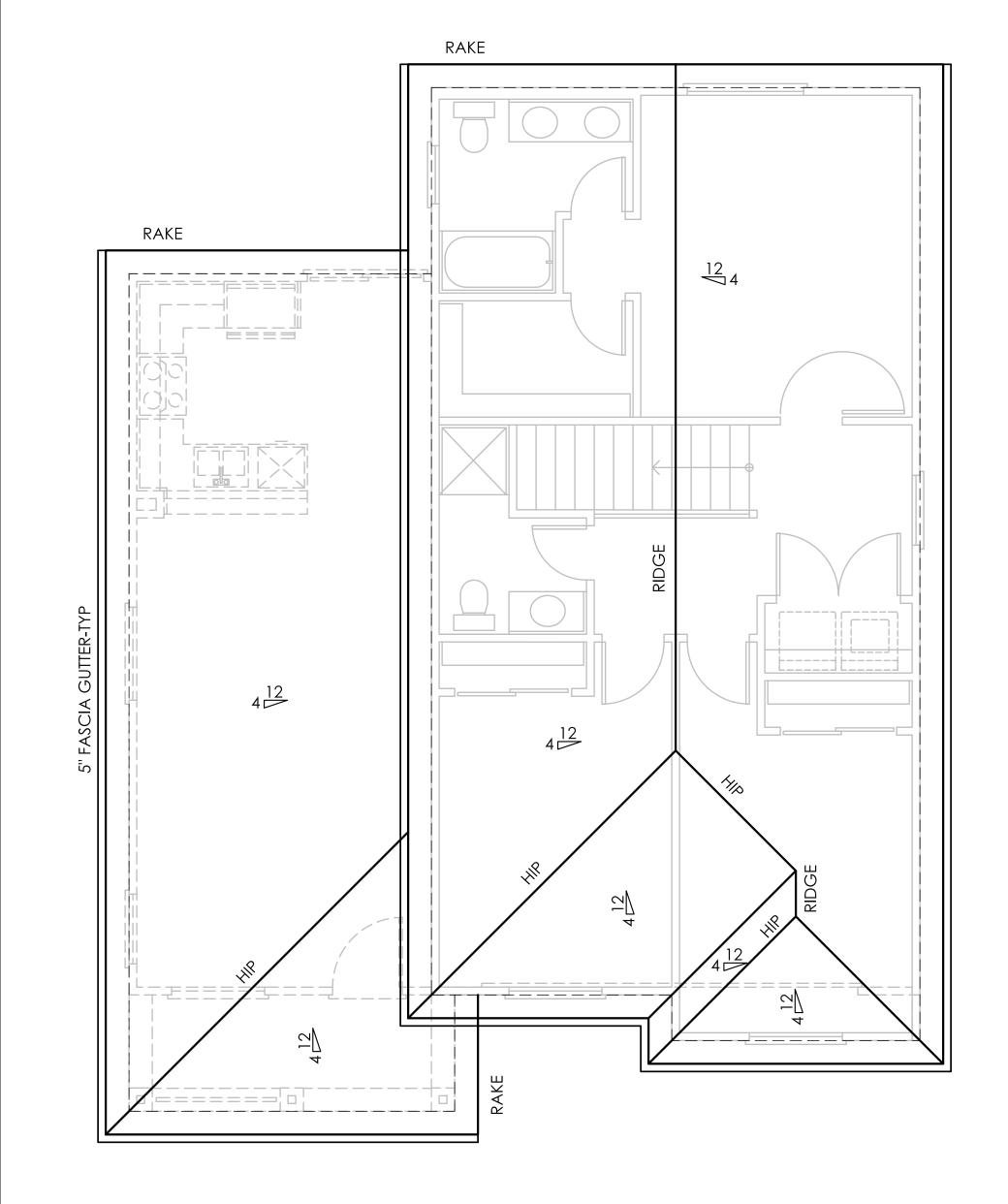
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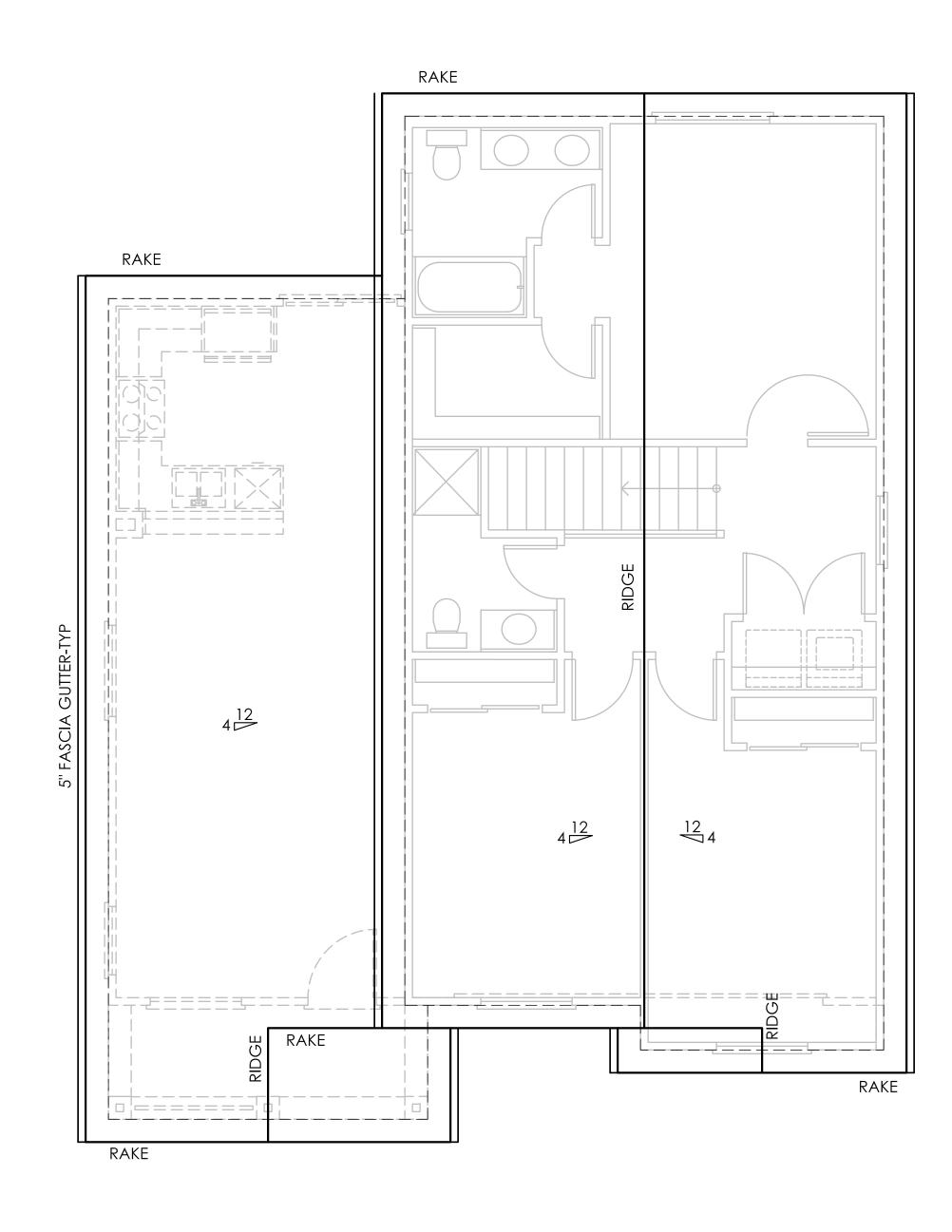




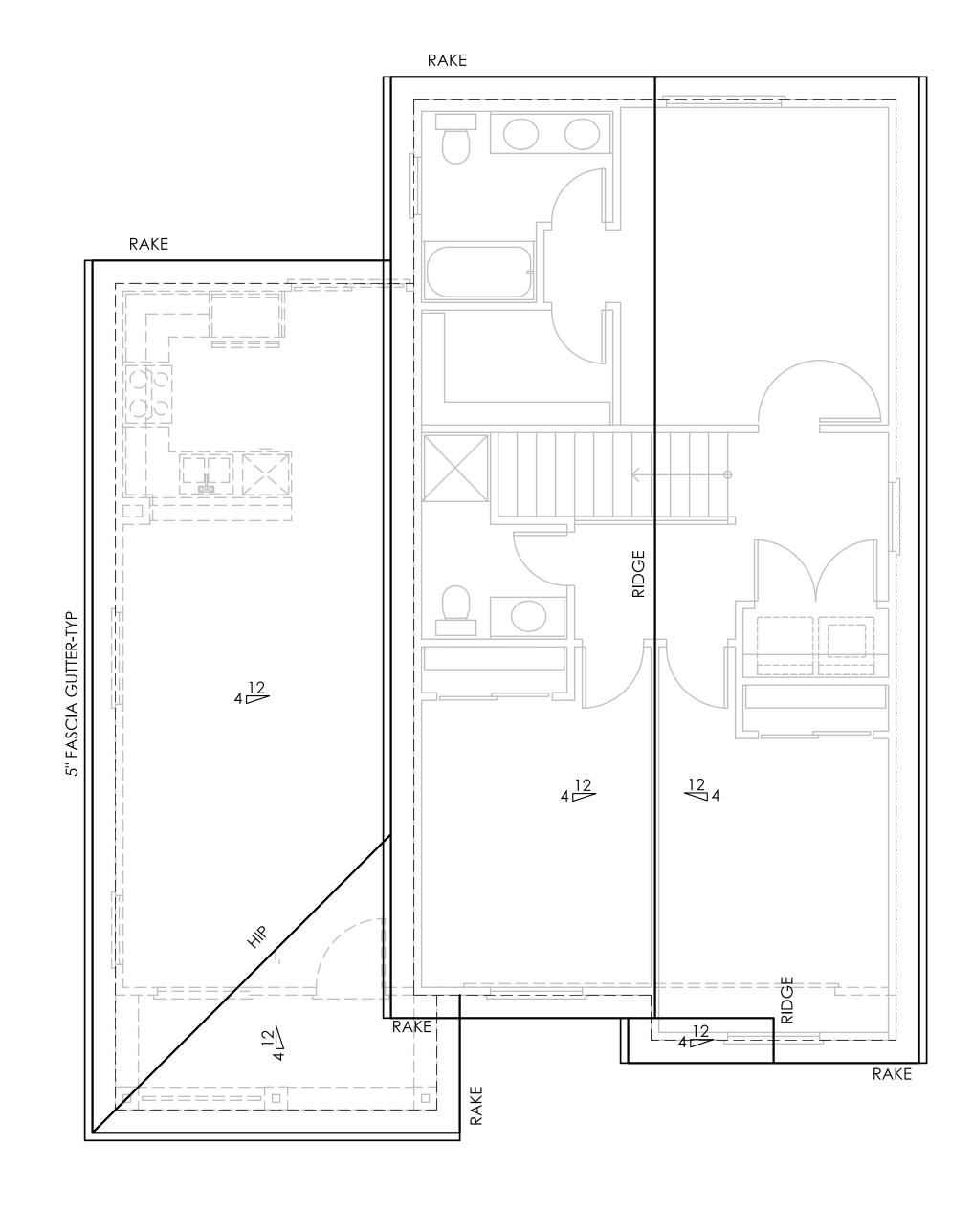




FRONT ELEVATION A-SPANISH INFLUENCE



FRONT ELEVATION B-EUROPEAN INFLUENCE

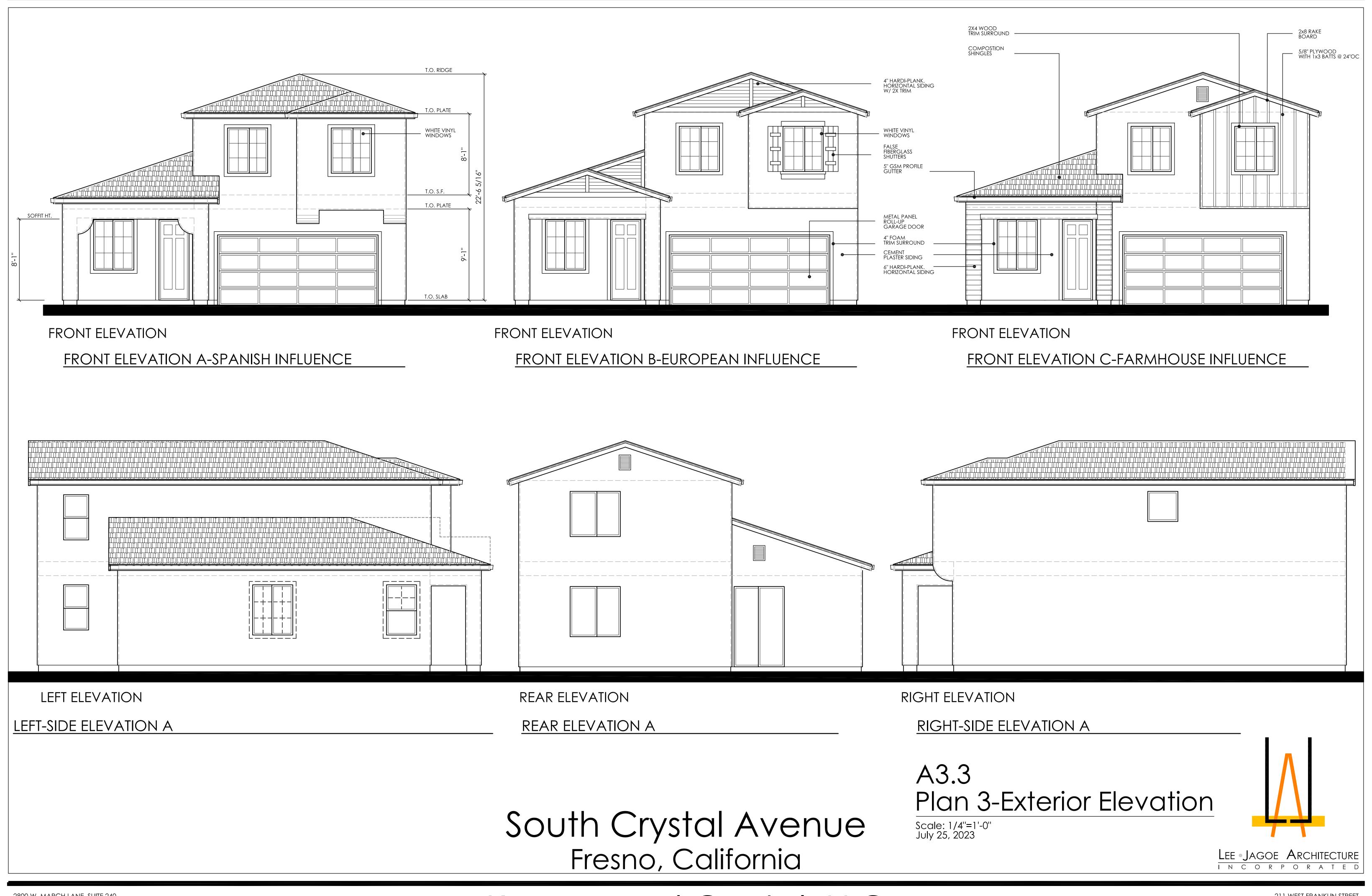


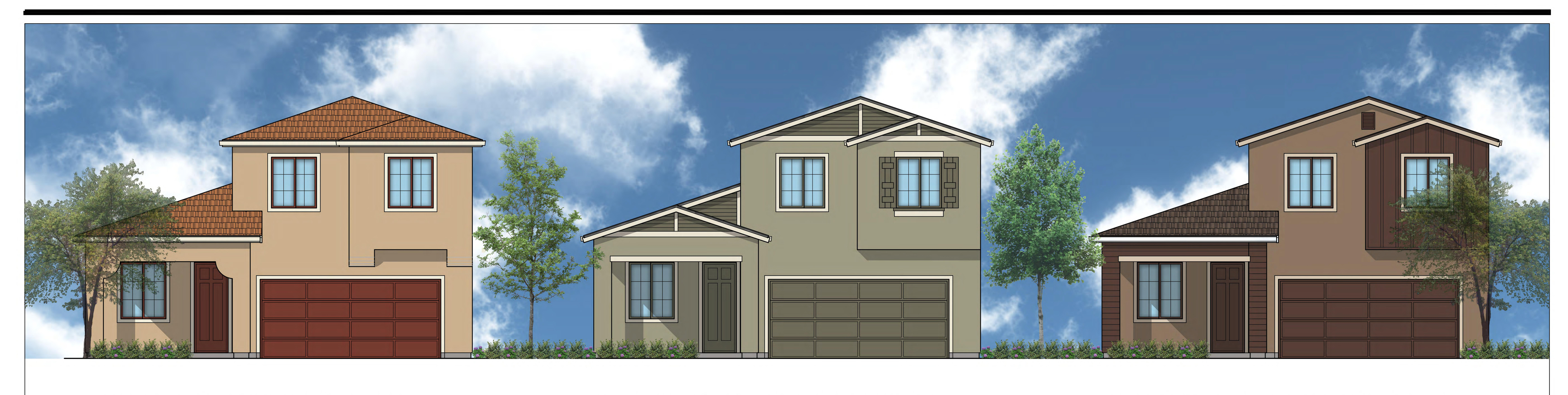
FRONT ELEVATION C-FARMHOUSE INFLUENCE

A3.2
Plan 3

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July 25, 2023

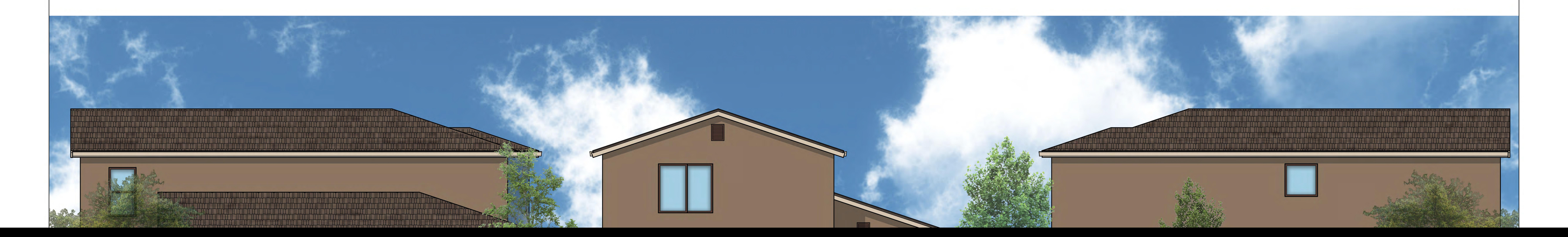


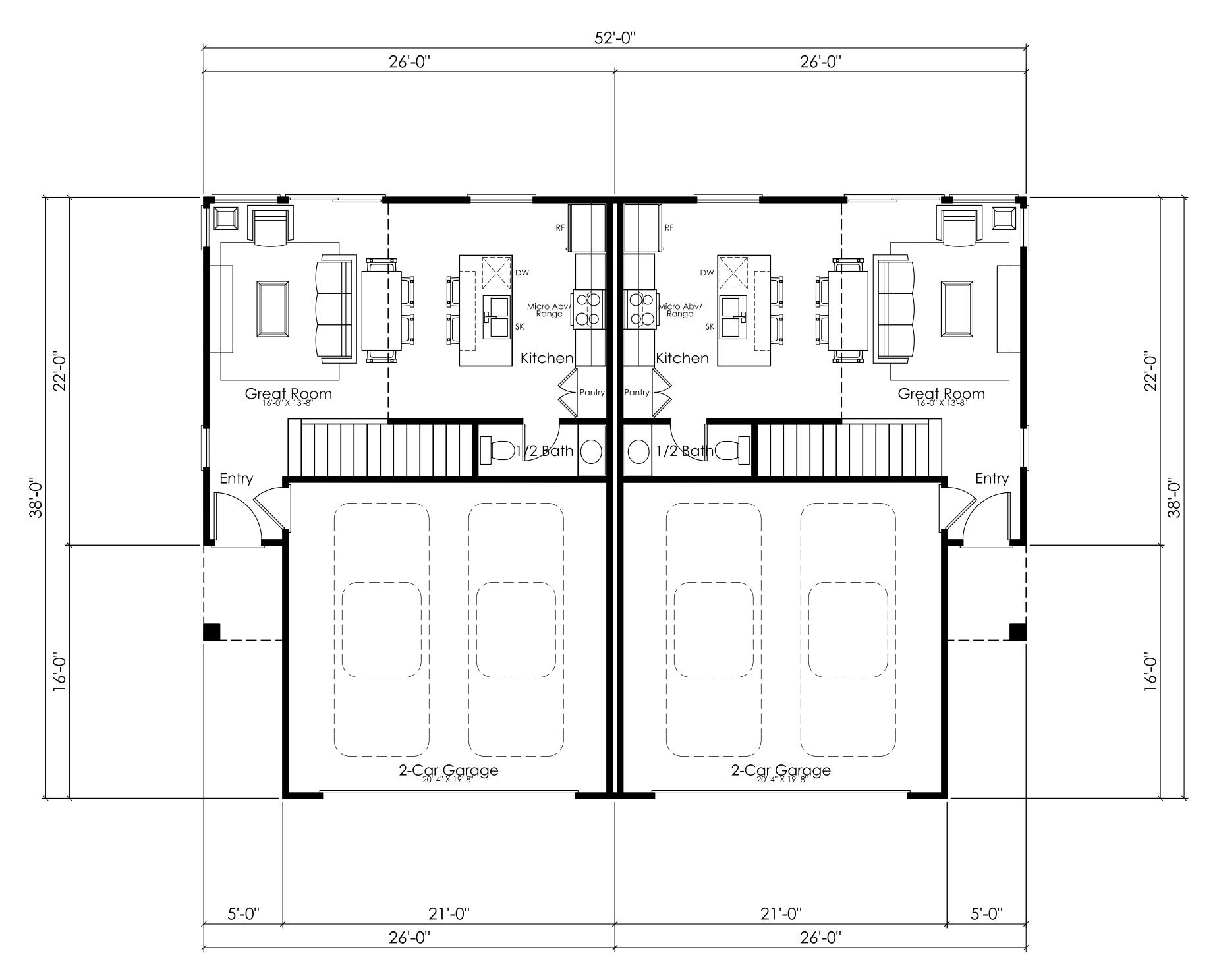




FRONT ELEVATION B-EUROPEAN INFLUENCE

FRONT ELEVATION C-FARMHOUSE INFLUENCE



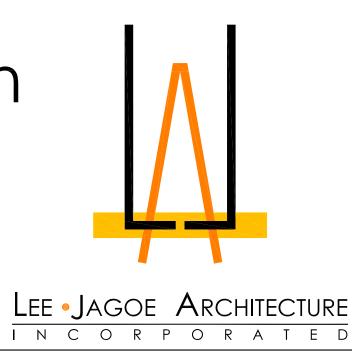


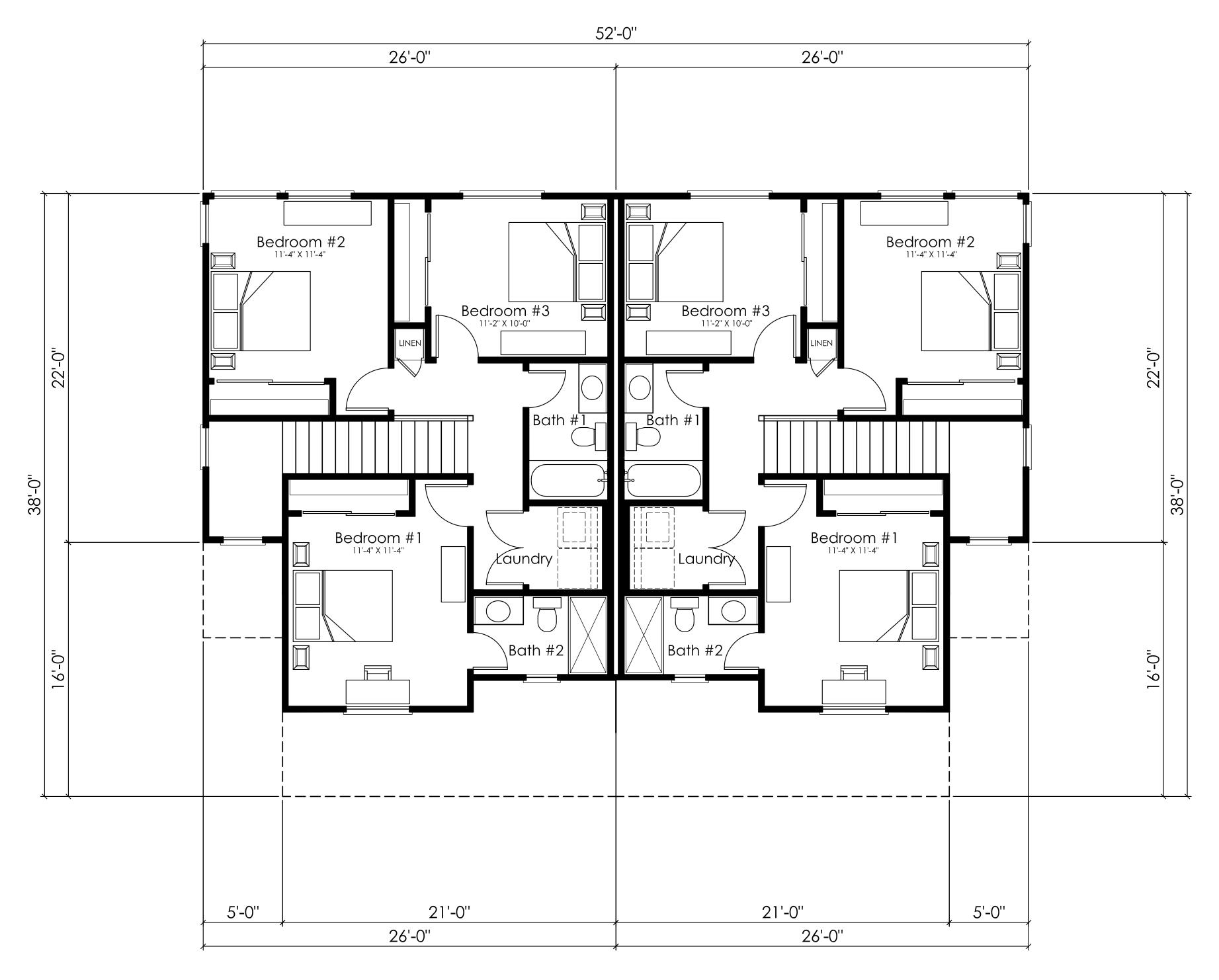
First Level Floor Plan

489 SQUARE FEET

Sheet D1
3 Bedroom
Townhouse Floor Plan

1189 Sq. Ft. July 25, 2023 Scale: 1/4" = 1'-0"

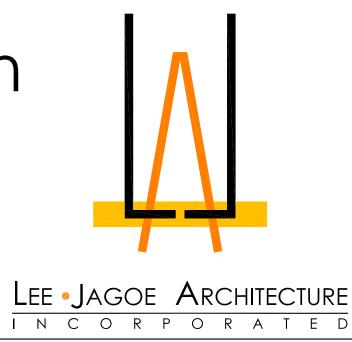


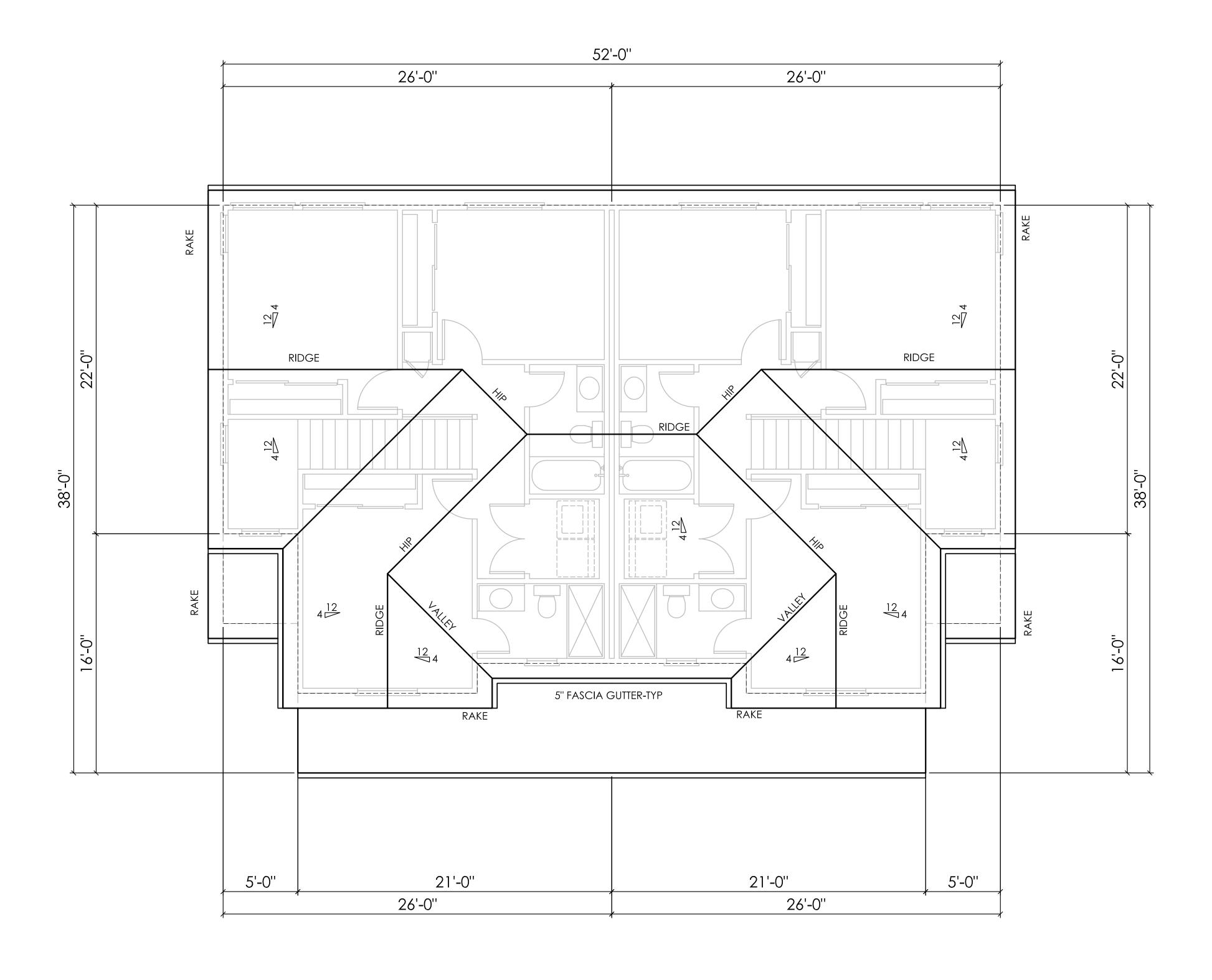


Second Level Floor Plan
700 SQUARE FEET

Sheet D2
3 Bedroom
Townhouse Floor Plan

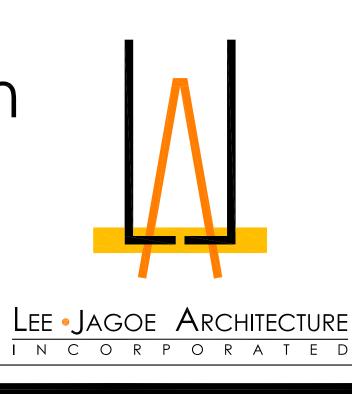
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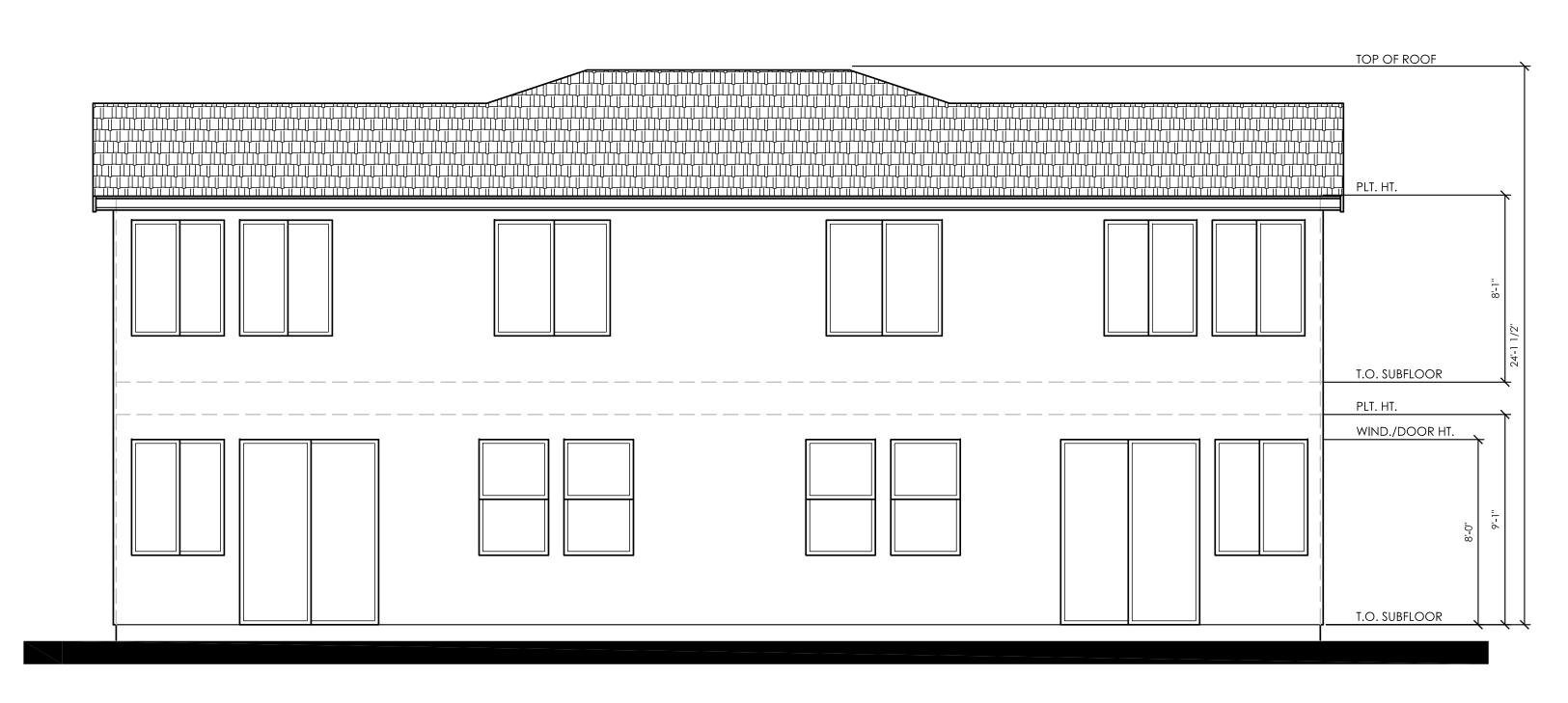




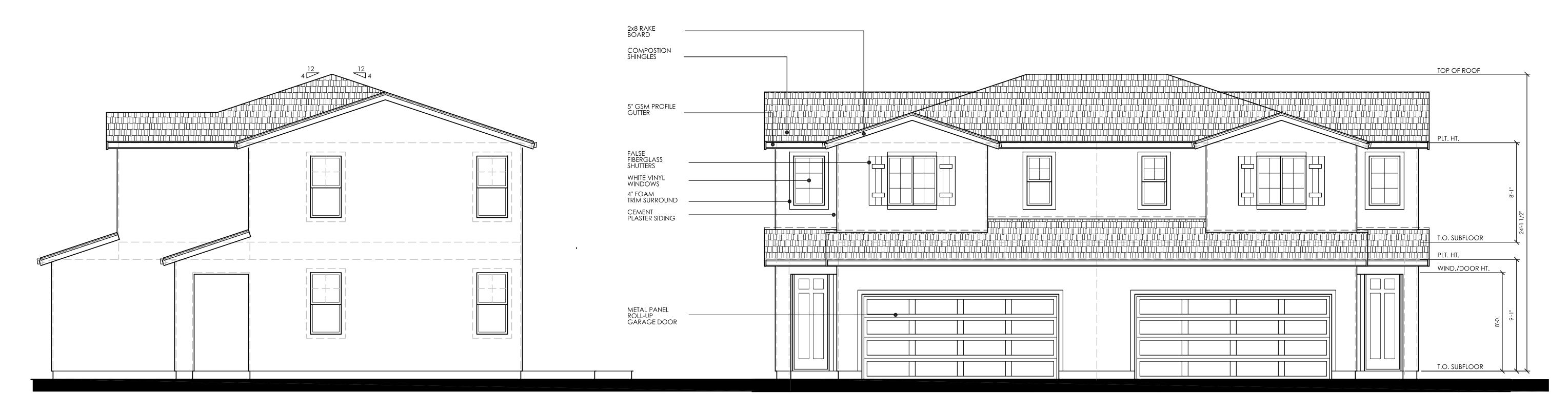
South Crystal Avenue Fresno, California Sheet D3
3 Bedroom
Townhouse Roof Plan

1189 Sq. Ft. July 25, 2023 Scale: 1/4" = 1'-0"





REAR YARD ELEVATION



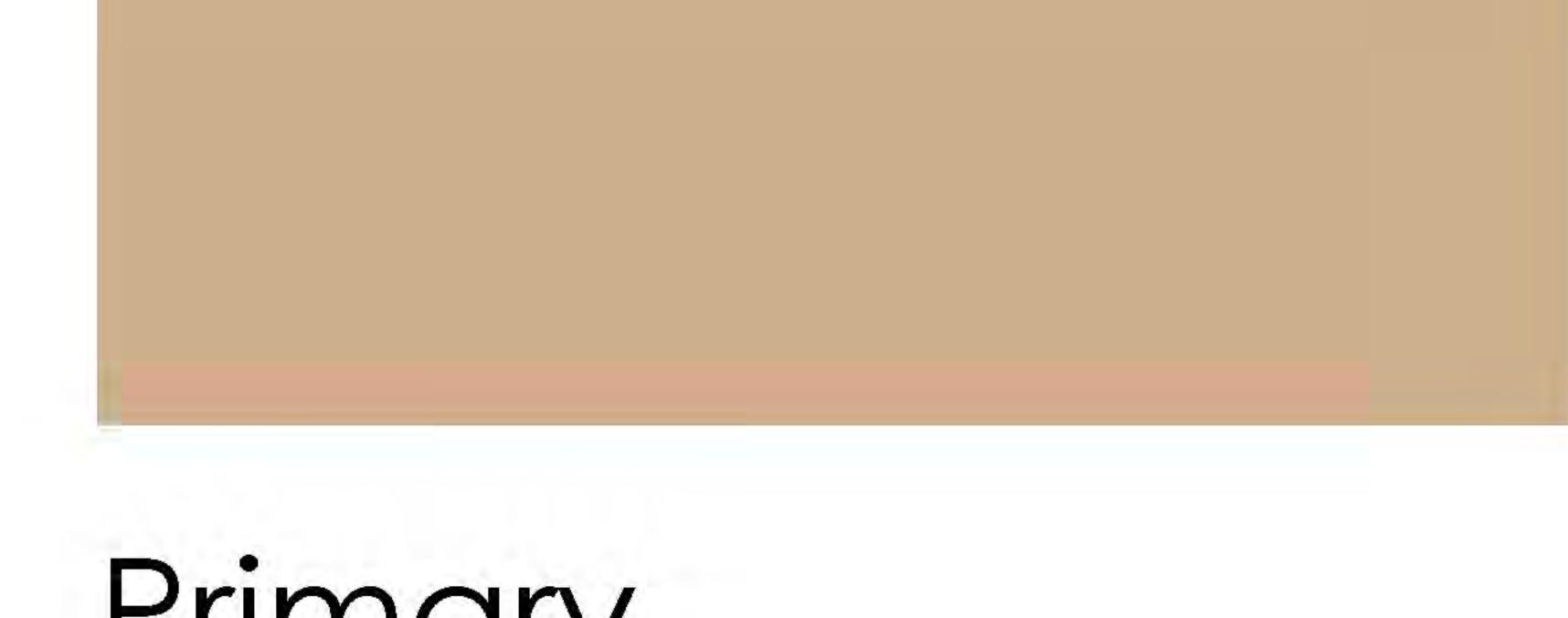
OUTSIDE SIDEYARD ELEVATION

Sheet D4
Exterior Elevations
Duplex Unit Project

July 25, 2023 Scale: 1/4" = 1'-0" STREET FRONT ELEVATION







Primary Kelly Moore -Spanish Sand 231



Secondary Kelly Moore -Seville Scarlet HLS4284-5



Roof Boral - Tesoro Blend Frank Lloyd White HLS4202 1BCCS3270



Primary Kelly Moore -Inness Sage HLS4253



Secondary Kelly Moore -Coastline Trail KM5751



Trim/Gutter

Kelly Moore -

Trim/Gutter Kelly Moore -Alabaster Beauty KM4744 Blend 1BCCS1132



Roof Boral - Charcoal Brown

Option 3



Primary Kelly Moore -Gettysburg Gray HLS4262 Kimono KM4469



Secondary Kelly Moore -



Trim/Gutter Kelly Moore -Swiss Coffee 23



Roof Boral - Charcoal Brown Blend 1BCCS1132