



About the Meeting

Land Use, Mobility, and Economic Growth (Existing and Prospective Plans)

The GPAC then broke out into three groups of five to discuss the “What ifs” for two different land use scenarios. The two “What If” Concepts were developed to explore different opportunities in the city and to facilitate a discussion around the tradeoffs and opportunities related to various policy decisions that will be addressed through the General Plan Update. These concepts shown below were intended as a discussion starting point and do not represent future land use plans.

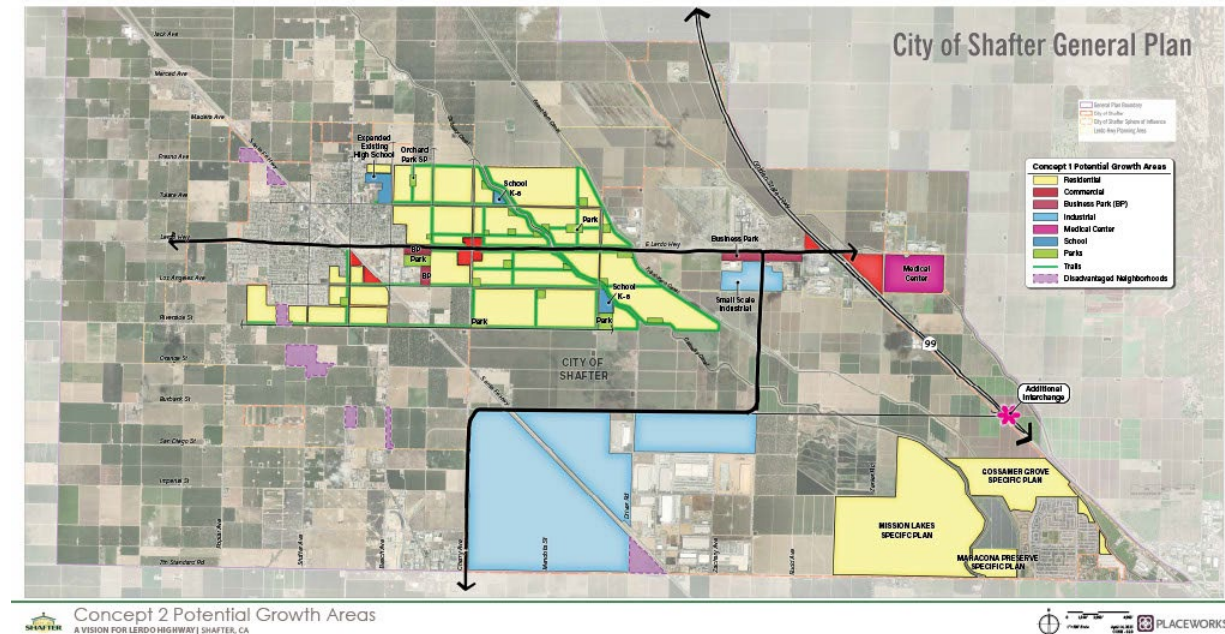
[illegible]

FINAL Summary of GPAC Discussion | Meeting #2, April 22, 2025



downtown. Annexation and development in the area south of Shafter would bring amenities and resources to existing disadvantaged communities, but displacement may become a concern, especially for renters.

Scenario 2.



Scenario 2 explores options for city growth based on the following “What If” question: “What if the grade separations are built and the planned expressway is rerouted to generally follow the original plan for the North Beltway?” This scenario explores an option to grow east along Lerdo Hwy. With Cherry Avenue serving as an arterial road, and trucks routed to SR 99 south of Lerdo Hwy, neighborhood growth to the east can seamlessly connect with the existing community. Grade separations at the railway crossings provide links between the new neighborhood, the city core, and the commercial downtown.

Trade Offs and Opportunities

The Trade-Offs and Opportunities Activity asked GPAC members to vote on two very different options related to six issues explored through two scenarios that will impact future growth and development around the City’s core. Topics included commercial development, where industrial uses should be located relative to the city core, housing development, types of trails, how to bring services to improve disadvantaged neighborhoods, and routing for regional truck traffic.

To assess community policy priorities, General Plan Advisory members participated in a prioritization activity where they were asked to allocate six stickers (two ranked 5, two ranked 3, and two ranked 1) across the six policy issues. They were asked to place one sticker per issue, voting on questions designed to understand preferences, considering the trade-offs and opportunities afforded by different policy approaches. Members were also asked to strategically distribute their highest-value stickers (5) to top priorities and lower values (3 and 1) to less critical issues, providing a comparative ranking, with total points per issue calculated to identify collective priorities. The weighted voting system ensured high-priority issues received appropriate emphasis, fostering a clear, visually trackable consensus. The results of this exercise are documented in Table 1.



Table 1. Trade-Offs and Opportunities – Voting Results

Topic 1. What are our commercial priorities? (53 total point; eight ‘5’ stickers)	
<p>A. Prioritize downtown as the commercial heart of the city.</p> <ul style="list-style-type: none"> ○ Wait to allow growth of commercial uses that directly compete with downtown businesses until those businesses would not impact the success of downtown. ○ Only pursue businesses in other areas that would not locate downtown 	<p>B. Prioritize attraction of new restaurants, shops, and services as soon as possible regardless of the impact on the downtown.</p>
Total: 18 (three highest priority stickers)	Total: 35 (five highest priority stickers)
<p>GPAC Member Comments</p> <ul style="list-style-type: none"> • One member expressed concern about the use of “regardless” in option B. • Based on small group discussion, most GPAC members would like to see both new commercial growth and a strong downtown, but generally did not think that new growth should be limited to ensure the success of downtown Shafter. Some members expressed a desire to have a successful “Old Town” Shafter in the historic downtown and additional commercial growth in other areas. 	
Topic 2: Will industrial be an appropriate use near the core in the future? (40 total points; two ‘5’ stickers)	
<p>A. Yes, plan for the preservation and expansion of smaller scale light industrial uses near the core of Shafter.</p>	<p>B. No, relocate the existing industrial uses near the core of Shafter along Lerdo Hwy.</p>
Total: 40 (two highest priority stickers)	Total: 0
<p>GPAC Member Comments</p> <ul style="list-style-type: none"> • In small group discussion, many members expressed concern about requiring any existing businesses to relocate to support future land use compatibility and supported a long-term land use strategy that allowed this district to remain while limiting potential impacts on future development. 	
Topic 3: Do we intentionally phase where housing growth occurs relative to the city’s core? (57 total points; nine ‘5’ stickers)	
<p>A. Prioritize housing growth in identified growth areas, before housing is allowed in other areas.</p>	<p>B. Allow housing growth anywhere based on market and property owner desires.</p>
Total: 7 (one highest priority sticker)	Total: 50 (eight highest priority stickers)
<p>GPAC Member Comments</p> <ul style="list-style-type: none"> • One member noted concerns about creating a disaggregated community • Other members noted that sewer and water would be a limiting factor in allowing for disaggregated growth, as housing development typically expands as infrastructure becomes available. 	
Topic 4: Which would you want sooner? (38 total points; two ‘5’ stickers)	
<p>A. Prioritize creating a trail network to serve and connect the core of Shafter</p>	<p>B. Prioritize a trail connecting the core of Shafter and southeast Shafter (e.g. continue regional trail along the Friant-Kern Canal connecting the core of Shafter to the Kern River)</p>
Total: 6	Total: 32 (two highest priority stickers)
<p>GPAC Member Comments</p>	



- It was noted that millions of dollars have already been allocated to improving infrastructure in the City core through AB 617. [NOTE: Additional details about AB 617 funded projects in the city will be provided separately.]

Topic 5: How should the city plan to improve disadvantaged neighborhoods? (33 total points; one '5' sticker)

A. Annexation and residential growth that helps bring public facilities and infrastructure to existing disadvantaged neighborhoods.

Total: 2.5

B. Establish a funding mechanism (e.g. tax on industrial uses, grants, etc.) to extend public facilities and infrastructure to existing disadvantaged neighborhoods.

Total: 30.5 (one highest priority sticker)

GPAC Member Comments

- One member noted that they did not support a tax that would disincentivize industrial development, but they support seeking grants or other funding mechanisms.

Topic 6: How should the city route regional and local traffic north/south through Shafter? (47 total points; seven '5' stickers)

A. Establish an expressway along Cherry Ave linking 7th Standard Rd to SR 99 via Merced Ave.

Total: 0

B. Establish an expressway along Cherry Ave. and Burbank Ave. (or another parallel street) linking 7th Standard Rd to SR 99 at a new interchange between 7th Standard and Lerdo Hwy.

Total: 0

C. Same as [A] but lower the expressway below grade to reduce noise and allow existing and planned east-west streets at grade crossing.

Total: 47 (seven highest priority stickers)

D. Establish two Major Arterial north-south roads w/ signals instead of a regional expressway.

Total: 0

GPAC Member Comments

- One member noted that they supported Option A (or Option C) because it would bring revenue to the City and support tournaments in the city's sports fields.
- After Option C was more thoroughly explained, all members who voted for Option A opted to change their vote to Option C, provided it was not cost-prohibitive. If Option C proved to be cost-prohibitive, nearly all members agreed that Option A would be their preference.



Photo Documentation of Group Discussion Notes

Figures 1-5 include photos of the Tradeoffs and Opportunities activity.

Figure 1.

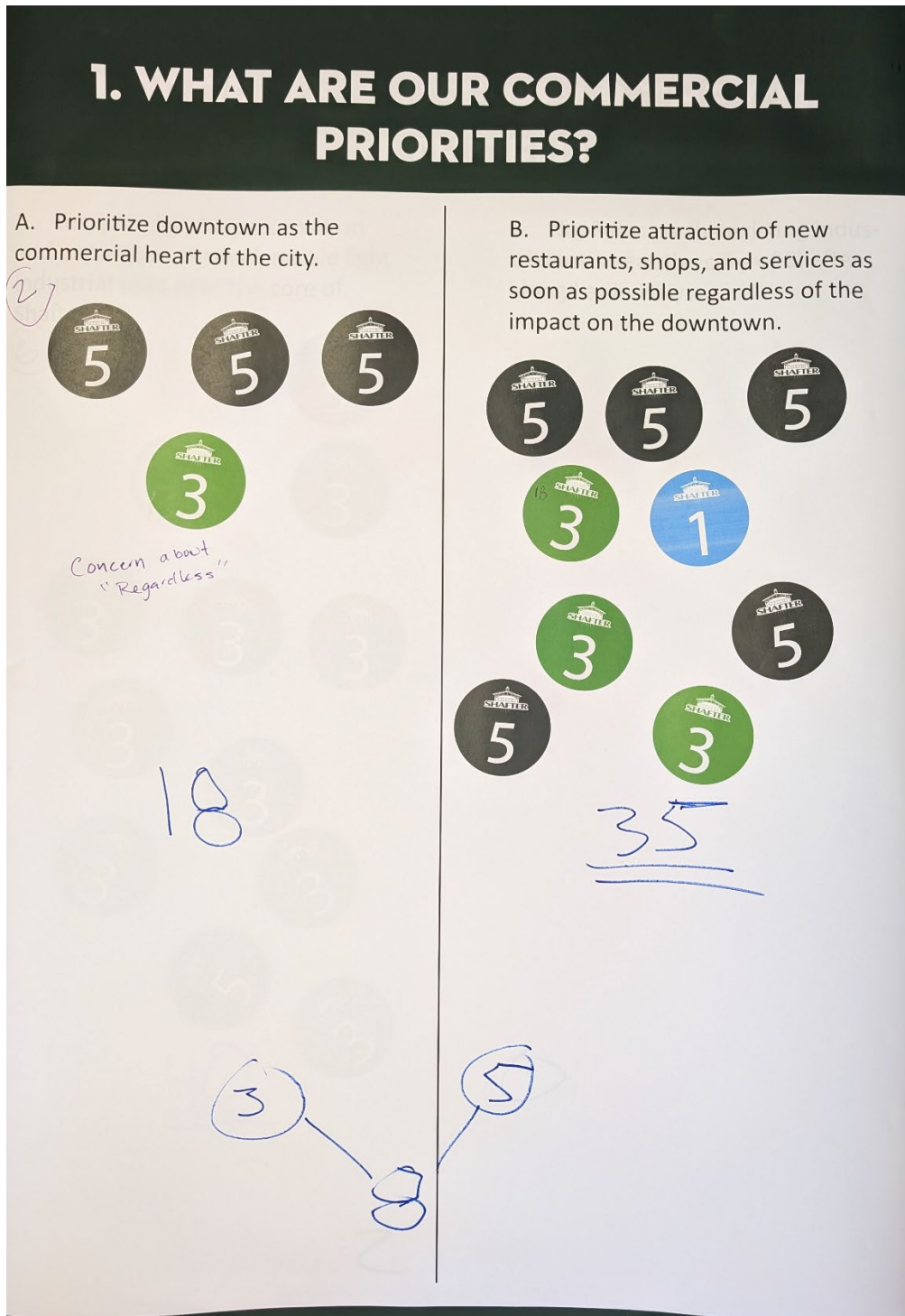


Figure 2.

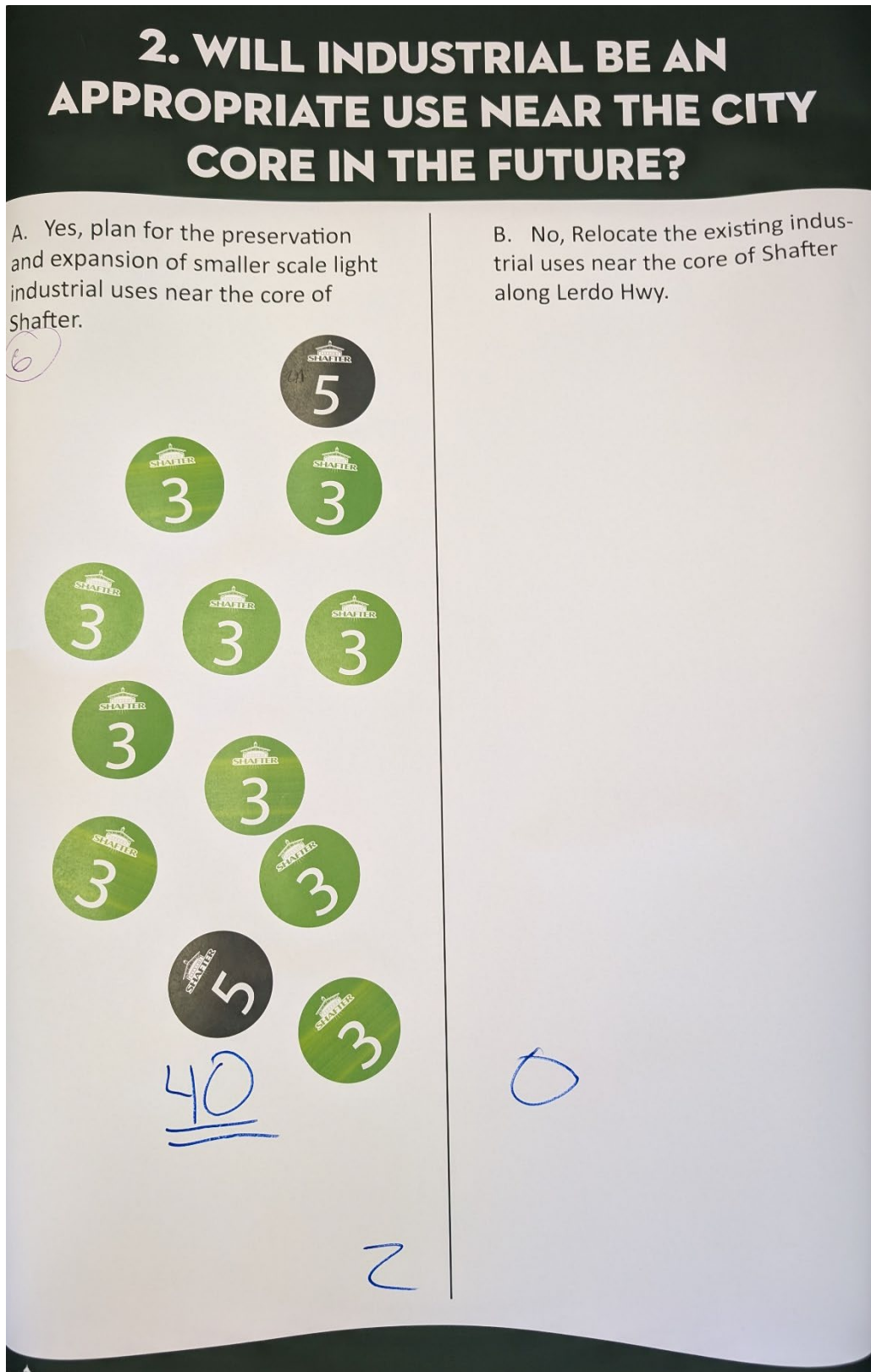


Figure 3.

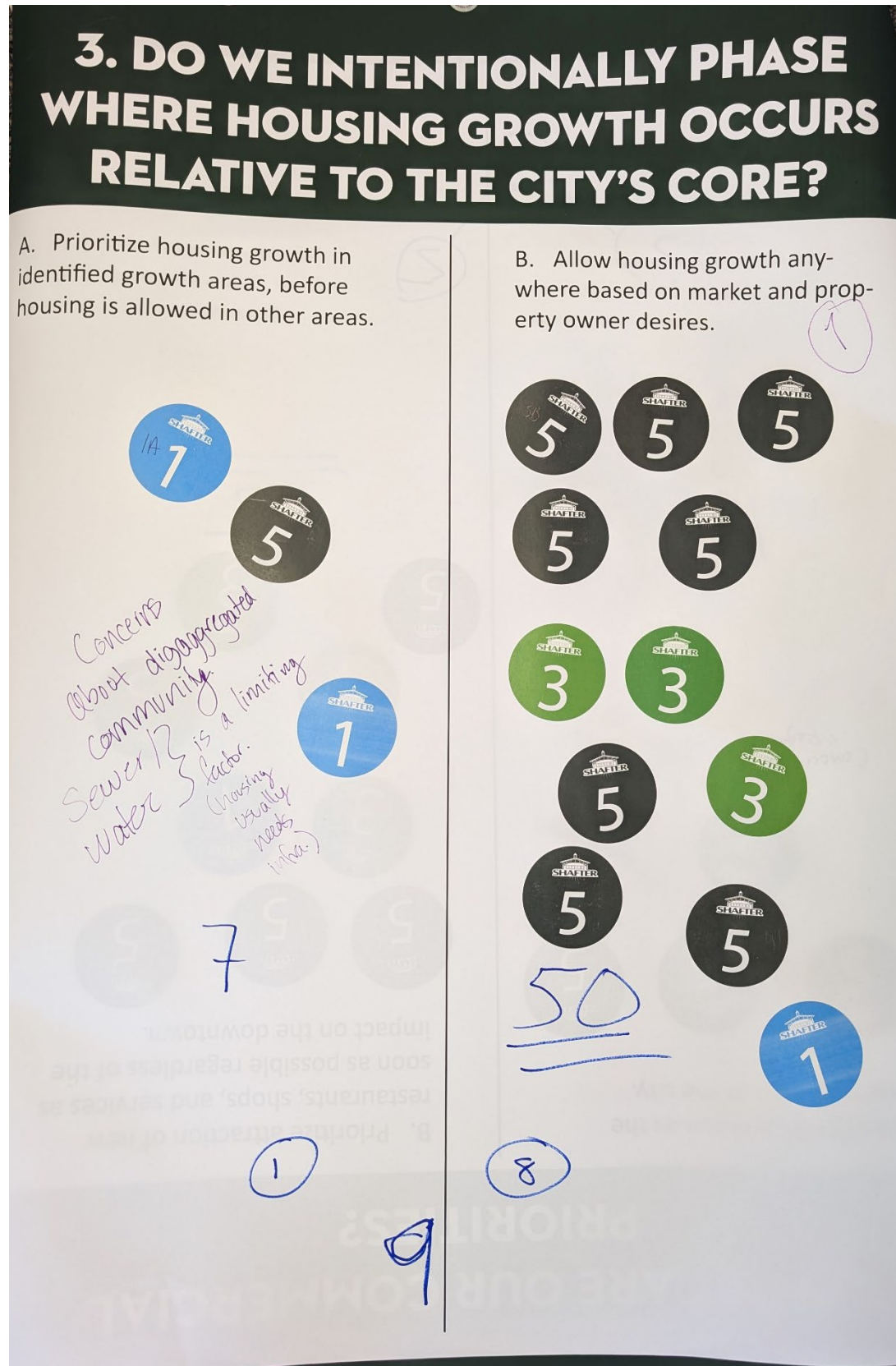


Figure 4.

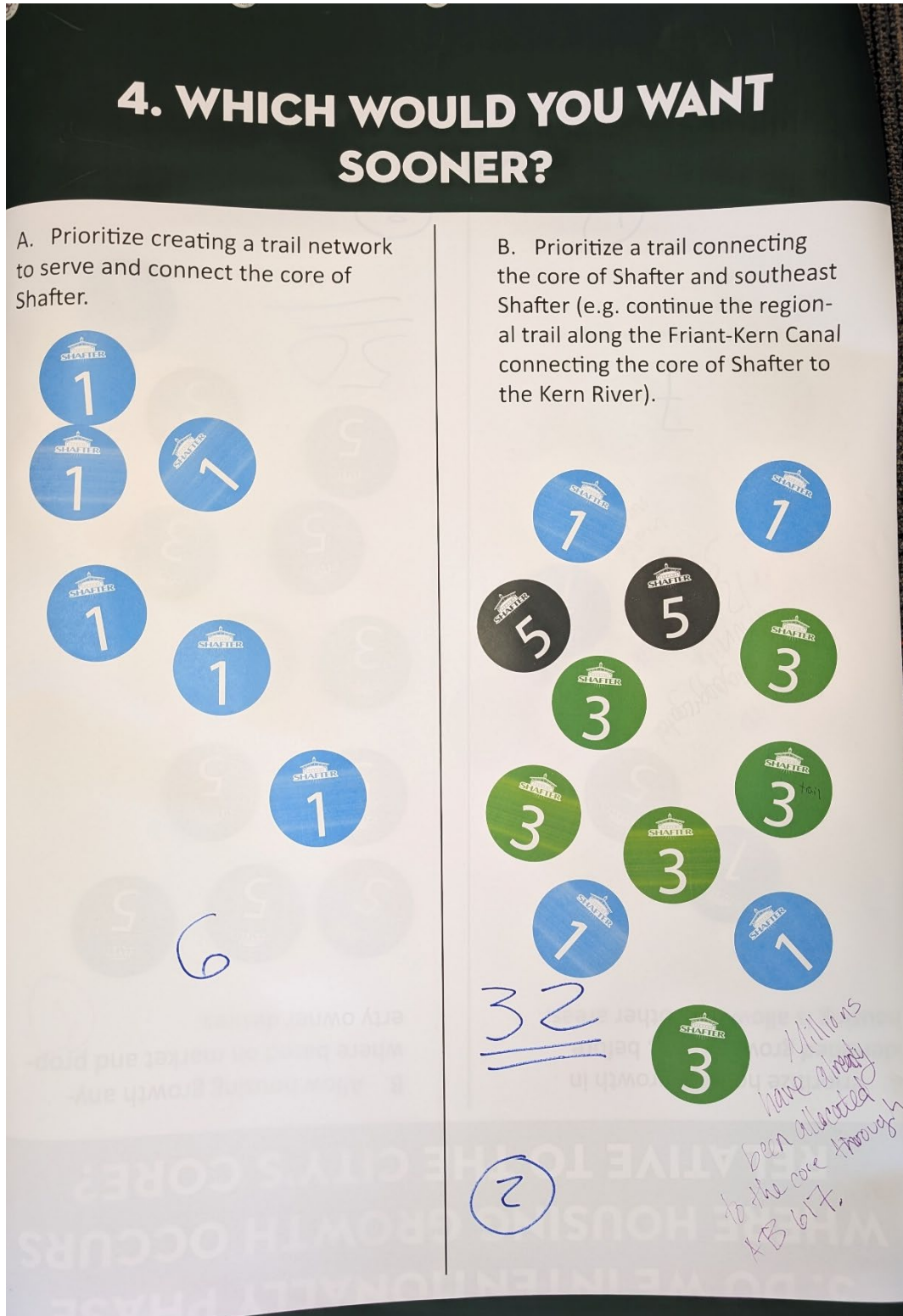


Figure 5.

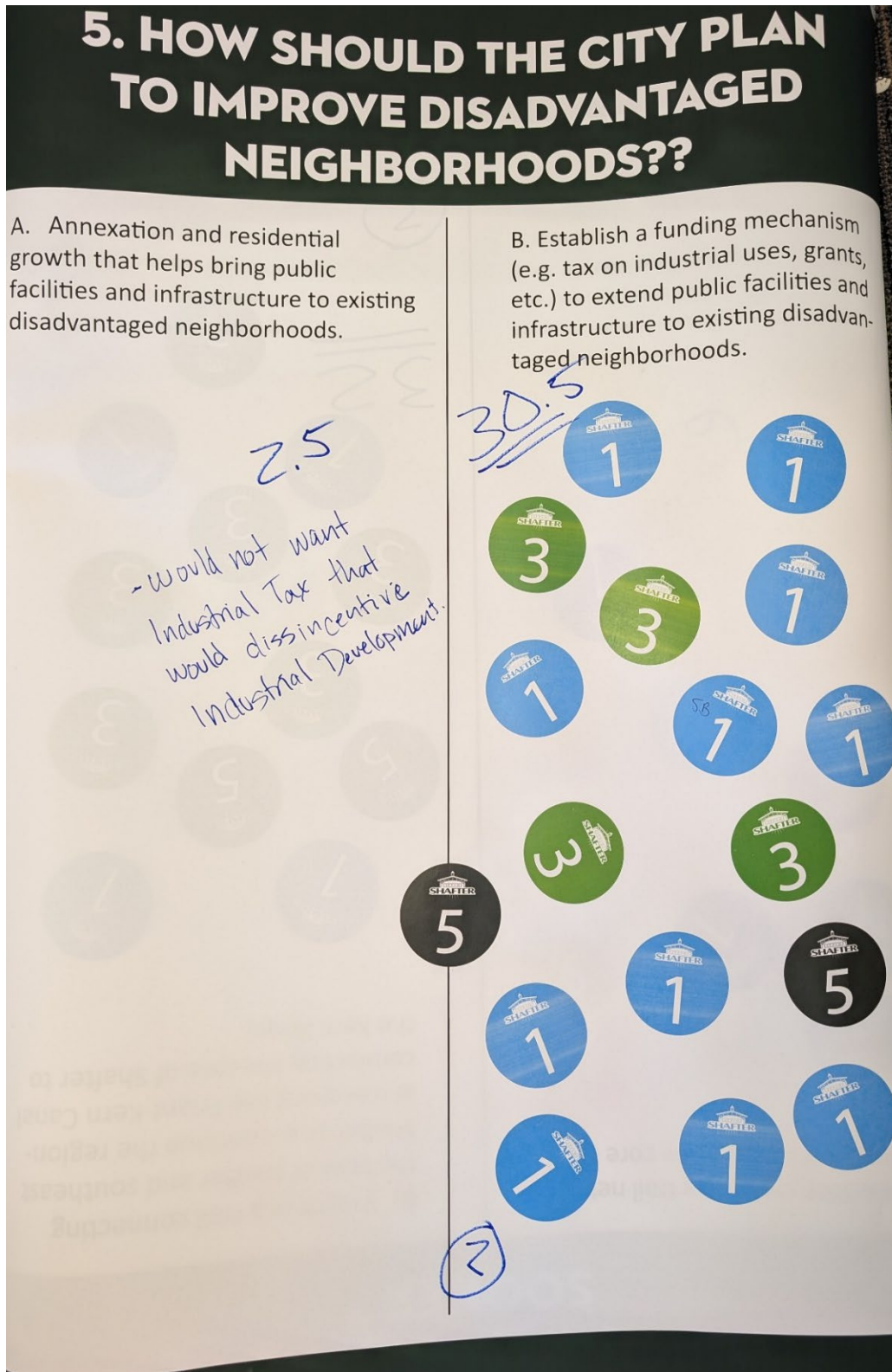




Figure 6.

