

**Comments for Public Review Draft Central Southeast Area Specific Plan**

Comment #	Name	Organization	Section	Category	Sub-Section Name	Page #(s)	Comments	Date received	Staff Response
1	N/A	San Joaquin Valley Unified Air Pollution Control District	3 Land Use and Urban Design	Strategies	LU-6.3. Analyze and modify existing regulations to reduce the negative impacts of commercial and industrial uses on nearby neighborhoods	74	The District appreciates the City's vision to create a mixed-use community, for example, incorporating walking and biking elements into the CSESP design, and designating buffer areas between industrial and residential uses. The District recommends that the CSESP incorporate <b>strategies</b> that require future industrial developments to utilize the cleanest available heavy duty trucks and vehicles, including zero and near-zero technologies. Additional design element options for the CSESP can be found at: <a href="http://www.valleyair.org/transportation/Mitigation-Measures.pdf">http://www.valleyair.org/transportation/Mitigation-Measures.pdf</a>	7/8/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. Additionally, the City is committed to abiding by all state laws, including those regarding new electric truck standards.
2	N/A	San Joaquin Valley Unified Air Pollution Control District	3 Land Use and Urban Design	Implementation	LU-6.3. Analyze and modify existing regulations to reduce the negative impacts of commercial and industrial uses on nearby neighborhoods	74	In addition, the District recommends that the CSESP incorporate strategies that will advance <b>implementation</b> of the best practices listed in Tables 5 and 6 of CARB's Freight Handbook Concept Paper, to the extent feasible. This document compiles best practices designed to address air pollution impacts as "practices" which may apply to the siting, design, construction, and operation of freight facilities to minimize health impacts on nearby communities. The concept paper is available at: <a href="https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf">https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf</a>	7/8/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation.
3	N/A	San Joaquin Valley Unified Air Pollution Control District	7 Quality of Life	Goals, policies, and objectives	PH-4.1. Install landscaping and other barriers to separate existing homes from rail, industrial uses, and other sources of noise and air pollution.	178	The District appreciates the City's acknowledgement in the CSESP that buffers between industrial developments and sensitive receptors are a vital component for a healthy community. It would be beneficial for the CSESP to include siting-related <b>goals, policies, and objectives and include measures and concepts</b> outlined in the following resources:  <input type="checkbox"/> CARB's Air Quality and Land Use Handbook: A Community Health Perspective. The document includes tables with recommended buffer distances associated with various types of common sources (e.g. distribution centers, chrome platers, gasoline dispensing facilities, etc.), and can be found at: <a href="https://ww3.arb.ca.gov/ch/handbook.pdf">https://ww3.arb.ca.gov/ch/handbook.pdf</a>  <input type="checkbox"/> CARB's Freight Handbook Concept Paper: This document compiles best practices designed to address air pollution impacts, which may apply to the siting, design, construction, and operation of freight facilities to minimize health impacts on nearby communities, and can be found at: <a href="https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf">https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf</a>	7/8/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation.
4	N/A	San Joaquin Valley Unified Air Pollution Control District		Implementation			The District is committed to strengthening our working relationship with the City's to implement the land-use focused air pollution and exposure reduction strategies included in the Community Emission Reduction Program. Furthermore, the District recommends the City assess the emission reductions <b>measures and strategies</b> included in the CERP and address them in environmental assessments, as appropriate, to align the City's work with the air pollution and exposure reduction strategies and measures outlined in the Community Emission Reduction Program. For more information regarding the CERP approved for South Central Fresno, please visit the District's website at: <a href="http://community.valleyair.org/selected-communities/south-central-fresno">http://community.valleyair.org/selected-communities/south-central-fresno</a>	7/8/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation.
5	N/A	San Joaquin Valley Unified Air Pollution Control District	4 Transportation, Public Realm, Infrastructure	Goals, policies, and objectives	T-7. Ensure the efficient movement of goods while protecting community health and safety	123	The District appreciates that the City intends to evaluate heavy-duty truck routing patterns as they consider the detailed zoning changes and community concerns within the scope of the CSESP, with the aim of limiting emission exposure to residential communities and sensitive receptors. This evaluation should consider the current and potential future truck routes, the quantity and type of each truck (MHD, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall VMT, and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT, GHG emissions, and air quality.	7/8/2021	The City of Fresno has begun the process of completing the South Central Fresno AB617 Community Truck Reroute Study, which covers the proposed truck route changes in the Central Southeast Specific Plan. This recommendation will be forwarded to the project manager of the South Central Fresno AB617 Community Truck Reroute Study for review

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6	N/A	San Joaquin Valley Unified Air Pollution Control District	4 Transportation, Public Realm, Infrastructure	Goals, policies, and objectives	T-7. Ensure the efficient movement of goods while protecting community health and safety.	123	Since the future development projects may include industrial uses, they may have the potential to result in increased use of off-road equipment (i.e. forklifts) and on-road equipment (i.e. mobile yard trucks with the ability to move materials). The District recommends that the CSESP stipulate requirements for future project proponents to utilize electric or zero emission off-road and on-road equipment.	7/8/2021	Staff feels that such a policy should be considered on a citywide level.
7	N/A	San Joaquin Valley Unified Air Pollution Control District	7 Quality of Life	Goals, policies, and objectives	PH-4. Promote compatible uses and protections for residential neighborhoods	178	Furthermore, reducing commercial charbroiling emissions is essential to achieving attainment of multiple federal PM2.5 standards and their associated health benefits in the community. Therefore, the District recommends that the CSESP include a measure requiring the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers. The District is available to assist the City and project proponents with this assessment. Additionally, the District is currently offering substantial incentive funding that covers the full cost of purchasing, installing, and maintaining the system during a demonstration period covering two years of operation. Please contact the District at (559) 230-5800 or technology@valleyair.org for more information, or visit: <a href="http://valleyair.org/grants/rctp.htm">http://valleyair.org/grants/rctp.htm</a>	7/8/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation.
8	N/A	San Joaquin Valley Unified Air Pollution Control District	7 Quality of Life	Goals, policies, and objectives	PH-4.1. Install landscaping and other barriers to separate existing homes from rail, industrial uses, and other sources of noise and air pollution.	178	The District appreciates the City incorporating urban greening recommendations within the CSESP. For future development projects within the CSESP, and at strategic locations throughout the CSESP in general, the District supports the City incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g. residences, schools, healthcare facilities).	7/8/2021	Comment received
9	N/A	San Joaquin Valley Unified Air Pollution Control District	7 Quality of Life	Goals, policies, and objectives	PH-4. Promote compatible uses and protections for residential neighborhoods	178	While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the update of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.	7/8/2021	Staff feels that such a policy should be considered on a citywide level.
10	N/A	San Joaquin Valley Unified Air Pollution Control District	4 Transportation, Public Realm, Infrastructure	Goals, policies, and objectives	T-9. Provide a network of high-functioning and sustainable infrastructure systems in CSE Fresno.	124-126	It is the policy of the State of California that renewable energy resources and zero carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for future development projects within the CSESP.	7/8/2021	This comment is addressed in T-9.4. "Promote the use of sustainable design features and renewable energy sources in new public facilities, capital improvement projects, and private development."  Additionally, staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation.
11	N/A	San Joaquin Valley Unified Air Pollution Control District	4 Transportation, Public Realm, Infrastructure	Goals, policies, and objectives	T-9. Provide a network of high-functioning and sustainable infrastructure systems in CSE Fresno.	124-126	To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations throughout the CSESP. Please visit <a href="http://www.valleyair.org/grants/chargeup.htm">www.valleyair.org/grants/chargeup.htm</a> for more information.	7/8/2021	The City has requirements for electric vehicle parking for new development in Section 15-2416 and charging stations in Section 14-1022 of the Fresno Municipal Code (FMC). The City has sponsored the installation of vehicle charging stations throughout the city.

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12	N/A	San Joaquin Valley Unified Air Pollution Control District	7 Quality of Life	Goals, policies, and objectives	PH-4. Promote compatible uses and protections for residential neighborhoods	178	As the future development projects that will fall within the CSESP do not yet exist the City should stipulate odor mitigation strategies in the CSESP as conditions of approval for those business and industry types. An example would be for a project proponent whose project is determined to have a potentially significant odor impact to draft and implement an Odor Management Plan (OMP).	7/8/2021	Projects are evaluated for odor potential as part of environmental review (2021 General Plan PEIR, mitigation measure AIR 4.1). Projects with potential impacts are required to prepare odor impacts assessment and implement odor control measures recommended by SJVAPCD. Furthermore, Section 15-2510 of the Development Code states that "No use, process, or activity shall produce objectionable odors that are perceptible without instruments by a reasonable person at the lot lines of a site."
13	N/A	San Joaquin Valley Unified Air Pollution Control District	3 Land Use and Urban Design	Goals, policies, and objectives	LU-6.3. Analyze and modify existing regulations to reduce the negative impacts of commercial and industrial uses on nearby neighborhoods.	74	For projects subject to permitting by the San Joaquin Valley Air Pollution Control District, demonstration of compliance with District Rule 2201 shall be provided to the City before issuance of the first building permit.	7/8/2021	This is a regulation already applied at the project level.
14	N/A	San Joaquin Valley Unified Air Pollution Control District	7 Quality of Life	Goals, policies, and objectives	PH-4. Promote compatible uses and protections for residential neighborhoods	178	Construction air emissions are short-term emissions generated from construction activities such as mobile heavy-duty diesel off-road equipment, and should be evaluated separately from operational emissions. If air emissions from ongoing operational activities occur within the same year as construction emissions, those emissions should be combined.  Recommended Measure: To reduce impacts from construction-related diesel exhaust emissions, the project should utilize the cleanest available off-road construction fleets, as set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations.	7/8/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation.
15	N/A	San Joaquin Valley Unified Air Pollution Control District	7 Quality of Life	Goals, policies, and objectives	PH-4. Promote compatible uses and protections for residential neighborhoods	178	Operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately. For reference, the District's annual criteria thresholds of significance are listed above. Recommended Measure: At a minimum, project related impacts on air quality should be reduced to levels of significance through incorporation of design elements such as the use of cleaner heavy-duty trucks and vehicles, measures that reduce VMTs, and measures that increase energy efficiency. More information on transportation mitigation measures can be found at: <a href="http://www.valleyair.org/transportation/Mitigation-Measures.pdf">http://www.valleyair.org/transportation/Mitigation-Measures.pdf</a> .	7/8/2021	The CSESP seeks to create Complete Neighborhoods, which would give residents more opportunities to meet their daily needs within walking distance. Having more choices to reach destinations by means other than a private, single-occupancy vehicle will help lower VMT-related emissions.
16	N/A	San Joaquin Valley Unified Air Pollution Control District	7 Quality of Life	Goals, policies, and objectives	PH-4. Promote compatible uses and protections for residential neighborhoods	178	Project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: <a href="http://www.caleemod.com">www.caleemod.com</a> .	7/8/2021	This comment should be directed to the Environmental Assessment and not the Specific Plan. However the Specific Plan includes policies to improve air quality by reducing vehicle miles traveled.
17	N/A	San Joaquin Valley Unified Air Pollution Control District	4 Transportation, Public Realm, Infrastructure	Goals, policies, and objectives	T-7. Ensure the efficient movement of goods while protecting community health and safety.	123	The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NOx emissions in the San Joaquin Valley. The District's ARB-approved 2018 PM2.5 Plan includes significant new reductions from HHD Trucks, including emissions reductions by 2023 through the implementation of CARB's Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 standard of 0.2 gNOx/bhp-hr by 2023. Additionally, to meet federal air quality attainment standards, the District's Plan relies on a significant and immediate transition of heavy duty truck fleets to zero or near-zero emissions technologies, including the near-zero truck standard of 0.02 g/bhp-hr NOx established by CARB.  For future development projects which typically generate a high volume of heavy-duty truck traffic (e.g. "high-cube" warehouses or distribution centers), there are heavy duty trucks traveling to-and-from the project location at longer distribution trip length distances. Since these projects may exceed the District significance thresholds, the District recommends that the following mitigation measures be included in the CSESP for project-related operational emissions: <b>Recommended Measure:</b> Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhp-hr NOx) technologies. <b>Recommended Measure:</b> All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.	7/8/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation.

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18	N/A	San Joaquin Valley Unified Air Pollution Control District	4 Transportation, Public Realm, Infrastructure	Goals, policies, and objectives	T-7. Ensure the efficient movement of goods while protecting community health and safety.	123	Reduce Idling of Heavy Duty Trucks: The <b>goal</b> of this strategy is to limit the potential for localized PM2.5 and toxic air contaminant impacts associated with failure to comply with the state's Heavy Duty anti-idling regulation (e.g. limiting vehicle idling to specific time limits). The diesel exhaust from excessive idling has the potential to impose significant adverse health and environmental impacts. Therefore, the CSESP should deploy strategies to ensure compliance of the anti-idling regulation, especially near sensitive receptors, and discuss the importance of limiting the amount of idling within the CSESP. Recommended Measure: Construction and operational fleets based within the CSESP area limit vehicle idling pursuant to 13 CCR § 2485 and 13 CCR § 2480.	7/8/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation.
19	N/A	San Joaquin Valley Unified Air Pollution Control District	3 Land Use and Urban Design	Goals, policies, and objectives	LU-6.3. Analyze and modify existing regulations to reduce the negative impacts of commercial and industrial uses on nearby neighborhoods	74	Development projects resulting in toxic air contaminant emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective.	7/8/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation. In addition, this type of measure would be considered at the project level during entitlement review.
20	N/A	San Joaquin Valley Unified Air Pollution Control District	3 Land Use and Urban Design	Goals, policies, and objectives	LU-6.3. Analyze and modify existing regulations to reduce the negative impacts of commercial and industrial uses on nearby neighborhoods	74	A health risk screening and/or assessment should be performed to assess potential risks to sensitive receptors for all of the following projects:  <input type="checkbox"/> Projects whose proposed locations are within the established buffer distances identified in CARB's handbook located at <a href="https://ww3.arb.ca.gov/ch/handbook.pdf">https://ww3.arb.ca.gov/ch/handbook.pdf</a> <input type="checkbox"/> Projects whose land uses are not specifically identified in ARB's handbook (such as shopping centers), but there is sufficient information to reasonably conclude that sensitive receptors would be exposed to significant sources of toxic air contaminants; and <input type="checkbox"/> Projects that would otherwise appear to be exempt from CEQA requirements, but there is sufficient information to reasonably conclude that sensitive receptors would be exposed to significant sources of toxic air contaminants, such as industrial use projects allowed by right.	7/8/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation.
21	N/A	San Joaquin Valley Unified Air Pollution Control District	3 Land Use and Urban Design	Goals, policies, and objectives	LU-6.3. Analyze and modify existing regulations to reduce the negative impacts of commercial and industrial uses on nearby neighborhoods	74	Future development projects may require an environmental review and air emissions mitigation. Referral documents and environmental review documents for these projects should include a project summary, the land use designation, project size, air emissions quantifications and impacts, and proximity to sensitive receptors and existing emission sources, and air emissions mitigation measures. For reference and guidance, more information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at: <a href="https://www.valleyair.org/transportation/GAMAQI.pdf">https://www.valleyair.org/transportation/GAMAQI.pdf</a>	7/8/2021	Comment received. Recommended measures in this comment are already in practice.
22	N/A	Leadership Council for Justice and Accountability	5 Parks and Open Space	Requested Edits	5.2 Existing Conditions	129	The plan also states that most neighborhoods are within a half-mile of a park or open space; however, this statement can be misconstrued to assume Southeast Fresno has accessible quality parks, which is nowhere near reality.	7/8/2021	Updated plan language on page 129 to read:  <i>A majority of the Plan Area is within walking distance (a half mile) of a park or open space (see Figure 5-1), with the exception of the neighborhoods around the western and southeastern boundary of the Plan. Despite this, the Plan Area does not meet the park level of service goals of the General Plan.</i>
23	N/A	Leadership Council for Justice and Accountability	8 Next Steps and Funding	Requested Edits	Table 8-2. Funding Source Categories, Examples, and Timing of Availability	193-198	As funding from the State and local tax dollars become available, the CSESP must name these sources —like Measure P or Prop 68— and provide clear direction for Staff to apply and implement priority projects such as building new parks and supporting quality housing opportunities, and so on.	7/8/2021	Measure P added to Table 8-2. Funding Source Categories, Examples, and Timing of Availability, see page 198.
24	N/A	Leadership Council for Justice and Accountability	4 Transportation, Public Realm, Infrastructure	Requested Edits	T-4. Provide a well-connected, comfortable, and inviting pedestrian environment that encourages residents to walk to and between key destinations.	119-120	Additionally, the Draft plans extensively for public frontage repairs and aesthetic renovations on critical corridors such as Kings Canyon Road and Orange Avenue. Still, the same amount of effort and planning must occur in every part of Central South East. Disrepair, missing sidewalks, broken and missing streetlights, and other lacking infrastructure is found in most, if not all, the site plan. To the best of Staff's ability, we recommend that the language around these elements acknowledge all issues in the Southeast area, so no neighborhood is unintentionally left behind.	7/8/2021	Comment appreciated.

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25	N/A	Leadership Council for Justice and Accountability	3 Land Use and Urban Design	Requested Edits	LU-2.2. Promote retail and multifamily infill housing development on vacant parcels surrounding Mosqueda Center to further activate the area.	57	While there is mention of using vacant and underutilized sites for housing and commercial development, the Draft Plan should consider adding these sites for parks and open spaces. One of the Tier 1 Goals and Priorities stated in the Draft is to increase the amount of parkland in CSE Fresno. We recommend Strategy LU-2.2 include and leverage strategy P 1.1 that promotes park and open space on vacant and underutilized parcels.	7/8/2021	As mentioned in in LU-2.2 it is recommended that the potential development include "smaller neighborhood parks and open spaces in the interior vacant parcels pose the potential for a multi-functional community space."  Additional language added to LU-2.2 on page 57 to cross-reference P-1.1:  "For more detailed information on parks and recommended improvements to Mosqueda Center, see Chapter 5. Parks and Open Space, <i>specifically P-1.1.</i> "
26	N/A	Leadership Council for Justice and Accountability	3 Land Use and Urban Design	Goals, policies, and objectives	LU-5, 6	70 - 72	As the IRS facility continues to phase out, leaving behind vast empty buildings and underutilized land, it's equally important to engage the community along with the private sector. Engaging the surrounding community must be a standard practice amongst all potential sites for current and potential employment centers. Language needs to be added to reflect responsive and meaningful public engagement.	7/8/2021	Strategy LU-5.1 updated on page 71 to read:  " As a first step, the City should establish an exploratory working group to identify potential users, funding opportunities, and partners to redevelop the site. This group should include local educational entities, tech firms, trade representatives, government agency representatives, <i>community representatives</i> , and multi-family housing developers"
27	N/A	Leadership Council for Justice and Accountability	3 Land Use and Urban Design	Requested Edits/policies	LU-6. Promote office and clean/non-nuisance employment uses while ensuring compatibility and protections for residential neighborhoods.	72	The Draft CSESP acknowledges the harmful effects and adverse health impacts of heavy industrial uses and the importance of improving the quality of life for residents of CSE. Yet, the Draft includes language around using Business Parks and Light Industrial uses as a "buffer" to heavy industrial use. This narrative is harmful as these zoning options bring industrial practices that do not reflect residents' priorities. Further, the Steering committee voted to use "Office" zoning designations as the land use buffer. Consequently, we suggest the general removal of the language around Business Parks and Light Industrial throughout the Draft.	7/8/2021	Comment appreciated. The parcels that the Steering Committee voted to be zoned "Office" has been removed from the Central Southeast Specific Plan project area per City Council Resolution 2020-147, and are now in the South Central Specific Plan project area.
28	N/A	Leadership Council for Justice and Accountability	3 Land Use and Urban Design	Requested Edits/policies	LU-7. Pursue policies and programs that support housing stability and mitigate displacement.	76	This goal must include additional strategies highlighting relevant existing work and opportunities already underway within the City. Specifically, the City of Fresno has contracted with the Thrivance Group to develop a report assessing the current displacement risk and recommended policies and programs. The end product will be a final "Here to Stay Report" highlighting various actionable items to implement throughout the City. Moreover, in the most recent budget for FY 2021-2022, the City has developed an Affordable Housing Trust Fund. Currently, Staff is developing the specifics of this program; however, this should be included as a strategy and funding opportunity in the Draft Plan. Lastly, there is no mention of any Housing Element program that would support this goal. The City has committed to several programs to support and facilitate affordable housing development which should also be acknowledged and leveraged here. This includes, but is not limited to, incentives for affordable housing development on large or small lots, and actively seeking grants and affordable housing developers to support production	7/8/2021	Staff agrees that a range of housing options is necessary to achieve the vision for the Plan Area, which will require a variety of funding mechanisms and approaches. Goal LU-7 is intended to be approached in tandem with LU-8 and LU-9 to address preservation and access to housing, prevent displacement, and the identification of appropriate funding.
29	N/A	Leadership Council for Justice and Accountability	3 Land Use and Urban Design	Requested Edits/policies	LU-8.3. Develop an Alley Improvement Program to help residents repurpose or transform alleyways into active and safe spaces.	79	For years, community leaders have successfully coordinated alleyway clean-ups and beautification projects. As such, strategy LU 8.3 should acknowledge this work and expertise and include language that commits the City to partner with these leaders.	7/8/2021	Updated plan language on page 79 to read:  The City should develop an Alley Improvement Program, <i>in partnership with community organizations and leaders currently working on these efforts</i> , to address safety and blight issues in alleys and help residents repurpose or transform alleys into active and inviting spaces. This program could include resources, tools, and guidelines to:

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30	N/A	Leadership Council for Justice and Accountability	4 Transportation, Public Realm, Infrastructure	Goals, policies, and objectives	T-6. Provide comfortable, frequent, and reliable transit service that meets community needs.	122	We recommend adding a strategy to support and encourage free transit fares. This would align with the Zero Fare Clean Air Act, which provided free transit rides and was especially beneficial to low-income and elder residents throughout a few months of the pandemic.	7/8/2021	Staff feels this recommendation should be applied on a citywide level and will review what opportunities are best suited for implementation.  Recently, the City of Fresno came to an agreement to provide free fares for to students from Fresno Unified School District, Fresno City College, Clovis Community College, and Fresno State.
31	N/A	Leadership Council for Justice and Accountability	4 Transportation, Public Realm, Infrastructure	Requested Edits/policies	4.4 Proposed Circulation Networks	102-103	Until a final Truck Reroute Study is complete, the Draft should not include truck route recommendations. Instead, it should state it will align with the adopted Truck Reroute Study	7/8/2021	Staff will add the following language to the Proposed Truck routes on page 102:  <i>These recommend routes are subject to change pending results of the South Central Fresno AB617 Community Truck Reroute Study being conducted by Public Works.</i>
32	N/A	Leadership Council for Justice and Accountability	6 Economic Development	Requested Edits/policies	ED-2. Foster the creation, retention, expansion, and attraction of local and small businesses.	157 - 159	We appreciate Staff's recommendations to foster local and small businesses in the plan area. Given the sizeable BIPOC population in the community, we suggest adding additional equity language to target and prioritize BIPOC businesses. Similarly, local hire and training policies are essential to support equitable economic attainment for protected classes.	7/8/2021	Added language on page 157 for Ed-2.1:  <i>Due to the substantial Black, Indigenous, and People of Color (BIPOC) opulation in the Plan Area, the Economic Development Working Group should ensure that PIPOC businesses are prioritized and materials should be developed in multiple languages.</i>
33	N/A	Leadership Council for Justice and Accountability	7 Quality of Life	Goals, policies, and objectives	PH-2. Expand access to culturally-competent medical and mental health services.	175 - 176	The City of Fresno partnered with several health care institutions throughout the pandemic supporting free mobile COVID-19 testing and vaccinations. As the threat of COVID-19 lessens, a strategy should be developed to encourage continuing these partnerships and provide mobile general physician appointments.	7/8/2021	Strategy PH-2.2 includes the following language: "Facilitating mobile health service providers through identification and free use of public facilities or parking spaces in the area, online promotion, and streamlined approval processes."
34	N/A	Leadership Council for Justice and Accountability	7 Quality of Life	Goals, policies, and objectives	PS-1.1. Increase regular police patrolling in CSE neighborhoods, particularly in and around parks and schools.	179	We recommend the combination of strategies PS 1.1 and PS 1.4 into one comprehensive approach. A top priority for residents within the plan area has been to improve public safety, but that cannot be accomplished without better relationships between residents and the Fresno Police Department. On-going efforts to work together should include building trusting relationships with residents, providing cultural sensitivity training to the Fresno Police Department, and providing de-escalation training to promote safe engagement with officers. We must create a safe, healthy environment for all CSE Fresno residents.	7/8/2021	Updated plan language on page 179 for PS-1.1 to read:  This strategy works in conjunction with Strategy <b>PS-1.4</b> and P-2.3 in Chapter 5. Parks and Open Space which recommends hiring a fulltime parks ranger to patrol CSE Fresno parks.
35	N/A	Leadership Council for Justice and Accountability	7 Quality of Life	Requested Edits	PS-1.3. Fix broken lighting and add new LED lighting, particularly around schools and parks.	180	For years, community leaders and residents have raised the lack of lighting, specifically around schools, parks, and bus stops as folks walk home from school, work, or leisurely activities. We recommend strategy PS 1.3 includes schools, parks, and transit stops.	7/8/2021	Updated plan language on page 180 for PS-1.3 to read:  Fix broken lighting and add new LED lighting, particularly around schools, parks, <i>and transit stops</i> .
36	N/A	Leadership Council for Justice and Accountability	7 Quality of Life	Goals, policies, and objectives	E-1.4. Provide financial assistance for low-income residents for solar installation.	183	We recommend that along with assistance for solar installations for low-income residents, the City should provide low-interest loans or grants to upgrade and replace old and unsuitable roofs that cannot withstand the infrastructure of solar installations. Even with low-cost or free solar, the cost of updating a roof is a barrier most households face.	7/8/2021	Updated plan language on page 183 for E-1.4 to read:  As part of this strategy, the City could establish additional funding and incentives for solar installation <i>and associated home improvements</i> through a partnership with organizations such as GRID Alternatives.

Comments for Public Review Draft Central Southeast Area Specific Plan

Comment #	Name	Organization	Section	Category	Sub-Section Name	Page #(s)	Comments	Date received	Staff Response
37	N/A	Leadership Council for Justice and Accountability	8 Next Steps and Funding	Implementation	Whole Chapter	189-198	While the Draft CSESP includes projects and goals in line with residents' concerns and priorities, the plan lacks actionable next steps with timelines. Throughout our engagement, resident partners supported the proposed changes and renderings. However, everyone also had the same question or concern of "when will this be done?" or "how do we do this?" We recommend developing a similar implementation matrix as seen in the Southwest Specific Plan. The implementation matrix should have the Goal/Strategy title, tier, description on the project, the implementing parties, a time frame, and the funding source. Similarly, there need to be cost estimates to the actions identified throughout the plan to make it easier for council members, developers, and nonprofits to assess the funding amount required to implement the projects.	7/8/2021	Staff feels the comment is addressed in the Specific Plan. The Specific Plan includes all of the Goals ranked based on the community's priorities and a section that identifies how the plan should be tracked over the Plan horizon. This included language that identifies the Plan as being a "living document" that "should be monitored and updated on a regular basis to reflect progress, new lessons learned, changing circumstances, new opportunities, and community priorities over time." It identifies the need for the establishment of a "community meeting schedule to review progress, successes, and challenges with CSE Fresno residents and partners. This process would allow the community to request modifications to strategies and actions or changes in priorities."
38	N/A	Leadership Council for Justice and Accountability	8 Next Steps and Funding	Requested Edits	8.3 Next Steps and Plan Tracking	192	<p>Additionally, the implementation committee outlined in the Draft needs stronger language surrounding the role and responsibilities of this committee. It needs to require developing an implementation committee reflective of the community and responsible for ensuring it is implemented accordingly. We have provided red outline marks to the current language of the implementation highlighted on Page 192 of the Draft:</p> <p>i. "The City <b>should will</b> establish a community meeting schedule and implementation committee to review progress, successes, and challenges with CSE Fresno residents and partners. This process would allow the community to request modifications to strategies and actions or changes in priorities. Following this meeting, City staff <b>should will</b> provide a progress report to City Council, which if necessary, will include recommended updates to Plan strategies or priorities."</p> <p>This will allow the plan to flourish and keep track of progress to update it every couple of years and make changes as necessary. Furthermore, establishing the implementation committee should include a commitment to ensure that community members are informed of every step involved in creating the committee, including how they can participate in the committee as members or the public. This process should be transparent and inclusive of residents on the committee and not solely stakeholders. This committee should have the authority to vet and approve proposed projects ensuring all development stays true to the CSESP, review the implementation of CSESP policies, and propose methods to implement the Plan.</p>	7/8/2021	Comment appreciated - Plan language not changed.
39	N/A	Leadership Council for Justice and Accountability	8 Next Steps and Funding	Goals, policies, and objectives/Implementation	8.2 Community Priorities	189 - 191	<p>We appreciate Staff's efforts in developing a straightforward chart identifying the community's priorities and organizing them by preference levels. We recommend the following Goals move to Tier 1 of priorities:</p> <p>a. PS 2. Ensure that neighborhoods are clean and attractive</p> <ul style="list-style-type: none"> <li>Residents have consistently expressed they want to live in safe and clean communities, and strategy PS-2 directly addresses the concerns made by residents. Strategies PS 2.1, 2.2, and 2.3 all contain actions that residents advocate for and support. Additionally, PS 2.1, which focuses on working with Code Enforcement, should include language around apartment/property owners maintaining their trash bins in good, clean condition by cleaning up around the containers they are responsible for.</li> </ul> <p>b. LU 2.3: Create a new mixed-use neighborhood node around the vacant Hanoian Shopping Center to ensure that residents can meet their daily needs within comfortable walking distance.</p> <ul style="list-style-type: none"> <li>The vacancy of Hanoian is an issue residents bring up often and have advocated for the use of this underutilized parcel. We recommend LU-2.3 be added to Tier 1 and prioritize the use of Hanoian as a community garden, a walking trail, or a park to increase the amount of open space and parks.</li> </ul>	7/8/2021	The Goals were prioritized by the Steering Committee and Community, and there will be future opportunities to reprioritize the Goals.

**Comments for Public Review Draft Central Southeast Area Specific Plan**

Comment #	Name	Organization	Section	Category	Sub-Section Name	Page #(s)	Comments	Date received	Staff Response
40	Anonymous	N/A	3 Land Use and Urban Design	General Comments	Figure 3-15	62	Pagina # 62 Seccion 3 - I5 fresno Recycling Mi nombre es Maria y mi comentario es sobre el centro de reciclaje en lo personal estoy de acuerdo con la estrategia de removerlo ya que en el Vecindario tenemos muchos problemas por que siempre hay muchas personas sin hogar al rededor y por consecuencia hay muchos problemas de drogas y nuestros hijos tienen que mirar eso diariamente.	7/26/2021	Comment appreciated.
41	Anonymous	N/A	3 Land Use and Urban Design	General Comments	Figure 3-16	65	Pagina # 65 Seccion 3 - 16 En este espacio nuestro mayor problema que tenemos es el nuevo establecimiento donde se venden todo tipo de cosas por las noches solo pasar por hay miedo por que hay se juntan muchas personas que no dan confianza y cerca de ay se encuentra una escuela y creo que eso no es algo que quisieran odesieran tener hay	7/26/2021	Comment appreciated.
42	Anonymous	N/A	3 Land Use and Urban Design	General Comments	Figure 3-11. Conceptual Plan for Redevelopment of Vacant Site North of Mosqueda Center	68	El centro mosqueda si es un espacio que si tuviera mas comercios seria muy bueno para el vecindario ya que no tenemos muchos comercios cerca que podamos visitar.	7/26/2021	Comment appreciated - the Specific Plan includes proposed Land Use Changes that would allow for a wider variety of uses around the center.
43	Anonymous	N/A	3 Land Use and Urban Design	General Comments	LU-7.2. Construct temporary housing options in CSE Fresno (e.g. Tiny Home communities) for homeless residents or others in need of transitional housing.	76	Creo que las casas diminutas seria una buena estrategia porque el mayor problema que tenemos en nuestro vecindario es de personas sin hogar caminando todo el dia por nuestros hogares y Callejones.	7/26/2021	Comment appreciated - the Specific Plan includes strategies to have more affordable and missing middle housing built.
44	Anonymous	N/A	3 Land Use and Urban Design	Requested Edits	LU-8.3. Develop an Alley Improvement Program to help residents repurpose or transform alleyways into active and safe spaces, PS-2.2. Organize community clean-up days.	80, 181	La mayoría de nuestros callejones están en muy mal estado rayados y creo que sería una buena idea organizar limpiezas en lo personal yo he ayudado en la limpieza de callejones donde hemos limpiado de callejones donde hemos encontrado toda clase de objetos peligrosos. Uidiollandas Metal.		Comment appreciated - Strategy LU-8.3 calls for the development of an Alleyway Improvement Program to help residents repurpose or transform alleyways.
45	Anonymous	N/A	4 Transportation, Public Realm, Infrastructure	General Comments	Figure 4-11. Proposed Intersection Improvements at Chestnut and Hamilton Avenues	116	Yo vivo en estas calles y el mayor problema que tenemos es el tránsito cuando entran los niños a la escuela ya que se juntan las dos escuelas y ay muchas personas y niños caminando y a veces las personas no respetan a los peatones ocupamos mas seguridad.		Comment appreciated.
46	Anonymous	N/A	5 Parks and Open Space	General Comments	P-1.1. Build new parks, open spaces, and recreational facilities, prioritizing underserved areas	136	Un parque para nuestro vecindario seria muy bueno ya que no contamos con ninguno que este relativamente cerca que podamos llegar a el caminando.		Comment appreciated - the Specific Plan includes strategies to increase access to parks.
47	Anonymous	N/A	6 Economic Development	Goals, policies, and objectives/Implementation	ED-3.3. Partner with private industry to bring recruitment, job training, and apprenticeship programs to the neighborhood.	160	Tenemos dos escuelas en nuestro vecindario que seria bueno que tuviera mas programas para adultos por las tardes o entrenamiento para diferentes carreras.		Comment appreciated - Strategy P-3.1. Calls for expanded programming at parks and community facilities to provide diverse opportunities for physical activity, creativity, learning, and social interaction for children and seniors.
48	Anonymous	N/A	7 Quality of Life	General Comments	PH-1.3. Transform vacant and underutilized properties into community gardens and street tree nurseries.	172	A mi familia nos encantaria tener un jardin comunitario por que ademas de tener nuestras verduras ganamos tiempo familiar y a provechariamos espacios.		Comment appreciated - Strategy PH-1.3. calls for transforming vacant and underutilized properties into community gardens and street tree nurseries.
49	Resident Sophia	N/A	N/A	Implementation	N/A	N/A	When will this start? I have been a resident in Southeast for over 50 yrs and nothing has changed other than planting some trees and shrubs. Southeast has gotten worse and worse.	7/26/2021	Comment appreciated - the Specific Plan identifies Next Steps in section 8.3
50	Resident Sophia	N/A	N/A	General Comments	N/A	N/A	Talk is cheap! The people that live in Southeast don't think their city cares about them or their concerns. Action is now required. No more talk.	7/26/2021	Comment appreciated.
51	Resident Sophia	N/A	N/A	General Comments	N/A	N/A	Long time business that were in Southeast are moving because the homeless and gangs and drugs have made it very hard to run their business, so they move. Now there are numerous abandoned buildings being tagged and broken into!	7/26/2021	Comment appreciated - The Specific Plan contains various strategies to activate these sites to meet community needs for housing, parks, and other essential services.
52	Resident Sophia	N/A	N/A	General Comments	N/A	N/A	My grandchildren don't visit me cause I don't feel it is safe. I go visit them. Help! Help! Help!	7/26/2021	Comment appreciated.