

AGENDA SUMMARY REPORT

SUBJECT: Resolution No. 92-_____ A resolution of the Selma City Council initiating an amendment of the boundaries of the Northwest Specific Plan Area

BACKGROUND:

1. The City of Selma has been considering land use changes, zone changes and significant development proposals in the area referred to as the Northwest Growth Area.
2. Major portions of this growth area are located within one of the city's adopted planning areas -- the Northwest Specific Plan Area. However, the properties bounded by Highland Avenue, Rose Avenue, Stillman Street and Freeway 99, though directly associated with other Northwest Specific Plan proposals, are not within the planning area.

DISCUSSION:

1. Staff proposes that the Northwest Specific Plan be amended to include the area north of Rose Avenue and east of Highland to Freeway 99. The area in question includes the Clifford Financial commercial property proposed to access Highland Avenue from Stillman Street and is closely related to the proposed Pea Soup Andersen commercial property. Both properties are impacted by State Highways 99 and 43 and are included in a proposed assessment district to fund Freeway 99 off-ramp improvements.

CONCLUSION:

The initiation of a plan amendment as recommended would allow staff to bring the matter back to the City Council through hearing processes. **The plan amendment would serve to facilitate mitigation measures for impacts identified from commercial development proposed in the growth area.**

RECOMMENDED ACTION: Approve Resolution

Prepared by: Planning Director
Coordinated by: City staff
Attachments: Draft Council Resolution, Graphics

MEETING DATE August 17, 1992

RESOLUTION NO. 92-

**A RESOLUTION OF THE SELMA CITY COUNCIL
INITIATING AN AMENDMENT OF THE BOUNDARIES
OF THE NORTHWEST SPECIFIC PLAN AREA**

WHEREAS, the City Council of the City of Selma has recently conducted studies and adopted land use and zoning changes in an area generally referred to as the Northwest Growth Area of the City of Selma; and

WHEREAS, said growth area is located within but not entirely within that certain adopted planning area referred to as the Northwest Specific Plan of the City of Selma; and

WHEREAS, it appears to the Selma City Council that the area bounded by Highland Avenue, Rose Avenue, Stillman Street and Freeway 99 is directly related to the planning proposals of the Northwest Specific Plan and should be included therein.

NOW, THEREFORE, BE IT RESOLVED, that the Selma City Council hereby initiates an amendment to the boundary of the Northwest Specific Plan by including said area as herein described.

BE IT FURTHER RESOLVED, that the Selma City Council directs Planning staff to prepare studies and schedule such public hearings as necessary for consideration of the boundary changes to the Northwest Specific Plan.

The foregoing resolution is hereby approved this 17th day of August, 1992, by the following vote, to wit:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

MAYOR OF THE CITY OF SELMA

ATTEST:

Deputy City Clerk of the City of Selma

RESOLUTION NO. 92-80R

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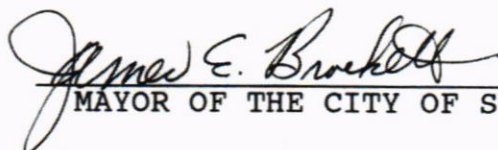
BE IT FURTHER RESOLVED, that the Selma City Council directs Planning staff to prepare studies and schedule such public hearings as necessary for consideration of the boundary changes to the Northwest Specific Plan.

The foregoing resolution is hereby approved this 17th day of August, 1992, by the following vote, to wit:

AYES: 5 COUNCILMEMBERS: Kenyon, Garcia, Derr, Garcia, Brockett

NOES: 0 COUNCILMEMBERS: None

ABSENT: 0 COUNCILMEMBERS: None

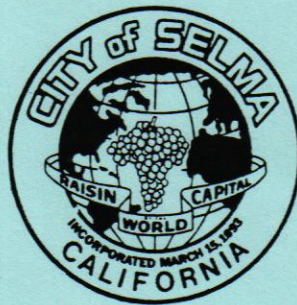

MAYOR OF THE CITY OF SELMA

ATTEST:


Deputy City Clerk of the City of Selma

NORTHWEST

SPECIFIC PLAN



CITY OF SELMA

PLANNING DEPARTMENT

1982

NORTHWEST SPECIFIC PLAN

CITY OF SELMA

Adopted by Planning Commission Resolution No. 81-421
August 24, 1982

Adopted by City Council Resolution No. 1988
March 15, 1982

Amended by City Council
Resolution No. 2171 - August 6, 1984
Resolution No. 2330 - July 21, 1986
Resolution No. 2624 - May 21, 1990

Prepared By
Selma City Planning Department

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100 INTRODUCTION

101 PURPOSE AND SCOPE OF THE SPECIFIC PLAN

This Specific Plan sets forth the adopted objectives and policies of the City of Selma regarding the existing and future character and quality of urban development within the Northwest Specific Plan Area. The major objectives for the Plan can be summarized as follows. The first is to protect and enhance the existing, appropriate, urban development within the Specific Plan area. The second is to encourage new urban development that (1) is harmonious with existing urban development; (2) reflects high standards of design; (3) is compatible with the City's major street system; (4) can be provided necessary urban services by the City and other service entities; and (5) conforms with the City's community-wide planning goals and policies; (6) is compatible with the theme established in the Pioneer Village Historical Museum Site; (7) and assures that Federal, State and local financial commitments will be supported by sound planning in the public interest.

The Specific Plan was prepared and adopted pursuant to the authority provided in Section 65450 of the Government Code of the State of California. The Plan defines the land uses that can be developed on all properties within the Specific Plan Area and prescribes detailed standards for the development of these land uses. The Plan also defines the major streets within the Specific Plan Area and establishes standards and policies to ensure their proper functioning. Most importantly, the Plan provides a framework for Federal and State financial assistance that will assure a harmonious and attractive commercial, industrial and residential environment within the Northwest Neighborhood Area, in concert with Pioneer Village Historical Museum themes.

The Plan is divided into five major sections. Section 100, this introduction, explains the purpose and scope of the Plan and its significance. The boundaries of the Specific Plan Area are described in Section 200. In Section 300, the land uses that are appropriate within the Specific Plan Area and the development standards for these land uses are presented. Section 400 defines the major street system within the Specific Plan Area and provides standards and policies for its implementation. Finally, in Section 500, administrative procedures for the Plan are presented.

The Specific Plan format is similar to that used for the McCall Avenue Specific Plan Area, adopted by the City Council in March of 1979.

200 NORTHWEST SPECIFIC PLAN AREA

The boundaries of the Northwest Specific Plan Area are shown on the Specific Plan Map. The Specific Plan Area is generally focused around the freeway (U.S. Route 99) interchange and Floral Avenue, and the Pioneer Village Historical Museum site. The Plan attempts to focus upon the relationship between the Downtown Selma Neighborhood and its extension northwesterly along West Front Street and Whitson Street, while taking advantage of the inherent value of this major entryway to the City of Selma. This will probably be the last freeway interchange that the City will have an opportunity to plan for.

Essentially, the Downtown Commercial Area is envisioned as serving a community shopping area, the McCall Village Shopping Center is envisioned as serving residential neighborhood areas to the northeast, and the Northwest Selma Area is envisioned as serving regional and highway commercial service needs.

The Specific Plan was prepared and adopted pursuant to the authority provided in Section 65450 of the Government Code of the State of California. The Plan defines the land uses that can be developed on all properties within the Specific Plan Area and prescribes detailed standards for the development of these land uses. The Plan also defines the standards within the Specific Plan Area and establishes standards and policies to assure their proper functioning. Most importantly, the Plan provides a framework for Federal and State financial assistance that will assure a harmonious and attractive commercial, industrial and residential environment within the Northwest Neighborhood Area, in concert with Pioneer Village Historical Museum themes.

The Plan is divided into five major sections. Section 100, this introduction, explains the purpose and scope of the Plan and its significance. The boundaries of the Specific Plan Area are described in Section 200. In Section 300, the land uses that are appropriate within the Specific Plan Area and the development standards for these land uses are presented. Section 400 defines the major street system within the Specific Plan Area and provides standards and policies for its implementation. Finally, in Section 500, administrative procedures for the Plan are presented.

The Specific Plan format is similar to that used for the McCall Avenue Specific Plan Area, adopted by the City Council in March of 1979.

300 LAND USE

301 INTRODUCTION

The purpose of this section is to establish objectives, definitions, standards and policies for residential, commercial, industrial, public, and quasi-public land uses within the Specific Plan Area. The Plan is intended to be a "medium range" planning document (five to ten years).

302 OBJECTIVES FOR LAND USE

302-01: General Objectives

- 1.00 To encourage the annexation and development of vacant and underutilized land within the Specific Plan Area that has been bypassed by urban development, due in large part to the lack of infrastructure to support development.
- 2.00 To encourage and manage urban growth on land within the Specific Plan Area when the land has been annexed to the City and can be adequately provided with urban services and facilities by the City, the school district, and other public utilities and service entities.
- 3.00 To establish development standards that will ensure harmonious land use relationships and quality development within the Specific Plan Area, in concert with Federal, State, and Local financial commitments.

302-02: Residential Land Use Objectives

- 1.00 To maintain existing residential neighborhoods free from conflicting land uses and unnecessary traffic.
- 2.00 To encourage and provide appropriate locations for new residential development to the west of U.S. Route 99 as services and facilities are available.
- 3.00 To encourage and provide for a variety of compatible housing types within the Specific Plan Area, that will not be subject to excessive noise and visual infringement of incompatible architecture.
- 4.00 To encourage innovative, well designed, residential development surrounding the Specific Plan Area, primarily to the west.

302-03: Commercial Land Use Objectives

- 1.00 To maintain the Northwest Business Area of Selma as the City's major regional and highway service commercial area.
- 2.00 To define areas that are appropriate for regional, service, and community commercial uses within the Specific Plan Area that are consistent with the Pioneer Village theme.
- 3.00 To ensure that any commercial development within the Specific Plan Area is designed in a manner which will provide a quality entryway for the City.
- 4.00 Establish a connecting corridor to bring about mutual support of the Downtown Commercial Area.
- 5.00 Establish a regional, multifunctional park, centered around Rockwell Pond, that can be used for large scale functions such as rodeos, carnivals, and other functions not easily accommodated in community and neighborhood scale parks. This park concept is displayed in General Plan Amendment file 80-43, Area Study. In conjunction with Pioneer Village, this park site is intended to provide an image of quality and beauty to motorists on U.S. Route 99 as they pass through the City of Selma.

303 LAND USE DEFINITIONS AND STANDARDS

The following are definitions and general standards for the urban residential, commercial, industrial, public, and quasi-public land use classifications described in this Plan. The zoning that is consistent with each land use classification is presented in the Zoning Consistency Table located in this section. Zoning and the General Plan are required to be consistent by State law. The standards for the development of each land use classification are embodied in the zone districts that are consistent with each classification and in the special development standards and definitions contained in this section. The Zoning Consistency Table, is reflective of City policy for the purpose of interpreting land use classifications in this Plan.

ZONING CONSISTENCY TABLE

Specific Plan Map Land Use Classification

Consistent Zoning

Residential

Low Density
Medium Density
High Density

R-1
R-2, R-T-P*
R-3

Residential Office

R-0

Commercial

Neighborhood
Community or Regional
Commercial Service
Highway Commercial

C-1
C-2
C-3
C-H

Industrial

M-1

Public or Quasi-Public Facilities

R-1

Pioneer Village

PV or R-3

Urban Reserve

Low Density Residential Reserve
Community Commercial Reserve

AL-20**/R-1
AL-20**/C-2

*See Section 303-02:2.00 for specific requirements regarding consistency.

**Fresno County Zoning District

303-01: Urban Reserve

Urban reserve means land designated for limited agricultural uses with an indicated future use for urban residential, commercial, industrial, public, or quasi-public purposes.

303-02: Urban Residential Land Uses

- 1.00 Low Density Residential means land designated exclusively for single family residential development, with a minimum of 7,000 square feet of lot area per dwelling unit.
- 2.00 Medium Density Residential means land designated predominantly for multiple family residential development with a minimum of 3,000 square feet of lot area per dwelling unit. Mobilehome parks may be consistent with medium density residential development, subject to review of individual projects and filing of a Conditional Use Permit application.
- 3.00 High Density Residential means land designated exclusively for multiple family residential development with a minimum of 1,500 square feet of lot area per dwelling unit.

303-03: Urban Commercial Uses

- 1.00 Residential - Office means land designated for high density residential uses and general and professional office uses.
- 2.00 Neighborhood Commercial means land designated for retail commercial uses limited to providing convenience shopping goods to an immediate residential area and developed within a unified, master planned shopping center.
- 3.00 Community Commercial means land designated for retail commercial uses providing shopping goods to a major area of the City and developed within a unified, master planned shopping center.
- 4.00 Commercial Service means land designated for primarily wholesale and light manufacturing or repairing.
- 5.00 High Commercial means land designated for commercial uses and providing shopping facilities for surrounding areas and the City, and that are typically used by highway travelers.

6.00 Regional Commercial means land designated for major commercial uses, that is planned to attract shoppers from surrounding communities.

7.00 Urban public and quasi-public land use means land designated for schools, parks, historical facilities, churches, cemeteries, public works yards, utility company uses, community buildings, and other such uses.

304 DEVELOPMENT STANDARDS

304-01: General

The standards set forth in this section shall, unless otherwise specified, apply to all land, uses, signs, buildings or structures within the Specific Plan Area that are developed subsequent to adoption of this Specific Plan. The standards shall be in addition to and shall supercede the standards of the zone district applied to any property within the Specific Plan Area except where the standards of the zone district are more restrictive, in which case the standards of the zone district shall apply.

304-02: Setbacks

1.00 The following setback lines shall apply within the Specific Plan Area. Except as provided in Section 304-02:1.00, no building or other improvements shall be erected or located within the space between a setback line and ultimate right-of-way line or such other line of the street from which the setback line is measured. Setback lines shall be established at the time a site Plan is filed, pursuant to Chapter 20.1 of the City Code.

1.01 Whitson - (lines are variable). The setback lines are located parallel to and 30 feet from property lines on Whitson Street, within the Specific Plan Area. In no event shall a building line be established closer than 10 feet from a right-of-way line.

1.02 Floral Avenue. The setback lines are located parallel to and 30 feet from the ultimate property lines, within the Specific Plan Area.

1.03 U.S. Route 99 - 10 feet of low growing landscaping is required adjacent thereto. Any improvements, structures, change in drainage patterns, etc., that may affect

CALTRANS' operations or facilities shall be referred to the local office of the California Department of Transportation for review and comment.

1.04 Highland Avenue north of U.S. Route 99. A 15 foot setback shall be provided between the property line and any structures.

1.05 Highland Avenue south of U.S. Route 99. The setback lines are located parallel to and 25 feet from the ultimate property line, within the Specific Plan Area.

1.06 West Front Street. The setback lines are located parallel to and 25 feet from the ultimate property lines on West Front Street, within the Specific Plan Area. Where properties have double frontage, the setback shall be 10 feet from ultimate property lines.

1.07 Gaither Street. The setback lines are located parallel to and 25 feet from the ultimate property line.

1.08 Stillman Street. The setback lines are located parallel to and 25 feet from the ultimate property line, within the Specific Plan Area.

1.09 Thompson Avenue. The setback lines are located parallel to and 15 feet from the ultimate property line on Thompson Avenue, within the Specific Plan Area, between West Front and Whitson Streets.

2.00 The following exceptions shall apply to the setback line requirements set forth in Section 304-02:1.00:

2.01 For a lot held in separate ownership at the time of adoption of this Specific Plan, no setback requirement shall be imposed which will reduce by more than one-third the area usable for other than setback (yard) or driveway purposes. An adjusted setback requirement shall be established for the lot, utilizing the provisions of Chapter 20.1 of the Selma City Code, Site Plan Review. The adjusted setback shall not be less than the yard requirements of the zone district in which the lot is located nor shall it in any case be less than 15 feet.

2.02 Cornices, eaves, roof overhangs, beams, joists, and other roof projections, which are integral parts of the architecture of a building, may project over a setback line not more than 48 inches so long as the projection does not conflict with the landscape design plan approved for the site pursuant to Section 304-03:4.00. Said projection shall be a minimum of eight feet above the finished grade of the land adjacent to the building and shall not have supporting members such as posts, pillars, or walls within the setback area.

2.03 A free standing or monument sign that is permitted pursuant to Section 304-04:2.02 of this Specific Plan or by the regulations of a zoning district may be located within a required setback area, but shall not extend over a public right-of-way and shall be placed at least ten feet back of any sidewalk line.

304-03: Landscaping

1.00 The entire area between the curb of a street and the setback line that is established pursuant to Section 304-02, above, except that portion occupied by sidewalks, driveways, and permitted free standing signs, shall be landscaped, and said landscaping shall be continuously maintained. There shall be no parking, loading or storage within the required landscaped area.

The landscaping required within the above named area shall include at least eight ten-gallon or larger trees per 100 lineal feet of street frontage. At least fifty percent of the trees shall be from the following list: *Ulmus sempervirens*, *Pinus carariensis* (Canary Island pine), *Ginkgo biloba* (Maidenhair Tree), *Pistacia chinensis* (Chinese Pistache), *Eucalyptus sideroxylon* "Rosea" (Red Iron Bark), *Ulmus parvifolia* "Sempervirens" (Dwarf Chinese Elm), *Sequoia* "Sempervirens" (Coast Redwood), *Metasequoia glyptostroboides* (Dawn Redwood).

2.00 Not less than five percent of the interior area of all parking lots for commercial and offices uses, including parking spaces, driveways, sidewalks, and accessways, shall be landscaped. Landscaping required pursuant to Section 304-03:1.00, in the setback area, shall not be considered as meeting part of the interior landscaping requirements.

Moreover, parking areas shall not be considered in calculating the interior landscape requirements. Individual planting strips or islands shall be not less than seventy (70) square feet in area.

3.00 A permanent irrigation system with automatic timing devices shall be provided for all landscaping required pursuant to this section.

4.00 For any use for which landscaping is required pursuant to this section, a landscape design and irrigation plan shall be submitted to, and approved by, the Planning Official prior to the issuance of a building permit. The required irrigation system shall be installed and be operative and the required landscaping shall be installed prior to the final sign-off of the building permit by the City Building Official.

304-04: Signs

1.00 The provisions of the individual zoning districts as they pertain to signs and advertising structures shall apply to areas designated by this Specific Plan in low, medium and high density residential uses and for residential-office uses.

2.00 The following signs only shall be permitted in areas designated by this Specific Plan for commercial uses.

2.01 "For Rent" or "For Sale" signs posted on a lot or building by the owner or his authorized agent. Said signs shall not exceed twenty-four (24) square feet in area and there shall not be more than two (2) such signs for any one (1) lot, building or occupancy.

2.02 A maximum of one (1) free standing or monument sign for each street frontage shall be permitted subject to the following regulations:

A. The free standing or monument sign shall not exceed twenty (20) feet in height.

B. The free standing or monument sign shall be placed a minimum of ten (10) feet back of any sidewalk line and no portion of the sign shall extend over a public right-of-way, but may be located within the setback area.

- C. The free standing or monument sign shall not exceed sixty (60) square feet in area on one face or 120 square feet if two sided.
- D. The free standing or monument sign shall contain thereon only the name of the buildings, occupants or groups therein.
- E. Street frontage shall mean that frontage on a public street of each separate ownership of land, whether in one (1) parcel or two (2) or more parcels not merged under Section 66424.2 of the Subdivision Map Act and operated as an integrated unit sharing common facilities (such as parking lots).
- F. The free standing or monument sign shall not be blinking, flashing, rotating or animated. Lights used to illuminate the sign shall be installed to concentrate the illumination on the sign and to minimize glare upon a public street or adjacent property. Any structure, device (whether fixed or free standing), flag, building names, street numbers when over four square feet in area, logos, mansards, poles, etc., that convey a message in either graphic, numerical, or written form (time and temperature signs excepted), are prohibited.
- G. A double-faced free standing or monument sign may be erected having the allowable sign area on each side of the sign; provided the maximum dimension between the two faces of the double-faced sign shall not exceed twenty-four (24) inches.
- H. There shall be a continuously maintained landscaped area surrounding the base of any free standing sign. The size of the area shall be twice the area of one face of the sign and shall be not less than 70 square feet in area.
- I. The design materials and color of the structure supporting a free standing sign shall be harmonious with the design of the facility which the sign identifies. Acceptable materials for the structure shall be limited to wood, masonry, stucco over wood or steel frame, and precast concrete.

2.03 A maximum of one (1) freeway-oriented sign shall be permitted per parcel, subject to the following regulations:

A. The freeway-oriented sign shall not exceed 75 feet in height.

B. The freeway-oriented sign shall only be located in the rear 40% of the property or a minimum of fifty (50) feet from any ultimate right-of-way, whichever is greater, but in no case forward of the front building line of any structure on the property; except that on through lots, as defined in Section 11-1-1 of the City Code, a freeway-oriented sign shall be located in the central area of the property as determined by multiplying 40% times the depth of the property from each right-of-way.

C. Freeway-oriented signs shall be limited to the following Northwest Specific Plan Areas:

- 1) Area 1 - two parcels: APN 358-200-13 and APN 358-200-14
- 2) Area 2 parcels fronting on Highland and Floral;
- 3) Area 4 parcels designated Regional Commercial;
- 4) Area 5 parcels, large parcels backing into U.S. 99;
- 5) Area 7 parcels designated Regional Commercial;
- 6) Area 8 parcels designated Regional Commercial;
- 7) Area 9 parcels, large parcels backing into U.S. 99.

D. Shopping centers shall be limited to one (1) freeway-oriented sign identifying the Center.

E. The freeway-oriented signs shall contain thereon only the name of the building, occupants or groups therein.

F. The freeway-oriented sign shall not be blinking, flashing, rotating or animated. Lights used to illuminate the sign shall be installed to concentrate the illumination on the sign and to minimize glare upon a public street or adjacent property.

G. There shall be a continuously maintained landscaped area surrounding the base of any freeway oriented sign. The size of the landscaping area at the base shall not be less than 70 square feet.

H. The design materials and color of the structure supporting a free standing sign shall be harmonious with the design of the facility which the sign identifies.

I. Freeway-oriented signs shall be adjusted as to height and location, subject to these provisions, so as not to block existing signs on neighboring parcels.

2.04 Signs indicating the name and nature of the occupancy, the name and address of the building or the owner. These signs (hereinafter called occupancy signs) shall be placed or painted only on an exterior wall or facade of the building according to the following regulations.

A. The total area of all occupancy signs located on any exterior wall or facade of any occupancy shall not exceed ten (10) percent of the total area of said exterior wall or facade, but need not be less than forty (40) square feet.

B. No occupancy sign area may extend or be located above the top of the exterior wall or facade of a building.

C. Occupancy sign shall be permitted only on an exterior wall or facade in which there is located a customer entrance to the occupancy, or which faces a public street other than a local residential street.

D. Occupancy signs shall be lighted only in accordance with the provisions of Section 304-04:2.03D.

E. Occupancy signs shall be mounted against the wall or facade of a building with the exposed face of the sign parallel to the plane of the wall or facade.

F. Background areas for occupancy signs within a commercial development under one ownership and sharing common facilities shall generally be uniform in design and shall have the effect of promoting a visual continuity and orderliness within the development.

2.05 One occupancy sign, attached to the underside of an overhang or arcade extending over a private sidewalk, and with a maximum area of five (5) square feet, shall be permitted for each occupancy located in the building to which the overhang or arcade is attached. Said sign shall have a minimum clearance of eight (8) feet above the sidewalk and shall be suspended from or attached to the arcade or overhang, perpendicular to the exterior wall of the occupancy.

2.06 Signs designated by the governmental agencies indicating authorized testing services available on the premises, signs indicating credit cards accepted, and signs indicating trading stamps or promotional items offered, subject to the following regulations:

A. Such signs shall be located adjacent to each other in a single assemblage, the total combined area of which shall not exceed fifteen (15) square feet.

B. One such assemblage shall be allowed for each occupancy.

C. Each assemblage shall be located flat against an exterior wall or facade of the building, canopies excluded, and shall not extend above or beyond said wall or facade.

D. Such signs shall be of durable construction and shall be affixed to the building. No portable signs shall be permitted.

E. Such signs shall be illuminated only in accordance with the provisions of Section 304-04:2.03D.

2.07 All permitted for sale, for rent, directional, free standing or monument, freeway-oriented and occupancy signs and background area shall be designed in conformity with the following requirements:

A. All numerals, letters, symbols and trademarks on a sign shall be applied to an contained within a background area. Background area shall mean the entire area of a display surface upon which sign copy could be placed.

B. Background area for each sign shall be a single geometric shape suspended by continuous lines at the perimeter of the display surface upon which sign copy is located. A geometrical shape shall be limited to a rectangle, square, circle, oval, triangle, pentagon, hexagon, octagon, regular polygon, a trapezoid or an ellipse. Protrusions or extensions outside the geometrical shape of the background area are prohibited.

C. The copy area of a sign shall not exceed forty (40) percent of the background area to which it is applied. In computing copy area, straight lines drawn closest to copy extremities encompassing individual letters or words shall be used.

2.08 Advertising structures (billboards) shall not be permitted within the Specific Plan Area.

2.09 An electronic display sign, including time and temperature signs, may be permitted subject to approval of a Conditional Use Permit establishing compliance with the following guidelines:

A. An electronic display sign shall be defined as sign displays which have a changeable message which may be changed by electronic processes or by remote control. For purposes of the Northwest Specific Plan, illumination of an electronic display sign shall not be considered to be flashing, intermittent or moving. However, no display may include any illumination which is in motion or appears to be in motion or changes in intensity or exposes its

message for less than four (4) seconds. The interval between messages shall not be less than one second.

B. Electronic display signs are considered to be compatible with the rural setting of the City of Selma and goals of the Northwest Specific Plan when oriented to and in close proximity to California State Freeway 99.

1. Electronic display signs shall be permitted only on properties that are adjacent to the freeway and that are zoned for Highway Commercial, Commercial Service or Central Commercial uses.

2. No electronic display sign shall be located a distance greater than 100 feet from the right-of-way line of the freeway or on/off ramp.

3. Electronic display signs shall be considered as freeway oriented signs and shall be the only freeway oriented sign for a property. No electronic display signs shall be permitted on a property if such sign results in an excess of the number of freeway oriented or free-standing signs permitted for the property by the Northwest Specific Plan.

C. Electronic display signs shall only advertise the name, occupant or use of the property upon which it is located or the products produced or offered for sale, thereon. A display identifying the name, occupants and products of an integrated shopping center, containing common parking areas, may be permitted.

D. No electronic display shall be placed or located within 1000 feet of another electronic display.

E. The maximum height of an electronic display shall not exceed seventy-five (75) feet.

F. The maximum size of any sign shall not exceed a total area of 400 square feet for each side. A maximum of two sign faces shall be permitted.

304-05: Architectural Design Criteria

- 1.00 Buildings and structures within an interdependent unit such as a shopping center or office complex shall be designed to reflect a common approach to architectural treatment, which is consistent with the theme established in the Pioneer Village Historical Site. Unusual designs such as those associated with franchise type businesses shall be modified to reflect the approach common to the overall design for the center or complex with which they are associated.
- 2.00 Use of exposed, painted or unpainted, sheet metal exterior walls, roofs, parapets, etc., shall be permitted only if a conditional use permit is approved or conditionally approved to allow said materials. The procedure for securing a conditional use permit shall be as set forth in Selma City Code Section 11-16.

305 POLICIES FOR URBAN LAND USE

305-01: General Policies for Urban Land Use

- 1.00 Policies for determining and maintaining consistency between the Specific Plan and the Selma City Code Zoning and Subdivisions Sections.
 - 1.01 The City will only approve amendments to the Zoning Ordinance, conditional use permits, variances and subdivisions of land, together with the provisions for their design and improvements, that are consistent with the Specific Plan.
 - 1.02 Upon adoption of the Specific Plan, or upon adoption of any subsequent amendments to it, the City will undertake any amendments to the Zoning Ordinance that are necessary in order to maintain consistency between it and this Specific Plan.
 - 1.03 Zoning that is consistent with the land use classifications shown on the Specific Plan Map is specified on the Zoning Consistency Table, Section 303.
 - 1.04 A subdivision shall be considered consistent with this Specific Plan when the following conditions are met:

A. The land uses proposed for the subdivision are consistent with the land uses shown on the Specific Plan Map for the property to be subdivided.

B. The existing or proposed zoning of the property to be subdivided is consistent with the Specific Plan as determined by reference to the Zoning Consistency Table.

C. The subdivision conforms to the Policies for Urban Growth Management, Section 305-01:2.00 of this Specific Plan.

D. The design and improvements of the subdivision are consistent with all applicable provisions of the Selma General Plan, this Specific Plan, and the City's Zoning and Subdivision Ordinances and development standards.

2.00 Policies for Urban Growth Management. The Specific Plan Map designates the land within the Specific Plan Area that is appropriate for urban residential and commercial development as well as urban reserve lands that are appropriate for future urban growth, with agriculture as their interim use. The following are policies of the City for managing the timing, extent and location of urban growth within the Specific Plan Area.

2.01 To protect land designated for urban growth within the unincorporated portions of the Specific Plan Area from inappropriate or premature development, the City will request that within the designated area, Fresno County will:

A. Maintain limited agricultural zoning on all land designated for future urban use within the Specific Plan Area. The operational characteristics of uses permitted within the limited agricultural zone should be such that they will not adversely affect the existing or future use of the land within the Specific Plan Area for urban purposes.

B. Maintain zoning that prohibits the division of the land into lots less than twenty acres in area.

C. The City will protest requests to establish California Land Conservation Act contracts within areas designated for urban growth. The purpose is to protect the City so that the land can be properly taxed when annexed to the City.

D. Refer all proposals for urban development to the City for consideration in relation to the County's policy for referral.

E. Where a proposal for development of unincorporated land does not meet the conditions specified in Section 305-01:2.03, but is within the area designated for urban development on the Specific Plan Map, the City will advise Fresno County that the proposed development is premature, is not consistent with this Specific Plan, and will request that the County not approve the application.

2.02 The City will consider proposals for urban growth and development within the Specific Plan Area to be consistent with the Policies for Urban Growth Management of this Specific Plan if all of the following conditions are met:

A. The property is annexed to the City.

B. The proposed type of development is consistent with the land use classification shown for the land on the Specific Plan Map. (See also the location of 150' height contour in the Selma Aerodrome. Further explanation of this contour line is provided in the August 24, 1982 minutes of the Planning Commission, which are included in the Appendix.)

C. The proposed development can be adequately served by the local water company water system.

D. The proposed development can be adequately served by the Selma-Kingsburg-Fowler County Sanitation District wastewater collection and treatment system.

- E. The proposed development can be served by a drainage system approved by the City without requiring extensions of the City drainage system beyond those which the developer will consent to provide. (Ref: City of Selma, Urbanizing Area Master Plan for Storm Drainage, as revised.)
- F. The proposed development can be provided with an adequate level of fire protection by the City.
- G. The proposed development can be served by the City's major street system without substantially altering existing traffic patterns or overloading the street system and without requiring improvements to the street system, beyond those which the developer will consent to provide.
- H. The proposed development can be provided with adequate park and recreation facilities without requiring additions to existing facilities, beyond those which the developer will consent to provide.
- I. The local school district can absorb the children expected to inhabit the proposed development in accordance with established classroom or facility standards of the district.

305-02: Policies for Urban Land Use within the Specific Plan Area

- 1.00 Subject to the exceptions noted in Section 305-02:2.00, below, the land within the Specific Plan Area shall be developed in accordance with the land use classifications shown on the Specific Plan Map and the standards and zoning specified in Section 303 and 304 of this Specific Plan.
- 2.00 Certain areas within the Specific Plan Area which are designated for specific urban uses on the Specific Plan Map may also be appropriate for uses other than those shown on the map. These areas are designated by numbers on the Specific Plan Map. The following are the policies of the City regarding land uses in each of these areas.
- 2.01 Area One

Area One is designated on the Specific Plan Map for Commercial Service uses. The City

will encourage automobile related business uses in this area, to include auto and tractor sales, parts and equipment stores, auto upholstery and top shops, and auto supply stores. Along the south side of Area One and on the north side of Floral, neighborhood oriented commercial uses will be encouraged. Entryway beautification on Floral Avenue shall be provided and maintained consistent with requirements imposed under the City's Site Plan Review procedure, as well as on Whitson, and as described in Section 304-03.

2.02 Area Two

Area Two is designated on the Specific Plan Map for Commercial Service uses. The area may also be developed with auto related businesses, which include auto body and fender repair, auto repair, rebuilding and repainting, auto washing and steam cleaning. In Area Two, the entryway beautification requirements, as in Area One, and as described in Section 304-03, shall be required.

2.03 Area Three

Area Three is designated on the Specific Plan Map for Community Commercial uses. Retail Commercial, restaurants or cafes, motels, theaters or auditoriums, bars and night clubs, and public or private parking uses shall be encouraged. Quasi-public or public uses may also be permitted east of Whitson Avenue. The area may be developed as an entertainment center to compliment the Pioneer Village theme of Turn-of-the-Century. This area may also serve as a corridor to downtown and the entryway beautification requirements shall be provided as specified in Section 304-03. The City shall make an effort to landscape the center median of Whitson as funds permit.

2.04 Area Four

Area Four is designated on the Specific Plan Map as a future Regional or Community Park. A portion of the area may be developed for Regional or Community Commercial uses, as shown in the Area Study for this portion of Selma (GPA No. 80-43). This area may also

serve as a corridor to downtown and the entryway beautification requirements shall be provided as specified in Section 304-03.

2.05 Area Five

Area Five is designated on the Specific Plan Map for Community Commercial and Highway Commercial uses. Seven acres at the northeast corner may be developed as a public works facility. (Lends itself to City landfill and/or ponding facility as needed in the future.) The remainder of the area can be developed as a diverse entertainment, eating, and recreation area to compliment the Pioneer Village Museum. The area may also be used for expansion of the Pioneer Village Museum. This area may also serve as a corridor to downtown and the entryway beautification requirements shall be provided as specified in Section 304-03.

2.06 Area Six

Area Six is designated as a Light Manufacturing Urban Reserve Area. Phasing of development may be permitted upon approval of a site master plan by the Planning Commission. The northwest corner may be developed for recreation or ponding basin facilities. Along the south side of Cortley Street and adjacent to existing residential areas on the east, a dense landscape buffer zone of 20 feet shall be provided and a masonry wall as required by the Selma City Code. This area may also serve as a corridor to downtown and the entryway beautification requirements shall be provided as specified in Section 304-03 along Highland Avenue.

2.07 Area Seven

Area Seven is designated for Regional Commercial uses and future Residential uses as shown in the Area Study for west Selma (GPA No. 80-43). This area may also serve as a corridor to downtown and the entryway beautification requirements shall be provided as specified in Section 304-03.

2.08 Area Eight

Area Eight is designated for Regional Commercial or Commercial Service. Area Eight

lends itself to an automobile sales facility or regional commercial use requiring freeway exposure. A temporary ponding basin will be required on the southeast side of the site until permanent ponding facilities are available south of Rose Avenue. A buffer zone between residential uses on the south and this site shall be provided. A minimum of 10 feet of dense landscaping, and a masonry wall as required by the Selma City Code shall be provided in the event that this site is developed before the proposed subdivision on the south. In the event that the subdivision to the south is developed first, then the masonry wall requirement on the south side of the site shall match the existing wall. This area may also serve as a corridor to downtown and the entryway beautification requirements shall be provided as specified in Section 304-03.

2.09 Area Nine

Area Nine is designated for a combination of commercial uses, due to its location near residential areas to the south and east. Existing mixed commercial uses exist in this area, and a shopping center is proposed. Excluded from this area are manufacturing and wholesale commercial uses that would detract from the ultimate appearance of the area. This area may also serve as a corridor to downtown and the entryway beautification requirements shall be provided as specified in Section 304-03.

400 CIRCULATION

401 INTRODUCTION

The purpose of this section is to establish objectives, definitions, standards and policies for streets within the Northwest Specific Plan Area.

402 OBJECTIVES FOR CIRCULATION

402-01: General Objectives

- 1.00 To provide a major street system within the Specific Plan Area capable of carrying traffic in a safe and efficient manner.
- 2.00 To ensure the safe and efficient functioning of designated major streets through proper street design, control of access and through the adoption of precise plan lines for the streets.
- 3.00 To require adequate off-street parking for all uses.
- 4.00 To provide for safe and efficient access for pedestrians, bicyclists, and the handicapped to all points within the Specific Plan Area.

403 CIRCULATION DEFINITIONS AND STANDARDS

The following are definitions and generalized standards for the street system within the Specific Plan Area. Specific design standards for the streets are set forth in the City's Standard Drawings and Specifications Manual.

403-01: Principal arterials Type IV (Freeway)

A freeway is an expressway with full control of access and all grade crossings eliminated.

403-02: Principal arterials Type IV (Expressway)

An expressway is a divided arterial highway for through traffic with partial control of access.

403-03: Minor Arterial - Secondary

An arterial provides for through traffic movement on a continuous route joining major traffic generators, other arterials, expressways and freeways.

403-04: Minor Arterial - Local (Parkway)

Parkways are landscaped streets leading to open space areas of interest. Art Gonzales Parkway has been designated as the entryway to the Pioneer Village site.

403-05: Urban Collector

A collector provides for internal traffic movement within the Specific Plan Area and the City and connects local roads to the arterial system.

403-06: Urban Local

An urban local street provides for internal traffic movement within residential area and connects to the collectors. Local streets normally are two-lane roads.

404 POLICIES FOR CIRCULATION

404-01: General Policies and Classification for Streets

1.00 The following are the policies of the City for streets within the Specific Plan Area. The City will:

1.01 Maintain and develop streets in a manner that is supportive of the land use objectives and policies of the Specific Plan.

1.02 Adopt and maintain Precise Plan Lines for the major streets within the Specific Plan Area, as needed.

1.03 Require as a condition of approval of any new development or substantial alteration of existing development, street dedication or improvements that are necessary to complete the major and local street systems within the Specific Plan Area, including signalization.

1.04 Require that the location and number of points of ingress and egress to property be established by the conditions established upon Site Plan Review under Section 11-20.1 of the Zoning Ordinance.

1.05 Require the construction of full width streets as a condition of approval of subdivisions of land. Partial width streets shall be developed as prescribed in the

City's Circulation Element of the General Plan - Policy Section.

- 1.06 Require provisions for the handicapped, as specified by State law.
- 1.07 Coordinate street planning with State of California and Fresno County to ensure the orderly development of Floral and Highland Avenues, as well as area adjacent to U.S. Route 99.

404-02: Functional Classification of Streets and Highways

- 1.00 The following are the functional classifications of the streets within the Specific Plan Area. It is the policy of the City to develop these streets in accordance with the standards specified in Section 403 and the policies specified in Section 404-01.

1.01 Principal Arterial Type IV (Freeway)

- A. U.S. Route 99

1.02 Principal Arterial Type IV (Expressway)

- A. Highland Avenue, south of Floral Avenue
- B. Golden State Blvd., northerly of West Front Street.

1.03 Minor Arterial - Secondary

- A. Floral Avenue
- B. Highland Avenue, north of Floral Avenue
- C. Whitson Avenue

1.04 Urban Collector

- A. West Front Street
- B. Thompson Avenue
- C. Rose Avenue

1.05 Urban Local

- A. Stillman Avenue west of Highland Avenue

1.06 Minor Arterial - Local (Parkway)

- A. Art Gonzales Parkway

1.07 Local Street

A. All other streets within the Specific Plan Area.

404-03: Policies for Pedestrian Paths and Nonmotorized Facilities

- 1.00 The City will require the construction of sidewalks as a condition of approval of all urban development within the Specific Plan Area requiring the issuance of a building permit and as a condition of approval of any subdivision of land for commercial or residential purposes. The sidewalks shall include provisions for the handicapped as required by State law.
- 2.00 The City may require the construction of pedestrian paths, separate from sidewalks, as a condition of approval of new development.
- 3.00 The City will require provision of bicycle lanes in developments where indicated in the Bicycle Lane Plan as adopted by the City Council.
- 4.00 The City will require, in conjunction with the Site Plan Review process, benches and seating areas to compliment the City's transit system, particularly for the elderly and the handicapped.

CITY OF SELMA

NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT
(Including Correspondence and Related Documents)

State Clearinghouse No. SCH 81073057

Prepared by

Selma City Planning Department

July 1981

Memorandum

SEP 8 1981
RECEIVED

To : Steve Williamson
STATE CLEARINGHOUSE
1400 Tenth Street, Rm 121

Date : AUG 24 1981

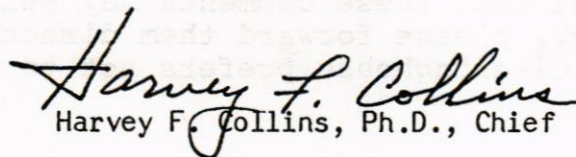
Subject: Negative Declaration for
Northwest Selma Specific Plan,
Fresno County - SCH #81073057

From : ENVIRONMENTAL HEALTH BRANCH

The Office of Noise Control has reviewed the above Negative Declaration and offers the following comments.

With respect to Area 7, noise levels from traffic on Highland Avenue may be incompatible with a residential development even with an offset of 25 feet. An acoustical consultant should be used to assure compatibility before housing projects are permitted.

If you have any questions regarding the above comments, please contact Dr. Jerome S. Lukas, Office of Noise Control, 2151 Berkeley Way, Rm 516, Berkeley, California 94704, 415/540-2665.


Harvey F. Collins, Ph.D., Chief

(9/3/81: The Office of Noise Control received the subject Negative Declaration late; hence, the comment is for your information.)

Memorandum

To : ENVIRONMENTAL HEALTH- OFFICE OF
NOISE CONTROL.

Date: September 1, 1981

From : Governor's Office
Office of Planning and Research State Clearinghouse

Subject: LATE COMMENTS ON CLEARINGHOUSE DOCUMENTS

Project Title: Northwest Specific Plan SCH# 81073057
Lead Agency: City of Selma
Neg Dec X EIR

We are returning late comments made by your office on the above environmental document. These comments were due to the Lead Agency on 8/19/81. They were received by the State Clearinghouse on 9/1/81.

We did not forward these comments to the Lead Agency because they are 13 days late, and a recent court decision (Cleary v. County of Stanislaus, California Court of Appeal, April 27, 1981, 118 Cal. App. 3d 348, as modified 118 Cal. App. 3d 1011a.) has determined that late state comments on environmental documents need not be responded to by the Lead Agency.

If you feel that these comments may still be of some use to the Lead Agency, please forward them directly from your office, as the State Clearinghouse prefers not to transmit

CITY OF SELMA

PLANNING COMMISSION MINUTES
AUGUST 24, 1981

The Planning Commission meeting was called to order by Chairman Lazarin at 7:30 p.m. in the City Hall. Members of the Commission present were Moore, Contreras, Grutzmacher, Chesebro, Eschwig and Lazarin. Members absent were Mauldin, Koch and Varela. Staff present included Leonard and Houk. Also present were Randy McFarland, John Rodie and Don Gouge, of the Fresno County Planning Department and Secretary to the Airport Land Use Commission.

APPROVAL OF MINUTES:

Commissioner Eschwig requested a correction to the draft minutes of the July 27, 1981, minutes, Page 3 of 5, second paragraph, the motion should read as follows:

RESOLUTION NO. 81-422: After discussion, and after making necessary findings, on motion by Commissioner Moore, seconded by Commissioner Chesebro, with conditions as included in the staff report, Tentative Parcel Map No. 81-53, EIC No. 81-289, was approved by the following vote. Ayes: Moore, Chesebro, Koch, Grutzmacher, Contreras, Lazarin. Noes: Mauldin, Eschwig.

On motion by Commissioner Eschwig, seconded by Commissioner Chesebro, the minutes of the July 27, 1981, meeting were approved with the correction to the motion on Resolution No. 81-422. Approved unanimously.

CONTINUED ITEMS:

➡ General Plan Amendment No. 81-48 (Including GPA 80-41, EIC 80-240; GPA 81-45, Zone Change 81-192, EIC 81-280; GPA 81-46, EIC 81-281): Staff briefly reported on the comments received from the Airport Land Use Commission relative to the Land Use recommendations in the Area Study completed for the Pioneer Square Shopping Center (GPA 80-43), and referenced in the Northwest Specific Plan, General Plan Amendment No. 80-41. Chairman Lazarin welcomed Mr. Don Gouge and invited him to speak to the Commission.

Mr. Gouge introduced himself to the Commission as Secretary to the Fresno County Airport Land Use Commission and Senior Planner for the Fresno County Planning Department. Mr. Gouge indicated that other cities throughout the State have problems in airport location and land uses surrounding them. Mr. Gouge indicated that the County staff reviewed the Northwest Specific Plan and had provided comments which the staff had provided to the Commission in the form of maps for review. Mr. Gouge pointed out that the Airport Land Use Commission Authority was established in 1969 by the State Legislature as an optional function. This function was established to protect airports and land uses surrounding them. The State Legislature

felt need for another level of control between the State and the County. The Fresno County Land Use Commission was established in 1971, and includes two members of the Board of Supervisors, Supervisors Huey and Johnson, the large air carrier representative, Fresno Air Terminal, one Mayor, from Coalinga, one member representing the public, Mr. Kilpatrick from the Air National Guard, and Jack Bolt, former Air Force pilot, is the member-at-large. Mr. Gouge pointed out that the Airport Land Use Commission is in the process of preparing land use plans for airports in Fresno County. These plans are being prepared through the Council of Fresno County Governments and the plans, which were due last June to be published, were delayed because the weather conditions were such that the consultant was unable to finish some of the necessary testing. (Weather conditions would be established for drawing noise footprints.) Eventually, the County Airport Land Use Commission will be referring the Selma Airdrome Environs Plan for the City to review. Mr. Gouge indicated that the Airport Land Use Commission wished the City to maintain as much open space as possible around the Selma Airport. Selma Airdrome is a Class 2 Utility airport with approximately 90% of aircraft able to land and take off from the facility. Agriculture aircraft go to the northeast on take off and land to the southwest. Few airplanes come in on a straight approach, due to the northwesterly winds in the area. The noise footprint for the Selma Airdrome is designed to show an annual average of 60 CNEL, with an increase of ten times for each decibel level. The fewer people subject to noise the less difficulty there is in maintaining the viability of the airport. Some commercial and other uses could result in possible disasters similar to the one experienced in Sacramento several years ago. The area on the drawings presented to the Commission showed the area within red as the 150' height limitation. It was agreed that open space west of Leonard Avenue should be maintained in the Northwest Specific Plan. Low density uses in the 3,000 to 5,000 foot pattern could be feasible*. Mr. Gouge apologized to the Commission for the length of time it took the County to respond and indicated that some changes had been made at the County Planning Department to prevent this from occurring in the future.

The comments received from CALTRANS regarding the necessity for an EIR on the Northwest Specific Plan were considered, and staff responded to the comments which were received by telephone on Monday, August 24th (the day of the Planning Commission Meeting). Comments from CALTRANS were responded to by the Planning Director and read into the record of the Commission as follows:

1. Section 302-01: General Objectives appear to be in conflict with the California Urban Strategy. CALTRANS recommended that this objective be deleted from the Northwest Specific Plan.

Staff Response: Whenever urban land is bypassed and is being served by streets, utilities, etc., then the statement is true.

Solution: Adopt a statement of overriding economic reasons for adoption of the Plan. This general objective recognizes the

*At no greater than two dwelling units per acre.

possibility of the creation of "islands" which are opposed by the Local Agency Formation Commission when land is annexed to the City.

2. We commend the City's effort to develop and maintain General Plan and Zoning Ordinance consistency as required by State law.

Staff Response: None.

3. Section 403, Circulation Definitions Standards: CALTRANS pointed out that these designations are not consistent with FAS/FAU functional classifications for streets and roads. While it is not mandatory that the designations used be the same as the Federal classifications, it could simplify procedures should Federal aid for streets and roads be applied for.

Staff Response: Staff is in agreement with this comment and the definitions shall be amended as appropriate.

4. Overall, the Northwest Specific Plan is a well written planning document and should be useful in guiding development within the planning area. We do, however, have some reservations regarding the Initial Study and supporting document.

Staff Response: The City has budgeted the preparation of the Land Use Element for fiscal year 81-82 and the Environmental Impact Review Committee could not support the preparation of an Environmental Impact Report for this project, since it is customary for the City, as a matter of policy, to have developers pay for the preparation of EIR's.

Solution: The Commission concluded that the requirements for an EIR should be incorporated into the Land Use Element and Circulation Element to be prepared in 81-82, either as a separate document or in conjunction with the document, which is allowed by CEQA.

5. CALTRANS pointed out that the Traffic Study recently completed by the City was not sufficient in itself to support the decision to prepare a negative declaration.

Staff Response: Staff agrees. The confusion here lies in the fact that the Circulation Element was adopted as an "Interim" Element, with the understanding that it would be updated and amended to coincide with the Land Use Element when it was prepared. The importance of preparing the Interim Circulation Element was to bring forth the policies presently in the Plan and adjust those to coincide with previous Plan amendments made by the City and provide a policy base for review of the Traffic Study as well as Circulation Element amendments under consideration.

6. CALTRANS questioned when the Interim Circulation Element, which is still in final preparation, will be circulated for review.

Staff Response: Staff agrees this is necessary, however, it should be done at such time as the Land Use Element is sent out in conjunction with it. Many decisions are yet to be made by the City Council and the City Planning Commission regarding the Land Use Element and the importance of doing the Specific Plans is to get public involvement in the specific areas around the City so that the overall Land Use Element can be aggregated with the general support of the public. We believe that any document can be referenced as a supporting document for other environmental reports.

Solution: CALTRANS' comment is one regarding procedure rather than substance, and will be resolved in the near future.

7. CALTRANS indicated that the Traffic Impact Analysis for Pioneer Square, prepared by TJKM Transportation Consultants and dated January 1981, may be considered for inclusion in the environmental assessment as supporting documentation. In their review of this analysis it was noted that:

- A. Pioneer Square Traffic Impact Analysis was primarily concerned with Pioneer Square development and possible adjacent residential development. The Traffic Impact Analysis did not attempt to analyze traffic conditions in the additional area covered by the Northwest Specific Plan.
- B. Page 7, paragraph 3 of the TIA states, "In order to assess the effect of additional development in the area on the street system and on the proposed development, reference was made to the Selma Circulation Element which is in final preparation at the present time. The Circulation Element assumed a substantial amount of development in the west portion of Selma." All of the traffic projections, then, are based on the Selma Circulation Element.
- C. CALTRANS found the mitigation measures recommended by the TIA inadequate and required additional measures to mitigate traffic impact. These requirements have not been incorporated in the TIA.

Staff Response: The Pioneer Square Project and the Northwest Specific Plan are running concurrently and the mitigation measures recommended by CALTRANS have been incorporated into the minutes of the Traffic/Street Commission and will be incorporated into the Precise Plan requirements for the Pioneer Square Shopping Center proposal. All mitigation measures recommended by CALTRANS have

been accounted for and will be provided for in an agreement to complete necessary improvements as recommended by the CALTRANS staff. Their comment is valid in regard to the Traffic Impact Analysis and we will request that the shopping center conditions include the updating of this Traffic Impact Analysis.

A major concern of CALTRANS is that no environmental impact report has been prepared relative to the Interim Circulation Element of the Selma General Plan. In the absence of such a document then the Northwest Specific Plan should not be referenced back to a negative declaration. We believe this problem goes further because the General Plan which was prepared in 1973-74 was in itself incomplete, since no environmental impact report was prepared on that Plan. Staff pointed out that the only solution here lies in the present approach being taken, mainly to prepare the EIR or its equivalent in conjunction with the Circulation Element and the Land Use Element in a fashion that is administratively acceptable. These projects have been budgeted to be carried out in the 81-82 Fiscal Year. Staff agreed with CALTRANS that they should have copies of any documents not in their file and the negative declarations for previous projects will be sent to them.

RESOLUTION NO. 81-421:

After discussion, and after making findings as required by law, on motion by Commissioner Eschwig, seconded by Commissioner Moore, General Plan Amendment No. 81-48, with revised land use recommendations for the Northwest Specific Plan (GPA 80-41) per staff and Fresno County Airport Land Use Commission's recommendation, was recommended to the City Council for approval. Approved unanimously.

PUBLIC HEARINGS:

Home Occupation Permit No. 81-28, EIC No. 81-293: The applicant is John Rodie. The request is to make and sell trophies at his residence located at 1448 Barbara Street. Staff reported on the project, recommending approval of the project, emphasizing to the applicant and the Commission that the use must be incidental to the home. Chairman Lazarin opened the public hearing, calling for testimony in favor of the project. Mr. Rodie spoke in favor of the project, stating that the use would be incidental, and that he and his wife are hoping that business is such that they will be able to open an office downtown in the near future. Chairman Lazarin then called for testimony in opposition to the project. Hearing none, he closed the public hearing and referred the matter back to the Commission for action.

RESOLUTION NO. 81-427:

After discussion, on motion by Commissioner Eschwig, seconded by Commissioner Grutzmacher, Home Occupation Permit No. 81-28 was approved subject to restrictions in the City Code, and subject to conditions listed in Exhibit

"A" to be attached to this Resolution. Approved unanimously.

OTHER ITEMS:

Standard Specifications for Public Works: Staff requested all written comments along with the draft manual be turned in. The Commissioners asked questions of the Planning Director and there was a brief discussion on several items. Staff reported to the Commission that this project should be put on next month's agenda for public hearing as an amendment of the City Code. The Commission's comments were favorable. Staff to confer with the Subdivision Committee and set hearing for September.

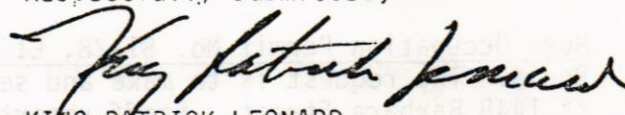
Appointment List: Staff referred the Commissioners to the updated City Appointment List. Commissioner Grutzmacher noted that the back of the list (referring to the qualifications for Planning Commissioners) still needed to be updated, because of the City Council's action regarding the necessity for a Commissioner to live inside the City Limits. Staff agreed to bring this to the attention of the City Administrator.

Draft Environmental Impact Report (Bonadelle): Staff reported that the 45 day review period had started, and would end on October 2nd at 5:00 p.m. Staff requested that all comments be turned in by that time so the consultant could have ample time to prepare comments and publish the Final EIR.

ADJOURNMENT:

On motion by Commissioner Grutzmacher, seconded by Commissioner Chesebro, the meeting was adjourned at 8:50 p.m. Approved unanimously.

Respectfully submitted,



KING PATRICK LEONARD
Secretary to the Planning Commission

KPL/ceh

Resolutions: 421, 427

DEPARTMENT OF TRANSPORTATION

P.O. BOX 12616, FRESNO 93778

(209)488-4088



August 24, 1981

06-Fre-99-General
Draft Northwest
Specific PlanSELMA CITY
PLANNING DEPT

AUG 26 1981

RECEIVED

Mr. King Patrick Leonard
Planning Director
City of Selma
1814 Tucker Street
Selma, CA 93662

Dear Mr. Leonard:

We have reviewed the draft Northwest Specific Plan and Environmental Assessment and offer the following comments:

Draft Plan302-01: General Objectives

- 1.00 "To encourage the annexation and development of vacant and underutilized land within the Specific Plan Area that has been bypassed by urban development, due in large part to the lack of infrastructure to support development."

This objective is in direct opposition to California's Urban Strategy. We recommend that this objective be deleted from the Northwest Specific Plan.

We commend the City's effort to develop and maintain General Plan and Zoning Ordinance consistency as is required by State law.

Section 403, Circulation Definitions and Standards: These designations are not consistent with FAS/FAU functional classifications for streets and roads. While it is not mandatory that the designations used be the same as the federal classifications, it could simplify procedures should federal-aid for streets and roads be applied for.

Overall, the Northwest Specific Plan is a well written planning document and should prove useful in guiding development within the Plan area. We do, however, have some reservations regarding the Initial Study and supporting documents.

Supporting Documentation, Item K -

The 1980 Traffic Study by TJKM Transportation Consultants is included, by reference, as a part of the Environmental Assessment. The Study consists of three volumes of traffic data including a Speed Zone Study, a Traffic Control Device Inventory and an Analysis of Problem Locations. While these are useful

Mr. Leonard

-2-

August 24, 1981

documents and provide a necessary inventory of existing conditions, they do not offer any traffic projections nor anticipate growth. The Traffic Study is not sufficient of itself to support the decision to prepare a Negative Declaration.

Item K also states that the "recently adopted (1980) Circulation Element of the General Plan is ... by reference, ... included in this Environmental Assessment." It is our understanding that this Circulation Element is still in final preparation and has not yet been circulated for review. Until such time as the Circulation Element is completed, submitted through the State Clearinghouse, and officially, publicly adopted, it cannot be referenced as a supporting document for other environmental documents.

It has been indicated by City Staff that the Traffic Impact Analysis (TIA) of Pioneer Square, prepared by TJKM Transportation Consultants and dated January, 1981, may be considered for inclusion in the Environmental Assessment as supporting documentation. In a review of this analysis it was noted that:

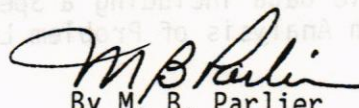
1. The Pioneer Square TIA is primarily concerned with the proposed Pioneer Square development and possible adjacent residential development. The TIA does not attempt to analyze traffic conditions in the additional area covered by the Northwest Specific Plan.
2. Page 7, paragraph 3 of the TIA states, "in order to assess the effect of additional development in the area on the street system and on the proposed development, reference was made to the Selma Circulation Element which is in final preparation at the present time. The circulation element assumed a substantial amount of development in the west portion of Selma." All of the traffic projections, then, are based on the Selma Circulation Element.
3. Caltrans found the mitigation measures recommended by the TIA inadequate, and required additional measures to mitigate traffic impacts. These requirements have not been incorporated into the TIA.

For the above enumerated reasons, the Traffic Impact Analysis would be an inappropriate document for inclusion in the Environmental Assessment.

If the Circulation Element of the Selma General Plan was indeed complete, and included an adequate Environmental Impact Report, then the document could be referenced in support of a Negative Declaration for the Northwest Specific Plan. In the absence of the Circulation Element and EIR, however, either an EIR should be prepared for the Specific Plan or adoption of the Specific Plan delayed until the Circulation Element and EIR are available for reference.

Very truly yours,

STANLEY V. LESNESKI, District 06
Director of Transportation



By M. B. Parlier
District Transportation Planner

MAD:AC
cc: MAD
D. Husum

A10



EDMUND G. BROWN JR.
GOVERNOR

State of California

GOVERNOR'S OFFICE
OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO 95814

SELMA CITY
PLANNING DEPT

AUG 27 1981

RECEIVED

August 24, 1981

King Patrick Leonard, Planning Director
City of Selma
1814 Tucker Street
Selma, CA 93662

SUBJECT: SCH# 81073057 NORTHWEST SELMA SPECIFIC PLAN

Dear Mr. Leonard:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments.

This letter certifies only that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act (EIR Guidelines, Section 15161.5). Where applicable, this should not be construed as a waiver of any jurisdictional authority or title interests of the State of California.

The project may still require approval from state agencies with permit authority or jurisdiction by law. If so, the state agencies will have to use the environmental document in their decision-making. Please contact them immediately after the document is finalized with a copy of the final document, the Notice of Determination, adopted mitigation measures, and any statements of overriding considerations.

Once the document is adopted (negative declaration) or certified (final EIR) and if a decision is made to approve the project, a Notice of Determination must be filed with the County Clerk. If the project requires discretionary approval from any state agency, the Notice of Determination must also be filed with the Secretary for Resources (EIR Guidelines, Sections 15083(f) and 15085(h)).

Sincerely,

for *Steph Williamson*
Steph Williamson
State Clearinghouse



State of California

GOVERNOR'S OFFICE
OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO 95814

SELMA CITY
PLANNING DEPT

AUG 21 1981

RECEIVED

EDMUND G. BROWN JR.
GOVERNOR

August 19, 1981

King Patrick Leonard
Planning Director
City of Selma
1814 Tucker Street
Selma, CA 93662

SUBJECT: SCH# 81073057 NORTHWEST SELMA SPECIFIC PLAN

Dear Mr. Leonard:

State agencies have commented on your negative declaration (see attached). If you would like to discuss the concerns and recommendations in their comments, please contact the staff from the appropriate agencies.

You may formally respond to the agencies' comments by writing to them, including the State Clearinghouse number on all such correspondence. You should attempt to resolve any concerns of state agencies before taking further action on the project. Once you have responded to the comments, state review of your draft environmental document will be complete.

A recent Appellate Court decision in Clery v. County of Stanislaus clarified requirements for responding to review comments. Specifically, the court indicated that comments must be addressed in detail, giving reasons why the specific comments and suggestions were not accepted and factors of overriding importance warranting an override of the suggestion. Responses to comments must not be conclusory statements but must be supported by empirical or experimental data, scientific authority or explanatory information of any kind. The court further said that the responses must be a good faith, reasoned analysis.

If you would care for assistance, the Office of Planning and Research is available to help identify responsible agencies, organize coordination meetings, mediate disputes, and hold consolidated hearings.

Please contact Terry Roberts at (916) 445-0613 if you have any questions.

Sincerely,

Terry Roberts
for Stephen Williamson
State Clearinghouse

SW/dm
Attachments

cc: Ken Fellows, DWR

DEPARTMENT OF TRANSPORTATION

BOX 12616, FRESNO 93778

(209)488-4088

July 28, 1981

GPA 80-41
EIC 80-240
Northwest Specific Plan

Mr. King Patrick Leonard
Planning Director
City of Selma
1814 Tucker Street
Selma, CA 93662

Dear Mr. Leonard:

We have received the City's notice of the completion of a draft Northwest Specific Plan. The notice states that a Negative Declaration is proposed as the appropriate environmental document for this Plan.

In view of the extensive commercial and residential development proposed, we feel a Negative Declaration to be an inadequate document with which to address environmental issues and strongly recommend that an Environmental Impact Report be prepared and circulated for review along with a copy of the draft Plan.

Very truly yours,

STANLEY V. LESNESKI
District 6 Director
of Transportation

By M. B. Parlier

District Transportation Planner

MAD:AC

cc: MAD
D.Husum, DOTP

REC'D AUG 3 1981



City of Selma

1814 TUCKER STREET
SELMA, CALIFORNIA 93662
August 13, 1981

Department Planning

Ms. R. Ann Siracusa
Planning Director
County of Fresno
4499 E. Kings Canyon
Fresno, CA 93662

SUBJECT: Correspondence of August 4, 1981, regarding Northwest Specific Plan

Dear Ms. Siracusa:

Please be advised that we are in receipt of your comments August 4, 1981, regarding the Northwest Specific Plan. Some of the comments appear to relate to the Circulation Element of the General Plan, in that the Plan was recently revised in its entirety and the entire set of policies were transmitted to the County Planning Department for review and comment at that time. At such time as we make amendments to the General Plan the amendments are always transmitted to the County Planning Department so that the staff can eventually bring these up for incorporation into the County General Plan and provide comments as appropriate. We have some comments regarding the items in your letter as follows:

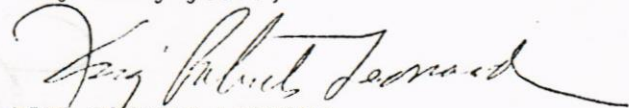
1. Circulation. Highland Avenue north of Golden State is shown in the Interim Circulation Element of the General Plan of the City as an arterial. This is in concert with the one mile grid pattern which was adopted for the City as a whole. An alternative to this policy north of Dinuba is to provide two 60' collector streets, since there is a canal extending north of the intersection of Highland and Dinuba that we may not be able to put underground. All streets in the Circulation Element were sized according to the projected traffic volumes and in conjunction with the projected land use as defined under the "most likely" density alternative.
2. Highland Avenue south of Golden State Blvd. This street is shown as an expressway by design as opposed to function. We need to clarify this item and will do so in the report. West Front Street is indicated as a collector street in the Interim Circulation Element of the General Plan. With the extension of retail commercial zoning northerly of the downtown area this street will carry considerably more traffic and will become more significant as a collector street in the future.

Administration — (209) 896-1064
City Clerk — (209) 896-1064
Planning — (209) 896-7282
Building Inspection — (209) 896-7280
Recreation — (209) 896-1064

3. Floral Avenue west of Highway 99. This street has been changed in the City's General Plan to arterial status. We are working on a shopping center proposal south of Floral and westerly of Highland that will change the entire character of this area. The growth projections for the Northwest Plan are beyond the 20 year time frame, since the architect for the shopping center project was required to provide an area study for sizing future utilities.
4. Golden State Blvd. This street is shown on the Specific Plan as an expressway, since the County has not yet adopted the new classification. We will amend the text to note this change, but are not quite certain what to call it yet.
5. Airports. Please be advised that we have reviewed these comments, and think they are significant enough to warrant perhaps a special meeting with the staff regarding the aircraft flight patterns at this location. We do not have such maps and I have discussed the matter with Don Gouge and we have agreed that it is time to map these, pursuant to Federal regulations so that we can plan the land use in this area accordingly. I provided these to you on Monday to give to Don. We regret the comments were not received earlier on this item. The project had already been sent to the Planning Commission for review. Fortunately, the State review period on the environmental assessment was extended, due to someone taking a vacation at the Clearinghouse. Therefore, I have asked the Planning Commission to carry the item over for one month so that we can have time to respond to any comments raised thorough the Clearinghouse procedure. We will also incorporate your comments with others received in the circulation process and review the land use scheme with the Planning Commission in terms of airport flight patterns. If Don can plot the noise contours, we will incorporate them into the Specific Plan for future reference.

We appreciate the comments. I suggest we plan to meet on August 18th or 19th so I will have time to report back to the Planning Commission.

Very truly yours,



KING PATRICK LEONARD
Planning Director

KPL/ceh

Enclosures: Marked up aerial photographs and Area Study (by separate cover)

DEPARTMENT OF TRANSPORTATION

P.O. BOX 12616, FRESNO 93778

(209)488-4088

July 28, 1981

GPA 80-41

EIC 80-240

Northwest Specific Plan

SELMA CITY
PLANNING DEPT

JUL 30 1981

RECEIVED

Mr. King Patrick Leonard
Planning Director
City of Selma
1814 Tucker Street
Selma, CA 93662

Dear Mr. Leonard:

We have received the City's notice of the completion of a draft Northwest Specific Plan. The notice states that a Negative Declaration is proposed as the appropriate environmental document for this Plan.

In view of the extensive commercial and residential development proposed, we feel a Negative Declaration to be an inadequate document with which to address environmental issues and strongly recommend that an Environmental Impact Report be prepared and circulated for review along with a copy of the draft Plan.

Very truly yours,

STANLEY V. LESNESKI
District 6 Director
of Transportation

By M. B. Parlier
District Transportation Planner

MAD:AC

cc: MAD

D.Husum, DOTP

JUL 20 1981

RECEIVED



Department of Public Works

Clinton D. Beery
Director of Public Works

July 16, 1981

City of Selma
1814 Tucker Street
Selma, CA 93662

Attention: Mr. King Patrick Leonard,
Planning Director

Subject: Northwest Specific Plan

Dear Sir:

We have reviewed your land use and circulation map for the subject plan and have the following comments to offer:

Fresno County is in the process of reclassifying the unincorporated portions of Golden State Blvd. from an expressway to a new special classification between an expressway and an arterial classification. We hope to include this change with others that will be taken to our Board of Supervisors in October, which is our next regular cycle for circulation system amendments.

We also noted that your map shows McCall Avenue as a collector and Highland Avenue north of Golden State as an arterial, whereas the County's circulation system designates them as arterial and collector, respectively.

Thank you for the opportunity to comment on this plan.

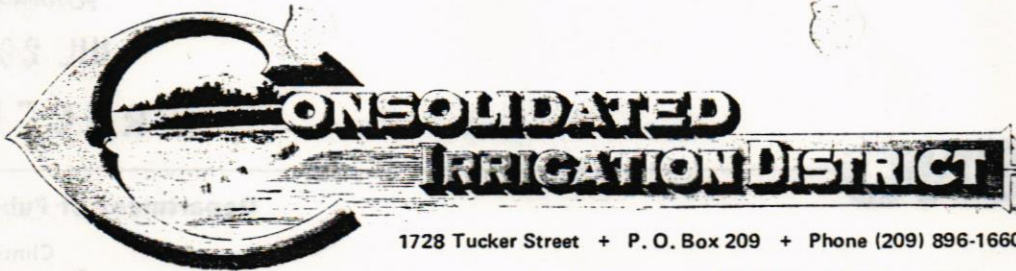
Very truly yours,

Clinton D. Beery
Director of Public Works

Robert L. Smith
Robert L. Smith
Transportation Planning Engineer

CDB:RLS:eg

cc: Don Gouge, Fresno County Planning Dept.



1728 Tucker Street + P. O. Box 209 + Phone (209) 896-1660

SELMA, CALIFORNIA 93662

DIRECTORS

N. ROBERT NIELSEN
Caruthers

EDWARD SCHEIDT
Sanger

MESROB K. MIRIGIAN
Fowler

HOWARD L. MCKENZIE
Selma

LYLE W. MARTIN
Kingsburg

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PERCY McCAHILL, Treasurer
ROY LUTHER, Manager
J. B. SUMMERS, Consultant Engineer
WILLIAM M. MILES, Attorney

June 30, 1981

SELMA CITY
PLANNING DEPT

JUN 30 1981

RECEIVED

City of Selma
1814 Tucker Street
Selma, Cal 93662

ATTENTION: Mr. King Patrick Leonard, Planning Director

SUBJECT: Northwest Specific Plan

Gentlemen:

In reply to your letter of June 24, 1981, regarding Northwest Specific Paln, we have reviewed your map and note that no district facility is noted on it. The 84 Canal and the 84, Jr. Canal lies in this area. We must insist that these canals be located on your map. No buildings, structures of any kind, etc can be constructed over any of the facilities. The banks of the canals are not to be damaged in any way and that enough right of way be provided for the District to maintain these facilities.

There is no liquid or solid waste to be placed in these canals without first entering into an agreement with the District.

Please make note of these restrictions.

Yours truly,

CONSOLIDATED IRRIGATION DISTRICT


Roy Luther, Manager

q



City of Selma
I N I T I A L S T U D Y

EIC NO: 80-240

DATE: 6/2/81

PROJECT NAME: General Plan Amendment No. 80-41 - Northwest Selma Study

APPLICANT (S) NAME: City of Selma

SUBSEQUENT PERMITS TO BE ISSUED: Zone Changes, Use Permits, referrals,
site plans, street abandonments, subdivisions, variances.

I. ENVIRONMENTAL IMPACT ASSESSMENT

(Explanations of all "yes" and "maybe" answers are included in Section III.)

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
A. <u>Earth.</u> Will the proposal result in:			
1. Unstable earth conditions or in changes in geologic substructures?	<u> </u>	<u> X </u>	<u> </u>
2. Disruptions, displacements, compaction or overcovering of the soil?	<u> </u>	<u> X </u>	<u> </u>
3. Change in topography or ground surface relief features?	<u> X </u>	<u> </u>	<u> </u>
4. The destruction, covering or modification of any unique geologic or physical features?	<u> </u>	<u> </u>	<u> X </u>
5. Any increase in wind or water erosion of soils, either on or off the site?	<u> </u>	<u> </u>	<u> X </u>
6. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet of lake?	<u> </u>	<u> </u>	<u> X </u>
7. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	<u> </u>	<u> </u>	<u> X </u>

YES

MAYBE

NO

B. Air. Will the proposal result in:

1. Substantial air emissions or deterioration of ambient air quality? X

2. The creation of objectionable odors? X

3. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? X

C. Water. Will the proposal result in:

1. Changes in currents, or the course or direction of water movements, in either marine or fresh waters? X

2. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff? X

3. Alterations to the course or flow of flood waters? X

4. Change in the amount of surface water in any water body? X

5. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? X

6. Alteration of the direction or rate of flow of ground waters? X

7. Change in the quantity of ground water, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? X

8. Substantial reduction in the amount of water otherwise available for public water supplies? X

9. Exposure of people or property to water related hazards such as flooding or tidal waves? X

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
D. <u>Plant Life.</u> Will the proposal result in:			
1. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, microflora and aquatic plants)?	_____	_____	<u>X</u>
2. Reduction of the numbers of any unique, rare or endangered species of plants?	_____	_____	<u>X</u>
3. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	_____	_____	<u>X</u>
4. Reduction in acreage of any agricultural crop?	<u>X</u>	_____	_____
E. <u>Animal Life.</u> Will the proposal result in:			
1. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	_____	_____	<u>X</u>
2. Reduction of the numbers of any unique, rare or endangered species of animals?	_____	_____	<u>X</u>
3. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	_____	_____	<u>X</u>
4. Deterioration to existing fish or wildlife habitat?	_____	<u>X</u>	_____
F. <u>Noise.</u> Will the proposal result in:			
1. Increases in existing noise levels?	<u>X</u>	_____	_____
2. Exposure of people to severe noise levels?	_____	_____	<u>X</u>

	YES	MAYBE	NO
G. <u>Light and Glare.</u> Will the proposal produce new light or glare?	_____	X	_____
H. <u>Land Use.</u> Will the proposal result in:			
1. A substantial alteration of the present or planned land use of an area?	X	_____	_____
2. Conflicts with adopted land use policy for the area in which it is planned?	_____	_____	X
3. Convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land?	X	_____	_____
I. <u>Natural Resources.</u> Will the proposal result in:			
1. Increase in the rate of use of any natural resources?	X	_____	_____
2. Substantial depletion of any nonrenewable natural resource?	_____	_____	X
3. Significant changes in the temperature, flow, or chemical content of surface thermal springs?	_____	_____	X
J. <u>Risk of Upset.</u> Will the proposal involve:			
1. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	_____	X	_____
2. Possible interference with an emergency response plan or an emergency evacuation plan?	_____	_____	X
K. <u>Population.</u> Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	X	_____	_____
L. <u>Housing.</u> Will the proposal affect existing housing, or create a demand for additional housing?	X	_____	_____

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
M. <u>Transportation/Circulation.</u> Will the proposal result in:			
1. Generation of substantial additional vehicular movement?	<u>X</u>		
2. Effects on existing parking facilities, or demand for new parking?	<u>X</u>		
3. Substantial impact upon existing transportation systems?		<u>X</u>	
4. Alterations to present patterns of circulation or movement of people and/or goods?	<u>X</u>		
5. Alterations to waterborne, rail or air traffic?			<u>X</u>
6. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?			<u>X</u>
N. <u>Public Services.</u> Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
1. Fire protection?	<u>X</u>		
2. Police protection?	<u>X</u>		
3. Schools?		<u>X</u>	
4. Parks or other recreational facilities:	<u>X</u>		
5. Maintenance of public facilities, including roads?	<u>X</u>		
6. Other governmental services?	<u>X</u>		
O. <u>Energy.</u> Will the proposal result in:			
1. Use of substantial amount of fuel or energy?			<u>X</u>

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
2. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?			<u>X</u>
3. Total estimated daily trips to be generated by the project and the additional energy consumed per trip by mode.	<u>X</u>		
4. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.			<u>X</u>
P. <u>Utilities.</u> Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
1. Power of natural gas?		<u>X</u>	
2. Communications systems?		<u>X</u>	
3. Water?		<u>X</u>	
4. Sewer or septic tanks:	<u>X</u>		
5. Storm water drainage?	<u>X</u>		
6. Solid waste and disposal?	<u>X</u>		
Q. <u>Human Health.</u> Will the proposal result in:			
1. Creation of any health hazard or potential health hazard (excluding mental health)?			<u>X</u>
2. Exposure of people to potential health hazards?			<u>X</u>
3. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant population in the area affected?			<u>X</u>

YES

MAYBE

NO

2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)

X

3. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)

X

4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

X

5. Does the project disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?

X

II. DISCUSSION OF ENVIRONMENTAL EVALUATION

See attachment.

YESMAYBENO

- R. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view? X _____
- S. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities? _____ X
- T. Cultural Resources. Will the proposal result in:
1. Alteration of or the destruction of a prehistoric or historic archaeological site? _____ X
2. Adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object? _____ X
3. Potential to cause a physical change which would affect unique ethnical cultural values? _____ X
4. Restrict existing religious or sacred uses within the potential impact area? _____ X
- U. Mandatory Findings of Significance.
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? _____ X

III. DETERMINATION

(To be completed by the Environmental Impact Review Committee)

On the basis of this initial evaluation:

☐ It is found that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ It is found that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

☐ It is found that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date

July 2, 1981

James E. Brockett
(signature)

James E. Brockett, Chairman
Environmental Impact Review Committee
City of Selma

KPL:cg

(Revised 7-17-80)

CITY OF SELMA

NORTHWEST SELMA STUDY

Supporting Documentation to the Initial Study

July 2, 1981

EIC No. 80-240, General Plan Amendment No. 80-41: Responses to "MAYBE" and "YES" answers on Initial Study.

- A1. Within the planning area, some minor earth instability may be found adjacent to waterways or where materials have been dumped and land filled in previous years. A few wells and septic tanks exist in the area which are known to the City. These will be removed as agreements are signed for connection to the Selma-Kingsburg-Fowler County Sanitation District system.
- A2. Disruptions, displacements, compaction or overcovering of the soil will normally occur in this area, because of the need for fill to support foundations of buildings. It is also necessary to bring in fill material on many sites within this area due to the fact that the original highway (Golden State Highway) was constructed above the height of some of the parcels of land. Soil tests will be required by the City Engineer where deemed to be necessary.
- A3. Change in topographic conditions is inevitable if building/development occurs or roadways are constructed. Since this area is within the Sphere of Influence, and subject to development, this would be anticipated and would be mitigated at the time the individual developments occur. Topographic conditions will be governed, to some extent, by the City's Storm Drain Master Plan.
- B1. Some air emissions due to increase in traffic are inevitable.
- B2. Creation of some objectionable odors in manufacturing areas will be reduced to a minimum as projects are mitigated or shifted south of the City.
- B3. Changes in temperature and climate are intended to be mitigated by the addition of tree cover and plant materials where possible. The development and over-covering of an area with permanent structures and parking facilities will normally create a much higher

ambient temperature and climate than what previously existed in the area when it was undeveloped or in agriculture.

- C2. Changes in absorption rates and drainage patterns, or the rate and amount of surface water runoff, will occur in this area as parcels are developed. The Storm Drain Master Plan is being revised to accommodate anticipated flows.
- C3. Alteration to the course or flow of flood waters is anticipated and will be accommodated in the Storm Drain Master Plan for the area.
- C4. Change in the amount of surface water in the Rockwell Pond Area may occur and the northeast corner of Area 5 includes a possible ponding area for additional storm water if needed. Projects are required to provide temporary storm basins until a permanent system is available for discharge of storm waters.
- C5. The discharge of any surface water into Rockwell Pond will change the temperature slightly if it were to occur in the summer months. However, most runoff in the San Joaquin Valley occurs during the winter months and the canal system, as well as the ponding areas, would most likely be unaffected by changes in temperature except near the point where the water is discharged into the pond.
- C6. Alteration of the direction of groundwater is inevitable (see comments under C2, above).
- C7. Change in the quantity of groundwater, either through direct additions or withdrawals, is inevitable if development occurs.
- D4. Reduction in acreage of crops would occur to the west of the U.S. Rt. 99 interchange. This land is relatively unproductive compared to agricultural lands to the north and east of the City, and for that reason, the General Plan has been amended to include the addition of residential uses and commercial uses on the west side of the freeway. The extension of growth into this area would be logical in that it would be closer to existing facilities such as parks, schools, and shopping. An area study has been completed for the area west of the freeway as part of General Plan Amendment No. 80-43, which is hereby referenced and is considered a part of this Environmental Assessment.

E4. Deterioration to existing fish or wildlife habitat could occur in Rockwell Pond if contaminants were to get into the storm water disposal system. It is not known to what extent fishlife exists in Rockwell Pond, since the pond fluctuates from year to year.

F1. There will be an increase in the existing noise levels and the Council of Fresno County Governments has provided some support in the area of evaluating noise levels adjacent to the freeway, as well as to major streets of the City. As structures are built and the direction of sound waves changes, these noise contours previously developed will have to be amended. The California Department of Transportation has also provided indication of potential noise levels adjacent to U.S. Rt. 99 in conjunction with projects previously developed in the area.

H1. This plan will be a substantial alteration of the present land use of an area. It is the intent of the plan, and the area should develop into a pattern that is more supportive of the downtown business functions.

H3. Increased development in this area may slow down growth to the north or east of the City into prime agricultural lands.

I1. See comments on agricultural lands, above.

J1. An oil depot exists in Area 1. Inadequate fire flow to serve this facility is intended to be corrected as development occurs in the area. The water system (including new well) has been upgraded in the last few years and the extension of this system north of Floral and West Front Street will be required.

K. Location, distribution and density of population will be changed in the area as a result of the plan. This density and distribution pattern can be seen in General Plan Amendment No. 80-43, where the new housing is proposed and existing subdivisions are plotted. In addition, the 1980 Traffic Study completed for the City by TJKM Transportation Consultants of Walnut Creek, California, indicates the traffic that can be accommodated within each square mile of the City and surrounding area and proposes traffic improvements and street improvements to accommodate this anticipated traffic in conjunction with the recently adopted (1980) Circulation Element of the General Plan. These studies, by reference, are hereby included in this Environmental Assessment.

- L. The proposal would affect existing housing, or create a demand for additional housing, depending upon whether the commercial projects were developed first or the residential projects proposed for the area were developed first. This is a matter of timing and phasing and will depend largely upon development of sewer facilities which are limited to the extent that the Selma-Kingsburg-Fowler County Sanitation District can accept the wastewater from any development within the City. Housing is also limited to the extent that the schools can accept additional students (see Interim Housing Element of the General Plan, adopted in June 1981).
- M1. There will be a generation of substantial vehicular movement (see previous comments regarding the Traffic Study prepared in 1980 for the City of Selma).
- M2. A demand for new parking will result primarily in the downtown area where limited space for parking is now available. There is ample space for additional parking along the railroad right-of-way, but the negotiation for the use of this right-of-way would take considerable time and effort. New development in the Northwest Area will be required to provide parking as required by City Code.
- M3. The existing Selma Taxi system may be impacted by additional trips that will be made to new shopping facilities. Response time for vehicles may decrease as signal lights are installed.
- M4. Alteration of present patterns of circulation or movement of people and/or goods will most certainly occur if commercial development is extended to this area. The extent to which this will occur and the amount of floor space that will be devoted to specific commercial uses is unknown at this time. The proposal for studying the amount of floor area needed in the City for commercial uses was rejected in 1979 by the Chamber of Commerce. They did not feel, at that time, that the problem was significant enough to warrant the study. A floor area analysis study is intended to be part of the General Plan Land Use Element update in 1981-82.
- N1. Additional fire protection facilities may be needed in the area, although the east boundary of the study area is within one mile of Station A, located on A Street, south of Floral Avenue and approximately

one mile from Station B which is west of the Southern Pacific Railroad tracks located on W. Front Street, north of Second Street.

N2. Police protection will be required for commercial facilities to a greater extent than residential facilities, due in part to higher assessed valuation and the aggregation of larger numbers of people in one location. Like the Fire Station, the Police Station is located within a convenient distance of approximately one mile to the southeasterly boundary of the study area. However, unlike the Fire Stations, the Police patrol cars are not in a fixed location and, from time to time, patrol the area. The City operates with a minimum number of police and fire protection staff and the increase in additional assessed valuation, as well as population generated by eventual development of the area, will necessitate evaluation of these services to determine the need for additional staffing.

N3. There may be some impact upon schools as residential areas are developed to the west. The City has planned, in conjunction with the Selma Unified School District, one neighborhood school site in this area, as shown in the area study included in General Plan Amendment No. 80-43. In addition, the Eric White School which exists north of Nebraska Avenue, on Mitchell Street, has some capacity available for additional students. (See Master Plan for Schools developed by the Selma Unified School District in 1979.) The Selma General Plan, Public Facilities Element, was amended in 1979 to provide for required school sites.

N4. Parks and recreational facilities will be impacted to the extent that the new community park proposed at Thompson Avenue and Floral Avenue will be near the commercial facilities generated within the project area. Some commercial activity may spill over into this park site. The present plan for this site does include passive area for picnicking. The site may be used by people visiting the City as well as people living in the City. A recent study entitled, "Background Study for the Land Use Element of the Selma General Plan", prepared by a graduate team of students from the Fresno State University in the Spring of 1981, concludes that an additional 70 acres of park and recreational space is needed to service proposed and existing development. The plan

calls for a Regional Park west of the freeway to preserve Rockwell Pond as open space and as an entry beautification point along U.S. Route 99.

N5. Maintenance of public facilities, including roads will certainly increase and the need for additional funding is evident at this time. Where possible, the City will provide for private roads or reduction of road widths to serve projected traffic. A major street system (one mile grid) is proposed in the General Plan, Circulation Element, as adopted in 1980, to include a minimum of 84' cross section for arterial streets. Long term maintenance of these facilities must remain paramount in the City's schedule of public improvements.

N6. Other governmental services will be affected to the extent that City Hall functions will be utilized and additional population will cause a need for additional staffing and need for other governmental services, including courts, health services, etc., many operated by agencies other than the City, but which the City depends upon.

03. Total estimated daily trips to be generated by the project and the additional energy consumed per trip by mode can be estimated from the recent Traffic Study completed by TJKM Traffic Consultants for the citywide area. The City is small enough to where the impact of local traffic in comparison to traffic on U.S. Rt. 99 would be relatively insignificant. The City is in the process of developing a Bicycle Lane Plan to support the decrease in the use of energy. The actual number of trips to be generated to and from the Study area will depend in large part on the nature of the commercial facilities which are finally developed. The largest facility is expected to be a K-Mart store, with 70,000 square feet of floor area, which is estimated to generate approximately 10,000 ADT (Average Daily Trips) per day. The area has been planned accordingly to allow for this floor area and the area west of U.S. Rt. 99 has been planned accordingly in conjunction with the California Department of Transportation staff to allow for shopping center type facilities to be developed at the intersection of Floral and Highland Avenues. A precise plan will be required in that area when development is proposed. Within the precise plan will be requirements as outlined by the California Department of Transportation staff for mitigating anticipated traffic impacts and providing for

highway needs on State Route 43 and the south bound off ramp of U.S. Route 99.

- P1. Additional use of power and natural gas will occur. Some new lines will be required to serve development as it occurs.
- P2. Pacific Telephone Company serves this area. Some new lines will be needed to serve new development.
- P3. A new well has been constructed by California Water Service Company within the last 3 years and lines extended to portions of the study area. Some additional lines will be needed as the area develops.
- P4. Additional sewer facilities will be required west of U.S. Rt. 99. At the time the freeway was developed no extensions were laid under the freeway, and preliminary indications from the California Department of Transportation suggest that open trenching method for laying sewer or storm drain system will be allowed on Floral Avenue under U.S. Rt. 99. No lateral trenching or easements are permitted along U.S. Rt. 99. Several septic tanks exist in the Northwest Specific Plan Area due to lack of sewer, and these will be eliminated as they are within 250 feet of the Selma-Kingsburg-Fowler County Sanitation District facilities.
- P5. See comments above on the expansion and preparation of the City Storm Drain Master Plan.
- P6. Solid waste disposal is handled by the Browning-Ferris Ind., a private carrier. They will serve the area upon demand. There will be a considerable amount of solid waste that will be generated by the eventual build out of the Plan Area and it is anticipated that the disposal site available to the City of Selma, east of the City, will within the reasonably near future, be out of space for disposal purposes. Any additional solid waste disposal will aggravate this limited space condition until such time as a new site has been selected. In the interim the Solid Waste Commission has recommended the solid waste landfill site be increased in capacity and height to handle the expected load.
- R. Aesthetics will be affected by the types of structures and facilities built in this area. In particular, the view from U.S. Rt. 99, as it passes through the City of Selma, was considered in the preparation of

the plan. The "backing on" to U.S. Rt. 99 of facilities or homes is intended to be avoided wherever possible. Landscaping to offset any offensive views or vistas is provided for in the plan and site plans are evaluated with aesthetics in mind.

- T2. Adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object may result if the plan is not adopted, since the Pioneer Village Historical Museum (identified as P.V. on attached drawing) is a major method used by the City of Selma to protect historical structures. Most of the historical structures within the City were built of wood and are highly flammable. Therefore, fire fighting facilities have been built into the Pioneer Village plan. The Pioneer Village plan is a separate document that has been prepared in conjunction with requirements of the City Code. The Master Plan and Landscape Plan are being implemented at this time.

It is important to note that many of the landscape requirements on the interior of sites are within the Site Developments Standards Manual, as adopted by the Planning Commission and the City Council in 1981. This plan will become a method for systematically looking at a major commercial center and bringing it into compliance with the General Plan. The Northwest Specific Plan is an amendment to the General Plan, in that the Land Use Element will be amended at the same time. The plan is a documentation of how the City is intending to systematically develop an area and provide utilities and facilities to serve and complement this important entryway to the City. Finally, the Pioneer Village facilities are intended to set a theme for this area, with the result that the area will turn out to be an attractive and well planned commercial center. The Pioneer Village theme can be implemented in the architecture of some structures and in the interior design of some facilities.

KPL/ceh
July 1981