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WILL CALL

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ATTACHMENT D

BILL NO. B-110

INTRODUCED BY COUNCILMEMBER Petersen

ORDINANCE NO. 88-96

AN ORDINANCE OF THE CITY OF FRESNO, CALIFORNIA  
ADOPTING THE COMMUNITY REDEVELOPMENT PLAN FOR  
THE FRESNO AIR TERMINAL REDEVELOPMENT AREA

WHEREAS, a Redevelopment Plan has been completed for the Fresno Air Terminal Community Redevelopment Plan Area, which is generally bounded by Clovis Avenue, the Fresno Air Terminal Northside Building Restriction Line, Perimeter Road, Walker Avenue, and Shields Avenue, as contained in the attached Exhibit "1"; and

WHEREAS, the Council of the City of Fresno has established policies for the revitalization of Fresno's blighted areas of which the subject area is one; and

WHEREAS, the Council of the City of Fresno and the Redevelopment Agency of the City of Fresno desires that a redevelopment project be initiated within the Fresno Air Terminal Area; and

WHEREAS, the Council has general knowledge of the conditions existing in the Project Area and of the fact that no residential use exists within the Project Area; the availability of replacements buildings in the City for the relocation of commercial tenants and persons who may be displaced by the Project, and in the light of such knowledge has carefully considered and reviewed the Plan in light of commercial tenant relocation; and

PASSED 7/18/88  
EFFECTIVE 8/18/88

Page 1 of 12

RECORDED IN OFFICIAL RECORDS OF FRESNO COUNTY, CALIFORNIA.	
AT <u>45</u> MIN PAST <u>10</u> A.M.	
JUL 21 1988	
GALEN LARSON County Recorder	FEE \$

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WHEREAS, the Council has considered the report and recommendations of the Planning Commission, the report of the Agency, the Redevelopment Plan and its economic feasibility and the Environmental Impact Report, has provided an opportunity for all persons to be heard and has received and considered all evidence and testimony presented for or against any and all aspects of the Redevelopment Plan.

NOW, THEREFORE, the Council of the City of Fresno does ordain as follows:

SECTION 1. The purposes and intent of the Council with respect to the Fresno Air Terminal Community Redevelopment Plan and the project area are to promote the elimination of blight, reverse the trend of economic stagnation, ensure the realization of the project area's potential for aviation-related and light industrial growth, and to achieve the following objectives:

1. The proposed Redevelopment Plan concept is based upon rebuilding and restructuring the Project Area into a high quality, aviation-related business park;
2. A high priority will be placed upon aviation-related uses to be located in proximity and with access to the Airport runway system;
3. An 18-acre portion of Airways Golf Course east of Walker Avenue is included for planning purposes, and is retained for continued use as a golf course.
4. To reduce existing and potential land use conflicts and ensure that new commercial and industrial development and existing facilities are compatible with the

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aviation-related business park concept, rehabilitation standards for existing structures and, more stringent property development standards are utilized with regard to landscaping, building setbacks, screening of loading areas, sign control, and architectural review of new or remodeled facilities.

5. A series of public infrastructure and facilities improvements are proposed including the construction, reconstruction, or widening of streets; installation of street lights, traffic signals and streetscape improvements; installation of new sewer, water, and storm drain facilities; installation of new gas mains and undergrounding of electrical and telephone lines; installation of airfield access improvements, and other necessary public improvements.
6. The City of Fresno owns all land within the FATRA Project, and due to deed restrictions cannot sell the land itself, but has leased and proposes to lease property for development. Implementation of the Redevelopment Plan could necessitate the acquisition of leaseholds and property improvements prior to the termination of current leases or contracts, although such action is not anticipated to be significant.
7. To encourage and assist existing and proposed tenants in the rehabilitation or development of lease sites in the project area.

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8. To encourage the active and continuous participation of project area businesses and institutions in the formulation, refinement and implementation of this Plan, in order to ensure that the proposals incorporated herein are directly beneficial to the people who work within the project area.
9. Eliminate blighting influences and correct environmental deficiencies in the Project Area, including, among others, small irregular lots, obsolete and aged building types, substandard deteriorated public improvements, and clean up of toxic parcels of land.
10. Assemble land into parcels suitable for modern, integrated development with improved vehicular circulation in the Project Area;
11. Replan, redesign and develop undeveloped areas which are stagnant or improperly utilized;
12. Strengthen commercial functions in the Project Area;
13. Strengthen the economic base of the Project Area and the community by installing needed site improvements to stimulate new commercial/light industrial expansion, employment and economic growth;
14. Provide adequate land for parking and open spaces;
15. Establish and implement performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project;



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16. Provide opportunities for participation by tenants in the revitalization of their properties;
17. Expand and improve the supply of housing for low and moderate-income persons.

SECTION 2. The Council does hereby approve and adopt the Community Redevelopment Plan for the Fresno Air Terminal Redevelopment Area annexed hereto as Exhibit "1" and by this reference made a part of this ordinance per the inclusion of measures to mitigate or avoid potential environmental effects as identified in Final Environmental Impact Report No. 10099 and listed in Attachment 1 hereto.

SECTION 3. The Council does hereby designate the Plan incorporated in Section 2 of this ordinance as the official redevelopment plan of the project area.

SECTION 4 The Council hereby finds and determines that:

1. The Project Area is a blighted area, the redevelopment of which is necessary to effectuate the public purposes declared in the California Community Redevelopment Law (Health and Safety Code Section 33000 et seq.). This finding is based upon the following conditions which characterize the Project Area:
  - a. The existence of unfit or unsafe buildings and structures due to age, deterioration, defective design, faulty exterior spacing, mixed character and shifting of uses;

- b. The existence of properties which suffer from economic dislocation, deterioration and disuse because of: inadequate public improvements, facilities, utilities and open spaces, including inadequate traffic circulation, streets, sidewalks, curbs, gutters, street lights, and sewers, lots (parcels) of irregular form, shape and size, a prevalence of depreciated values and economic maladjustment, which cannot be remedied with private or governmental action without redevelopment; and
- c. A lack of proper utilization of property, resulting in a stagnant and unproductive condition of land potentially useful and valuable.

It is further found and determined that such conditions are causing and will increasingly cause a reduction and lack of proper utilization of the area to such an extent that it constitutes a serious physical, social and economic burden on the City, which cannot reasonably be expected to be reversed or alleviated by private enterprise acting alone, requiring redevelopment in the interest of the health, safety and general welfare of the people of the City and the State. This finding is based on the fact that governmental action available to the City without redevelopment would be insufficient to cause any significant correction of the blighting conditions, and that the nature and costs of

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the public improvements and facilities required to correct the blighting conditions are beyond the capacity of the City and cannot be undertaken or borne by private enterprise acting alone or in concert with available governmental action.

2. The redevelopment Plan will redevelop the Project Area in conformity with the Community Redevelopment Law and in the interests of the public peace, health, safety and welfare. This finding is based upon the fact that redevelopment of the Project Area will implement the objectives of the Community Redevelopment Law by aiding in the elimination and correction of the conditions of blight, providing for planning, development, redesign, clearance, reconstruction or rehabilitation of properties which need improvement and providing for higher economic utilization of potentially useful land.
3. The adoption and carrying out of the Redevelopment Plan, is economically sound and feasible. This finding is based on the fact that under the Redevelopment Plan the Agency will be authorized to seek and utilize a variety of potential financing resources, including tax increments; that the nature and timing of public redevelopment assistance will depend on the amount of availability of such financing resources, including tax increments generated by new investment in the Project Area; and that under the Redevelopment Plan no public

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redevelopment activity will be undertaken unless the Agency can demonstrate that it has adequate revenue to finance the activity.

4. The redevelopment plan conforms to the general plan of the community.
5. The carrying out of the redevelopment plan would promote the public peace, health, safety, and welfare of the community and would effectuate the purposes and policy of this part;
6. The condemnation of existing leaseholds or property improvements, as potentially provided for in the redevelopment plan, is necessary to the execution of the redevelopment plan and adequate provisions have been made for the payment for property or property interests to be acquired as provided by law;
7. The Agency has a feasible method for the relocation of businesses and institutions displaced from the project area, if the redevelopment plan may result in the temporary or permanent displacement of any businesses or institutions in the project area;
8. There are, or are being provided in the project area or in other areas not generally less desirable in regard to public utilities and public and commercial facilities and at rents or prices within the financial means of the businesses and institutions displaced from the project area, decent, safe, and sanitary dwellings equal in number to the number of and available to such

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displaced businesses and institutions and reasonably accessible to the places of the displacee's place of business or potential business;

9. Inclusion of any lands, buildings, or improvements which are not detrimental to the public health, safety, or welfare is necessary for the effective redevelopment of the area of which they are a part; that any such area included is necessary for effective redevelopment and is not included for the purpose of obtaining the allocation of tax increment revenues from such area pursuant to Section 33670 without other substantial justification for its inclusion;
10. The elimination of blight and the redevelopment of the project area could not be reasonably expected to be accomplished by private enterprise acting alone without the aid and assistance of the Agency.
11. The effect of tax increment financing will not cause a significant financial burden on any taxing agency deriving revenues from the Project Area. This finding is based on the following facts:
  - a. Pursuant to Health and Safety Code Section 33676, any affected taxing agency may elect, and every school and community college district shall elect, to be allocated a portion of the tax revenues allocated to the Agency and attributable to tax rate increases imposed for the benefit of such taxing agency or assessed value increased

- calculated annually pursuant to subdivision (f) of Section 110.1 of the Revenue and Taxation Code; and
- b. Tax increment revenue allocated to the Agency from the Project Area is a relatively small percentage of each affected taxing agency's total property tax revenue.

SECTION 5. The Council of the City of Fresno is satisfied that no occupants of housing facilities will be displaced through the implementation of the redevelopment project as no housing exists within the project area, nor will any new housing be developed within the project area; and,

SECTION 6. The Council of the City of Fresno is convinced that, in the implementation of the redevelopment plan, the effect of tax increment financing will not cause a severe financial burden or detriment on any taxing agency deriving revenues from a tax increment project; and

SECTION 7. The Council of the City of Fresno finds that the Final Environmental Impact Report No. 10099, certified by Council Resolution No. 88-248, is the controlling environmental document for the project and constitutes full and complete compliance with the California Environmental Quality Act; and,

SECTION 8. The Council of the City of Fresno finds that the report and recommendations of the Planning Commission contained in Resolution No. 9460 constitutes the report required by Section 65402 of the California Government Code; and,

SECTION 9. Written objections to the Redevelopment Plan filed with the City Clerk before the hour set for hearing and

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all oral objections presented to the Council at the hearing having been considered are hereby overruled.

SECTION 10. On June 28, 1988, the Redevelopment Agency of the City of Fresno and the Council of the City of Fresno held a duly noticed, joint public hearing. On June 28, 1988 the duly noticed hearing was continued to July 12, 1988 at 1:00 p.m. to hear and consider all evidence and testimony related to said plan. On July 12, 1988, at the continued joint public hearing the Agency and Council heard and considered evidence and testimony and continued the hearing to July 18, 1988, at 9:00 a.m., to hear and consider further evidence and testimony related to said plan.

SECTION 11. In order to implement and facilitate the effectuation of the Redevelopment Plan hereby approved, this Council hereby (a) pledges its cooperation in helping to carry out the Redevelopment Plan, (b) requests that various officials, department, boards and agencies of the City having administrative responsibilities in the Project Area likewise to cooperate to such end and to exercise their respective functions and powers in a manner consistent with the redevelopment of the Project Area, (c) stands ready to consider and take appropriate action upon proposals and measures designed to effectuate the Redevelopment.

SECTION 12. If any part of this Ordinance of the Redevelopment Plan which it approves is held to be invalid for any reason, such decision shall not affect the validity of the



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remaining portions of this Ordinance or of the  
Redevelopment Plan, and this Council hereby declares that it  
would have passed the remainder of this Ordinance and approved  
the remainder of the Redevelopment Plan if such invalid  
portion thereof had been deleted.

SECTION 13. This ordinance shall become effective and in  
full force and effect at 12:01 a.m. on the thirty-first day  
after its passage.

## CLERK'S CERTIFICATE

STATE OF CALIFORNIA )  
COUNTY OF FRESNO ) ss.  
CITY OF FRESNO )

I, JACQUELINE L. RYLE, City Clerk of the City of Fresno, certify  
that the foregoing ordinance was adopted by the Council of the  
City of Fresno, California, at a regular meeting held on  
the 18th day of July, 1988.

STATE OF CALIFORNIA )  
COUNTY OF FRESNO ) ss.

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On this 21st day of July, in the year 1988 before me  
Elva Somerville personally appeared Ruth Jones  
personally known to me (or proved to me on the basis of satisfactory evidence)  
to be the person who executed this instrument as Assistant City Clerk  
of the City of Fresno and acknowledged to me that she City of  
Fresno executed it.

JACQUELINE L. RYLE, CNC  
City Clerk

By Elva Somerville  
Deputy

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ATTACHMENT "1"

SUMMARY OF MITIGATION MEASURES  
E.I.R. NUMBER 10099

A. AIR QUALITY

1. The City of Fresno shall encourage the location of industries in the Project Area that do not have the potential to emit substantial amounts of pollutants.
2. The City of Fresno shall initiate a review of the Project Area by regional transportation planning agencies (CalTrans, Fresno County Council of Governments, City of Fresno, County of Fresno) to determine the feasibility of establishing commuter transportation programs such as ride sharing, van pooling, car pooling and bus service to the area.

B. ENERGY

The Redevelopment Agency shall encourage energy efficient design of buildings and the use of energy efficient equipment in all development within the Project Area.

C. SEWER, WATER AND FLOOD CONTROL

1. The City of Fresno should study and implement alternative methods of providing capacity in the existing 15" sewer main which is near capacity.
2. The City of Fresno should sign an agreement with the Fresno Metropolitan Flood Control District and otherwise cooperate with the District to develop the proposed flood control facilities for the Project Area.

D. CULTURAL RESOURCES

In the event that the archaeological or historical resources are discovered during the development of the project, a qualified archaeologist/historian should be notified immediately so that appropriate mitigative action may be taken.

E. IMPROVEMENTS

Any construction contracts for street improvements within the Project Area should contain provisions requiring the contractor to employ effective dust and noise control measures during the construction period and to provide for the proper diversion of traffic around construction sites.

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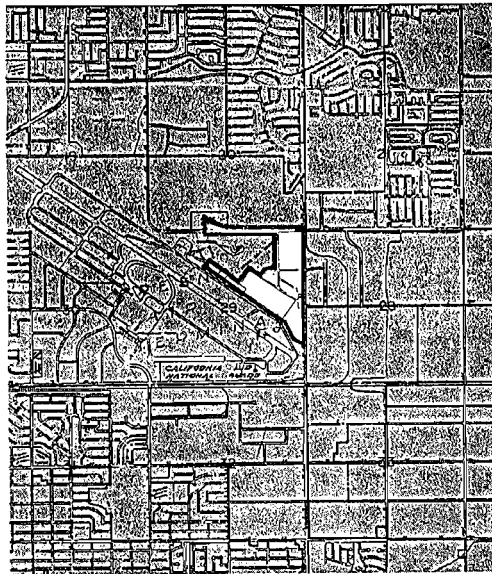
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ATTACHMENT D/EXHIBIT 1

# COMMUNITY REDEVELOPMENT PLAN

MARCH, 1988



## FRESNO AIR TERMINAL REDEVELOPMENT PROJECT AREA

City of  
**FRESNO**  
DEVELOPMENT DEPARTMENT  
PLANNING DIVISION

REVISED JUNE 1988

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FRESNO AIR TERMINAL REDEVELOPMENT AREA

DRAFT REDEVELOPMENT PLAN

CITY OF FRESNO

DEVELOPMENT DEPARTMENT

MARCH 1988

REVISED JUNE 1988

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1.0 INTRODUCTION

1.1 Background and Objective

For a number of years, the Fresno Air Terminal Redevelopment Project Area (FATRA) has been a source of growing concern for the City because of its age and the various deteriorating physical and socio-economic conditions existing within it (See Location Map, page 2). Structural and infrastructural deterioration, worsening socio-economic conditions, and a stagnant level of industrial activity have drawn the City's attention and stimulated consideration of remedial action.

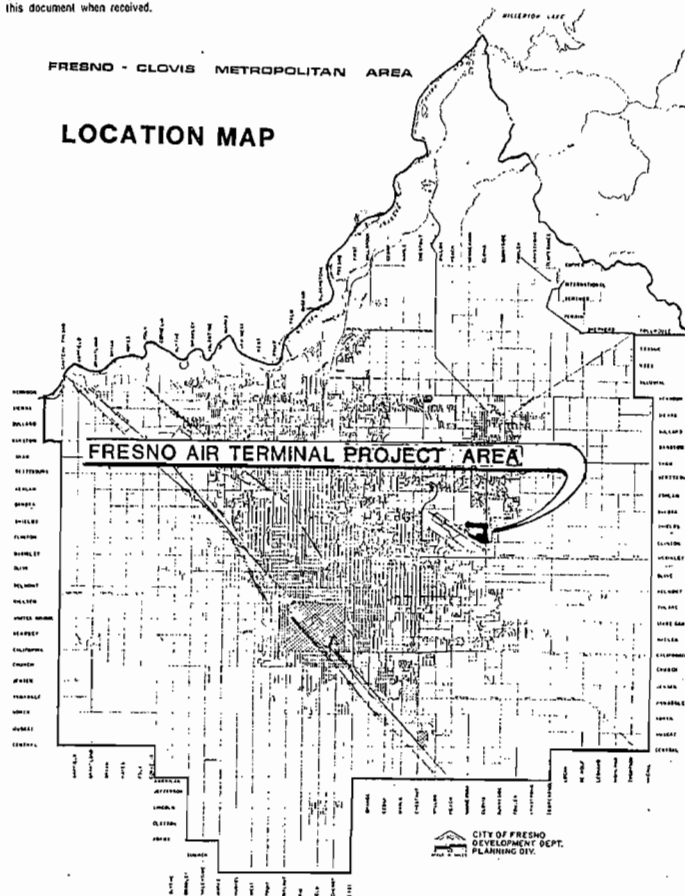
To institute a strategy for improving conditions in the area, the City hired the consultant team of Urban Projects, Inc., in 1978. The team then prepared a marketing analysis and formulated a strategy for retaining existing and attracting new industrial development, particularly aviation-related uses.

1.2 Summary of Redevelopment Planning Process

The Fresno Air Terminal Community Redevelopment Plan has been prepared pursuant to the process prescribed by Section 33000 et. seq., Community Redevelopment Law, of

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### LOCATION MAP



CITY OF FRESNO  
DEVELOPMENT DEPT  
PLANNING DIV.

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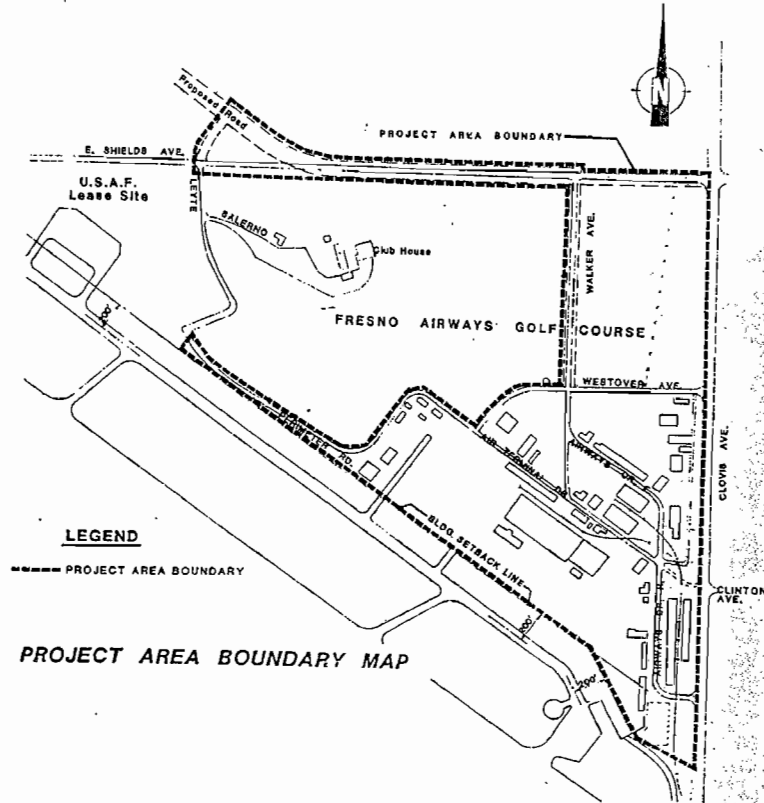
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the California Health and Safety Code. This process was formally initiated on November 24, 1987, with the Fresno City Council and the Redevelopment Agency designating the area as a Redevelopment Survey Area for study purposes (see Resolution Nos. 87-521 and 1260 respectively in Appendix). On December 16, 1987, the Fresno City Planning Commission acknowledged the existence of blight within the Survey Area and designated the boundaries of the proposed redevelopment project area (see Resolution No. 9326 in Appendix). As established by the Planning Commission, the Fresno Air Terminal Redevelopment Plan (FATRA) boundaries are shown on Exhibit 2, Project Area Boundary Map, p. 4).

A "Preliminary Plan" for the Fresno Air Terminal Redevelopment Plan was prepared as the third step in the redevelopment planning process. The "Preliminary Plan," conceptual in nature, identified the boundaries of the project area and summarized the major redevelopment planning recommendations. It also identified the proposed plan's conformity to the City's general planning policies, and generally described the plan's potential impact upon the project area and adjacent areas.

Upon the recommendation of the Planning Commission, the "Preliminary Plan" was approved by the Redevelopment Agency on December 22, 1987, as the basis for preparation of the Redevelopment Plan for the Fresno Air Terminal

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**LEGEND**

----- PROJECT AREA BOUNDARY

**PROJECT AREA BOUNDARY MAP**

**FRESNO AIR TERMINAL REDEVELOPMENT  
PROJECT AREA (Northside)**

City of  
**FRESNO**  
DEVELOPMENT DEPARTMENT  
Planning Division

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Exhibit 2

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Redevelopment Plan (see Fresno City Planning Commission Resolution No. 9327 and Fresno Redevelopment Agency Resolution No. 1261 respectively, in Appendix).

The proposed Draft Redevelopment Plan for the Fresno Air Terminal Redevelopment Plan was then prepared in accordance with the Council's direction. The proposed Plan contains a more detailed description of the concepts and recommendations presented in the "Preliminary Plan," its impacts, and assurances for the Plan's implementation as the basis for the formal public hearing process leading to adoption of a final plan by the Redevelopment Agency and City Council.

1.3 Summary of Project Area Existing Conditions

The proposed Fresno Air Terminal Redevelopment Project Area includes approximately 102 acres. The project is comprised of the land within the city limits which is generally bounded by Clovis Avenue, the Fresno Air Terminal Northside Building Restriction Line, Perimeter Road, Walker Avenue, and Shields Avenue.

All of the land within the FAT Redevelopment Project Area is owned by the City of Fresno. The majority of the land and buildings is being leased to 37 businesses for a variety of industrial uses. All of the land within the FAT Redevelopment Project Area that is south of existing

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Shields Avenue is either presently developed land for industrial use or was previously developed in an urban use (former Hammer Field). A portion of the Airways Golf Course is included in the proposed Project Area for planning purposes only.

A 1987 land use survey indicated that of FATRA's approximately 102 acres, 8 acres (8%) are devoted to public right-of-way, 1 acre (1%) to railroad right-of-way, 18 acres (18%) to a portion of Airways Golf Course east of Walker Avenue, 75 acres (75%) of developed land, and only 5 acres of vacant land.

At present there are 53 lease sites within the PAT Redevelopment Project Area. Only 13 (24%) of the lease sites contain permanent structures. Six (11%) of the lease sites are vacant at this time. The majority (75%) of the lease sites contain structures that are identified for either immediate or future removal. Some of the vacant structures are unsafe to occupy, or are located in the path of future road widening projects.

On the 53 lease sites there are 9 government operations, 17 aviation-related uses, and 11 nonaviation-related uses. The government operations include the recently constructed City Fire Station No. 10.

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The building conditions in the FATRA Redevelopment Project are generally poor. According to an on-site review of the structures completed by Development Department staff in December of 1987, there are approximately 46 structures in the Project Area. Only 3 (6%) are Standard, none (0%) are for Minor Rehabilitation, 29 (63%) are for Major Rehabilitation, and 14 (30%) are Not Feasible to repair.

Generally, the size and configuration of the existing lease hold facilities is inadequate to provide for future expansion, for necessary access and circulation systems, parking and loading, as well as inadequate access in some areas for emergency vehicles. Some buildings are located too close to abandoned fuel tank storage areas that may pose a safety hazard.

The existing street system within the project area provides a low level of service. All of the existing streets exist as 60 foot right-of-ways and need to be widened to industrial or major street standards. Access to the proposed Shields Avenue Arterial on the north and the Clovis Avenue Arterial to the east must be improved and redefined by new street alignments. At the center of the proposed redevelopment area, certain street sections such as Airways Drive need to be abandoned, and others need to be realigned to provide improved circulation and allow for potential development of land areas. With the exception of Clovis Avenue which is fully improved to

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arterial standards, all other existing streets must be reconstructed. The pavement surfaces for the most part are oil dirt and in poor condition.

P.G. & E. owns the majority of the streets lights scattered throughout the Project Area. Most of the lights have obsolete incandescent bulbs which have a high operation and maintenance cost and offer poor illumination. Almost all will have to be replaced.

There are no Fresno Metropolitan Flood Control District (FMFCD) Master Plan facilities within the Project Area. Considerable flooding occurs throughout the area because of the lack of storm drainage facilities, a condition which accelerates deterioration of the streets.

All existing sewer and water lines were constructed approximately 50 years ago. By present day standards, 90 percent of the existing system in the Project Area is considered obsolete by both "age" and "size" of service available.

The water quality for a portion of the area has deteriorated due to the presence of contaminants in the groundwater. One supply well at Shields and Duke Avenue is currently out of service. Pump Station 8A and other wells in the system that are not contaminated are adequate for current demand.

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A consideration of basic socio-economic problems and community perceptions is important in understanding the socio-economic conditions and shifts which have influenced the development patterns in evidence in the area today, and limited the effectiveness of the city in reversing those trends without the redevelopment process.

The old World War II military buildings in the FATRA Area, following the relocation of all airport commercial and support operations to the southwest side of the airfield and the closure of North American's plant operation in the 1950's, were put out to lease to a variety of light industrial type tenants. Since deed restrictions limit that the property may only be used for airport purposes or purposes directly or indirectly in aid of the Airport, the lease revenues have been used to help pay for development, maintenance and operation of the airport. Throughout the 1960's such leases tended to be for medium-term periods of time (5-20 years), and for large, stable tenants. Through the years, the buildings have aged and deteriorated, they have been overshadowed by the development of more contemporary facilities elsewhere in the community, and their initial construction standard never envisioned compliance with building and occupancy codes of the 1980's. As a consequence, subsequent leases have tended to become shorter and shorter (now 1-3 years, and even more temporary in some cases); tenant operations have

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become smaller and less stable; rental rates in comparison to more contemporary facilities have tended more and more to the low end of the market range, which of course accelerates the downward spiral, and limits the ability of the City to reverse that trend without the use of the redevelopment process.

Additional potential tenants of airport-related space are not attracted to this area because of the real lack of usable structures and because of the overall deterioration of the area. This negative image is attracting inquiry only by marginal users, with the potential for contributing to further deterioration of the area. Several buildings are vacant, some unusable, and most are in disrepair. Open areas with rusting out-of-date military aircraft have become dump sites for unusable aircraft and parts. These conditions result in an economic climate offering no encouragement for tenant investments in this area.

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2.0 CONFORMANCE TO ADOPTED PLANS AND POLICIES

2.1 General Plan

For a number of years, long-term City policy for the Project Area has been to maintain its industrial character, maximize its relationship with the Airport, and to use the area, particularly the Golf Course as a land use buffer to the residential area northeast of the Airport (see Exhibit 3, p. 12).

2.2 McLane Community Plan

The McLane Community Plan, pertains to a portion of FATRA, is designed to further refine the goals expressed within the General Plan. The McLane Community Plan, adopted in 1979, is concerned with that portion of FATRA east of the Fresno Air Terminal; it proposes light industrial uses and the Golf Course as an open space/recreational use. The Plan also designates a location for a Fire Station as a public facility (see Exhibit 4, p. 13).

2.3 Specific Plans

2.3.1 Fresno Air Terminal Master Plan

The FAT Master Plan was adopted by the Fresno City

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# 1984 FRESNO GENERAL PLAN

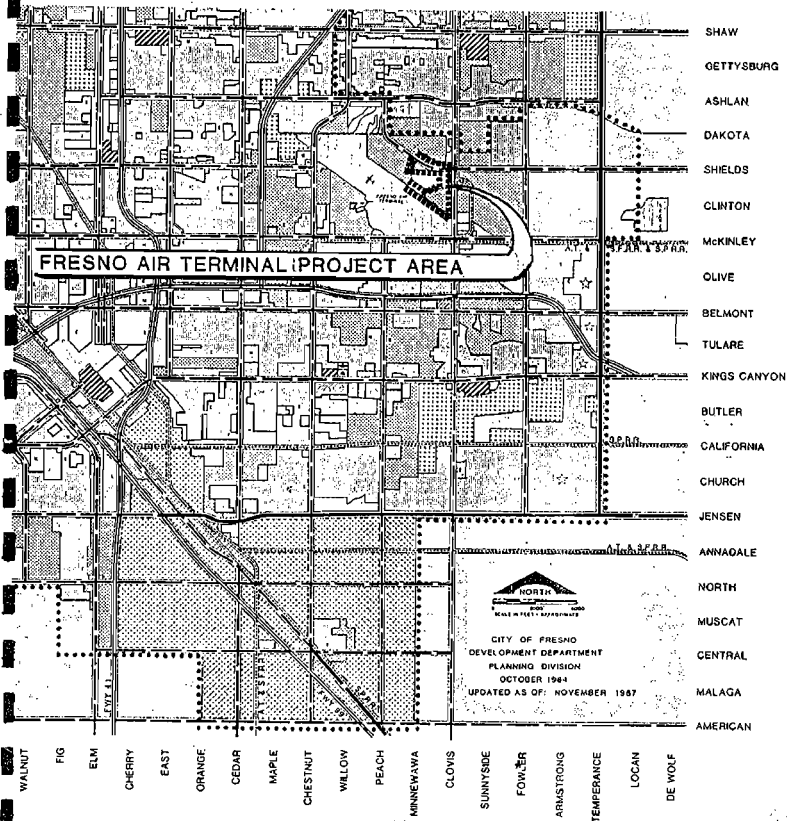
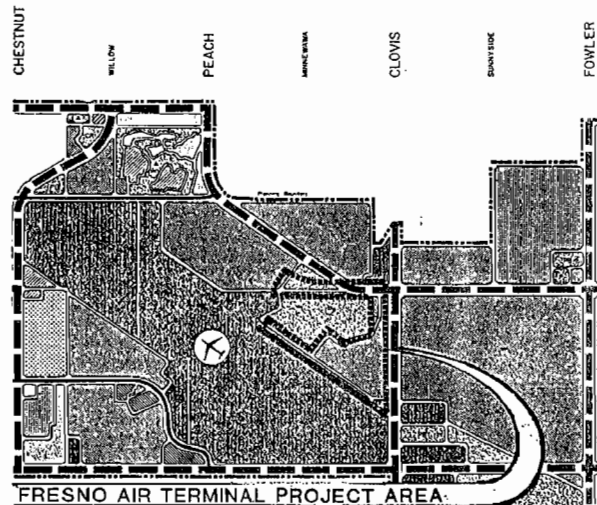


Exhibit 3

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**LEGEND**

**RESIDENTIAL**

- RURAL DENSITY
- LOW DENSITY
- MEDIUM LOW DENSITY
- MEDIUM DENSITY
- MEDIUM HIGH DENSITY
- HIGH DENSITY
- COMMERCIAL
- OFFICE
- NEIGHBORHOOD
- COMMUNITY
- GENERAL PLANT SHOP
- REGIONAL

**PUBLIC FACILITIES**

- PUBLIC FACILITIES
- ELEMENTARY SCHOOL
- MIDDLE SCHOOL
- FREEMAN SCHOOL
- HIGH SCHOOL
- SPECIAL SCHOOL
- COMMUNITY CENTER
- PUBLIC LIBRARY
- JAIL
- HOSPITAL

**INDUSTRIES**

- LIGHT INDUSTRIES
- OPEN SPACE
- AGRICULTURAL
- RECREATION
- PARKING
- GOLF COURSE
- PARK
- FLOOD CONTROL PROJECT
- COMMERCIAL RECREATION

**CIRCULATION**

- EXPRESSWAY
- ARTERIAL
- COLLECTOR
- 100' WIDE HIGHWAY, SEE TEXT
- 100' WIDE HIGHWAY, REFER TO DOCUMENT FILE
- DEVELOPMENT ENTITLEMENTS GRANTED ONLY
- DEVELOPMENT ENTITLEMENTS GRANTED ONLY
- DEVELOPMENT ENTITLEMENTS GRANTED ONLY

**Mc Lane**  
**Community Plan**

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DEVELOPMENT REFINEMENT  
PLANNING DIVISION  
JUNE 1975

Exhibit 4

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Council in 1976 to integrate long-term airfield and terminal area requirements with existing and forecasted aviation needs and the surface access systems. An update of the FAT Master Plan is currently underway. The portion of the Redevelopment Project Area within the FAT Master Plan Area is in the "Other Building Areas," where the existing industrial area, and Airways Golf Course would be retained.

#### 2.3.2 Fresno Air Terminal Environs Specific Plan

The FAT Environs Specific Plan was initially adopted by the Fresno City Council in 1980, and underwent a major revision in January of 1987 (see Exhibit 5, p. 15). The purpose of the Environs Plan is to: 1) minimize the exposure of the public to high noise levels and safety hazards through land use controls and policies for property in the vicinity of the Fresno Air Terminal, and 2) to limit urban encroachment around Fresno Air Terminal in order to allow for its continued viability. Threats to the continuation of flight operations, or to the lives, property, health, and welfare of persons on the ground shall be considered legitimate interests of the FAT Environs Specific Plan.



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# FRESNO AIR TERMINAL ENVIRONS AREA SPECIFIC PLAN

## LEGEND

○ 1" CNEL NOISE CONTOURS

□ APPROACH PROTECTION ZONES (APZ) I, II, III, IX

## NOTES:

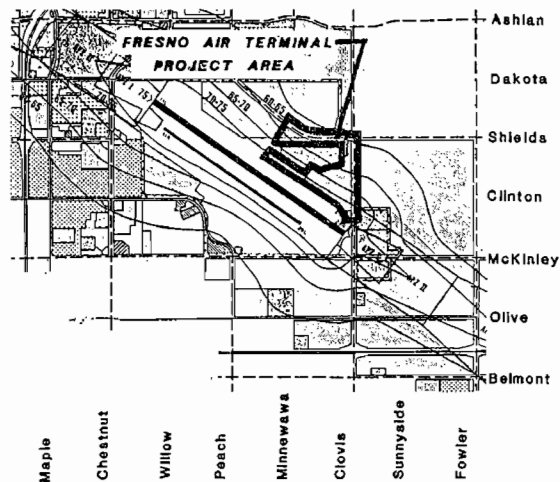
\* AS SHOWN BY THE LINE IN THE "NOISE IMPACT REPORT" REFERRED TO IN THE CALIFORNIA ADMINISTRATIVE CODE TITLE 21  
NEW RESEARCHING, THIS AND FUTURE NOISE CONTOUR LINES AND APPROACH PROTECTION ZONES ARE NOT TO BE USED

\* IN THIS REPORT ARE SHOWN THE LINE AND APPROACH AS "NOISE IMPACTS"  
IN THE BOMB CLUSTERS OF THE 1000 POUND BOMBING PLAN.

## INDUSTRIAL

□ LIGHT

□ PARK - PONDING BASIN



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Exhibit 5

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The portion of the FAT Redevelopment Project Area within the FAT Environs Specific Plan Area involves a portion of the Airways Golf Course (which will be retained as golf course use) and the existing industrial area that will also be retained. All new construction and rehabilitation of existing structures will be reviewed for conformity to the noise and land use compatibility requirements of the FAT Environs Specific Plan, and the seven recommendations of the Fresno County Airport Land Use Commission that are included in the Appendix.

#### 2.4 Existing Zoning

The General Plan and attendant community plan and specific plans propose appropriate land uses, based upon prevailing development trends and socio-economic projections. The existing Zoning pattern, on the other hand, specifies land uses which may or may not have been updated to be consistent with the planned uses (see Exhibit 6, p. 17, and Exhibit 7, p. 18). The entire FATRA Project area is presently zoned M-1. Approximately 18 acres (18%) of FATRA developable land is zoned M-1, but is currently developed as part of the Airways Golf Course as allowed through the Conditional Use Permit Process.

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 M-1

**R-A**

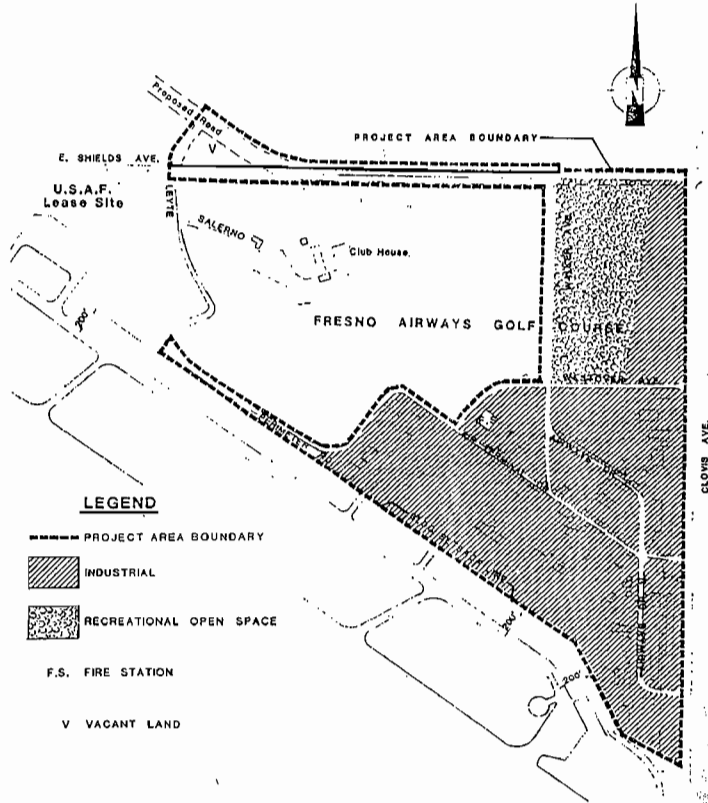
### Existing Zoning

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Exhibit 6 34

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**LEGEND**

- PROJECT AREA BOUNDARY
- INDUSTRIAL
- RECREATIONAL OPEN SPACE
- F.S. FIRE STATION
- V VACANT LAND

**FRESNO AIR TERMINAL REDEVELOPMENT  
PROJECT AREA (Northside)  
Existing Land Use**

City of  
**FRESNO**  
DEVELOPMENT DEPARTMENT  
Planning Division

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Exhibit 7

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2.5 Statement of Redevelopment Plan Conformance

The FAT Redevelopment Plan has been prepared as a local refinement of the City's General Plan and applicable community and specific land use plans. As required by the California Community Redevelopment Law, the FAT Redevelopment Plan conforms in all respects to the 1984 General Plan, the McLane Community Plan, the Fresno Air Terminal Master Plan, and the Fresno Air Terminal Environs Specific Plan.

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### 3.0 DESCRIPTION OF REDEVELOPMENT PLAN

#### 3.1 Redevelopment Plan Concept

The Redevelopment Plan concept identified here is based upon rebuilding and restructuring of the subject Fresno Air Terminal Redevelopment Project Area into a high quality, aviation-related business park. The Plan contains a degree of flexibility and is designed to meet the future airport-related land use demands, while at the same time providing a setting for future office, light industrial, and commercial land uses. An 18-acre portion of the existing Airways Golf Course east of Walker Avenue is included for planning purposes only, as the subject area will be encompassed by circulation and infrastructure improvements on three sides as proposed in Sections 3.2.5 and 3.4 of this Plan. The subject 18-acre Golf Course portion will be retained as a golf course in order to provide a recreational/open space amenity for the new business park environment (see Redevelopment Plan Map, p. 21). As indicated in Section 3.5, the existing Airways Golf Course leasehold is not subject to acquisition by this Redevelopment Plan.

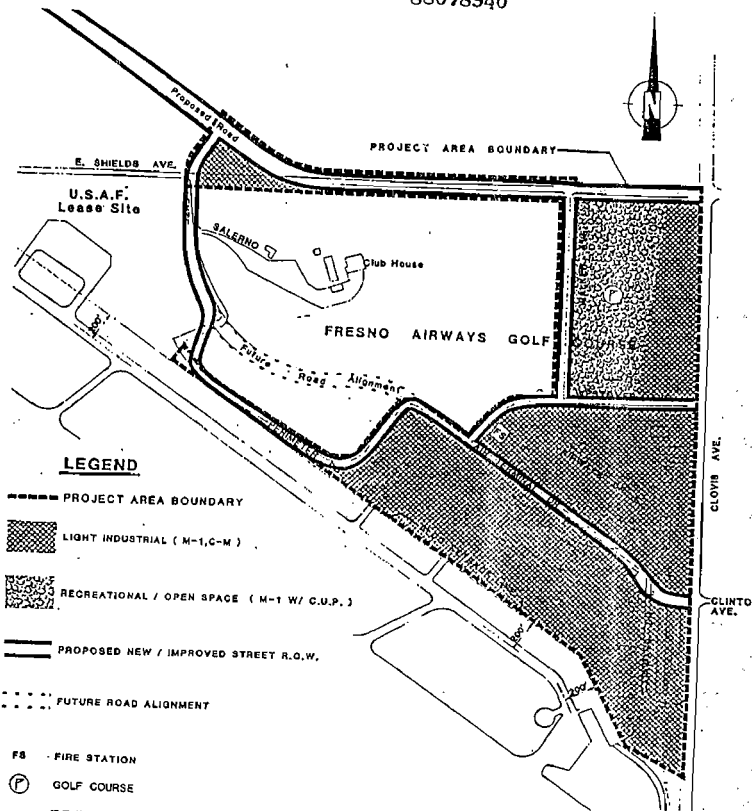
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**LEGEND**

- PROJECT AREA BOUNDARY
- [Hatched Box] LIGHT INDUSTRIAL ( M-1, C-M )
- [Dotted Box] RECREATIONAL / OPEN SPACE ( M-1 W/ C.U.P. )
- == PROPOSED NEW / IMPROVED STREET R.O.W.
- FUTURE ROAD ALIGNMENT
- FS - FIRE STATION
- (P) GOLF COURSE

**FRESNO AIR TERMINAL REDEVELOPMENT.  
PROJECT AREA (Northside)**

**Draft Redevelopment Plan**

City of  
**FRESNO**  
DEVELOPMENT DEPARTMENT  
Planning Division

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Revised  
Exhibit 8

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3.2 Proposed Land Uses, Zoning and Circulation 88078940

3.2.1 Light Industrial

The Light Industrial designation employed in this Plan refers to the "M-1" and "C-M" zone districts and is intended to provide for a range of aviation-related, light industrial, and commercial land uses compatible with the Airport environment as well as that of the proposed business park environment. A high priority will be placed upon aviation-related uses to be located in proximity and with access to the Airport runway system (see Zone Plan Map on following page).

3.2.2 Recreational/Open Space-Golf Course

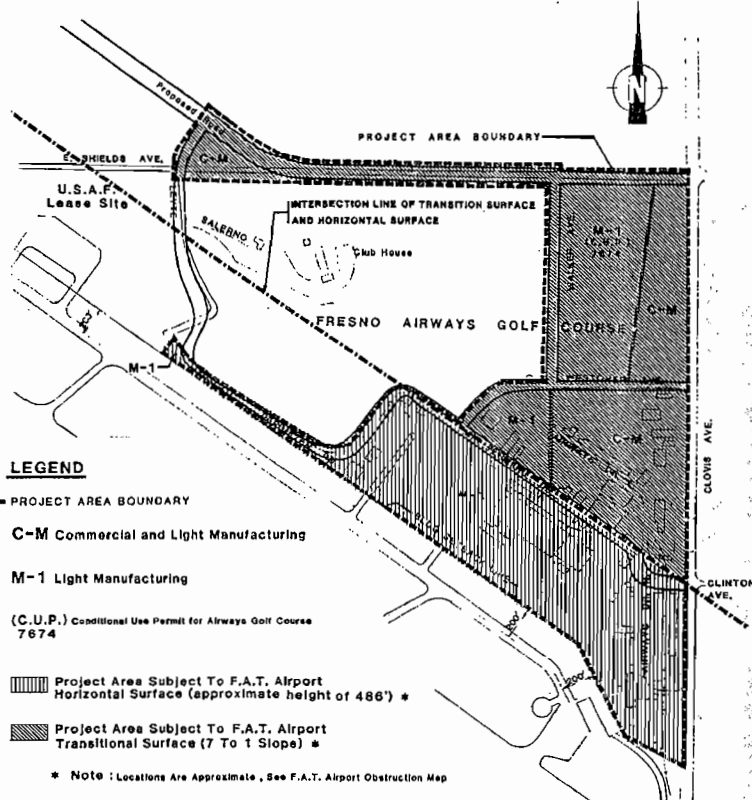
The Recreational/Open Space-Golf Course designations employed in this Plan refers to the "M-1" Zone District in relation to retaining the existing 18-acre portion of Airways Golf Course east of Walker Avenue. The Golf Course is a permitted use in the M-1 Zone District through Conditional Use Permit No. 7674 (See Zoning Plan, Exhibit 9, p. 23).

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**LEGEND**

PROJECT AREA BOUNDARY

C-M Commercial and Light Manufacturing

M-1 Light Manufacturing

(C.U.P.) Conditional Use Permit for Airways Golf Course  
7674

Project Area Subject To F.A.T. Airport  
Horizontal Surface (approximate height of 486') \*

Project Area Subject To F.A.T. Airport  
Transitional Surface (7 To 1 Slope) \*

\* Note : Locations Are Approximate , See F.A.T. Airport Obstruction Map

**FRESNO AIR TERMINAL REDEVELOPMENT**

**PROJECT AREA (Northside)**

**Proposed Zoning Plan**

City of  
**FRESNO**  
DEVELOPMENT DEPARTMENT  
Planning Division

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Revised  
Exhibit 9

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3.2.3 Fire Station

The Redevelopment Plan identifies the location of the recently constructed Fire Station No. 10 at the northeasterly corner of Westover Avenue and Air Terminal Drive.

3.2.4 Airport Transitional Surface

The Proposed Zoning Plan of the Redevelopment Plan identifies the approximate location of the Airport Transition Surface, as requested by the Fresno County Airport Land Use Commission. Pursuant to Federal Aviation Regulations Part 77, the Airport Transitional Surface is a surface extending outward and upward at right angles to the runway center line and the runway center line extended at a slope of 7 to 1 from the sides of the Airport Primary Surface and from the sides of the approach surfaces, intersecting with the Airport Horizontal Surface. For specific dimensions and locations, the FAT Airport Obstruction Map should be consulted.

3.2.5 Proposed New/Improved Streets

The Redevelopment Plan identifies a series of new streets to be constructed or widened in the Project Area to provide necessary access for the proposed new business park uses (locations and dimensions are approximate, subject to specific engineering design).

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Major circulation improvements:

1. North Walker Avenue--widen to 64 feet and abandon the portion between Westover Avenue and Air Terminal Drive.
2. East Westover Avenue--widen to 64 feet and realign at Air Terminal Drive.
3. Airways Avenue East to be abandoned.
4. Airways Avenue North to be abandoned.
5. Air Terminal Drive widened to 84 feet and realigned to meet Clinton Avenue at Clovis Avenue.
6. East Shields Avenue widened to 110 feet with median islands and realigned to meet Peach Avenue.
7. Perimeter Road widened to 64 feet.
8. Clovis Avenue--provide building setbacks for potential widening as a six-lane arterial street.

Streets construction adjacent to Golf Course:

At the time these streets are designed, consideration will be given to providing special treatment to accommodate the existing golf course. The treatment may include no parking along the adjacent golf course, reduction of pavement widths and also consideration for modifying curb and gutter (rolled curbing, gutter only, etc.)

Street improvements construction adjacent to the golf course will require backfilling and leveling, reseeding of grass area and modifications to the existing irrigation system. Interference with play at the golf course will be kept to a minimum.

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3.2.6 Future Road Alignment--Air Terminal Drive

Although not within the Project Area Boundary, the Redevelopment Plan identifies the "Future Road Alignment" necessary to, at some undetermined time in the future, complete the Air Terminal Drive Collector Street between Clovis Avenue and the proposed new Shields Avenue Arterial Street. Until that time, the portion of Perimeter Road between Casino Road and Air Terminal Drive will be improved as a short/mid-range measure.

3.3 Property Development Standards

3.3.1 Applicability of the Zoning Ordinance

Unless otherwise modified by the provisions herein, it is proposed that all permitted uses throughout the Project Area shall either meet or exceed the minimum standards stipulated in the City of Fresno's current or future amended zoning ordinances, the current or future FAT Master Plan, and the current or future FAT Environs Specific Plan, and the final Redevelopment Plan approved and adopted by the Fresno City Council.

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3.3.2 Special Property Development Standards

In order to create and maintain the planned business park environment for the project area, the following land use controls and property Development Standards shall be applied to the future development and/or redevelopment of properties as specified below:

1. Building Setbacks

Minimum building setbacks from the public right-of-way line shall be required of all new developments fronting or siding onto all streets in the Project Area. Construction of buildings and structures (except freestanding signs and fences) are prohibited within the setback lines. The minimum setbacks are as follows:

Shields Avenue--fifty (50) feet  
Clovis Avenue--fifty (50) feet  
Air Terminal Drive--thirty-five (35) feet  
Local streets--twenty (20) feet

Side and rear lot setback lines from the respective property lines shall be not less than ten (10) feet, except for corner lots where setback applicable to parcels fronting or siding on each adjacent street shall be required.

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2. On-site Landscaped Areas

A landscaped setback area shall be provided for and maintained by all new developments fronting or siding onto all streets in the Project Area. The minimum required depth of the landscaped setback is as follows:

Shields Avenue--twenty-five (25) feet  
Clovis Avenue--twenty-five (25) feet  
Air Terminal Drive--fifteen (15) feet  
Local streets--ten (10) feet

Plans for required on-site landscape areas shall be submitted for review to the Development Department Director, and shall be approved by the Director prior to the issuance of any building permits for the development and/or redevelopment of the affected properties. Said landscape plans shall show the size, location and species of all landscape materials to be planted within the required landscape areas, and shall show the proposed method of irrigating the landscape materials.

3. Provisions Affecting Outdoor Advertising

All signs erected, mounted, or otherwise placed on buildings and properties in the project area shall be governed by the provisions of the C-1

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Zone District, as provided in Section  
12-217.5-K of the Zoning Ordinance, except as  
follows:

- a. One freestanding sign may be permitted for each street frontage, provided that the parcel on which the sign is to be erected has a street frontage of not less than one hundred (100) feet.
- b. All building mounted signs shall be mounted parallel with and flush against the wall of the building and shall not extend or be located above the top of the exterior wall or facade of the building upon which the sign is placed.
- c. The total aggregate area of all signs mounted to the exterior wall or facade of any building shall not exceed ten (10) per cent of the total area of said exterior wall or facade, or one hundred (100) square feet, whichever is less.
- d. Roof-mounted signs shall not be permitted within the project area.

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- e. A wall-mounted or freestanding sign need not be restricted in content to only the name of the building and/or occupant, but may contain additional copy as may be approved by the Director of the Development Department. The area of such additional copy shall not exceed one-fifth (1/5) of the total area of the sign.
- f. A sign shall be coordinated relative to design and color with the building facade on which the sign is mounted. In no event shall a sign be permitted which dominates the building facade or clashes with the background coloring of the facade.
- g. Plans for all signs, whether for freestanding structures, or wall-mounted structures, or advertising features painted on building facades, shall be submitted to the Director of the Development Department, acting in behalf of the Redevelopment Agency, for review and specific written approval prior to the installation of such signs. All signs shall be installed precisely in accordance with the approved plans, and shall be maintained in good repair and condition pursuant to Section 13-916 of Sign Ordinance of the City of Fresno

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whether the sign is manufactured or painted.

- h. All permanent signs which are not in conformance with the provisions of this section, but which at the time of their erection or establishment were in compliance with the then applicable statutes and ordinances of the City of Fresno, shall be permitted to remain in existence notwithstanding their noncompliance with the requirements of this Section, provided that such signs have been maintained in accordance with the provisions of Section 13-916 of the Sign Ordinance. Within 5 years after the date this Redevelopment Plan is adopted, each such nonconforming sign shall be removed, or shall be changed or altered, so as to make the sign conform to the requirements of this section, as determined by the Development Department Director, or if the change, or sign alteration, increases conformity with the spirit and intent of this section as determined by the Development Department Director.

4. Requirements for Outdoor Storage Yards

Outdoor storage yards in the project area shall

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be completely enclosed by an opaque fence/wall not less than six (6) feet in height. Said outdoor storage yards shall be further screened from view of abutting properties and public rights-of-way by a landscape buffer having not less than ten (10) feet in depth. Said outdoor storage yards shall be paved with asphalt concrete in accordance with City standards.

5. Requirements for Off-Street Parking Areas and Loading Areas

Off-street parking and loading areas shall be provided in accordance with City standards. Said off-street parking areas shall be provided with perimeter and internal landscaping approved by the Development Department Director. Loading areas shall be screened from view of adjacent properties and public rights-of-way by a combination of an opaque fence or wall not less than six (6) feet in height and a landscape buffer not less than ten (10) feet in depth. Loading areas shall be set back from the street property line a minimum of seventy (70) feet.

6. General Standards and Provisions

- a. All new structures shall be equipped with

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complete automatic fire extinguishing systems. Further, such a system shall be installed in conjunction with the rehabilitation of any existing structure. The Development Department Director can waive the fire system requirement subject to an alternate fire protection system or method approved by the Fire Department.

- b. All new construction shall comply with local building security standards, codes, and ordinances, and crime prevention considerations shall be incorporated in the design of future developments.

#### 3.4 Proposed Infrastructure and Other Public Improvements

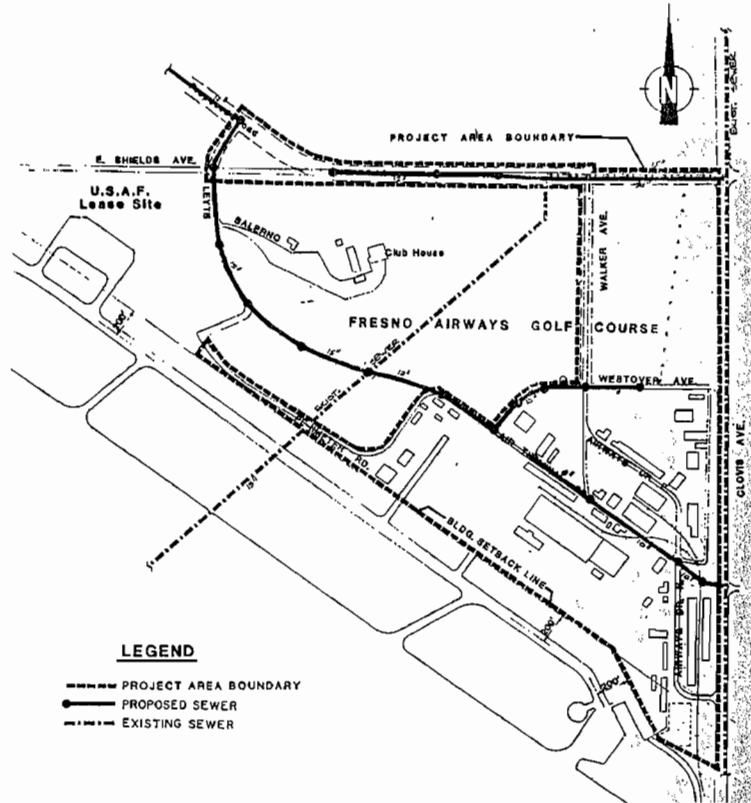
In addition to the street construction and reconstruction improvements identified in Sections 3.2.3 and 3.2.4, there are substantial improvements necessary to traffic signals, streetlights, flood control facilities, water and sewer facilities, relocation of gas and electrical utilities, the removal of existing railroad spur lines, as well as improvements necessary for new industrial, commercial, and aviation related uses. Locations and dimensions are approximate, subject to specific engineering design. (see Exhibit 10, 11, and 12 on following pages).

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**LEGEND**

- PROJECT AREA BOUNDARY
- PROPOSED SEWER
- EXISTING SEWER

**FRESNO AIR TERMINAL REDEVELOPMENT  
PROJECT AREA (Northside)  
Sewer Facilities**

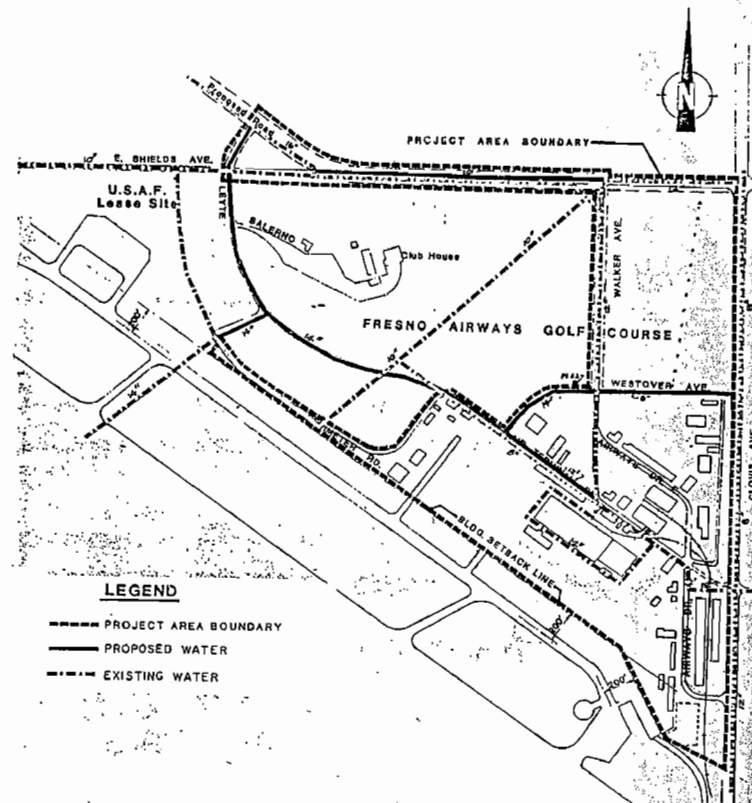
City of  
**FRESNO**

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Revised  
Exhibit 10

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**LEGEND**

- PROJECT AREA BOUNDARY
- PROPOSED WATER
- EXISTING WATER

**FRESNO AIR TERMINAL REDEVELOPMENT  
PROJECT AREA (Northside)  
Water Facilities**

City of  
**FRESNO**

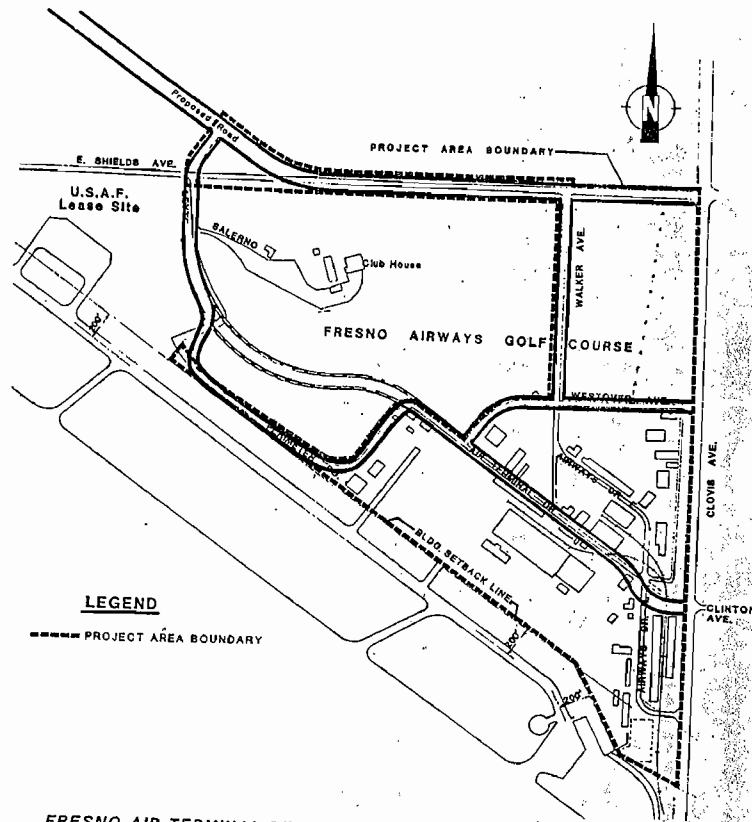
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Exhibit 11

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**LEGEND**

----- PROJECT AREA BOUNDARY

**FRESNO AIR TERMINAL REDEVELOPMENT  
PROJECT AREA (Northside)  
Proposed Street Circulation**

City of  
**FRESNO**

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Exhibit 12

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3.4.1 Traffic Signals

The proposed upgrading of streets for the Project Area will require the following traffic signal construction:

1. Modify existing traffic signal at Air Terminal Drive and Clovis Avenue.
2. Construct a new traffic signal at Air Terminal Drive and Shields Avenue.
3. Modify existing traffic signal at Shields Avenue and Clovis Avenue.

3.4.2 Street Lights

P.G. & E. owns the majority of the streets lights scattered throughout the Project Area. Most of the lights have obsolete incandescent bulbs which have a high O & M cost and offer poor illumination. Almost all will have to be replaced or relocated.

3.4.3 Railroad Spurs

The Project Area contains a railroad spur track that runs along the west right-of-way of Clovis

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Avenue. The spur formerly provided service to the Santa Fe mainline track at McKinley Avenue. The existing railroad track will be abandoned and removed to allow for proposed street construction and development of the Project Area.

#### 3.4.4 Flood Control Facilities

There are no Fresno Metropolitan Flood Control District (FMFCD) Master Plan facilities within the Project Area. Considerable flooding occurs throughout the area because of the lack of storm drainage facilities, a condition which accelerates deterioration of the streets (see Exhibit 13 on following page).

It is necessary to construct FMFCD Master Plan facilities to serve the Airways area south of Shields Avenue from Basin "BU" and Basin "T" (both basins are located outside the FATRA Project Area). Therefore, FATRA is not responsible for bearing the total costs which can be offset by the construction of FMFCD's improvements.

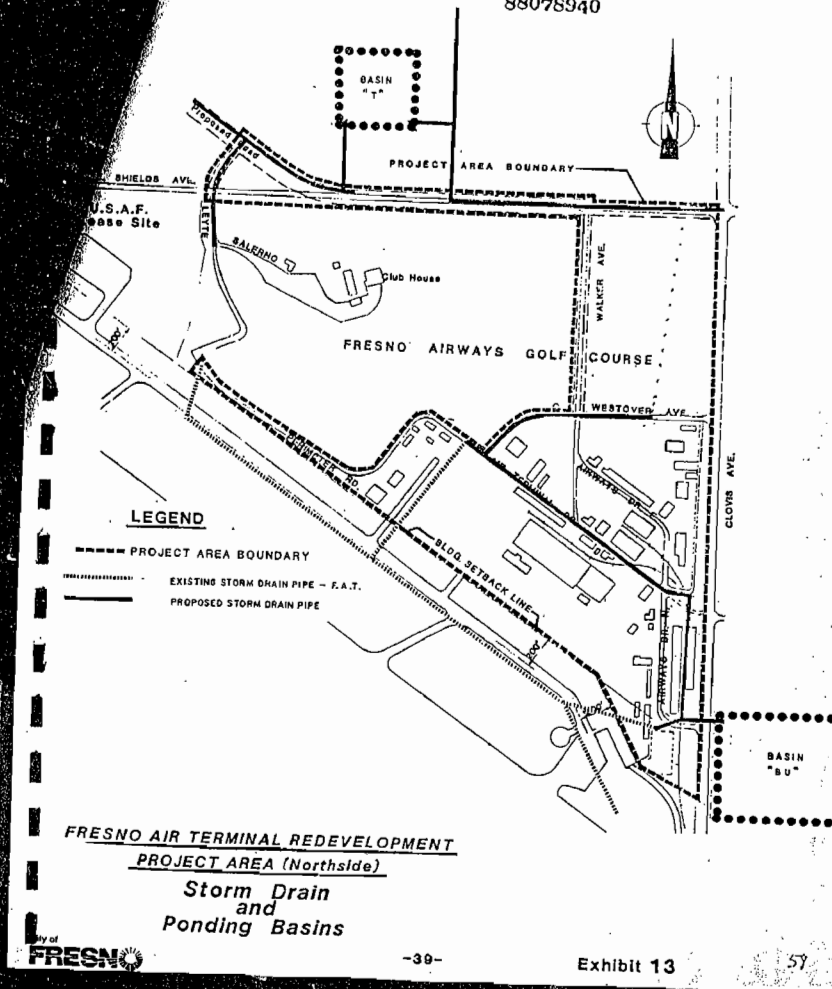
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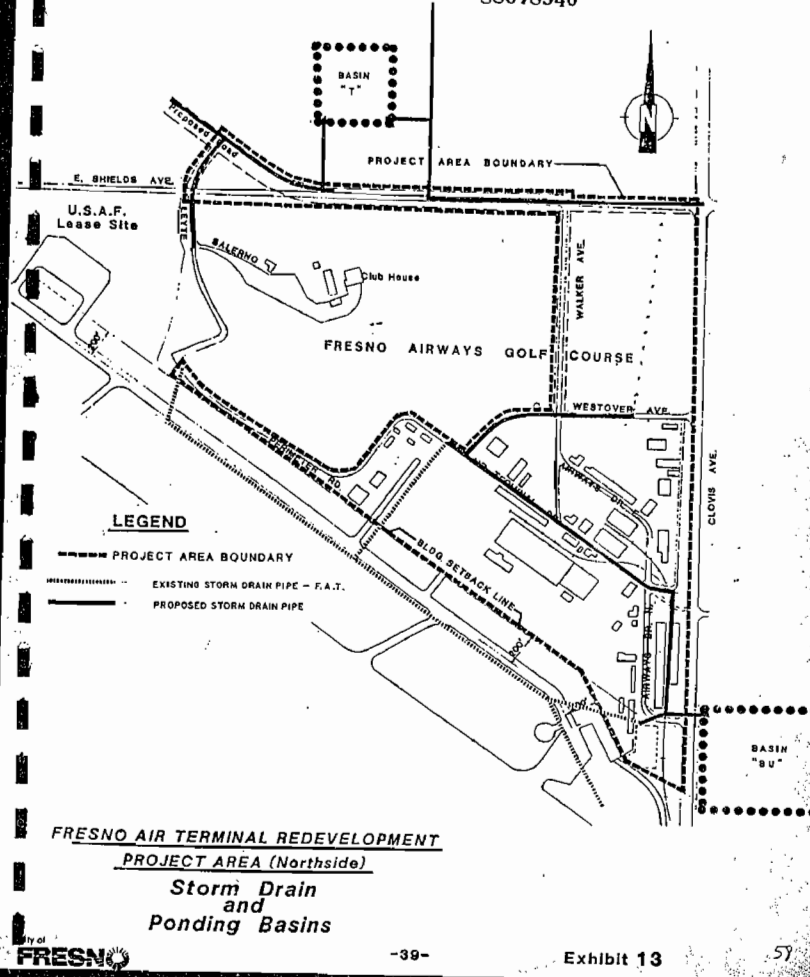
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3.4.5 Water and Sewer Facilities

All existing sewer and water lines were constructed approximately 50 years ago. By present day standards, 90 percent of the existing system in the Project Area is considered obsolete by both "age" and "size" of service available.

The water quality for a portion of the area has deteriorated due to the presence of contaminants in the groundwater. One supply well at Shields and Duke Avenue is currently out of service. Pump Station 8A and other wells in the system that are not contaminated are adequate for current demand.

If the existing street pattern is maintained, the sewer and water facilities can be upgraded through relocation and replacement of existing lines.

Preliminary investigation indicates that the downstream sewer trunk capacity is satisfactory, but further study may be required.

3.4.6 Private Utilities

Gas and electrical utilities exist throughout the area. They were installed some time ago and the

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various utility companies have no immediate plans to upgrade their facilities. However, some facilities will need relocation to allow for new building areas.

3.4.7 Other Public Improvements

In order to support new investments by existing and future aviation-related uses it may be necessary to upgrade and improve connecting taxiways, airfield, and related aviation facilities. Construction of parking structures or other buildings and site improvements may be necessary to accommodate future industrial and commercial development. (See Redevelopment Project Improvement List in Appendix.)

3.5 Land Acquisition

The implementation of this Redevelopment Plan will depend largely upon land assembly, redevelopment, and rehabilitation activities, which are summarized here and discussed in further detail in Chapter 5 of the Plan.

The City of Fresno owns all land within the Project Area. Due to deed restrictions the City cannot sell the land, so it leased and proposes to lease property for development. Implementation of the Redevelopment Plan could necessitate

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the acquisition of leaseholds and property improvements prior to the termination of current leases. However, any such action will require further study and, if it occurs, is not anticipated to be significant.

The Airways Golf Course leasehold is not considered for acquisition, since it is included for planning purposes only. In the interim and until specific property other than the Airways Golf Course leasehold is proposed for acquisition, the Plan designates all properties within the Project Area as "Properties which may not be acquired for redevelopment purposes subject to tenant participation." Where the structures on these properties are economically feasible to rehabilitate and the proposed reuse conforms to this Plan, the City's Zoning Ordinance, and other applicable land use plans and regulations, it is proposed that these properties be rehabilitated by their respective owners as necessary to be in conformance with the property rehabilitation standards set out in Section 4.6 of this Plan.

Every redevelopment plan which contemplates tenant participation in the redevelopment of the project area shall contain alternative provisions for redevelopment of the property if the tenants fail to participate in the redevelopment as agreed. In order to implement Tenant

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Participation in the project area, if and when the need for acquisition arises, the Redevelopment Agency may acquire any leasehold, property improvements or other property by negotiated purchase or, if necessary by eminent domain.

### 3.6 Relocation Assistance

Relocation assistance is required of the Agency in order to ensure consistent and fair treatment for businesses displaced as a result of the acquisition of the properties as necessary to implement the Redevelopment Plan. Such displacement is not anticipated to be significant. More specifically, most current tenants will not be displaced for a time period shorter than or different from their current leases or contracts. The majority of long term lease holders will not be eligible for financial benefits but will be afforded technical assistance consistent with the Relocation Method for the Fresno Air Terminal Redevelopment Project when the terms of their lease agreements are over.

The provision of relocation assistance is mandated by Chapter 16 of Division 7, Title 1 of the Government Code

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and the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Public Law 91-646), as well as by applicable Federal regulations and Sections 33410 to 33418 of the Community Redevelopment Law. The assistance and any payments required by Law are described in the Relocation Method for the Fresno Air Terminal Redevelopment Project Area.

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4.0 GENERAL STANDARDS AND PROVISIONS

4.1 Duration of Covenants

All provisions in this Redevelopment Plan regarding land uses, zoning, and property development standards, requirements and restrictions shall be in force and effect for a period of forty (40) years from the effective date of the ordinance adopting the Plan and shall be incorporated in all deeds, contracts, leases, and other contracts and instruments as appropriate, as restrictions and covenants running with the land for said period of forty (40) years. However, the covenant specified in Section 4.3 below concerning nondiscrimination restrictions on the basis of race, religion, color, creed, sex, marital status, national origin, or ancestry shall run in perpetuity.

4.2 Applicability of City Codes and Ordinances

All City codes and ordinances including but not limited to the Zoning Ordinance, Building Code, and Noise Ordinance, shall apply in all areas of the Project Area, except if there are different or more restrictive property development standards, restrictions or requirements as specified in this Redevelopment Plan. In addition, all

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future development and construction in the Project Area shall conform to the State energy conservation standards set forth in Title 24, California Administrative Code, and to the applicable provisions and controls of the 1982 Fresno County Clear Air Plan.

4.3 Nondiscrimination Provisions

No participating owner, lessee or any successor in interest shall effect or execute any agreement, lease, sublease, conveyance, or other instrument that restricts the sale, redevelopment or rehabilitation of property within the Project Area on the basis of race, color, creed, religion, sex, marital status, national origin, or ancestry.

All deeds, leases, or contracts for the lease, sublease, transfer, use, occupancy, tenure or enjoyment of any land in the Project Area, shall be submitted to the Agency for approval and shall contain express provisions in substantially the following form:

In deeds, the following language shall appear--"The grantee herein covenants by and for himself or herself, his or her heirs, executors, administrators, and assigns, and all persons claiming under or through them, that there shall be no discrimination against, or segregation of, any

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person or group of persons on account of race, color, creed, religion, sex, marital status, national origin or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the premises herein conveyed, nor shall the grantee or any person claiming under or through him or her, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees, or vendees in the premises herein conveyed. The foregoing covenants shall run with the land."

In leases, the following language shall appear--"The lessee herein covenants by and for himself or herself, his or her heirs, executors, administrators, and assigns, and all persons claiming under or through him or her, and this lease is made and accepted upon and subject to the following conditions:

That there shall be no discrimination against or segregation of any person or group of persons, on account of race, color, creed, religion, sex, marital status, national origin, or ancestry in the leasing, subleasing, transferring, use, occupancy, tenure, or enjoyment of the premises herein leased, nor shall the lessee himself, or any person claiming under or through him or her, establish or permit any such practice or practices of discrimination

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or segregation with reference to the selection, location, number, use, or occupancy, of tenants, lessees, sub-lessees, subtenants, or vendees in the premises herein leased."

In contracts entered into by the Agency relating to the transfer or leasing of land or any interest therein acquired by the Agency within the Redevelopment Project, the foregoing provisions in substantially the forms set forth shall be included, and such contracts shall further provide that the foregoing provisions shall be binding upon and shall obligate the contracting party or parties, and any subcontracting party or parties, or other transferees under the instrument.

The Agency shall review the nondiscrimination clauses of all deeds, leases or contracts effecting the lease, transfer, use, occupancy, tenure or enjoyment of any land in the Project Area to determine their conformance with Section 33436 of the California Community Redevelopment Law and the nondiscrimination requirements of the Title I, Housing Act of 1949, as amended.

#### 4.4 Review of Plans

No construction shall be undertaken in the Project Area until the site, building, landscape, and signing details

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and plans of the developer have been approved, in writing, by the Agency. Approval shall be granted only if such plans and details will effectuate the purposes of this Plan and meet the standards, restrictions and requirements as set forth herein. If the Agency's approval is not granted, no permits for such construction will be issued by the City of Fresno.

#### 4.5 Rehabilitation of Properties

##### 4.5.1 Scope of Rehabilitation

The project to be undertaken and carried out pursuant to the Plan, although involving the clearance and redevelopment of properties within the Project Area, also involves the rehabilitation of structures and improvements to accomplish the objectives of the Plan.

##### 4.5.2 Designation of Properties to be Rehabilitated (Subject to Tenant Participation)

All properties, the use of which conform to the Plan, and the improvements thereon that can be rehabilitated by economically feasible means, are hereby designated as "properties which may not be acquired subject to tenant participation." These

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properties may be rehabilitated by their respective tenants, subject, when deemed necessary, to the tenants entering into an Tenant Participation Agreement with the Agency to comply with the provisions and requirements of this Plan.

4.6 Standards for Satisfactory Rehabilitation

Commercial and industrial properties which can be feasibly rehabilitated and which can be integrated into the Plan by reason of location, use, availability of adjacent land and street access, shall comply with the following:

- a. All such properties within the Project Area shall be required to conform to all applicable provisions, requirements and regulations of this Plan.
- b. Each structure and the property on which it is located as part of the rehabilitation process shall be brought into conformance with the requirements of all applicable codes, ordinances, and regulations of the City of Fresno. Generally, this shall include but not be limited to the appropriate provisions for existing buildings contained in:
  - 1. City's Zoning Ordinance
  - 2. City's Building Regulations  
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3. City's Dangerous Building Ordinance

4. City's Noise Ordinance and the noise mitigation measures as recommended by the Noise Element of the 1984 Fresno General Plan.

5. City's Fresno Air Terminal Environs Specific Plan and the seven recommendations of the Fresno County Airport Land Use Commission that are listed in the Appendix of this Redevelopment Plan.

- c. Upon completion of rehabilitation, each structure must be safe and sound in all physical respects and be refurbished and altered to bring the property to an upgraded marketable condition which will continue during the life of any new or existing mortgage and extend the remaining economic life of the property to a minimum of thirty (30) years.

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5.0 IMPLEMENTATION OF THE REDEVELOPMENT PLAN

5.1 Public Activities and Responsibilities

Activities and responsibilities of the Agency and City of Fresno in the planning area of the Redevelopment Plan shall be as follows:

5.1.1 Initiation of Rezoning Procedures

The City Planning Commission or City Council shall initiate rezoning procedures to bring existing "on-the-ground" zoning into conformity with the Zone Plan Map in order to permit the types of uses permissible under the land use provisions of the Plan. (see Zone Plan Map, Exhibit 9).

5.1.2 Activities, Acquisition, Demolition, and Clearance

All of the land within the Project Area is owned by the City of Fresno. Implementation of the Redevelopment Plan could necessitate the acquisition of leaseholds and property improvements.

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- a. Acquisition of leasehold interests and improvements property, where necessary, will be by cooperative negotiation between the affected lessee or owner of such improvement and the Agency.
- b. In cases where purchase cannot be negotiated, The Agency may acquire a leasehold or property improvement through the exercise of its right of eminent domain. All eminent domain proceedings shall be commenced within twelve years from the effective date of the ordinance approving the Redevelopment Plan. The Agency will comply with all the provisions of the statutes and Constitution of the State of California and the Department of Housing and Urban Development of the United States of America, relative to the exercise of the right of eminent domain. Payments for such leaseholds and property improvements shall be in accordance with applicable State and Federal law.
- c. After acquisition of leaseholds and property improvements as described above, and relocation of businesses as described in Section 5.1.5 of this Plan, the Agency shall clear or cause to

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have cleared all acquired and vacated land and improvements not in conformity with the Plan, except those improvements on properties which are designated "not to be acquired, subject to tenant participation." Properties so designated may subsequently be acquired by the Agency and cleared of all improvements if such action is determined by the Agency to be necessary in the interests of the project. The Agency may clear individual properties as acquired and vacated.

- d. Since there are no existing housing units in the Project Area, and the Redevelopment Plan does not permit the construction of new housing units, there will be no displacement of persons and families of low and moderate income.

5.1.3 Real Property Management

All leaseholds or property improvements acquired by the Agency in the Project Area will be managed by or under the direction of the Agency until the leasehold or property improvement is sold, leased or converted to public use within a reasonable period necessary to effect such resale, lease or conversion.

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5.1.4 Land Disposition

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All of the leaseholds or property improvements within the Project Area, other than that to be devoted to public use, shall be offered to developers for lease in accordance with the terms of Sections 33335, 33430, and 33431 of the Community Redevelopment Law.

Such lease of property will be in accordance with the Agency's Marketing Policies as set forth in Resolution No. 1125. Notice of any such lease shall be given by publication for not less than once a week for two weeks in a newspaper of general circulation published within the County of Fresno.

5.1.5 Displacement and Relocation of Businesses

In order to ensure that uniform, fair, and equitable treatment is afforded businesses or institutions displaced as a result of acquisition of leaseholds or property improvements within the Project Area, the Agency will provide eligible businesses and institutions with relocation assistance and payments as required by the California Relocation Assistance Law (Sections 7260, et seq., of the California Government Code)

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and the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Public Law 91-646), as well as Article 9 (commencing with Section 33410) of the Community Redevelopment Law.

Such displacement is not anticipated to be significant. Most of the existing leases will expire or terminate according to their terms and the lessees under such leases will not be eligible for financial relocation assistance, but will be given technical relocation assistance consistent with the Relocation Method for the Fresno Air Terminal Redevelopment Project.

a. Relocation Method

The assistance and payments required by law are described in the Relocation Method for the Fresno Air Terminal Redevelopment Project.

Copies of the Relocation Method are available from the City of Fresno Development Department.

Fresno City Hall, 2326 Fresno Street, Fresno, CA 93721-1899.

b. Reentry Preference for Former Tenants

Tenants within the Project Area whose leaseholds

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are acquired or terminated by the Agency will be given reasonable preference as redevelopers in the Project Area if the Agency, in its sole discretion, determines, all other things being equal, that such a tenant's proposal for redevelopment is in all respects equal to or superior to proposals of other redevelopers.

5.1.6 Improvement of Public Facilities

City-owned/operated facilities shall submit advance schematics/plan(s) before any entitlement is sought and said entitlement shall not be issued by the City until the Agency has approved the plan/development in writing.

5.2 Responsibilities of Redevelopers

The following is a description of obligations of redevelopers who lease property in the Project Area:

5.2.1 Prevention of Land Speculation

No redeveloper shall, without prior written consent of the Agency, resell, sublease, or otherwise transfer leaseholds or property improvement rights in the Project Area until the construction on the

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land has been completed and all obligations imposed on such redeveloper by the Plan have been discharged. It is in the public interest to rapidly develop all property in the Project Area in conformity with this Plan in the shortest possible time, and to prohibit unreasonable holding of land.

5.2.2 Establishment of Time Limits for Redevelopment

All deeds, leases, or other agreements for sale or rental of property in the Project Area to redevelopers shall contain provisions setting time limits for initiation and completion of construction of such site improvements as are required in each case.

5.2.3 Enactment of Tenant Participation Agreements

It is proposed that certain properties or structures in the Project Area which require alteration, improvement, modernization or rehabilitation be retained provided that the tenants enter into an agreement called an "Tenant Participation Agreement" with the Redevelopment Agency, consistent with the Tenant Participation and Reentry Rules promulgated by the Agency. Copies of the Tenant Participation and Reentry Rules are available from the City of

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Fresno Development Department, Fresno City Hall,  
2326 Fresno Street, Fresno CA 93721-1899.

5.2.4 Alternative Provisions for Redevelopment of Property

The Agency will not acquire the leasehold or other property interests which is retained by a tenant under an Tenant Participation Agreement unless said tenant fails, refuses, or neglects to perform his or her obligations under said Agreement.

If the tenant fails to redevelop the property or perform all other obligations required by the terms of an Tenant Participation Agreement, the Agency may, at its option, seek specific performance of the Agreement and may thereafter lease said property for redevelopment in accordance with this Plan.

5.2.5 Land Use Proposals for Properties to be Rehabilitated

All properties, the use of which conforms to this Plan, have been designated as "properties which may not be acquired subject to tenant participation." Where it is economically feasible to rehabilitate the structures on such properties and the proposed reuse conforms to this Plan, it is anticipated that

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these properties will be rehabilitated as necessary to conform with the Property Rehabilitation Standards in Section 4.6 of this Plan, and to conform with all other standards, regulations, restrictions, and controls of this Plan.

### 5.3 Methods of Financing

#### 5.3.1 General Description of Financing Methods

The Agency is authorized to utilize all existing or future funding sources and methods deemed appropriate for financing the implementation of this Redevelopment Plan.

The Agency may accept financial or other assistance from any public or private source and expend any funds so received for any of the purposes of the Plan.

The Agency may utilize Tax Increment Financing, that is that portion of property taxes in excess of the frozen tax base established pursuant to Section 33670 of the California Community Redevelopment Law, to finance or refinance, in whole or in part, the Plan.

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Where appropriate to the purposes of the Plan, the Agency may accept the construction of site improvements, public facilities, and other supportive facilities by public agencies or private parties either in lieu of financial contributions or as gifts.

5.3.2 Community Development Block Grant

For funding purposes, the Agency may include the financing of the Project in the Community Development Block Grant Program of the Department of Housing and Urban Development of the United States of America (hereinafter called the "Government") in a form satisfactory to the Government, under the provisions of Title I of the Housing Act of 1949, as amended, such financing is proposed as a combination of grant and loan funds.

The grant financing proposes to include funds received by the City of Fresno under and pursuant to the Community Development Act of 1974, as amended.

In addition to or in lieu of direct cash financing, the City of Fresno may undertake to provide certain site improvements or supporting facilities in accordance with the provisions of the Plan. Any

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such contributions in connection with the project shall be included in the gross project cost to the extent that they are determined to be eligible for such inclusion and shall further be held to be a portion of the local share of the net project cost.

5.3.3 Loans and Advances

Within 40 years after the effective date of the ordinance approving this Redevelopment Plan, the Agency may, from time to time, borrow money, and it may expend such money for any or all of the following purposes:

- a. Repayment of monies advanced by the Government for planning the Project.
- b. Acquisition of leasehold interests and existing improvements in the Project Area.
- c. Preparation of land in the Project Area for leasing.
- d. Payment of expenses in connection with leasing land within the Project Area.
- e. Payment of expenses of administering the Project, including interest charges.

The 40 year term of the Redevelopment Project is necessary as the project is expected to proceed in multiple phases, possibly involving several bond issues. Such bond issues, typically of 30 years duration, could have overlapping and varying amortization periods depending upon the timing of project phases and the availability of sufficient tax increment revenues on an annual basis. The 40 year term would provide sufficient time for predevelopment activities (formulation and design of project improvements, and marketing) that would precede the issuance of bonds and construction of new project improvements.

5.3.4 Grants

The City of Fresno and/or other local public bodies may grant sums of money to the Agency or may undertake to provide certain site improvements or supporting facilities in accordance with the

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provisions of this Plan. Any such contributions in connection with the Project shall be included in the gross project costs to the extent that they are determined to be eligible for such inclusion and shall be held to be a portion of the local share of the net project cost.

5.3.5 Tax Increment

All taxes levied upon taxable property within the Project Area each year, by or for the benefit of the State of California, County of Fresno, City of Fresno, any district, or other public corporation (hereinafter sometimes called "taxing agencies") after the effective date of the ordinance approving this Redevelopment Plan, shall be divided as follows:

a. Frozen Tax Base

Except where an allocation is appropriate because of an election has been duly and timely made by a taxing agency pursuant to Section 33676 of the Community Redevelopment Law, that portion of the taxes which would be produced by the rate upon which the tax is levied each year by or for each of the taxing agencies upon the

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total sum of the assessed value of the taxable property in the Project Area as shown on the assessment roll used in connection with the taxation of such property by such taxing agency, last equalized prior to the effective date of such ordinance, shall be paid into the funds of the respective taxing agencies in the same way that taxes by or for the taxing agencies on other property are paid. For the purposes of allocating taxes levied by or for any taxing agency or agencies which did not include the territory in the Project Area on the effective date of such ordinance but to which such territory is annexed or otherwise included after such effective date, the assessment roll of the County of Fresno last equalized on the effective date shall be used in determining the assessed valuation of the taxable property in the Project Area on the effective date.

b. Tax Increment

That portion of the levied taxes each year in excess of the frozen tax base but not more than a Total Allocation Limitation of \$85,250,000, shall be allocated to and when collected shall

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be paid into a special fund of the Agency to pay the principal of and interest on bonds, loans, monies advanced to or indebtedness (whether funded, refunded, assumed, or otherwise) incurred by the Agency to finance or refinance, in whole or in part, this Redevelopment Plan or the Project, within the meaning of Section 33678 of the Community Redevelopment Law. Unless and until the total assessed value of the taxable property in the Project Area exceeds the total assessed value of the taxable property in the Project Area as shown by the last equalized assessment roll referred to in paragraph 5.3.5 (a) above, all of the taxes levied and collected upon the taxable property in the Project Area shall be paid into the funds of the respective taxing agencies.

No loans, advances, or indebtedness to be repaid from such allocation of taxes shall be established or incurred by the Agency beyond a time limitation of 40 years from the effective date of the ordinance approving this Redevelopment Plan.

When the bonds, loans, advances, and indebtedness, if any, and interest thereon, have been

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paid, or when the \$85,250.00 Total Allocation Limitation is reached, all monies thereafter received from taxes upon the taxable property in the Project Area shall be paid into the funds of the respective taxing agencies as taxes on all other property are paid. Pursuant to Section 33334.1 of the Community Redevelopment Law, this Plan limits the amount of bonded indebtedness which may be outstanding at any one time to \$85,250,000.

c. Low and Moderate Income Housing Share of Tax Increment

Not less than twenty percent of all of the taxes allocated to the Agency referred to in paragraph 5.3.5 (b) shall be used by the Agency for the purpose of increasing and improving the community's supply of low and moderate income housing, either inside or outside the Project Area, in accordance with the terms of Section 33334.2 of the Community Redevelopment Law. The Agency has found that the use of the allocated taxes to increase and improve low and moderate income housing outside the Project Area will benefit the Project.

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d. Alleviation of Financial Burden

In any year during which the Agency owns property in the Project Area, the Agency may pay directly to a taxing agency including, but not limited to a school district, an amount of money in lieu of taxes. A proportionate share of any amount of money paid by the Agency shall also be disbursed to any school district with territory located within the Project Area in accordance with the terms of Section 33401 of the Community Redevelopment Law.

The Agency may also pay to any of the taxing agencies, with territory located in this redevelopment project area other than the City of Fresno, any amount of money which in the Agency's determination is necessary and appropriate to alleviate any financial burden or detriment caused to any taxing agency by this Redevelopment Project in accordance with the terms of Section 33401 of the Community Redevelopment Law.

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6.0 MODIFICATION OF PLAN

6.1 Amendment of Plan

After adoption of this Redevelopment Plan by the City Council of the City of Fresno, the provisions of the Plan may be amended by the Council only by formal written amendment duly approved and recommended by the Agency and pursuant the provisions of Chapter 4, Article 12 (Sections 33450 through 33438) of the California Community Redevelopment Law

6.2 Variances

Under exceptional circumstances, the Development Department Director may permit a variation from the limits, restrictions and controls of this Plan. In order to permit such a variance, the Development Department Director must first find all of the following:

- 6.2.1 The application of certain provisions of the Plan would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Plan;

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6.2.2 There are exceptional circumstances or conditions applicable to the property or to the intended development of the property which do not generally apply to other properties having the same standards, restrictions, and controls;

6.2.3 Permitting the variance will not be materially detrimental to the public welfare or injurious to property or improvements in the area; and

6.2.4 Permitting the variance will not be contrary to the objectives of the Plan.

Within 15 calendar days after the publication of a notice of the decision by the Development Department Director, either granting or denying a variance, the decision may be appealed to the Agency in writing by an affected property owner, tenant, or person within or adjacent to the Project Area. The appeal shall be in writing and shall set forth the reasons why the decision should not be upheld. Unless the decision is appealed, the decision of the Development Department Director is final.

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No variance shall be granted which changes a basic land use or which permits other than a minor departure from the provisions of this Plan. In permitting a variance, the Development Department Director shall impose such conditions as are necessary to protect the public health, safety, or welfare and to assure compliance with the purposes and intent of this Plan.

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7.0 IMPACT OF PROPOSED PLAN

During the past few years there has been a sporadic but significant interest in the Fresno Air Terminal Redevelopment Project Area (FATRA). However, revitalization of the Project Area cannot occur without a creative partnership of private and public sectors as enabled by the Community Redevelopment Law, utilization of the full range of tools provided in the Community Redevelopment Law will be necessary to stabilize and revitalize this Project Area.

7.1 Attainment of the Purposes of the California Community Redevelopment Law

The proposed redevelopment of FATRA is expected to attain the purposes of the Community Redevelopment Law by:

- Effecting the elimination and prevention of the spread of physical blight and deterioration through redevelopment, rehabilitation, and conservation.
- Providing adequately sized development parcels and required public improvements so as to encourage new construction by private enterprise, thereby providing the City of Fresno with a stronger economic base.

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- Mitigating development limitations which have resulted in the lack of proper utilization of the Project Area to such an extent that the Project Area is a serious physical, social, and economic burden on the community which cannot reasonably be expected to be reversed or alleviated without the application of the redevelopment process.
- Providing construction and long-term employment opportunities in the development of the proposed industrial facilities and other improvements as necessary to maintain the Project Area as a high quality business park development.
- Providing for relocation assistance and benefits to eligible Project Area businesses which may be displaced as a result of acquisition by the Agency, in accordance with the provisions of the Community Redevelopment Law, and the Relocation Method for the FATRA Project Area and any specific Relocation Plan adopted by the Agency.

7.2 Impact Upon the Project Area and Surrounding Neighborhoods

The City's objective in pursuing the FATRA Redevelopment Project is to make available the full range of tools afforded by Community Redevelopment Law including the ability to possibly acquire property and more readily

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lease new development sites; provide for rehabilitation of existing structures; relocate businesses where necessary and provide relocation benefits to eligible relocatees; provide needed public improvements; and utilize a full range of financing techniques including the use of tax increment financing. It is expected that the use of these tools will allow the Agency to provide additional airport-related facilities and to mitigate the severe limitations on industrial developments that are now and would continue to be constraints to the proper utilization of the Project Area without the redevelopment process.

While the Agency's objective is to stimulate new development in the Project Area in order to provide for a modern air facility and related uses, as well as to improve the community's economic base, it must use caution in order to avoid disturbing the surrounding areas. During program implementation there will, of course, be some short-term inconveniences. However, there will be a positive long-term impact to the surrounding area adjacent to the Project Area as well as the entire City of Fresno.

New additional industrial and related developments in the Project Area will add to the total community environment. These developments will be well planned and well controlled through the Agency's efforts. Additionally, redevelopment efforts may include conservation of

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structures through rehabilitation. The increase of property values in the Project Area and surrounding areas resulting from these redevelopment activities will provide a broader tax base for the support of public functions for the City of Fresno.

While the overall impact of the planned redevelopment activities is expected to be positive, businesses within the Project Area will find themselves in an area undergoing radical changes. Many buildings may be demolished to make way for new development. In addition, streets may be temporarily closed or modified, thereby altering circulation patterns within the Project Area. While these activities are occurring, businesses may be relocated to available sites in nearby areas or perhaps to other locations in the community.

The impact from project implementation on surrounding neighborhoods is also expected to be positive over the long term. Development of modern well-planned industrial developments will provide an economic and aesthetic impetus to the surrounding areas. Furthermore, in achieving such development, the existing blighting influence from the Project Area which affects the surrounding areas of the City in general will be eradicated.

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7.3 Conclusion

The adoption of the Fresno Air Terminal Redevelopment Plan provides the necessary mechanisms to effect a reversal of the physical and socio-economic conditions responsible for blight in the Project Area. Proper planning--including assembly of appropriately sized development sites, improved balance between aviation-related and industrial uses, specific development of key "target" sites, and proposed traffic circulation and infrastructure improvements will provide the necessary catalyst to generate revitalization of the Project Area. This will terminate the long-term decline from which the Project Area suffers, protect present investments, and stimulate further development within the Project Area that will ensure the removal of the Project Area's blighted conditions.

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8.0 APPENDIX

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A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO  
DESIGNATING A SURVEY AREA FOR THE FRESNO AIR TERMINAL  
(NORTHSIDE) AREA FOR REDEVELOPMENT STUDY PURPOSES

WHEREAS, the Council desires that the Fresno Air Terminal (Northside) Area be studied to determine if a redevelopment project within the Fresno Air Terminal (Northside) Area is feasible; and

WHEREAS, Section 33310 of the Health and Safety Code provides that redevelopment survey areas may be designated by resolution of the City Council; and

WHEREAS, the designation of a Survey Area is an initial step in the redevelopment planning process, and it is appropriate and timely to designate the Fresno Air Terminal (Northside) Area as such.

NOW, THEREFORE, BE IT RESOLVED, by the Council of the City of Fresno as follows:

1. The Council hereby finds that the Fresno Air Terminal (Northside) Area, as shown on the attached Survey Area Boundary Map, requires study to determine if a redevelopment project or projects within the area are feasible.
2. The Council hereby designates the Fresno Air Terminal (Northside) Area as a redevelopment survey area within the meaning of the California Redevelopment Law (Sections 33000

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et. seq. of the California Health and Safety Code) and authorizes  
City staff to initiate the redevelopment planning process for the  
Fresno Air Terminal (Northside) Area.

\* \* \* \* \*  
CLERK'S CERTIFICATE

STATE OF CALIFORNIA )  
COUNTY OF FRESNO ) ss.  
CITY OF FRESNO )

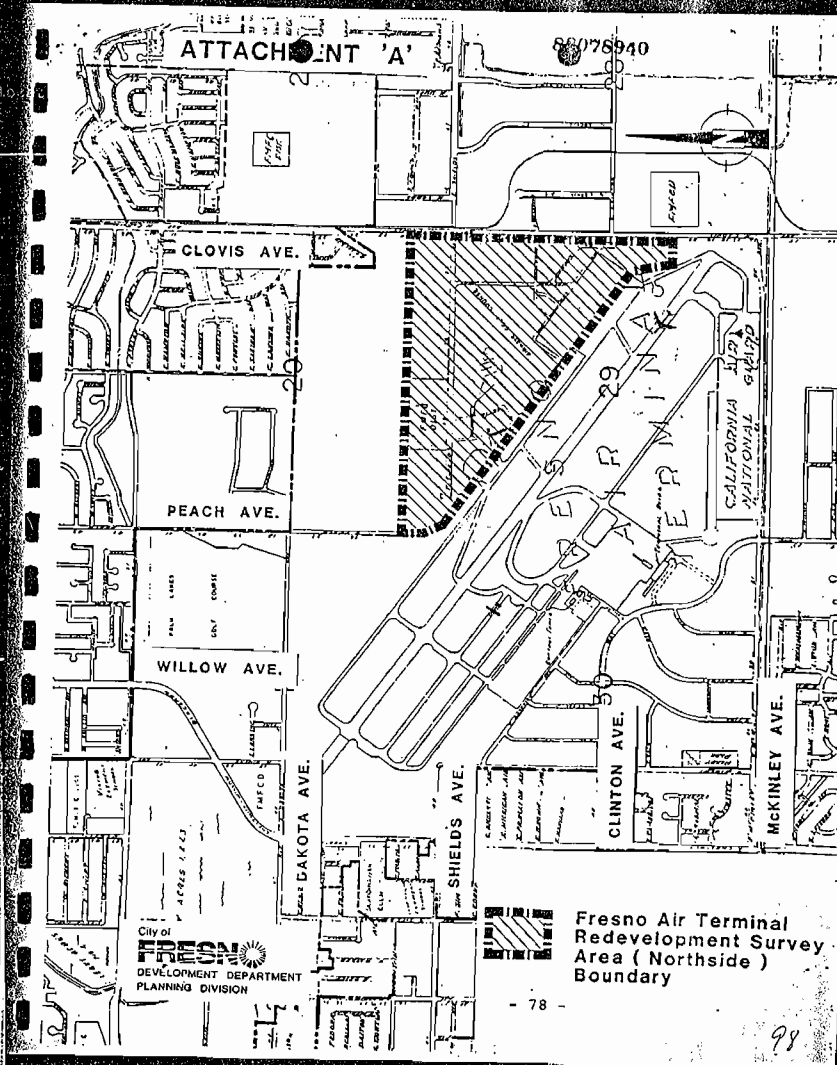
I, JACQUELINE L. RYLE, City Clerk of the City of Fresno, certify  
that the foregoing resolution was adopted by the Council of the  
City of Fresno, California, at a regular meeting held on  
the 1st day of December, 1987.

JACQUELINE L. RYLE  
City Clerk

By Olivia Sommerich  
Deputy

JF:jb  
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Attachment: Survey Area Boundary Map



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RESOLUTION NO. 1260

A RESOLUTION OF THE REDEVELOPMENT AGENCY  
OF THE CITY OF FRESNO DESIGNATING A SURVEY AREA  
FOR THE FRESNO AIR TERMINAL (NORTHSIDE) AREA  
FOR REDEVELOPMENT STUDY PURPOSES

WHEREAS, the Redevelopment Agency of the City of Fresno desires that the Fresno Air Terminal (Northside) Area be studied to determine if a redevelopment project within the Fresno Air Terminal (Northside) Area is feasible; and

WHEREAS, Section 33310 of the Health and Safety Code provides that redevelopment survey areas may be designated by resolution of the Redevelopment Agency; and

WHEREAS, the designation of a Survey Area is an initial step in the redevelopment planning process, and it is appropriate and timely to designate the Fresno Air Terminal (Northside) Area as such.

NOW, THEREFORE, BE IT RESOLVED, by the Redevelopment Agency of the City of Fresno as follows:

1. The Redevelopment Agency hereby finds that the Fresno Air Terminal (Northside) Area, as shown on the attached Survey Area Boundary Map, requires study to determine if a redevelopment project or projects within the area are feasible.
2. The Redevelopment Agency hereby designates the Fresno Air Terminal (Northside) Area as a redevelopment survey area within the meaning of the California Redevelopment Law

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(Sections 33000 et. seq. of the California Health and Safety Code) and authorizes City staff to initiate the redevelopment planning process for the Fresno Air Terminal (Northside) Area.

\* \* \* \* \*  
CLERK'S CERTIFICATE

STATE OF CALIFORNIA )  
COUNTY OF FRESNO ) ss.  
CITY OF FRESNO )

I, JACQUELINE L. RYLE, Clerk Ex-officio of the Redevelopment Agency of the City of Fresno, certify that the foregoing resolution was adopted by the Redevelopment Agency of the City of Fresno, California, at a regular meeting held on the 1st day of December, 1987.

JACQUELINE L. RYLE  
Clerk Ex-officio of the  
Redevelopment Agency of the City  
of Fresno

By

*Calvin S. [Signature]*  
Deputy

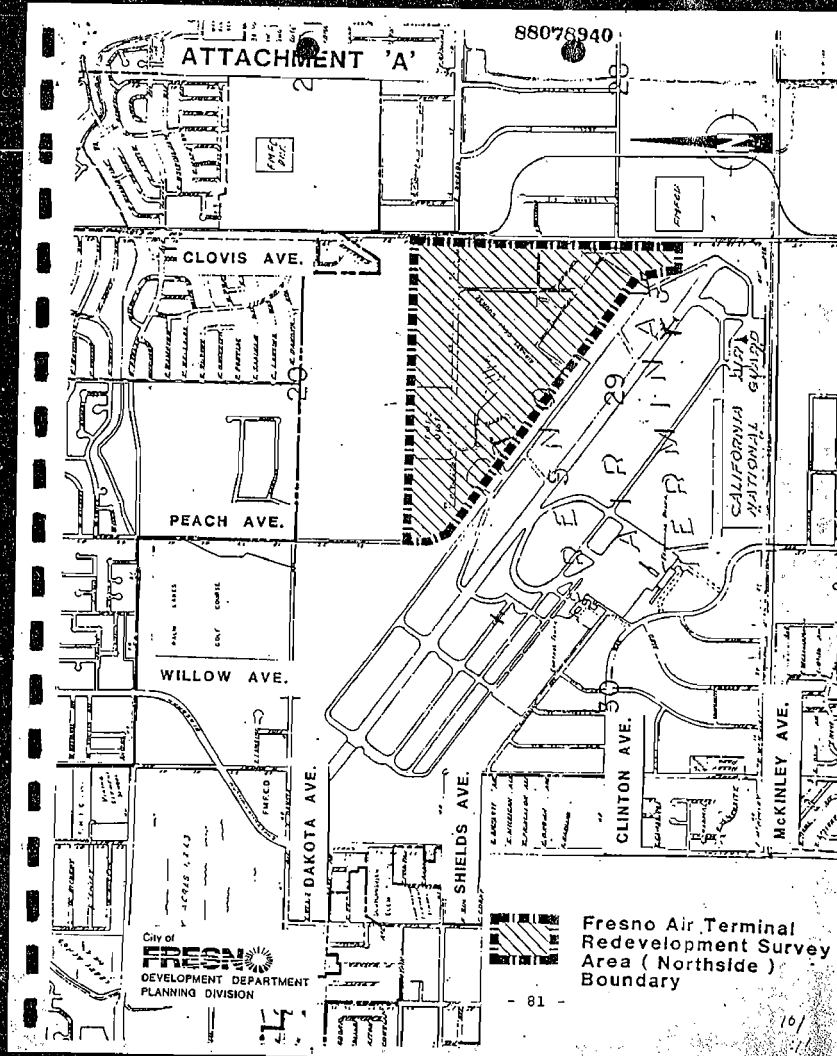
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Attachment: Survey Area Boundary Map

APPROVED AS TO FORM  
CITY ATTORNEY'S OFFICE

By: *[Signature]*  
Assistant

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FRESNO CITY PLANNING COMMISSION

RESOLUTION NO. 9326

A RESOLUTION OF THE PLANNING COMMISSION OF THE  
CITY OF FRESNO DESIGNATING THE BOUNDARIES FOR THE  
FRESNO AIR TERMINAL REDEVELOPMENT PROJECT AREA.

WHEREAS, a report entitled the "Report of Physical and Socio-Economic Blight" (the "Report") has been completed for the 102-acre Proposed Project Area within the 290-acre area designated as the Fresno Air Terminal Redevelopment Survey Area, the proposed Project Area being generally bounded by Clovis Avenue, the Fresno Air Terminal Northside Building Restriction Line, Perimeter Road, Walker Avenue, and Shields Avenue, as depicted on the map attached hereto as Exhibit "A" and more particularly described by Exhibit "B"; and

WHEREAS, the Report describes conditions of blight as defined in Sections 33031 and 33032 of the California Health and Safety Code which permeate the entirety of Survey Area; and

WHEREAS, it is in the best interests of the health, welfare and living conditions of the residents of the proposed Project Area and in order to enhance future development that a redevelopment project be initiated to effect a reversal of the conditions identified in the report responsible for the presence of blight within the proposed Project Area should it be determined that such a project is feasible; and

WHEREAS, in accordance with Section 33322 of the California Health and Safety Code, the Planning Commission may establish the boundaries of a Redevelopment Project Area.

NOW, THEREFORE, BE IT RESOLVED as follows:

1. That the Planning Commission of the City of Fresno hereby designates the proposed Project Area as shown and described on Exhibits "A" and "B" attached hereto and, by this reference, made a part hereof, as a project area which is blighted, as described in the Report, and in need of redevelopment;
2. That the Project Area is hereby designated and shall hereinafter be known as the "Fresno Air Terminal Redevelopment Project Area," which includes all of the territory encompassed by the legal description of the project area boundaries as described in Exhibit "B"; and



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3. That the staff is hereby directed to prepare and formulate a preliminary plan for the entire Fresno Air Terminal Redevelopment Project herein described.

The foregoing resolution was adopted by the Planning Commission upon a motion by Commissioner Loyd, seconded by Commissioner Gaston.

VOTING:           Ayes - Brewster, Diener, Gaston, Laikam, Loyd, Quintero  
                  Noes - None  
                  Not Voting - None  
                  Absent - Moore

ALVIN P. SOLIS, Secretary  
Fresno City Planning Commission

DATED: December 16, 1987

Resolution No. 9326

Designating the Boundaries for  
the Fresno Air Terminal  
Redevelopment Project Area

4937/236

Attachment: Exhibit "A" - Report of Physical and Socio-Economic Blight  
                  Exhibit "B" - Legal Description of Fresno Air Terminal  
                                  Redevelopment Project Area Boundaries

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LEGAL DESCRIPTION OF FRESNO AIR TERMINAL NORTHSIDE  
REDEVELOPMENT PROJECT AREA BOUNDARIES

BEGINNING at the intersection of a line which is 50.00 feet North of the North line of Section 29, Township 13 South, Range 21 East, Mount Diablo Base and Meridian, as said Section is shown on the United States Government Township Plats, with a line which is parallel with and 50.00 feet West of the East line of said Section 29, being also, on the West line of North Clovis Avenue; thence South  $89^{\circ}-57'-03''$  West, parallel with and 50.00 feet North of the North line of said Section 29, being also, along the North right-of-way line of East Shields Avenue, a distance of 748.77 feet; thence North  $0^{\circ}-02'-57''$  West, a distance of 1.40 feet, to the intersection, with the Official Plan Line of East Shields Avenue; thence North  $88^{\circ}-54'-12''$  West, along the Official Plan Line of said East Shields Avenue, a distance of 160.06 feet, to a point which is 53.00 feet North of the North line of said Section 29; thence South  $89^{\circ}-57'-03''$  West, along the Official Plan Line of said East Shields Avenue, being also, along a line which is parallel with and 53.00 feet North of the North line of said Section 29, a distance of 1510.17 feet; thence Westerly, along a tangent curve, concave to the North and having a radius of 747.00 feet, through an interior angle of  $35^{\circ}-12'-44''$ , an arc distance of 459.08 feet; thence Northwesterly, along said Official Plan Line, North  $54^{\circ}-50'-13''$  West, a distance of 230 feet, more or less, to the intersection with the Northerly production of the Westerly right of way line of the Official Plan Line of North Leyte Avenue; thence South  $35^{\circ}-09'-47''$  West, along the Westerly production of the Westerly right-of-way line of the Official Plan Line of said North Leyte Avenue, a distance of 210.25 feet; thence Southerly, along said Official Plan Line of said North Leyte Avenue, being also, along a tangent curve, concave to the East, and having a radius of 317.00 feet, through an interior angle of  $35^{\circ}-22'-00''$ , an arc distance of 195.67 feet, to a point which is 30.00 feet South of the North line of said Section 29; thence North  $89^{\circ}-57'-15''$  East, along a line which is parallel with and 30.00 feet South of the North line of said Section 29, a distance of 72.00 feet; thence South  $0^{\circ}-12'-13''$  East, along the East line of said Leyte Avenue, a distance of 43.15 feet; thence Southerly, along a tangent curve, concave to the East and having a radius of 1,520.00 feet, through an interior angle of  $34^{\circ}-10'-21''$ , an arc distance of 906.56 feet; thence South  $64^{\circ}-36'-42''$  West, along the Southeasterly right of way line of a 26.00 feet wide road, a distance of 342.32 feet, to the intersection with the Northerly line of Perimeter Road; thence South  $35^{\circ}-09'-47''$  West, along a line which is perpendicular to the center line of Taxiway "B", to

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the intersection with a line which is parallel with and 200.00 feet Northeast of the center line of said Taxiway "B", thence South 54°-50'-13" East, along a line which is parallel with and 200.00 feet Northeast of the center line of said Taxiway "B", to the intersection with a line which is parallel with and 200.00 feet Northeast of the center line of Taxiway "A", thence Southeasterly, along a line which is parallel with and 200.00 feet Northeast of the center line of said Taxiway "A", a distance of 650 feet, more or less, to the intersection with the Northeastly Approach Slope Line, as indicated as E1 330 clear 17'-34.1 (Cat I); thence South 55°-58'-29" East, along said Northeastly Approach Slope Line, a distance of 430 feet, more or less, to the intersection with the West right of way line of said North Clovis Avenue; thence Northerly, along the West right of way line of said North Clovis Avenue, a distance of 3850 feet, more or less, to the Point of Beginning.

EXCEPTING therefrom, the following described portion of the Airways Golf Course.

BEGINNING at a point on the North property line of the Airways Golf Course, which is 53.00 feet South of the North Quarter corner of said Section 29; thence North 89°-57'-03" East, along a line which is parallel with and 53.00 feet South of the North line of said Section 29, to the intersection with a line which is parallel with and 32.00 feet West of the center line of North Walker Way, which is 870.58 feet West of the East line of said Section 29; thence Southerly, along said line which is 32.00 feet West of the center line of said North Walker Way, a distance of 1289.45 feet, to the intersection with the North right of way line of East Westover Avenue; thence South 89°-41'-37" West, along the North right of way line of said East Westover Avenue, a distance of 180 feet, more or less; thence Westerly, Southwesterly, and Southerly, along a tangent curve, concave to the Southeast and having a radius of 308.24 feet, through an interior angle of 54°-34'-22" an arc distance of 293.59 feet; thence South 35°-07'-15" West, a distance of 170.52 feet, to the North right of way line of Air Terminal Drive; thence North 54°-52'-45" West, a distance of 485.52 feet; thence South 35°-07'-15" West, along the Northwesterly right of way line of Boyington Drive, a distance of 507.71 feet; thence Southwesterly, Westerly and Northwesterly, along a tangent curve, concave to the Northwest, having a radius of 108.58 feet, through an interior angle of 86°-43'-22", an arc distance of 164.35 feet; thence North 58°-09'-23" West, along the Northeastly right of way line of Perimeter Road, a distance of 284.43 feet; thence North 61°-37'-40" West, a distance of 328.62 feet; thence North 56°-24'-22" West, a distance of 377.01 feet; thence North 35°-48'-16" West, a distance of 234.50 feet, to the Southeastly right of way line of 26.00 foot wide road; thence North 64°-36'-42" East, a distance of 342.32 feet to the intersection with a non-tangent curve; thence Northwesterly, along the arc of said non-tangent curve, whose center bears North 55°-46'-34" East, through an interior angle of 34°-10'-21", with a

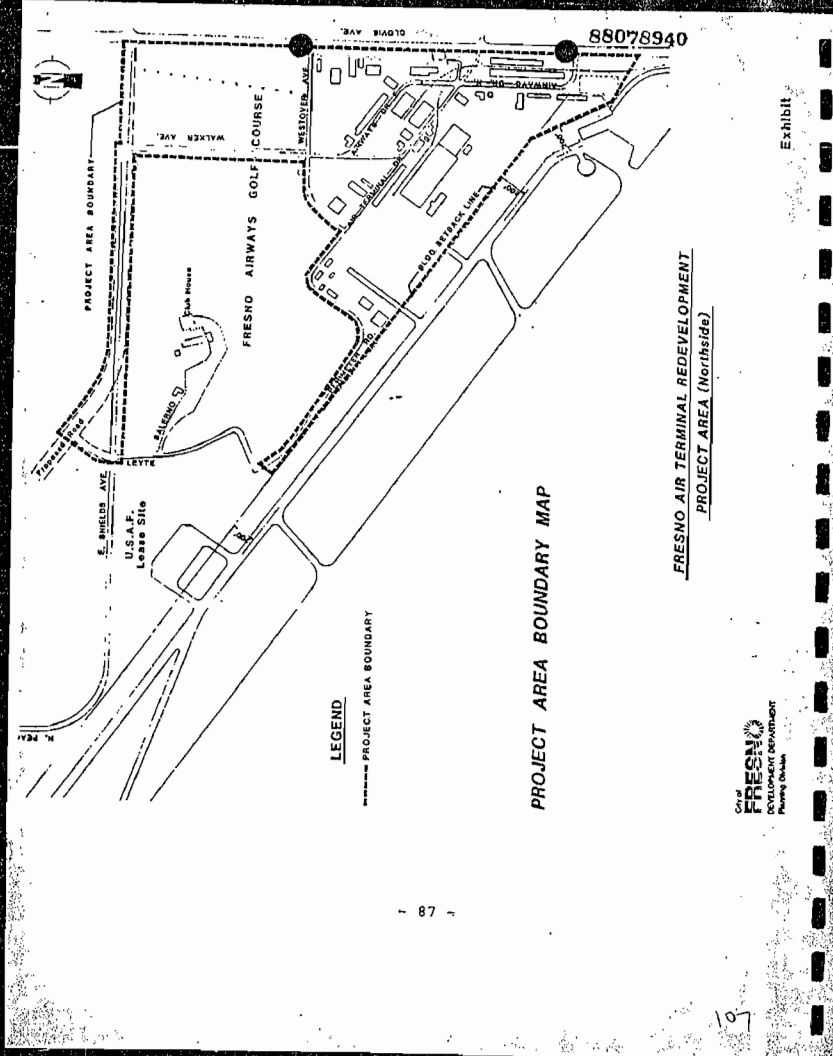
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radius of 1,520.00 feet, an arc distance of 906.56 feet; thence North 00°-12'-13" West, being also, along the East right of way line of North Leyte Avenue, a distance of 20.15 feet, to a point which is 53.00 feet South of the North line of said Section 29; thence North 89°-57'-15" East, along a line which is parallel with and 53.00 feet South of the North line of said Section 29, a distance of 574.19 feet to the POINT OF BEGINNING.

TWB Dec. 7, 1987



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FRESNO CITY PLANNING COMMISSION

RESOLUTION NO. 9327

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF FRESNO RECOMMENDING TO THE REDEVELOPMENT AGENCY OF THE CITY OF FRESNO APPROVAL OF THE PRELIMINARY PLAN FOR THE FRESNO AIR TERMINAL REDEVELOPMENT PROJECT AREA

WHEREAS, a Preliminary Plan has been completed for the designated redevelopment Project Area, which is generally bounded by Clovis Avenue, the Fresno Air Terminal Northside Building Restriction Line, Perimeter Road, Walker Avenue, and Shields Avenue, as shown in attached Exhibit "A"; and

WHEREAS, the Council of the City of Fresno has established policies for the revitalization of Fresno's blighted areas of which the subject area is one; and

WHEREAS, the Council of the City of Fresno desires that redevelopment activities be initiated within the Fresno Air Terminal Redevelopment Project Area should it be found that such is feasible; and

WHEREAS, in accordance with Sections 33323 and 33325 of the California Health and Safety Code, the Planning Commission shall cooperate with the Redevelopment Agency in the preparation of the Preliminary Plan and submit the Preliminary Plan to the Redevelopment Agency; and

WHEREAS, the Planning Commission, after reviewing the report found that the proposed Preliminary Plan generally conforms to the General Plan and policies of the City of Fresno.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Fresno, pursuant to Section 33325 of the California Health and Safety Code, hereby submits the Preliminary Plan, as described in Exhibit "A" to this Resolution, to the Redevelopment

\* \* \* \* \*

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Agency of the City of Fresno, in order that said Agency may prepare a Redevelopment Plan for the area described in the Preliminary Plan.

The foregoing Resolution was adopted by the Planning Commission upon a motion by Commissioner Loyd seconded by Commissioner Gaston.

VOTING: Ayes -	Brewster, Diener, Gaston, Laikam, Loyd, Quintero
Noes -	None
Not Voting -	None
Absent -	Moore

ALVIN P. SOLIS, Secretary  
Fresno City Planning Commission

DATED: December 16, 1987

Resolution No. 9327

Applicant: City of Fresno  
Development Department

Action: . Approved

Project: Fresno Air Terminal  
Redevelopment Project  
Area

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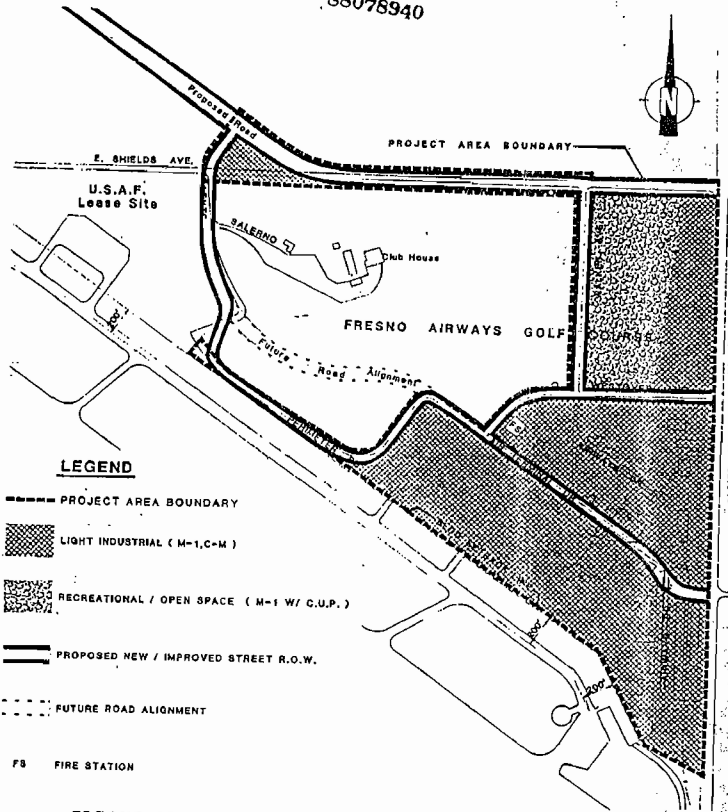
Attachment: Exhibit "A" - Preliminary Plan--Fresno Air Terminal  
Redevelopment Project Area

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**FRESNO AIR TERMINAL REDEVELOPMENT**  
**PROJECT AREA (Northside)**  
**Preliminary Plan**

City of  
**FRESNO**  
DEVELOPMENT DEPARTMENT  
Planning Division

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Exhibit 110

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FRESNO REDEVELOPMENT AGENCY

RESOLUTION NO. 1261

A RESOLUTION OF THE REDEVELOPMENT AGENCY OF  
THE CITY OF FRESNO RECEIVING THE PRELIMINARY  
PLAN FOR THE FRESNO AIR TERMINAL REDEVELOPMENT  
PROJECT AREA AND AUTHORIZING THE PREPARATION  
OF A REDEVELOPMENT PLAN

WHEREAS, a Preliminary Plan has been completed for the Fresno  
Air Terminal Redevelopment Planning Area, which area is generally  
bounded by Clovis Avenue, the Fresno Air Terminal Northside Building  
Restriction Line, Perimeter Road, Walker Avenue, and Shields Avenue;  
and

WHEREAS, the Council of the City of Fresno has established  
policies for the revitalization of Fresno's blighted areas of which  
the subject area is one; and

WHEREAS, THE Council of the City of Fresno desires that a  
redevelopment project be initiated within the Fresno Air Terminal  
Redevelopment Project Area; and

WHEREAS, the Preliminary Plan has been prepared in accordance  
with Section 33324 of the California Health and Safety Code; and

WHEREAS, the Planning Commission after reviewing the report in  
accordance with Sections 33323 and 33325 of the California Health  
and Safety Code, adopted Resolution No. 9327, submitting the  
Preliminary Plan to the Redevelopment Agency in order that the said  
Agency may prepare a Redevelopment Plan for the Fresno Air Terminal  
Redevelopment Project.

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NOW, THEREFORE, BE IT RESOLVED that the Redevelopment Agency hereby acknowledges receipt of the Preliminary Plan, as described in Exhibit "A" to this Resolution, as prepared and submitted in accordance with Sections 33323, 33324 and 33325 of the California Health and Safety Code.

BE IT FURTHER RESOLVED that the Agency hereby authorizes the preparation of a Redevelopment Plan for the Fresno Air Terminal Redevelopment Project Area pursuant to Section 33300 et. seq. of the California Health and Safety Code, and the consultation with interested persons and community organizations in the preparation of said Redevelopment Plan pursuant to Section 33385 of the California Health and Safety Code.

CLERK'S CERTIFICATE

STATE OF CALIFORNIA)  
COUNTY OF FRESNO ) ss.  
CITY OF FRESNO )

I, JACQUELINE L. RYLE, Clerk Ex-officio of the Redevelopment Agency of the City of Fresno, certify that the foregoing resolution was adopted by the Redevelopment Agency of the City of Fresno, California, at a continued meeting held on the 22nd day of December, 1987.

JACQUELINE L. RYLE  
Clerk Ex-officio of the  
Redevelopment Agency of the  
City of Fresno

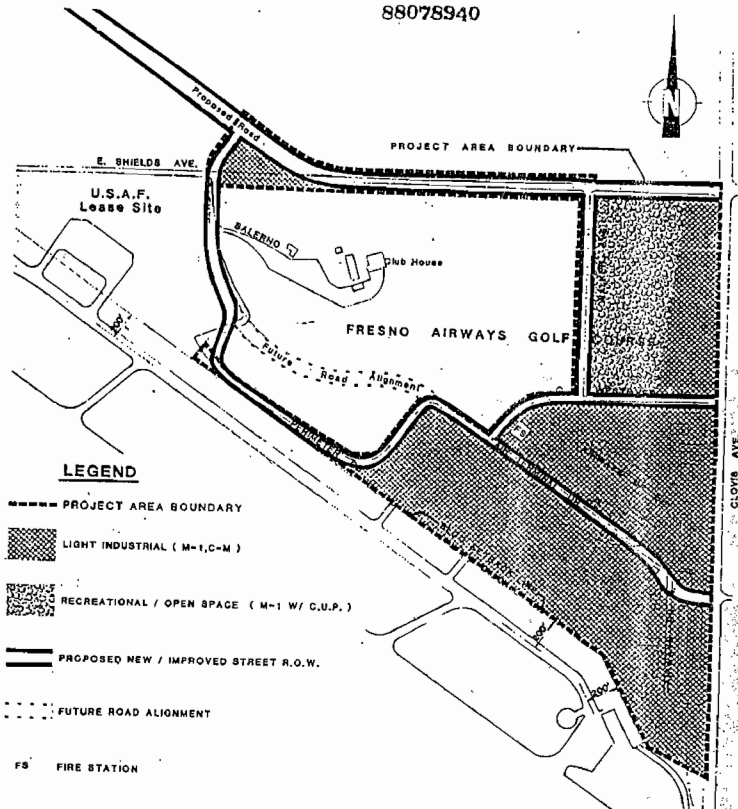
By Carla Somerville  
Deputy

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Attachment: Exhibit "A" - Preliminary Plan for the FAT  
Redevelopment Project Area

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**LEGEND**

- PROJECT AREA BOUNDARY
- [Cross-hatched] LIGHT INDUSTRIAL ( M-1, C-M )
- [Stippled] RECREATIONAL / OPEN SPACE ( M-1 w/ C.U.P. )
- ===== PROPOSED NEW / IMPROVED STREET R.O.W.
- FUTURE ROAD ALIGNMENT
- FS FIRE STATION

**FRESNO AIR TERMINAL REDEVELOPMENT  
PROJECT AREA (Northside)  
Preliminary Plan**

City of  
**FRESNO**  
DEVELOPMENT DEPARTMENT  
Planning Division

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Exhibit 113

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Fresno County Airport Land Use Commission  
Recommendations List

On June 13, 1988, The Fresno County Airport Land Use Commission reviewed Environmental Impact Report 10099, and found the Fresno Air Terminal Redevelopment Plan to be consistent with the Fresno Air Terminal Land Use Policy Plan subject to the following conditions:

1. An acoustical study shall be prepared and appropriate noise attenuation measures shall be incorporated into the design of all new structures for commercial/office uses in the 60-65 and 65-70 CNEL contours and for light industrial uses in the 65-70 and 70 plus CNEL contours.
2. New office/retail uses within the 65-70 CNEL contour and light industrial uses with the 65-70 and 70-75 CNEL contours may have only limited outdoor activities.
3. The Transition Surface shall be shown on the FATRA Plan.
4. Building height of new structures in the Transitional Surface shall not exceed that allowed by Part 77, Subpart C, of the Federal Aviation Regulations.
5. The area of the site within Safety Zone II shall not allow new uses attracting more than ten persons per acre.
6. The area within Safety Zone II shall not allow schools, hospitals, nursing homes or similar uses.
7. No structure occupied by employees or customers should be allowed within the 75 CNEL contour.

NOTE: If substantial changes are made to the FATRA Plan, staff requests that it be referred back to the ALUC for their review.

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REDEVELOPMENT AGENCY PROJECT IMPROVEMENTS LIST  
FOR TAX INCREMENT FUNDING BY PATRA PROJECT

Project Cost  
Million Dollars

I. Demolition

- Old Army Hangar (T-282) including related P-3 doorways	.3
- Old Industrial Buildings with associated removal of utility connections, drives, miscellaneous improvements, site clearing and grading	5.0
- Removal of on-site railroad tracks	.25
- Removal of stored disabled aircraft	.1
- Removal of Underground Fuel Storage Tanks, including toxic-waste cleanup	7.5
	<u>13.15</u>

II. Redevelopment of Airport Facilities

- Fire Protection System in P-3 Hangar to Class I standards	7.5
- Multi-level Parking Structure (800 capacity)	5.0
- Aircraft Hush House for jet engine use	2.0
- Reconstruction of aircraft aprons	3.0
- Aviation fuel farm (1 million gallon capacity)	2.5
- Fire System Water Storage Tank (1 million gallon capacity)	2.5
- Fire System Water Reservoir (1 million gallon capacity) and related separation system for control of hazardous materials	1.5
- Security systems including gates, fences, and surveillance systems	1.5
	<u>3.5</u>
	25.5

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Project Cost  
Million DollarsIII. Infrastructure Redevelopment

- Street reconstruction:	
Shields Avenue from Clovis to Air Terminal Drive	1.8
Air Terminal Drive from Clovis to Boyington Drive	.7
Walker Avenue from Shields to Westover alignment	.3
Westover Avenue from Clovis to Air Terminal Drive	.3
Perimeter Road from Air Terminal Drive to Shields Avenue alignment	.5
- Demolition and backfill of abandoned streets	.5
- Water main improvements and well installation	1.3
- Sewer main improvements	1.1
- Storm drain system improvements	
Basin "BU"	.9
Replacement of existing storm drain	1.0
- Miscellaneous:	
Railroad spur removal in rights-of-way	.35
Street light installation	.5
Private utilities relocation/undergrounding per Rule 16	1.0
Traffic signal installation	.2
	<u>10.55</u>

IV. Miscellaneous

- Relocation allowance for displaced tenant businesses	.5
- Perimeter landscaping and reconstruction of areas adjacent to redeveloped rights-of-way	1.0
- Perimeter landscaping of project area	2.5
- Developer incentive in the form of rent credits, lease-backs, or bond financing to encourage private development	
	<u>15.0</u>
	19.0

SUBTOTAL

68.2V. Low and Moderate Income Housing Fund  
(20% Tax Increment Set-aside)  
To be used outside FATRA Project Area

17.05

TOTAL

85.25

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