

## Central California Environmental Justice Network

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August 17, 2014

Jennifer Clark

AICP, Director, Development and Resource Management Department  
2600 Fresno St.  
Fresno, CA 93721

RE: Comments to the Proposed 2035 General Plan Update

On behalf of Central California Environmental Justice Network (CCEJN), please accept these comments to the proposed 2035 City of Fresno General Plan. CCEJN as an organization seeks to preserve the natural resources of the San Joaquin Valley by minimizing or eliminating environmental degradation within our communities. Our organization, especially works to uphold the principles of environmental justice in everything that we do. In regards to the City of Fresno, proposed 2035 General Plan update, we wish that the city fosters progressive engagement with disproportionately affected populations in order to bring about a more just Fresno.

Just last week, the California Environmental Protection Agency finalized the California Environmental Screening Tool (CalEnviroScreen 2.0), a tool that compares census tracts across the state in regards to two main variables; environmental burdens and population vulnerabilities. Unfortunately, Fresno leads the charts with several census tracts highlighted as some of the most overly burdened neighborhoods across the state.<sup>1</sup> In a statement signed by Mayor Swearingin a few months ago, several San Joaquin Valley elected officials and non-profit leaders refer to the tool as the “best way to quantify the effects of cumulative economic and environmental impacts on local communities.”<sup>2</sup> This scientific approach to understanding cumulative health impact is a concept that should be present in every aspect of this General Plan update.

The City of Fresno must recognize and legitimize the fact that several neighborhoods within the city of Fresno have been directly or indirectly targeted for unwanted land use designations and have been subject to decades of poor investment decisions. Residents in those neighborhoods (specifically the South West Fresno neighborhood and downtown) have seen their neighborhoods go from vibrant cultural centers to centers of blight and disengagement. A continuous determination of elected officials to direct investments north has been instrumental in the degradation of these neighborhoods. Even worse is the continuous placing of hazardous businesses, and toxic waste generators in close proximity to those underserved neighborhoods.

On the ground, this general pattern of biased land-use designations seize to be colorful blocks on a city map, and instead turn to be unfavorable population characteristics that hurt the most disadvantaged communities. Such is the case with the alarming rates of asthma, lack of food access, and general rates

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<sup>1</sup> Office of Environmental Health Hazard Assessment; California Communities Environmental Health Screening Tool, Version 2.0 (CalEnviroScreen 2.0); Final, August 14, 2014.

<sup>2</sup> See appendix A

of morbidity and mortality that occur in underserved neighborhoods. Through this plan, the City of Fresno has the potential to embark in a plan to rectify these conditions. By engaging the principles of environmental justice in this plan update, we can begin to build for neighborhoods that will utilize resident engagement to climb out of blight into the vibrant cultural centers that they once were. We can begin to see effective and clean employment centers, surrounded by quality housing and green space throughout all of Fresno, not just the north end of the city.

### **1.0 Air Quality & Infill Emissions**

The most comprehensive way to redirect investment towards historic neighborhoods and to develop for healthier air quality is to freeze the current sphere of influence of the city. Doing so, would require investors and developers to develop infill projects that would bring economic investments to decaying areas of Fresno. Furthermore, by freezing the sphere of influence and investing in infill projects, the city of Fresno can increase density in economic and population centers to the density level required for greater public transportation options. In Section 7 -14 of the update, the city is correct to imply that improving air quality is “highly contingent on reducing the number of vehicles miles traveled in the city. Fresno residents, like the residents of other neighboring cities, are highly dependent on automobiles and trucks for day-to-day operations due to low-density development patterns.” Although this language is consistent with a sound growth policy for the City of Fresno, recent actions taken by the city council, and they city serve to counteract all good intentions of this language. Under the UF-12 objective, the plan makes the case that “roughly” 57% of growth will be infill growth, using a December 2012 marker, however the term “roughly” as defined in the general plan gives any given variable a 30% level of variance.

The problem with the markers identified by the city is that they create a *de jure, de facto* dichotomy that residents of Fresno are all too familiar with. This type of vague and unenforceable language solemnly leads to equal investments or equal opportunity within the city. If the city is serious about fostering infill development, density acquisition, and preservation of resources, the city must first openly admit that there are neighborhoods that need remediation. There are neighborhoods that need high profile infill development in order to reconnect with the city. These neighborhoods are to be prioritized, because the city has more to gain from the advancement of those neighborhoods, and residents of those neighborhoods will benefit the most from improvements like desirable businesses and homes, access to green space, access to public transportation, etc.

It is also in those neighborhoods that improvements to infrastructure represent higher benefits for residents in regards to air quality and their health. Furthermore, we must make it clear than contrary to the developer argument that a market must be ripe for bringing in investment, we feel that cities and developers can do much more to influence the situations of the “market.” Clear infrastructure improvements and social investments into any community fosters that community’s ability to attract and sustain economic development. Through this General Plan Proposal, the city has the potential to influence areas that will be ripe for desirable business and economic growth.

### **2.0 Toxic Waste Generation & Illegal Dumping**

One of the largest projects of CCEJN is the Fresno Environmental Reporting Network (FERN). The FERN project is a network in which community based organizations, residents, and government entities come together to solve environmental reports. City of Fresno Code Enforcement has previously been a participant of the network but has unfortunately stopped participating after a City Council vote last year

cut down the capacity of the department. This project has been really effective in keeping communities engaged with the problems that happen around them. We have provided this tool to empower residents to take control of the hazards around them and monitor for ways to solve them. Through the platform we have been also gathered a lot of trend information about environmental hazards. One such environmental hazard that we have gathered trend information on is illegal dumping.

Illegal dumping is a re-occurring problem within the City of Fresno, but like most environmental hazards there are characteristics of neighborhoods that make them more appealing to illegal dumping than others. We have identified some that we feel, planners should keep in mind as they work to develop land-use practices.

1. Updated and well-kept infrastructure like lighting, clean gutters, etc reduce a neighborhood's risk of receiving illegal dumping.
2. By maintaining the outer perimeters of waste generating businesses with landscaping, paint, and good fencing makes the businesses less prone to being dumped on. Otherwise these businesses serve as magnets for illegal dumping violations.
3. Waste generating businesses should not be directly adjacent or surrounded by homes, since illegal dumping has the potential to most dramatically affect those neighborhoods.
4. Ample visible space should be given between major highways or major roads and adjacent businesses or houses.
5. In any given community, access to more maintained park space also correlates with less illegal dumping.
6. Ample waste removal options should be provided for waste generators and other businesses under the new "business park" land use designation.
7. Well maintained city right of way, or city property well make it that space less likely to receive illegal dumping.
8. Access to public waste disposal facilities is essential to dealing with the program of illegal dumping. This is especially crucial for multi-unit developments where the city can require larger spaces for waste collection. In these types of developments, the city should require that the facility provide space to dispose of items that are larger than 4 cubic feet.
9. Social cohesion within a community is important to fighting illegal dumping. The city should foster neighborhoods that have community cohesion by creating walkable communities, where residents can safely walk and bike to business centers.
10. The city should invest more resources on city code enforcement and on programs that will be proactive at solving illegal dumping, like graffiti removal programs, city-wide landscaping campaigns, etc.

Through the implementation of this plan, we look forward to working more closely with the City of Fresno and code enforcement to fight illegal dumping and illegal disposal of hazardous waste. We look forward to city programs that will further the engagement of city development officers and community groups, and especially look forward to re-engaging code enforcement with the Fresno Environmental Reporting Network (FERN).

### **3.0 Green Space, Walking, & Bicycle Lanes**

Access to green space is an important part of forming social cohesion within a neighborhood. For many reasons (as the one mentioned above), access to green space can bring a sense of identity and dignity to

a neighborhood. In Fresno, access to park space is disproportionate among South and North Fresno and follows patterns of investment within the city. Developing infill projects must also carry a caveat that they will serve to develop access to green space within a community.

Furthermore access to bicycle lanes is an important part of the City of Fresno, general plan. Although the city of Fresno has been recognized in the past for its Class 3 facilities (bike lanes alongside roads) only 1% of the city's population uses the existing infrastructure. Part of the problem is that the current infrastructure is appropriated for only one sector of the city. Riding a bicycle near River Park is very different than riding a bicycle near Sunnyside High School. Through the general plan, the city must look at ways of increasing ridership and developing more bicycle infrastructure in South West and South East neighborhoods.

One way to maximize bicycle infrastructure is to invest in the development of more class 1 facilities (trails used for cycling and walking, independent from roads). CCEJN is currently part of a movement of organizations that is interested in "Shifting Gears" to the current bicycle system. The idea proposed by this group is to utilize canals and rail lines to make for class 1 infrastructure within the city. Part of the reason that CCEJN supports this projects is because research shows that minority communities, low-income communities, women, elderly, and children are more likely to prefer Class 1 facilities.<sup>3</sup> The current system only serves the common demographics of riders which are white, male, adult.

The City of Fresno needs to look at prioritizing facilities that will increase bicycle ridership, i.e., increasing the investment in Class I facilities from fourteen (Table 4-3: Bicycle Network, Page 4-22) or seventeen (Bicycle Facilities, Page 4-19), to a defined number of miles by given dates. It is also important to note the concentration of Class I facilities are in the north part of the city and investment for central, southeast and southwest Fresno needs consideration for this prioritization.

Thank you for considering these comments, and as always CCEJN looks forward to future engagement opportunities with city staff and elected officials during the implementation of this plan.

Cordially,

Cesar Campos  
Coordinator  
Central California Environmental Justice Network  
4270 N. Blackstone Ave #212  
Fresno, CA 93726

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<sup>3</sup> Rebecca Saunders; Examining the Cycle: How Perceived and Actual Bicycling Risk Influence Cycling Frequency, Roadway Design Preferences, and Support for Cycling Among Bay Area Residents

August 14, 2014

Mr. Bruce Rudd  
City Manager  
City of Fresno  
2600 Fresno Street  
Fresno, CA 93721

Via US Mail and email to [Trai.Her@fresno.gov](mailto:Trai.Her@fresno.gov)

Mr. Rudd:

I am writing to provide comments on behalf of Fresno State regarding the City of Fresno's General Plan Public Review Draft. This letter a follow-up to previous General Plan correspondence on November 1, 2011, March 27, 2012 and June 18, 2012. I am very excited to see a number of synergies between the university's initiatives and Campus Master Plan (<http://www.fresnostate.edu/masterplan>) and the City of Fresno's General Plan. Just as the City of Fresno predicts population growth, the Campus Master Plan also calls for ongoing campus population growth (page 133).

#### Infill Development and Complete Neighborhoods

The emphasis on infill development and walkable city blocks is an important step in continuing to improve the El Dorado Park neighborhood and other neighborhoods around campus (General Plan LU-2-a, LU-2-b, MT-2-c). Steps to preserve neighborhoods are key to the areas surrounding campus, not only El Dorado Park, but other neighborhoods such as those north of the University Agricultural Laboratory, off Sierra Avenue, and those neighborhoods north of Bulldog Stadium. Preserving and revitalizing these communities, along with other initiatives described in the plan can provide employees housing within a walkable distance to the campus core (General Plan LU-2-e).

One of the near-term critical priorities in and around the El Dorado Park neighborhood is improving street lighting in the area (General Plan page 4-20). The university is eager to partner as this will reduce personal and property crimes in the area.

56.7% of the residents of El Dorado Park are in poverty. Through the BNCP grant and other initiatives, the El Dorado Park Community Development Corporation is working to help residents. Many do not own a car and rely on walking, biking, or FAX as their primary means of transit. Steps to provide easier access to fresh fruits and vegetables are essential to improve quality of life (General Plan PU-1-h, page 10-18). The neighborhood already has one community garden located on the property of Wesley Methodist Church (General Plan page 10-21) and would like to see this pilot expand.

#### Groundwater

Regarding figure PU-3, the university can assist in providing details regarding well contamination on campus (General Plan RC-6-e, RC-6-g). Well #2 (Woodrow and Barstow Avenues) has high nitrate levels

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and well #3 (Jackson and Barstow Avenues) is turbid. The university is currently using water from both wells for irrigation on the University Agricultural Laboratory. This allows us to remove the contaminated water from the aquifer and simultaneously recharge the aquifer in the same location.

### Transportation

Improving walkability and transit are a critical priority to the university as they are the key to reducing vehicle miles traveled (General Plan MT-2-b). Fresno State has taken many steps to improve pedestrian and bicycle transit on campus. Although the General Plan refers primarily to pedestrian and bicycle activity, Fresno State students use many other means of active transportation such as non-motorized scooters, and skateboards.

We consider the Shaw Avenue Bus Rapid Transit corridor as an important project that will be a true “game changer” in local transit (General Plan MT-2-a). The Campus Master Plan calls for a transit center, potentially creating off-street transfers for FAX lines 8, 28 and 38, as well as Clovis Stageline 10 (Master Plan pages 74, 82, 111). The campus is eager to begin these discussions and help develop a coordinated solution (General Plan MT-8-b).

Fresno State was recently awarded CMAC funds for a portion of our Barstow Avenue bikeways project. As a part of this project, and our pending utilities infrastructure project, the PG&E power lines along Barstow Avenue will be undergrounded in accordance with PUC Rule 20 (General Plan D-3-d).

Projects like the city’s Gettysburg Avenue “roadway diet” are an excellent example of steps to identify transportation priorities beyond only accommodating the 15-minute “rush hour” traffic (General Plan page 4-5, MT-2-d). The city should also pursue means of providing more protected bikeways, whether that is truly off-road trails, or a physical separation from the roadway via delineators or other devices. Improving bike facilities around, and serving, the campus is critical to reducing single occupant vehicle trips to campus (General Plan MT-4-e thru MT-4-k).

The university, in accordance with our Campus Master Plan has been actively improving our east-west pedestrian lateral, loosely aligned with Bulldog Lane; this “Bulldog Walk” connects Fresno State from the Fraternity & Sorority Mall to Campus Pointe, creating a pleasant, safe, pedestrian pathway (General Plan UF-14-a, Campus Master Plan pages 23, 36, 37). Additionally, there are many opportunities to create greenway and multiuse trails through the University Agricultural Laboratory (General Plan pages 5-6, Master Plan page 120).

With the Bulldog Walk and Barstow Avenues bikeway, pedestrians on the Fresno State campus will have easy connectivity to Campus Pointe for retail and entertainment opportunities (General Plan D-4-b). Fresno State has 1,100 students living on campus at University Courtyard in a traditional residence hall style environment as well as approximately 2,000 students living within one mile of campus. At Campus Pointe, Palazzo student-focused housing can accommodate 928 and the Palmilla apartments can accommodate 375.

One concern that is not easily mitigated are the large scale street crossings around campus. The north-south pedestrian crossings on Shaw Avenue are no easy feat for the able-bodied, let alone the disabled. Steps should be taken to make the crossing experience safer (General Plan MT-5-d).

Directional Signage

The university has recently completed the first phase of its wayfinding and directional signage project. We would gladly engage with the city on directional signage around the community as it relates to Fresno State and can provide technical expertise if desired (General Plan 9-d).

Policing

The university is eager to partner with the Fresno Police Department and other law enforcement agencies in the sharing of data such as police reports, field interviews and camera feeds (General Plan PU-1-a).

Historic and Cultural Resources

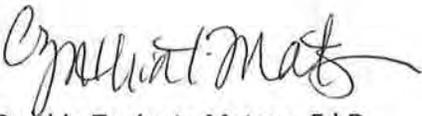
The university has many public art features as well as buildings that represent important periods in twentieth century architecture including California mid-century modern, brutalism, and modernism (General Plan HC-3-b, HC-3-c). Many of these showcase the work of local architects.

Text Edits

Pages 5-30 and 5-47 refer to the university as "CSUF." Please change any references to "California State University, Fresno" or "Fresno State."

On behalf of the university, thank you for taking the time to consider my feedback. Should you have any questions or would like to discuss this further, please feel free to contact me at 559.278.2083 or cmatson@csufresno.edu.

Sincerely,



Cynthia-Teniente Matson, Ed.D.  
Vice President for Administration and Chief Financial Officer

CTM:tg

c: Ms. Debbie Astone  
Mr. Robert Boyd  
Councilmember Caprioglio  
President Joseph I. Castro  
Ms. Jennifer K. Clark  
Chief David Huerta



## General Plan ▶ Plan Comments: Rocky Cleary



I Like It

Tags &  
Notes

78

Comment Name	Rocky Cleary
Commenter First Name	Rocky
Commenter Last Name	Cleary
Commenter Company	
Stakeholder Type	Public
Status	New
Project	General Plan
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	General
GP Comments	James Anders (9/3/2014 3:58 PM): Is a year-round permanent farmer's market being implemented into the General Plan? Downtown location!
GP Response	
APNNo	

Content Type: Discussion

Version: 1.0

Created at 9/3/2014 3:58 PM by James Anders

Last modified at 9/3/2014 3:58 PM by James Anders

Close



General Plan ▶ Plan Comments: Steve Cleary



79

I Like It

Tags & Notes

Comment Name	Steve Cleary
Commenter First Name	Steve
Commenter Last Name	Cleary
Commenter Company	
Stakeholder Type	Public
Status	New
Project	General Plan
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	Implementation
GP Comments	<p><a href="#">James Anders</a> (9/3/2014 4:02 PM):</p> <p>Once the General Plan has been "approved", will this be a mere suggestion or will there be strict guidelines that must be followed?</p> <p>If this plan does materialize, what incentive will the city have in place for developers, contractors or builders to buy into it?</p>
GP Response	
APNNo	

Content Type: Discussion  
 Version: 1.0  
 Created at 9/3/2014 4:02 PM by [James Anders](#)  
 Last modified at 9/3/2014 4:02 PM by [James Anders](#)

Close



## General Plan ▶ Plan Comments: Mike Wells



I Like It

Tags &  
Notes

80

Comment Name	Mike Wells
Commenter First Name	Mike
Commenter Last Name	Wells
Commenter Company	
Stakeholder Type	<a href="#">Uncertain/Not Known</a>
Status	New
Project	<a href="#">General Plan</a>
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	<a href="#">General</a> ; <a href="#">Implementation</a> ; <a href="#">Public Utilities &amp; Services</a>
GP Comments	<p><a href="#">James Anders</a> (9/4/2014 2:35 PM):</p> <p>For infill development on proposed mixed use corridors -- N. Fulton between Belmont-Olive-- Will the city provide infrastructure such as water mains in order to encourage desired mixed use development?</p> <p><a href="#">James Anders</a> (9/4/2014 8:38 AM):</p> <p>Phasing? Is there any proposed requirements for infill to happen before growth area or greenfield growth? Growth Area 1 - developer pays for new infrastructure? Growth Area 2. Any other phasing categories?</p> <p><a href="#">James Anders</a> (9/3/2014 4:58 PM):</p> <p>What is the current relationship between the GPU + Dev. Code, the Fulton Corridor specific plan and the Downtown Neighborhood Community Plan? Will the GPU cover those areas until they (the plans) are adopted?</p> <p><a href="#">James Anders</a> (9/3/2014 4:04 PM):</p> <p>What are the most significant changes to the GPU since the draft chapters were presented over a year ago?</p>
GP Response	
APNNo	

Content Type: Discussion

Version: 4.0

Created at 9/3/2014 4:04 PM by [James Anders](#)Last modified at 9/4/2014 2:35 PM by [James Anders](#)

Close



## General Plan ▶ Plan Comments: Leadership Counsel



I Like It

Tags &  
Notes

81

Comment Name	Leadership Counsel
Commenter First Name	Ashley
Commenter Last Name	Werner
Commenter Company	Leadership Counsel for Justice and Accountability
Stakeholder Type	
Status	New
Project	<a href="#">General Plan</a>
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	<a href="#">Urban Form, Land Use; Implementation</a>
GP Comments	<p><a href="#">James Anders</a> (9/3/2014 4:10 PM):</p> <p>The General Plan Initiation Review Draft approved by City Council last fall stated that around 57% of new residential development would be located in existing city limits. Initial plan drafts released after that stated that 45% of future residential uses would be located in infill areas (within city limits). The Draft Plan (policy UF-12) released in July states that "roughly" 1/2 of future residential development will be infill. According to the Plan's definition of "roughly", this could be less than 20%. How did the City arrive at this requirement of infill that may feasibly be less than 20%?</p>
GP Response	
APNNo	

Content Type: Discussion

Version: 3.0

Created at 9/3/2014 4:10 PM by [James Anders](#)Last modified at 10/23/2014 10:09 AM by [Casey Lauderdale](#)

Close



## General Plan ▶ Plan Comments: Eric L. Wood



I Like It

Tags &  
Notes

Comment Name	Eric L. Wood
Commenter First Name	Eric
Commenter Last Name	Wood
Commenter Company	Woodfamily Construction Inc.
Stakeholder Type	<a href="#">Uncertain/Not Known</a>
Status	New
Project	<a href="#">General Plan</a>
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	<a href="#">Housing Element</a>
GP Comments	<p><a href="#">James Anders</a> (9/3/2014 4:14 PM):</p> <p>If and when the High Speed Railroad finishes, how is Fresno and surrounding areas going to handle the flood of new people? How will Fresno handle the possibility of more homeless and poor?</p>
GP Response	
APNNo	

Content Type: Discussion

Version: 1.0

Created at 9/3/2014 4:14 PM by [James Anders](#)Last modified at 9/3/2014 4:14 PM by [James Anders](#)

Close



## General Plan ▶ Plan Comments: CRLAF



I Like It

Tags &  
Notes

83

Comment Name	CRLAF
Commenter First Name	Alejandra
Commenter Last Name	Tovar
Commenter Company	CRLAF
Stakeholder Type	<a href="#">Uncertain/Not Known</a>
Status	New
Project	<a href="#">General Plan</a>
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	<a href="#">Resource Conservation; Healthy Communities</a>
GP Comments	<a href="#">James Anders</a> (9/3/2014 4:20 PM): How does the plan address CalEnviroScreen findings that identifies southeast/west as the most environmentally impacted communities in the state?
GP Response	
APNNo	

Content Type: Discussion

Version: 1.0

Created at 9/3/2014 4:20 PM by [James Anders](#)Last modified at 9/3/2014 4:20 PM by [James Anders](#)

Close



## General Plan ▶ Plan Comments: Communities for a New California + Education Fund



I Like It

Tags &  
Notes

Comment Name	Communities for a New California + Education Fund
Commenter First Name	Venise
Commenter Last Name	Curry
Commenter Company	Communities for a New California + Education Fund
Stakeholder Type	<a href="#">Community Group/Non Profit</a>
Status	New
Project	<a href="#">General Plan</a>
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	<a href="#">Urban Form, Land Use; Healthy Communities</a>
GP Comments	<p><a href="#">James Anders</a> (9/4/2014 9:14 AM):</p> <p>The Institutional and Structural inequities well documented in Southwest Fresno represent the cumulative impacts of many small choices made over time. How will the city address these inequities when continuing to dump industrial facilities in this already overburdened area? How does this meet your identified goals? 4,6, 7, 8, 9, 12, 13 and particularly 16 - Public Health &amp; Safety for all citizens inclusive of Southwest Fresno?</p> <p><a href="#">James Anders</a> (9/3/2014 4:24 PM):</p> <p>How will changed industrial land use designations and zoning reflect what has been requested by residents for decades?</p>
GP Response	
APNNo	

Content Type: Discussion

Version: 2.0

Created at 9/3/2014 4:24 PM by [James Anders](#)Last modified at 9/4/2014 9:14 AM by [James Anders](#)

Close



## General Plan ▶ Plan Comments: Radley Reep



I Like It

Tags &  
Notes

85

Comment Name	Radley Reep
Commenter First Name	Radley
Commenter Last Name	Reep
Commenter Company	
Stakeholder Type	<a href="#">Uncertain/Not Known</a>
Status	New
Project	<a href="#">General Plan</a>
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	<a href="#">General; Historic &amp; Cultural Resources</a>
GP Comments	<a href="#">James Anders</a> (9/3/2014 4:27 PM): The Fulton Mall is of historical importance. It may undergo extensive change. Why is the Fulton Mall not discussed in detail in the new plan?
GP Response	
APNNo	

Content Type: Discussion

Version: 1.0

Created at 9/3/2014 4:27 PM by [James Anders](#)Last modified at 9/3/2014 4:27 PM by [James Anders](#)

Close



## General Plan ▶ Plan Comments: Leadership Counsel for Justice and Accountability



I Like It

Tags &  
Notes

Comment Name	Leadership Counsel for Justice and Accountability
Commenter First Name	Veronica
Commenter Last Name	Garibay
Commenter Company	Leadership Counsel for Justice and Accountability
Stakeholder Type	<a href="#">Community Group/Non Profit</a>
Status	New
Project	<a href="#">General Plan</a>
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	<a href="#">Implementation; Urban Form, Land Use</a>
GP Comments	<p><a href="#">James Anders</a> (9/4/2014 8:42 AM):</p> <p>I was part of a meeting with Mayor where we were told that the sphere will be expanded on SW side soon. When will that happen?</p> <p><a href="#">James Anders</a> (9/3/2014 4:48 PM):</p> <p>The draft plan states that the Mayor will develop a methodology for opening up urban growth area 2. How will the Mayor do this, how will the public play a role in that process and why is that not specifically spelled out in this plan?</p>
GP Response	
APNNo	

Content Type: Discussion

Version: 2.0

Created at 9/3/2014 4:48 PM by [James Anders](#)Last modified at 9/4/2014 8:42 AM by [James Anders](#)

Close



## General Plan ▶ Plan Comments: Fresno Homeless Advocates



I Like It

Tags &  
Notes

87

Comment Name	Fresno Homeless Advocates
Commenter First Name	Paul
Commenter Last Name	Jackson
Commenter Company	Fresno Homeless Advocates
Stakeholder Type	<a href="#">Community Group/Non Profit</a>
Status	New
Project	<a href="#">General Plan</a>
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	<a href="#">Housing Element</a> ; <a href="#">General</a>
GP Comments	<p><a href="#">James Anders</a> (9/4/2014 10:46 AM):</p> <p>The City's specific plan for the Central Area, which it adopted in 1989, describes homeless people as "street people" and promises to throw the full weight of the criminal justice system to rid the Fulton Mall of them. In view of the Great Recession, which since 2008 has caused people to become homeless through no fault of their own, how can the Fresno community's values be more accurately expressed in the General Plan with regard to homeless people?</p> <p><a href="#">James Anders</a> (9/3/2014 4:57 PM):</p> <p>Assuming the City fails to identify sites adequate to meet local need for emergency housing, what objections could the City successfully make to proposal by a nonprofit organization to establish emergency shelter on a site that would conflict with the General Plan when the Plan itself is failing in that respect?</p>
GP Response	
APNNo	

Content Type: Discussion

Version: 2.0

Created at 9/3/2014 4:57 PM by [James Anders](#)Last modified at 9/4/2014 10:46 AM by [James Anders](#)

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## General Plan ▶ Plan Comments: Daryl Balch



I Like It

Tags &  
Notes

Comment Name	Daryl Balch
Commenter First Name	Daryl
Commenter Last Name	Balch
Commenter Company	
Stakeholder Type	Public
Status	New
Project	General Plan
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	Resource Conservation
GP Comments	<a href="#">James Anders</a> (9/4/2014 8:35 AM): What plans are being considered to conserve and maintain water supplies for the city residents?
GP Response	
APNNo	

Content Type: Discussion

Version: 1.0

Created at 9/4/2014 8:35 AM by [James Anders](#)Last modified at 9/4/2014 8:35 AM by [James Anders](#)

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## General Plan ▶ Plan Comments: Nestor Cerda



I Like It

Tags &  
Notes

89

Comment Name	Nestor Cerda
Commenter First Name	Nestor
Commenter Last Name	Cerda
Commenter Company	
Stakeholder Type	Public
Status	New
Project	General Plan
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	Mobility Transportation; Parks & Open Space; Urban Form, Land Use
GP Comments	<p><a href="#">James Anders</a> (9/4/2014 8:46 AM):</p> <p>Fresno has potential resources to build an innercity bicycle/walking path that can connect neighborhoods from as far south as downtown to River Park. Why hasn't anything been done to create such paths that all people can enjoy while at same time creating an alternate route that is safe for people to use bikes/rollerskates/skateboards/etc. FYI: The potential routes include Dry Creek Canal Bank (already used for such purpose) and fenced off paths along Freeway 41, fenced off old alley ways and other canal bank on Shields. We need good bike paths and connecting routes to commercial malls and parks the same way North Fresno and Clovis have it.</p>
GP Response	
APNNo	

Content Type: Discussion

Version: 1.0

Created at 9/4/2014 8:46 AM by [James Anders](#)Last modified at 9/4/2014 8:46 AM by [James Anders](#)

Close



General Plan ▶ Plan Comments: Nao Pao Vue



I Like It



Tags & Notes

Comment Name	Nao Pao Vue
Commenter First Name	Nao Pao
Commenter Last Name	Vue
Commenter Company	
Stakeholder Type	Public
Status	New
Project	General Plan
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	Resource Conservation; Urban Form, Land Use
GP Comments	James Anders (9/4/2014 8:50 AM): If the city keeps on building, what would happen to urban farmland in the next 100-500 years?
GP Response	
APNNo	

Content Type: Discussion  
 Version: 1.0  
 Created at 9/4/2014 8:50 AM by [James Anders](#)  
 Last modified at 9/4/2014 8:50 AM by [James Anders](#)

Close



## General Plan ▶ Plan Comments: Calwa



I Like It

Tags &  
Notes

91

Comment Name	Calwa
Commenter First Name	Elvia
Commenter Last Name	Quezada
Commenter Company	
Stakeholder Type	Public
Status	New
Project	General Plan
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	Urban Form, Land Use; General
GP Comments	James Anders (9/4/2014 8:53 AM): (Translated from Spanish) Is Calwa (Cedar & Jensen) included in the General Plan?
GP Response	
APNNo	

Content Type: Discussion

Version: 1.0

Created at 9/4/2014 8:53 AM by James Anders

Last modified at 9/4/2014 8:53 AM by James Anders

Close



## General Plan ▶ Plan Comments: Housing Alliance of Fresno



I Like It

Tags &  
Notes

92

Comment Name	Housing Alliance of Fresno
Commenter First Name	Jose Luis
Commenter Last Name	Barraza
Commenter Company	
Stakeholder Type	<a href="#">Community Group/Non Profit</a>
Status	New
Project	<a href="#">General Plan</a>
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	<a href="#">Parks &amp; Open Space; Urban Form, Land Use</a>
GP Comments	<p><a href="#">James Anders</a> (9/4/2014 8:57 AM):</p> <p>What are the plans of the City of Fresno in developing Dickeys Playground into a regional park, &amp; regional park that will take up property from Blackstone to Glenn. This would connect the Dickey's Youth Development Center with the park to provide more green space for a growing community due to its latest housing development.</p>
GP Response	
APNNo	

Content Type: Discussion

Version: 1.0

Created at 9/4/2014 8:57 AM by [James Anders](#)Last modified at 9/4/2014 8:57 AM by [James Anders](#)

Close



## General Plan ▶ Plan Comments: FIRM



I Like It

Tags &  
Notes

93

Comment Name	FIRM
Commenter First Name	Kia
Commenter Last Name	Thao
Commenter Company	Fresno Interdenominational Refugee Ministries
Stakeholder Type	<a href="#">Community Group/Non Profit</a>
Status	New
Project	<a href="#">General Plan</a>
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	<a href="#">Mobility Transportation; Implementation</a>
GP Comments	<p><a href="#">James Anders</a> (9/4/2014 8:59 AM):</p> <p>(Translated from Hmong) How soon can the transportation system be fixed so that it's effective and reliable to community members? I ride city buses daily.</p>
GP Response	
APNNo	

Content Type: Discussion

Version: 2.0

Created at 9/4/2014 8:59 AM by [James Anders](#)Last modified at 9/4/2014 9:01 AM by [James Anders](#)

Close



## General Plan ▶ Plan Comments: Lowell Neighborhood Association



I Like It

Tags &  
Notes

Comment Name	Lowell Neighborhood Association
Commenter First Name	Barbara
Commenter Last Name	Fiske
Commenter Company	
Stakeholder Type	<a href="#">Community Group/Non Profit</a>
Status	New
Project	<a href="#">General Plan</a>
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	<a href="#">Noise &amp; Safety; Public Utilities &amp; Services</a>
GP Comments	<a href="#">James Anders</a> (9/4/2014 9:09 AM): Illegal dumping in downtown alleys is a major problem. For safety. For City resources and for property owners left with a fine and the cost hauling the trash. The current solutions are financially prohibitive. Other cities have creatively addressed this problem. Is this addressed in the General Plan or the Downtown Plan?
GP Response	
APNNo	

Content Type: Discussion

Version: 1.0

Created at 9/4/2014 9:09 AM by [James Anders](#)Last modified at 9/4/2014 9:09 AM by [James Anders](#)

Close



General Plan ▶ Plan Comments: Paula Farris



I Like It



Tags & Notes

Comment Name	Paula Farris
Commenter First Name	Paula
Commenter Last Name	Farris
Commenter Company	
Stakeholder Type	<a href="#">Uncertain/Not Known</a>
Status	New
Project	<a href="#">General Plan</a>
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	<a href="#">General</a>
GP Comments	<a href="#">James Anders</a> (9/4/2014 9:16 AM): Please email me the question responses
GP Response	
APNNo	

Content Type: Discussion  
 Version: 1.0  
 Created at 9/4/2014 9:16 AM by [James Anders](#)  
 Last modified at 9/4/2014 9:16 AM by [James Anders](#)

Close



## General Plan ▶ Plan Comments: FIC



I Like It

Tags &  
Notes

Comment Name	FIC
Commenter First Name	Andy
Commenter Last Name	Levine
Commenter Company	Faith In Community
Stakeholder Type	<a href="#">Community Group/Non Profit</a>
Status	New
Project	<a href="#">General Plan</a>
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	<a href="#">Economic Development; Mobility Transportation; Public Utilities &amp; Services</a>
GP Comments	<p><a href="#">James Anders</a> (9/4/2014 9:26 AM):</p> <p>There is a stark contrast in quality of life and neighborhoods- and even a 20 year difference in life expectancy - between south and north Fresno. Many South Fresno residents feel both literally and symbolically cut off from anything north of Shaw Ave. How will you ensure everyone has access to the entire city?</p>
GP Response	
APNNo	

Content Type: Discussion

Version: 1.0

Created at 9/4/2014 9:26 AM by [James Anders](#)Last modified at 9/4/2014 9:26 AM by [James Anders](#)

Close



## General Plan ▶ Plan Comments: Hinton Multicultural Center



I Like It

Tags &  
Notes

Comment Name	Hinton Multicultural Center
Commenter First Name	Tanya
Commenter Last Name	Pacheco-Werner
Commenter Company	Hinton Multicultural Center
Stakeholder Type	<a href="#">Community Group/Non Profit</a>
Status	New
Project	<a href="#">General Plan</a>
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	<a href="#">General</a>
GP Comments	<p><a href="#">James Anders</a> (9/4/2014 10:34 AM):</p> <p>When the plan talks about non-residential building, do the numbers include repurposing currently empty space or building new buildings?</p>
GP Response	
APNNo	

Content Type: Discussion

Version: 1.0

Created at 9/4/2014 10:34 AM by [James Anders](#)Last modified at 9/4/2014 10:34 AM by [James Anders](#)

Close



## General Plan ▶ Plan Comments: Cal Rural Legal Assistance



I Like It

Tags &  
Notes

Comment Name	Cal Rural Legal Assistance
Commenter First Name	Janaki
Commenter Last Name	Jagannath
Commenter Company	Cal Rural Legal Assistance
Stakeholder Type	<a href="#">Uncertain/Not Known</a>
Status	New
Project	<a href="#">General Plan</a>
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	<a href="#">General</a>
GP Comments	<p><a href="#">James Anders</a> (9/4/2014 10:44 AM):</p> <p>The city met with private stakeholders in late winter/early spring 2014 to make agreements about the general plan. This is well known and was cited in an editorial in the Fresno Bee today that agreements were made in the financial interest of these private parties. Please speak to how public input was honored in this process and what these agreements are specifically.</p>
GP Response	
APNNo	

Content Type: Discussion

Version: 1.0

Created at 9/4/2014 10:44 AM by [James Anders](#)Last modified at 9/4/2014 10:44 AM by [James Anders](#)

Close



General Plan ▶ Plan Comments: Patience Milrod



I Like It



Tags & Notes

99

Comment Name	Patience Milrod
Commenter First Name	Patience
Commenter Last Name	Milrod
Commenter Company	
Stakeholder Type	Public
Status	New
Project	General Plan
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	Implementation; General
GP Comments	<p><a href="#">James Anders</a> (9/4/2014 10:55 AM):</p> <p>Can you briefly describe the plan's mechanism for implementation? Does it specify? Who exactly will do what exactly, and exactly when? The public's role in the implementation process?</p>
GP Response	
APNNo	

Content Type: Discussion  
 Version: 1.0  
 Created at 9/4/2014 10:55 AM by [James Anders](#)  
 Last modified at 9/4/2014 10:55 AM by [James Anders](#)

Close

100



## General Plan ▶ Plan Comments: Andrew



I Like It

Tags &  
Notes

Comment Name	Andrew
Commenter First Name	Andrew
Commenter Last Name	
Commenter Company	
Stakeholder Type	Public
Status	New
Project	General Plan
MEIR Comment Topic	
MEIR Comments	No existing entries.
MEIR Response	
GP Comment Topic	General; Urban Form, Land Use
GP Comments	<p>James Anders (9/4/2014 10:59 AM):</p> <p>Why are we extending into county areas with multi-family units and single-family units instead of insisting on redevelopment in current developed areas and increase the density within city limits?</p>
GP Response	
APNNo	

Content Type: Discussion

Version: 2.0

Created at 9/4/2014 10:59 AM by James Anders

Last modified at 10/23/2014 9:27 AM by Casey Lauderdale

Close