



Southwest Fresno Specific Plan and Transform Fresno Projects Frequently Asked Questions about Displacement

Over the last several months, questions have been raised about the potential for people to lose their homes in Southwest Fresno due to the Southwest Fresno Specific Plan (SWFSP) and/or the Transform Fresno Program (also known as the Transformative Climate Communities or TCC Program). Below are frequently asked questions and responses, along with a map on Page 4.

Concern: The projects funded by the Transform Fresno Program will cause people to have to move from their homes (displacement).

Response: There will be no direct displacement of current residents of Southwest Fresno, Chinatown or Downtown as a result of constructing any of the projects funded by the Transform Fresno. See map attached, which shows the project locations.

Concern: The new West Fresno Community College Campus proposed on the south side of Church Avenue between Walnut Avenue and Martin Luther King, Jr. Blvd, will cause displacement.

Response: The land for the campus has already been purchased by the State Center Community College District. The site consists of vacant parcels. Additionally, a new park, future housing, and a commercial center are proposed on the vacant land south of the community college site bounded by Church, Jensen, Martin Luther King, Jr. Blvd and Knight Avenues. The additional land needed to widen the streets will all be from the College property and the other undeveloped land. The preliminary designs indicate that no land is needed from existing home sites.

Concern: Edison will be torn down as part of redevelopment in West Fresno.

Response: Fresno Unified School District has no plans to tear down Edison High School.

Concern: Roadways will be widened in Southwest Fresno due to new development and people's homes will be taken in order to provide the additional land needed for the roadways.

Response: While new development can bring more traffic, the SWFSP was designed to protect existing neighborhoods from road widenings that would require land from existing housing. It does this by including policies that support bike lanes and trails, sidewalks, and enhanced transit service, so that non-vehicular modes of travel will be a viable option and fewer roadway widenings will be necessary.

Furthermore, the SWFSP modified the number of lanes that were previously planned in the General Plan for several roadways as described below:

Planned Roadway Width Reductions :

- A. California Avenue from Walnut Avenue to Martin Luther King, Jr. Blvd:** This roadway segment was planned for four lanes in the General Plan, but the SWFSP recommends keeping it at two lanes plus a two-way left turn lane (center turn lane) to avoid affecting existing development. A traffic signal will soon be installed at California and Walnut Avenues.
- B. Walnut Avenue, from California to Jensen Avenue:** This roadway segment was planned for four lanes in the General Plan, but the SWFSP reduced it to two lanes plus a two-way left turn lane to reduce impacts to adjacent properties.
- C. Elm Avenue from California to North Avenue:** This roadway segment is currently a four-lane divided roadway. The SWFSP found that two lanes are sufficient to serve future traffic demand and designates this segment of Elm Avenue as a two-lane divided road, with the recommendation that the extra lanes could be used for street trees, wider sidewalks, enhanced bikeways, increased on-street parking, or a transit-only lane.

Planned Roadway Width Expansions:

- D. Church Avenue, from Walnut to Clara Avenues:** This segment is planned to be widened from a two-lane road to two lanes plus a two-way left turn lane and a trail, which will require additional roadway width. The land for the widening will be provided by the West Fresno Community College Campus. No property will be needed from existing development.
- E. Jensen Avenue:** Jensen Avenue has been planned as a four-lane roadway since 1964, and the SWFSP did not change that. It has already been constructed to four lanes from State Route 41 to Martin Luther King, Jr. Blvd. See below for planned improvements on other segments:
 - **Martin Luther King, Jr. Blvd to Knight Avenue:** This segment (which also includes a trail) will be widened and repaved when development occurs on this segment of Jensen Avenue. The developer will be required to provide the land (which is now vacant), for the widening.
 - **Martin Luther King, Jr. Blvd. to Fruit Avenue:** There is a joint City/County roadway pavement reconstruction project planned for this segment of Jensen Avenue. This project will repave and reconstruct the road, but will not add new lanes.

- **Martin Luther King, Jr. Blvd. to Marks Avenue:** As noted above, Jensen Avenue is still planned as a four-lane roadway. The future width was established with a document called an Official Plan Line (OPL) in 1964. The housing that now exists between Fruit and Walnut Avenues north of Jensen appears to be in compliance with the OPL and would not be affected by a widening. No widening of Jensen is planned in the near future.

F. Marks Avenue, from SR 180 to Whites Bridge Avenue: This short segment (approximately 800 feet; less than ¼ mile) was planned for four lanes in the General Plan, but the SWFSP calls for six lanes in order to accommodate the more intense land use that was approved for that site as part of the SWFSP. The land north of Whites Bridge between Marks and Hughes was designated as Regional Commercial to provide the much-needed retail services that were called for in the guiding principles of the SWFSP. Residential property would not be affected by the widening.

G. Whites Bridge Avenue:

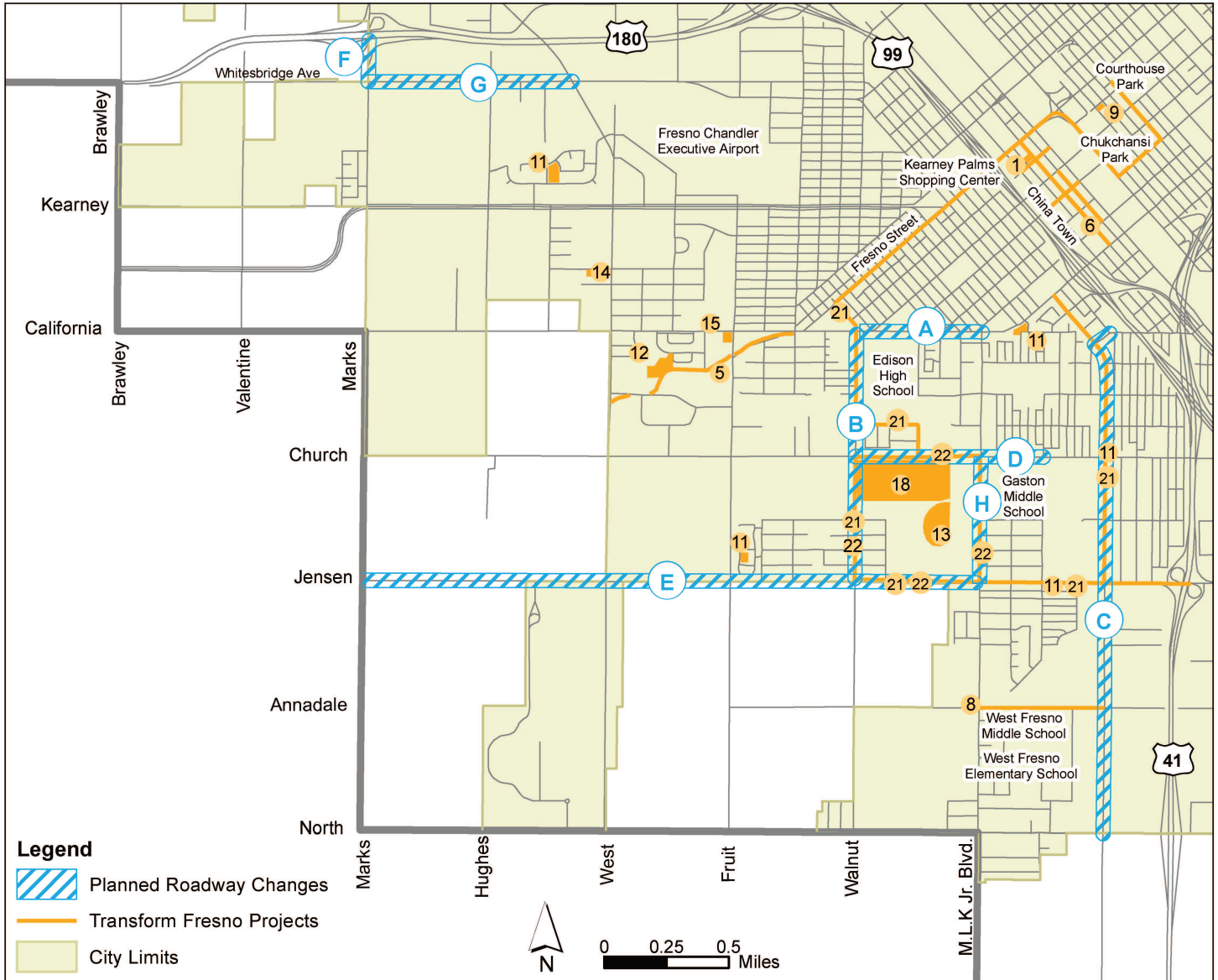
- **Marks to Hughes Avenue:** This roadway segment is recommended to be widened from two to four lanes when the Regional Commercial center develops. There appears to be ample vacant land to accommodate this widening without significantly impacting adjacent properties.
- **Hughes Avenue to Roeding Drive:** This approximately quarter-mile segment is recommended to be widened from two lanes to two lanes plus a divider with left turn pockets.

H. Martin Luther King, Jr. Blvd, from Church to Jensen Avenue: This roadway currently has two lanes and the SWFSP proposes to add a two-way left-turn lane in the center between Church and Jensen Avenues. Any additional land needed for widening would come from the vacant property on the west side of the street.

One last word about roadway improvements: even though many of the projects listed above will not impact existing homes, it is common that additional width is needed near intersections for accessibility improvements and other design reasons. It is possible that small portions of land near intersections may need to be purchased by the City to provide additional roadway width; usually the amount of land needed is very small, and the City is required to pay fair market value.

Specific questions about roadway widening can be directed to Andrew Benelli, City of Fresno Assistant Public Works Director, at andrew.benelli@fresno.gov or by telephone at (559) 621-8723.

Planned Roadway Changes and Transform Fresno Projects Map



Disclaimer: This map is believed to be an accurate representation of the City of Fresno GIS data, however we make no warranties either expressed or implied for correctness of this data.

Transform Fresno Projects

- 01 - Chinatown Housing Project
- 05 - Southwest Fresno Trail
- 06 - Chinatown Urban Greening - Pedestrian Pathways, Lighting and Tree Planting
- 08 - Annadale Mode Shift
- 09 - Mariposa Plaza
- 11 - Southwest Urban Forest Expansion -Tree Planting
- 12 - Yosemite Village Permaculture Community Garden and Urban Farm
- 13 - Park at MLK Magnet Core
- 14 - Inside Out Community Garden
- 15,16,17- Southwest Fresno Community Food Hub
- 18 - Fresno City College: West Fresno Satellite
- 21 - TCC Connector - Enhanced Bus Service
- 22 - Southwest Offsite Improvements

The projects below do not have a specific location and are not depicted on the map.

- 02 - EOC Partnership for Energy Savings and GHG Reductions in SW Fresno
- 03 - GRID Solar Collaborative Single-Family Partnership
- 04 - GRID Solar Collaborative Multi-Family Partnership
- 07 - Clean Shared Mobility Network
- 19 - Chinatown Property Based Improvement District
- 20 - EOC Partnership for Energy Savings and GHG Reductions in SW Fresno:
- EFMP Plus-Up Vehicle Replacement and Incentives
- WDP - Workforce Development Truck Driver Training
- WDP - Workforce Development Welding Training