

Exhibit F
Redline Revisions to the
Public Review Draft South Central Specific Plan

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South Central Specific Plan



~~Public Review Draft~~
~~November~~~~June~~ 2024



South Central Specific Plan



~~Public Review Draft~~

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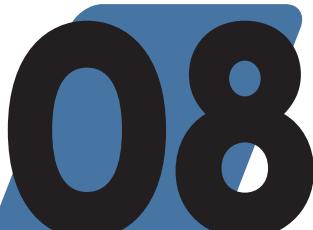
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CHAPTER 1: INTRODUCTION

1.1 Purpose

South Central Fresno is an area with ample land for development and is prime for growth due to its central location in California and the San Joaquin Valley as well as its proximity to Fresno's Downtown, railways, and two highways (State Routes 41 and 99). Beginning as early as 1918¹, the City of Fresno has recognized the area's economic importance and from 1956 onward has planned for industrial development through several iterations of the Fresno General Plan (General Plan). In the current General Plan, South Central Fresno is identified as the South Industrial Priority Area (see Figure 1-6) and as such it will require infrastructure investment to meet the needs of a variety of major job-creating industrial sectors, as well as improvements to enhance the current business operations.

Industry in South Central Fresno shares the Plan Area with rural residents and a few neighborhoods such as **Daleville** and the southern part Calwa **and Daleville**. Residents and engaged community groups have long advocated for equitable consideration in the development of

the area and implementation of improvements that would enhance their overall quality of life. New development will need to take into consideration the needs of these residents and mitigate negative health impacts.

As stated by the Attorney General of California Rob Bonta, “Economic investment and economic prosperity can live side-by-side with justice”². The purpose of this Plan is to serve as a policy and regulatory document that seeks to balance economic benefit, environmental impacts, and quality of life.

1.2 Plan Area and Boundaries

The area addressed by the South Central Specific Plan (Plan) lies within **Fresno County**, **in** the southernmost part of the city of Fresno, **within the county of Fresno** (see Figure 1-1), and **located** just southeast of Downtown Fresno (see Figure 1-2). The South Central Specific Plan Area (Plan Area), as depicted in Figure 1-3, covers 5,567 acres (8.7 square miles). The Plan Area is generally located south of California Avenue, north of American Avenue, and between Fig and Peach Avenues. It includes the area within the Fresno city limits and the area outside

¹ Cheney, Charles Henry. “Progress of a City Plan for Fresno.” June 1, 1918.

² Taub, David. “In Fresno, CA Attorney General Pushes ‘Blueprint’ for Industrial, Neighborhood Balance.” GV Wire, 9 Aug. Web Article.



Colony System of Settlement, Fresno County CA - 'The Pioneer Years' 1903, p.120

of the city ~~currently located~~ in the county of Fresno and within Fresno's planning sphere of influence (SOI). The county land in the SOI is anticipated to **be voluntarily annexed into the city over time as development is proposed.** ~~become part of the city of Fresno in the future.~~ For more discussion on the Sphere of Influence in the Plan Area see Chapter 4.

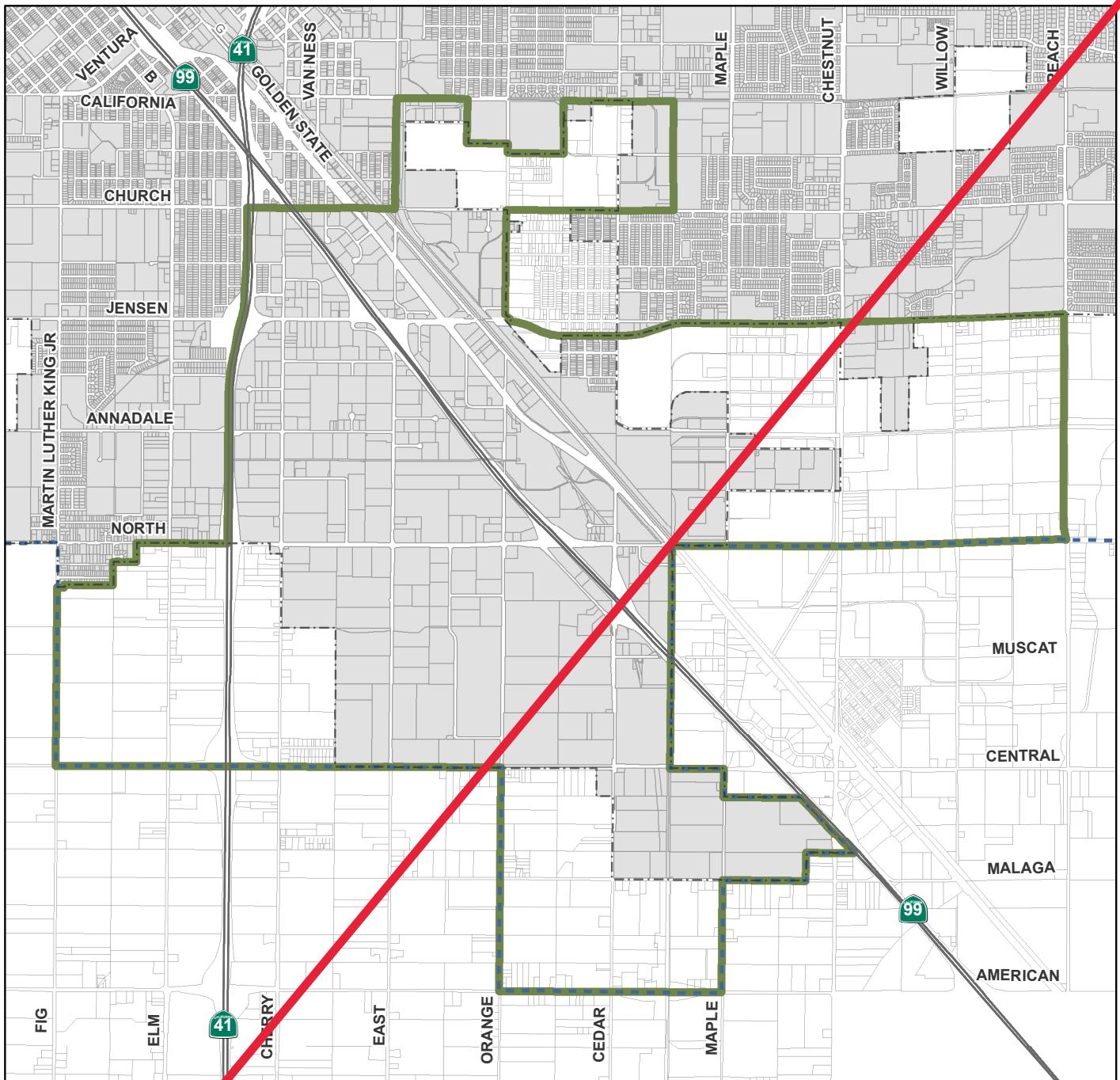
The Plan Area has a range of property types including industrial, warehouse, commercial, public facilities, educational, religious, and residential. Major transportation networks such as State Routes (SR) 41 and 99, Burlington Northern Sante Fe (BNSF) and Union Pacific (UP) rail lines and irrigations canals traverse the Plan Area. Land has been cleared and structures underway for the future alignment of the **California** state high speed rail line.

1.3 History of Development in the Plan Area

Until 1945 much of the Plan Area was in the county of Fresno. Annexation of land into the city of Fresno began in 1945 and has continued through 2021 as shown in Figure 1-4. ~~The land located in the county of Fresno, outside of Fresno's city limits and within~~

~~it's sphere of influence, is anticipated to be annexed into the city over time.~~

Prior to 1945, the Plan Area was primarily agricultural with some rural homes and flat vacant prairie with natural grasses. After the city of Fresno was founded in 1872, investors purchased large agricultural subdivisions known as colonies. The large colonies were subdivided into smaller parcels (typically 20 and 40 acres), advertised, and individually sold for the development of agriculture. The Central California Colony (3,840 acres) was the first to form in the Plan Area in 1875 followed by the Fresno Colony in 1875. A big selling point for these parcels was the newly built canals, constructed between 1870 and 1880 by the Fresno Canal and Irrigation Company. These canals diverted and conveyed Kings River water to irrigate every parcel in the two colonies and are still in use today. Typically, homes and agricultural buildings were developed on the parcels as well. The Fresno Colony was situated just south of the growing Downtown Fresno, so close that residents of this colony could send their children to **schools** in the Fresno school district. Easy access to city amenities was also a key selling point for potential buyers.



Legend

- Fresno Sphere of Influence
- Fresno City Limits
- South Central Specific Plan (SCSP)

Figure 1-3: Plan Area

South Central Specific Plan
 0 0.5 1 Miles

Source: City of Fresno GIS Data
 Prepared by the Planning and Development Department

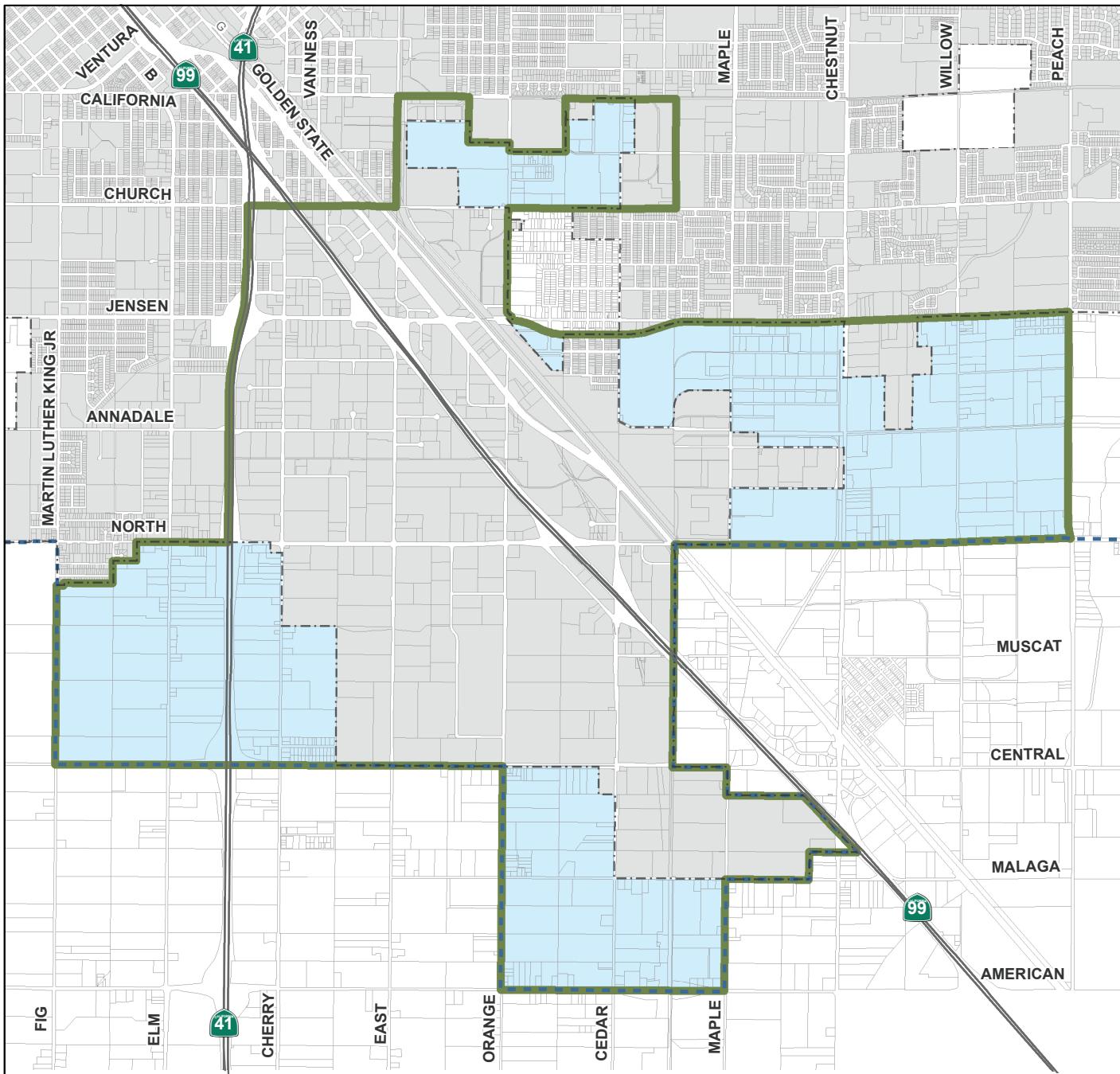


Figure 1-3: Plan Area

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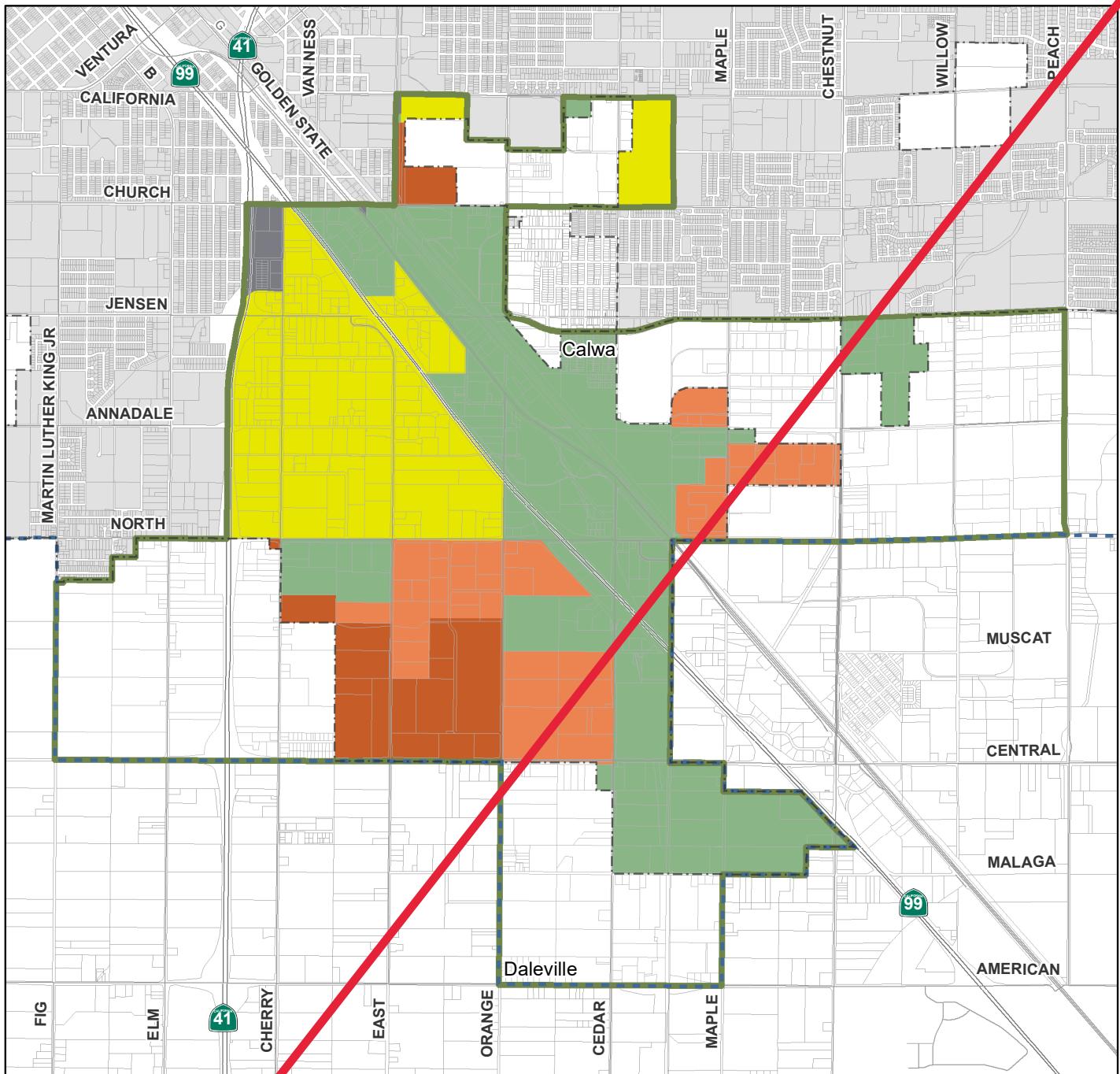
- Fresno Sphere of Influence
- Fresno City Limits
- South Central Specific Plan (SCSP)
- Land in Fresno County that is outside of the Fresno City Limits and within the Fresno Sphere of Influence

South Central Specific Plan

0 0.5 1 Miles



Source: City of Fresno GIS Data
Prepared by the Planning and Development Department



Legend

- Fresno Sphere of Influence
- Fresno City Limits
- South Central Specific Plan (SCSP)

Annexation Year

- 1945 - 1959
- 1960 - 1974
- 1975 - 1989
- 1990 - 2004
- 2005 - 2021

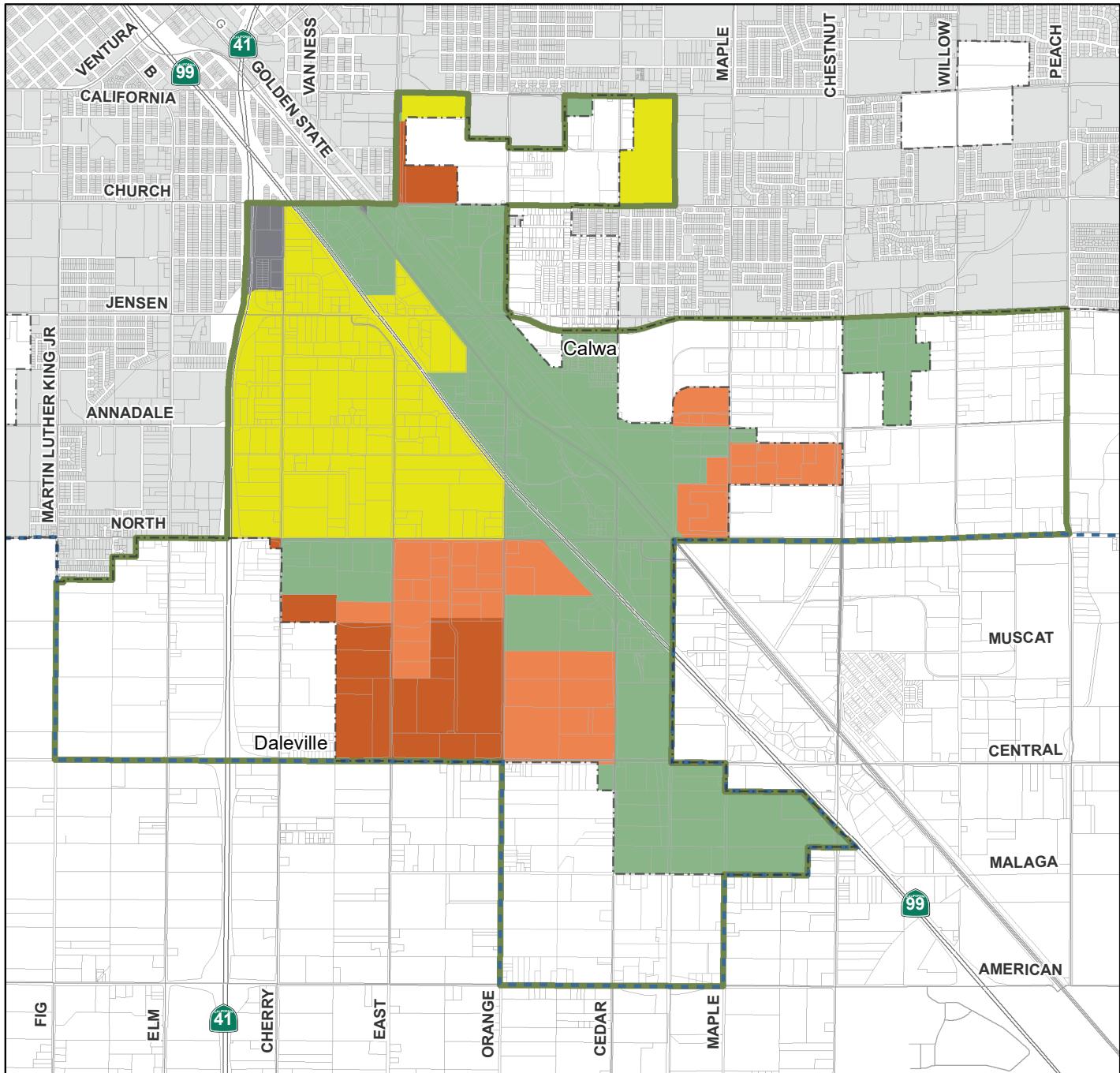
Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

Figure 1-4: Historic Growth Pattern

South Central Specific Plan

0 0.5 1 Miles





Legend

- Fresno Sphere of Influence
- Fresno City Limits
- South Central Specific Plan (SCSP)

Annexation Year

- 1945 - 1959
- 1960 - 1974
- 1975 - 1989
- 1990 - 2004
- 2005 - 2021

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

Figure 1-4: Historic Growth Pattern

South Central Specific Plan

0 0.5 1 Miles



Along with irrigation water, the Central Pacific Railroad (now the Union Pacific Railroad) developed in the Plan Area and opened for service in the spring of 1872. This allowed the agriculture industry to expand its markets by transporting goods for purchase to regions beyond Fresno County.

Historically, the location of industrial development in Fresno has coincided with the transportation networks in place at the time they were built. When Downtown Fresno was founded, cottage industries such as warehouses, lumber yards, livery stables, blacksmiths, fruit packing, granaries, soap works, laundries, breweries, and food manufacturing developed alongside residential neighborhoods and adjacent to the railroad. In 1922, with the development of the Atchison, Topeka, and Santa Fe Railroad (now Burlington Northern and Santa Fe Railroad) and railway station in the Plan Area, industrial development soon expanded from Downtown Fresno into the Plan Area, along the railways.

With the invention of the automobile, followed by mass production starting in 1913, Fresno residents began purchasing vehicles for convenience and to transport goods. This led to the need to increase the quantity, size, and quality of the road network from Fresno to outlying rural residents and neighboring communities. By the 1920s and 30s the major roadways in the Plan Area developed on a north/south and east/west grid generally spaced a half mile to a mile apart. The Golden State Highway was an exception when it developed diagonally adjacent to the Central Pacific Railroad ~~railway~~. Following historical patterns, industrial and commercial businesses developed along these major corridors. In 1961, SR-99 came into the Plan Area followed by SR-41 in 1997. New industrial clusters developed

along both sides of these highways.

These new highways and industrial development replaced existing residential neighborhoods and rural residential properties. There are a few residential communities within Fresno's SOI, such as Calwa and Daleville, that have expressed a desire to remain intact with safeguards put in place to protect them from impacts associated with new industrial development nearby. These small communities and a few rural residential properties are all that remain today of the rural residential development patterns prior to the City's focus on industrial zoning in the Plan Area as solidified in the City's first General Plan in 1956.

Calwa



Calwa neighborhood, May 2024, from intersection of Cedar and Vine Avenues

Calwa Townsite was established in 1911 by Speed B. Leas as a community for employees of the Atchison, Topeka and Santa Fe Railroad switching yard. Calwa was named after the California Wine Association's winery located

just outside the Plan Area on the west side of the railroad tracks. The California Wine Association (1894-1936) was an organization of winemakers and dealers who came together after the 1893 economic depression to collectively set prices for the industry. Many of the vineyards in the Fresno area came under the association's control in the early 1900s.

The Calwa Townsite was originally located between Jensen and Vine and Cedar and the railroad tracks, but quickly expanded to the north with the North Calwa Addition (1913), Esperanza Tract (1913), and Sequoia Village (1914) subdivisions. The Santa Fe Depot, visible at the corner of Vine and Sunset, was developed in 1922 when the railroad moved its main line to the north side of the yard. Also nearby were two large industrial buildings, the Sunland Sulfur Company (later the Food, Machinery and Chemical fertilizer company) and Roma Vineyards Winery. One last small residential subdivision came in the late 1940's and after that industrial and some commercial continued to expand to this day.

Daleville

Daleville is a small, unincorporated community, approximately 26 acres in size. It is located at the southern edge of Fresno's SOI at the northeast and northwest corner of Cherry and Central Avenues. Development in Daleville began in the 1950s and now includes 42 homes, a church, and a small corner market. The community is served by the Orange Center School District and **the** Orange Center Elementary School was built within walking distance in 1952.³

Daleville shares some regional history with the Central California Colony, one of the first

successful agricultural colonies in the Central Valley. The colony was renowned for the lush assortment of trees that accompanied the roads, "Nine Varieties of cherry trees were planted along Cherry Avenue; cork elms on Elm Avenue; a variety of fruit trees on Fruit Avenue; and West Avenue was to be planted later with eucalyptus trees... all were young trees of the finest known varieties, and were planted as part of the project, rather than being left to the colonists."³ Daleville remained a rural community in the county of Fresno surrounded by agriculture up until the 21st century when Fresno's city limits expanded to the edge of Daleville and industry followed. Ulta Warehouse, built in 2018, established a tall landscape berm along its property border with Daleville. The berm with its trees and plantings serve as an effective visually buffer between the operations at Ulta and the community of Daleville. See photo opposite Chapter 5 cover page.

1.4 Population and Projections

The City contracted with Economic & Planning Systems, Inc. (EPS) to conduct a Market Study for the Plan Area which can be found in Appendix A. Portions of that study are included here to provide an understanding of the current and projected population and development in the Plan Area.

The Plan Area contains a small residential population comprising approximately 400 housing units and an estimated 1,130 residents. Residential uses in the Plan Area are largely characterized by rural residential and a few small subdivisions. The Plan Area is directly adjacent to two neighborhoods in the unincorporated County - Calwa and Malaga - comprising about 720 dwelling units

³ Thickens, Pioneer Agricultural Colonies of Fresno County

conducted for the South Central Fresno Assembly Bill (AB) 617 boundary area. The Plan Area lies within this boundary (see Figure 1-7). See **Section 1.8 Planning Context for a brief description of the HIA and Truck Reroute Study.** ~~Appendix E for the Public Review Draft HIA and Truck Reroute Study.~~

Disadvantaged Unincorporated Communities

California Senate Bill 244 (Wolk, 2011; SB 244) requires local municipalities to identify Disadvantaged Unincorporated Communities (DUCs) within or adjacent to their SOI, analyze the infrastructure needs of the DUCs (including water, wastewater, stormwater drainage, and structural fire protection), and evaluate potential funding mechanisms to make service extension feasible. This analysis was completed in Chapter 3 of the General Plan.

DUCs are defined as settled places not within city limits where the median household income is 80 percent or less than the statewide median household income. Under the policy set forth by the Fresno Local Agency Formation Commission (Fresno LAFCo), a DUC must also have at least 15 residences with a density of one unit per acre or greater. On February 12, 2020, Fresno LAFCo comprehensively updated its DUC database based upon new demographic datasets and median household income levels within the County of Fresno. In 2020, Fresno LAFCo identified a total of six DUCs located within or proximate to Fresno's SOI (See Figure 1-5) including **Calwa and Daleville.**

1.7 General Plan Consistency

The General Plan envisioned that the Plan Area would be prioritized for industrial development, fulfilling several General Plan goals related to attracting and retaining industrial firms needed to implement the City's economic development strategy. The General Plan identifies the Plan Area as a priority area for industrial development incentives in Figure 1-6. The Plan is consistent with the following General Plan goals, objectives, and implementing policies:

General Plan Goals⁵

1. Increase opportunity, economic development, business and job creation.
9. Promote a city of healthy communities and improve quality of life in established neighborhoods.
 - Emphasize supporting established neighborhoods in Fresno with safe, well maintained, and accessible streets, public utilities, education and job training, proximity to jobs, retail services, and health care, affordable housing, youth development opportunities, open space and parks, transportation options, and opportunities for home grown businesses.
12. Resolve existing public infrastructure and service deficiencies, make full use of existing infrastructure, and invest in improvements to increase competitiveness and promote economic growth.
13. Emphasize the City as a role model for

⁵ The General Plan Goals are numbered as they are in the General Plan and are not intended to be numerically consistent in this section.

investments by the City and initiate implementation programs to encourage development of targeted industries as identified under Policy ED-3-c, in employment land use areas designated on Figure LU-1: Land Use Diagram.

LU-7-b Business and Industrial Parks. Promote business and industrial park sites that are of sufficient size, unified in design, and diversified in activity to attract a full range of business types needed for economic growth.

LU-7-c Efficiency of Industrial Uses. Promote industrial land use clusters to maximize the operational efficiency of similar activities.

- Provide access to a range of transportation modes through plans and incentives, ensuring that local, regional, and national connections are available to industrial uses;
- Develop a strategy to promote rail-accessible sites for industries that need such capability; and
- Ensure timely access to the full range of urban services for industrial development by coordinating proposed plans with the annual and long-range City infrastructure planning.

MT-1-d Integrate Land Use and Transportation Planning. Plan for and maintain a coordinated and well integrated land use pattern, local circulation network and transportation system that accommodates planned growth, reduces impacts on adjacent land uses, and preserves the integrity of established neighborhoods.

1.8 Planning Context

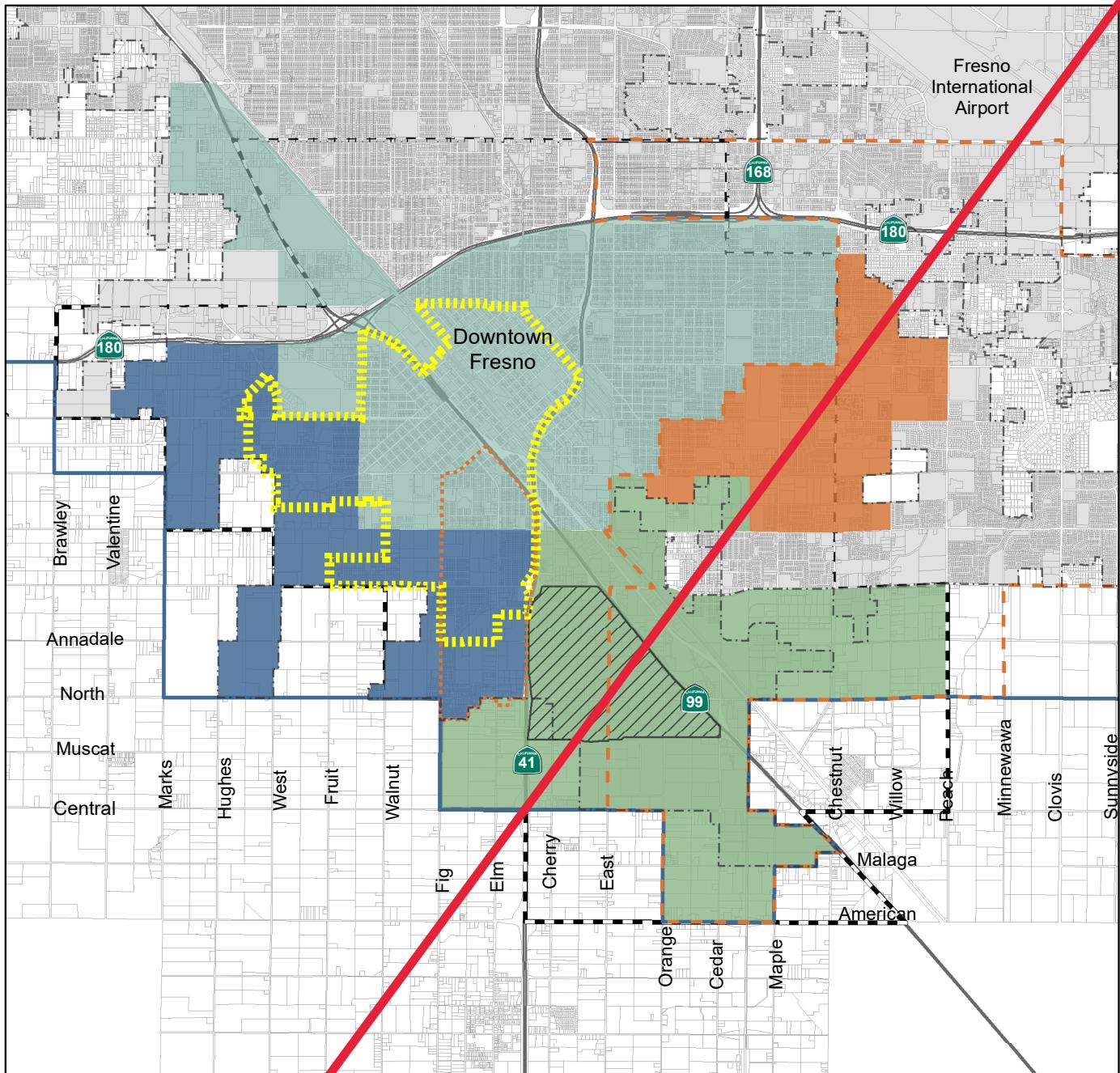
Over the years the City has invested heavily in planning for future development within the city, including areas where it intends to grow. Planning for that growth helps the City anticipate the needs of its residents and businesses as well as foster sustainable management of man-made and natural resources for future generations. The Plan Area is within the Fresno General Plan plan area and was considered under that plan. Many other planning efforts have occurred within or adjacent to the Plan Area, or have included the Plan Area. All have implications for the future development of South Central Fresno. The planning areas for many of these plans can be seen in Figure 1-7. Full implementation of this Plan will require the North Avenue Industrial Triangle Specific Plan to be repealed and the overlapping portion of the Roosevelt Community Plan to be replaced with this Plan to allow for consistency.

In this section are descriptions of eight previous planning efforts that have been adopted and two planning efforts that are still underway as of October 2024. The eight planning efforts that have been adopted are as follows:

1. **North Avenue Industrial Triangle Specific Plan (1973)**
2. **Roosevelt Community Plan (1992)**
3. **Fresno General Plan (2014)**
4. **Downtown Neighborhoods Community Plan (2016)**
5. **Fresno Active Transportation Plan (2017)**
6. **Southwest Fresno Specific Plan (2017)**
7. **Elm Avenue Revitalization Strategy (2019)**
8. **Transformative Climate Communities Program (2019)**

The two planning efforts that are underway and not adopted are:

9. **South Central Fresno AB617 Community Truck Reroute Study and Fresno Community Environmental Health Impact Assessment**
10. **Central Southeast Area Specific Plan**



Legend

Boundaries

- Elm Avenue Revitalization Strategy
- Roosevelt Community Plan
- South Central Fresno/RB 617 Community Truck Reroute Study and Fresno Community Environmental Health Impact Assessment
- North Avenue Industrial Triangle Specific Plan
- Southwest Fresno Specific Plan
- Central Southeast Area Specific Plan
- South Central Specific Plan (SCSP)
- Downtown Neighborhoods Specific Plan (DNSP)
- Transformative Climate Communities Program (TCC)
- Fresno City Limits
- Fresno Sphere of Influence

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

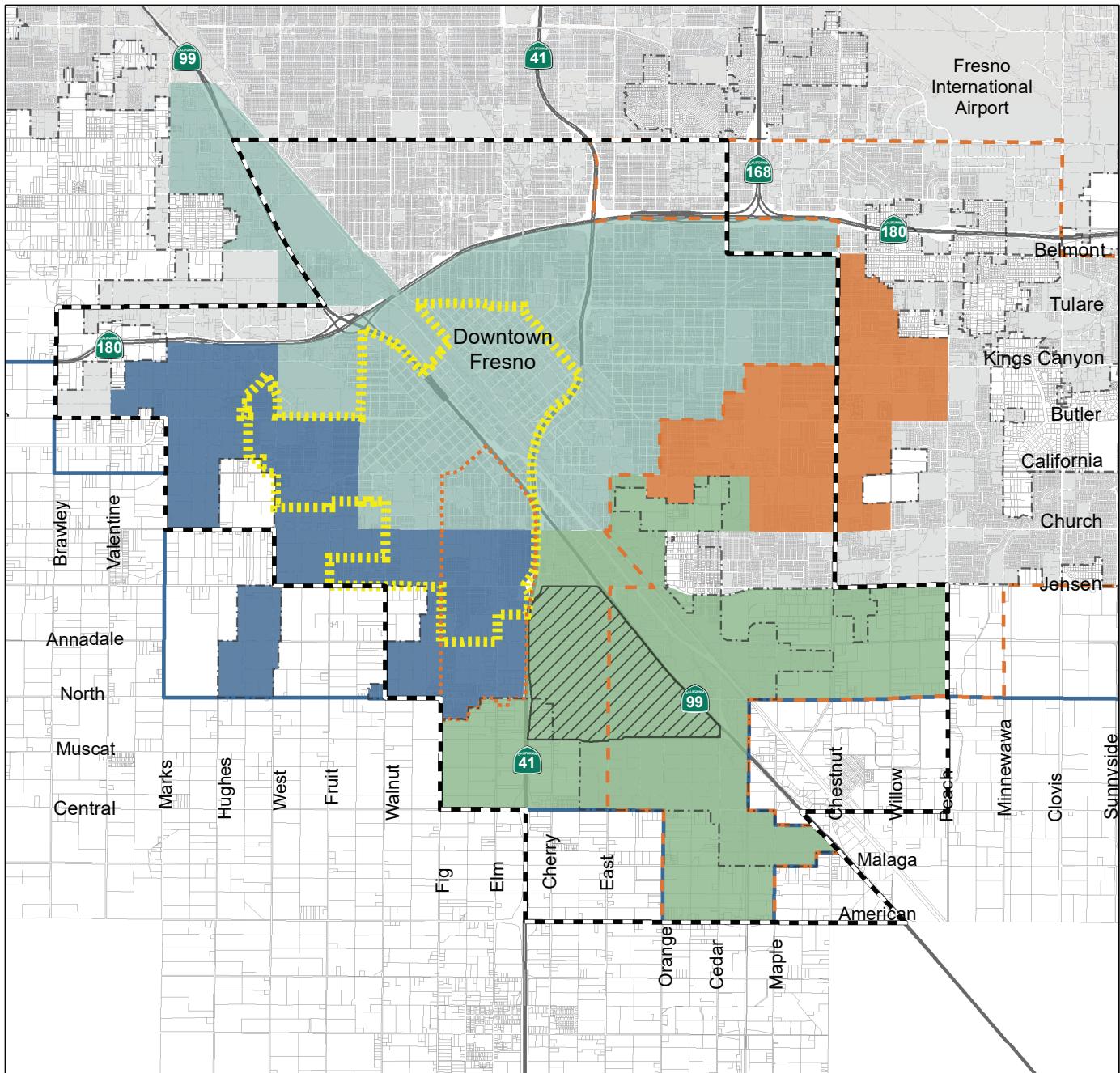
Figure 1-7: Planning Context

South Central Specific Plan

0 1 2 Miles



Note: The Fresno General Plan and Active Transportation Plan boundaries encompass the entire Planning Area and SOI of the city.
* Planning Efforts Underway



Legend

Boundaries

- Elm Avenue Revitalization Strategy
- Roosevelt Community Plan
- South Central Fresno AB 617 Community Truck Reroute Study and Fresno Community Environmental Health Impact Assessment
- North Avenue Industrial Triangle Specific Plan
- Southwest Fresno Specific Plan
- Central Southeast Area Specific Plan
- South Central Specific Plan (SCSP)
- Downtown Neighborhoods Specific Plan (DNSP)
- Transformative Climate Communities Program (TCC)
- Fresno City Limits
- Fresno Sphere of Influence

Figure 1-7: Planning Context

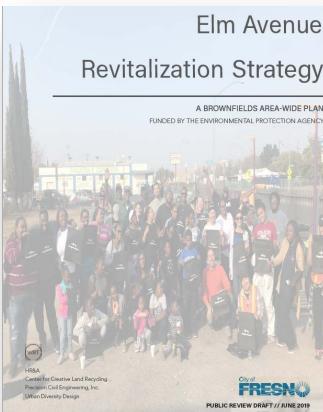
Note: The Fresno General Plan and Active Transportation Plan boundaries encompass the entire Planning Area and SOI of the city.

South Central Specific Plan

0 1 2 Miles



Source: City of Fresno GIS Data
Prepared by the Planning and Development Department



2019

Elm Avenue Revitalization Strategy

The Elm Avenue Revitalization Strategy is a brownfield area-wide planning effort that was funded through the Environmental Protection Agency (EPA) Brownfields Area-Wide Planning Grant. Its purpose is to serve as a playbook for development which could lead to the revitalization of the Elm Avenue Corridor in Southwest Fresno. The Strategy describes the vision for the Elm Avenue Corridor, describes the existing conditions of the area, as well as current conditions of 12 study sites and 3 community-identified catalyst sites that are currently vacant and considered brownfields. The Strategy benefitted greatly from the collaborative effort of property owners, developers, community members and leaders, regulatory agencies, and industry experts. The City Council adopted the Elm Avenue Revitalization Strategy on October 10, 2019 (Resolution No. 2019-207) and it is currently being implemented by the Fresno EPA Brownfields Coalition.



2017

Transformative Climate Communities Program

The California Strategic Growth Council (SGC) Transformative Climate Communities Program (TCC) is a community-driven initiative to transform the 4.9-square mile project area through a suite of projects and plans that will reduce GHG emissions while also providing local environmental, health, economic, and social equity benefits. In early 2018, SGC awarded Transform Fresno a TCC grant of \$66.5 million to fund 17 projects and Transform Fresno is leveraging \$117.3 million to fund 4 projects. The 21 projects were determined through a 164-member Community Steering Committee who met regularly in 2017. After mandatory changes made by the Strategic Growth Council, the final Master Grant Agreement award was signed by all parties on April 3, 2019.

- Incorporates the ~~upon adoption, the reduction of truck routes in the Plan Area from the South Central Fresno AB 617 Community Truck Reroute Study, and Fresno Community Health Impact Assessment (HIA) into the Plan. The Truck Reroute Study removes future planned truck routes, identifies improvement strategies, and partially establishes a truck regulating area in the Plan Area. The improvement strategies are prioritized by seven categories including potential reduction in vehicle miles traveled and traffic congestion, and improvement to air quality. The HIA recommends transitioning to zero emission commercial trucks.~~ (See Appendix E)
- Proposes balancing anticipated groundwater use with sufficient recharge of imported surface water. (See Section 7.3)
- Establishes development standards that reduce air quality impacts by reducing truck emissions (truck idling and queuing time), fossil fuel use (zero-net energy, zero emission equipment, solar power, EV charging stations and parking, and electric plug-in for transport refrigeration units), heat-island effect (solar-reflective roof and pavement), and requiring a recycling program, environmentally responsible practices during construction (highest rated CARB-tier technology, and electric powered tools and equipment), and facility operators to enroll in US EPA SmartWay Program. (See Chapter 5)
- Establishes avoidance of environmental and neighborhood impacts as a guiding principle. (See Sections 3.3 and 8.3)
- Prioritizes Air Quality, Vehicle/Equipment and Operation Standards, Light and Glare, Green Barriers/Tree Coverage/Beautification, Energy and Green Building, Water, and Solid Waste and

Illegal Dumping as implementing policy strategies supported by policies AQ-1 through AQ-11, N-1 through N-5, GB-1 through GB-8, EGB-1 through EGB-3, W-1 through W-6, and SW-1. (See Sections 3.4 and 8.3)

Improve Quality of Life

This Plan seeks to improve the quality of life for sensitive uses in the Plan Area. Sensitive uses in the Plan Area currently consist of approximately 400 households with an estimated population of 1,130 residents, three education centers including one K-8 school, and five religious institutions. As new development continues in the Plan Area, this Plan strives to balance the needs of new development with those of sensitive uses. This Plan concurs with the Attorney General of California, Rob Bonta, statement, “Economic investment and economic prosperity can live side-by-side with justice.”

This Plan improves quality of life for sensitive uses in the Plan Area in the following ways:

- Aligns with City Council Resolution 2019-235 to incorporate reductions in the zoning intensity of undeveloped lands near sensitive uses to provide buffers to protect sensitive uses from adverse impacts from more intense land uses in a manner that reflects stakeholder input. (See Sections 2.1, 2.2, and 2.5, and Appendix B)
- Decreases land use intensity of undeveloped parcels surrounding sensitive uses. (See Sections 2.5 and 4.4)
- Establishes development standards that prohibit certain new industrial uses in the Plan Area and prohibits some and conditions other new industrial uses within 1,000 feet of a sensitive use. (See

standards for new businesses and industry, especially next to existing neighborhoods.

GB-8: Transform Highways 99 and 41 into gateways into the Plan Area through landscaping and architectural design.

Energy and Green Building

EGB-1: Require the reduction of energy consumption and promote energy efficiency through education, conservation programs, building design/operation standards, and incentive programs.

EGB-2: Incentivize private solar installations by providing information about financing and by expediting the permit process.

EGB-3: Encourage installation of solar panels, battery storage, and zero-emission backup electricity generators at distribution centers.

Water

W-1: Protect groundwater and surface water by regulating sewage disposal facilities and preventing contaminating uses.

W-2: Implement a periodic water quality testing program in areas where contamination has been an issue.

W-3: Provide supplemental water resources to areas already impacted by groundwater quality and quantity degradation.

W-4: Identify funding tools to expand water system access in and near the Plan Area.

W-5: Require new development to implement water conservation measures and to contribute towards expanded and upgraded facilities.

W-5: Reduce water consumption through

education, conservation standards, landscaping standards, retrofit programs, and incentive programs.

W-6: Seek funding to expand water facilities to neighbors within the Plan Area.

Solid Waste and Illegal Dumping

SW-1: Establish community sanitation programs to address litter clean-up and illegal dumping.

C. Employment/Community Development Policies

Economic Development

E-1: Coordinate a regional economic development strategy and monitor trends, emerging markets, **and new technologies, and the region's workforce preparedness programs.**

E-2: Implement programs to attract diverse new businesses and industries.

E-3: Consider establishing a funding/grant program for small businesses.

E-4: Develop incentives to attract lower emission and greener industries.

E-5: Promote the development of renewable energy-powered eco-industrial/ circular manufacturing industry parks with advanced and value-added manufacturing, fabrication, assembly, technology, and logistics.

E-6: Pursue opportunities to attract new manufacturing sectors into the Plan Area, particularly renewable energy and zero and near-zero emission vehicle components.

Job Training and Employment

E-57: Promote job training programs such as Career Technical Education, adult education, internships, mentoring, and

apprenticeships including local, state, and federally approved apprenticeship programs.

- E-68:** Connect businesses with training, education, and local community partners.
- E-79:** Connect residents to existing training programs and to jobs in their neighborhoods.
- E-810:** Locate a new job training center accessible to job seekers.
- E-911:** Collaborate with Fresno City College and local education institutions to establish a job training program that can serve as a source of readily-employable persons for surrounding businesses.
- E-102:** Prioritize hiring local residents.
- E-13:** Encourage the use of local workforce and business development sourcing in the Plan Area to generate quality construction and service jobs, provide career pathways and job-training opportunities for the local workforce, and pay area standard wages for construction so that expenditures used in the construction of these developments are reinvested into the local economy.
- E-14:** Maximize the City's public financing tools and opportunities for enhancement to fund various economic development initiatives.

Internet Access and Computer Literacy

- E-145:** Increase public access to quality internet service.
- E-126:** Prioritize fiber connectivity in the Plan Area.
- E-137:** Develop computer literacy programs and assist with online job applications.

Community Benefit District

- CBD-1:** Consider a Community Benefit Fund to pay for measures such as air filtration systems, dual-paned windows, parks, job training programs, and job fairs near the Plan Area.
- CBD-2:** Encourage business and residential partnerships to assist in increasing communication and transparency and to provide a mechanism to raise concerns.
- CBD-3:** Investigate opportunities to develop resilient green buffers between existing industrial and residential uses.
- CBD-4:** Seek out funding to pay for dual-use ponding basins and green areas.
- CBD-5:** Research community benefit agreements around the country to determine how they could work and be funded in this Plan Area.

Public Noticing

- PN-1:** Establish new noticing requirements for all project types.

CHAPTER 4: LAND USE

4.1 Introduction

This chapter describes the basis for planning in the Plan Area, existing land use conditions, and proposed planned land uses that seek to achieve the Plan's vision, guiding principles, and policies. Upon adoption, this Plan will amend the General Plan to provide consistency and any land within the city limits will be rezoned to match the new planned land use designation.

This Land Use chapter, along with the Development Standards in Chapter 5, provide a regulating framework that governs the land uses and types of development within the Plan Area, as well as the interface conditions between the private and public realm. The land use plan is supplemented by ~~the a~~ regulating plan overlay zone (~~South Central~~). The South Central Overlay Zone imposes additional regulatory requirements to continue with development in the Plan Area in a way that is thoughtful to sensitive uses. ~~Upon adoption of this Plan, a concurrent amendment to the Development Code will be presented for consideration to provide consistency with this Plan. Within 60 days of the effective date of the Plan, a rezone to apply the SCSP Overlay Zone District to all parcels within the Plan Area and a text amendment reflecting the Plan as adopted will be brought for City Council consideration.~~

4.2 Land Use Planning in the Plan Area

As the population in Fresno grows, the need to create more job opportunities increases, and land must be identified and available to meet these demands.

Planning Area

The City's General Plan Planning Area is the overall geographic area for which the General Plan and all subsequent plans, including this Plan, establishes policies about future urban growth, and natural resource conservation. Policies for future growth include adopted planned land uses for every property in the city and are displayed in a planned land use map.

As stated in the General Plan, the boundary of the Planning Area was determined by City staff, and initiated by City Council, in response to State law requiring each City to include in its General Plan all territory within the boundaries of the incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300).

Sphere of Influence

The Planning Area, as it pertains to this Plan, is contiguous with Fresno's sphere of influence (SOI). Fresno's SOI is a geographic boundary that encompasses land within Fresno's city limits and land outside the city limits in the county of Fresno. The land outside the city limits is anticipated to be annexed into the city limits over time, although until annexed it falls under the jurisdiction of the County of Fresno. Fresno's SOI is determined by the Fresno Local Agency Formation Commission (LAFCo), which is an entity empowered to review and approve proposed boundary changes and annexations by incorporated municipalities. In the Plan Area the SOI encompasses 8.7 square miles in total, of which 5 square miles are within city limits, and 3.7 square miles are within the county of Fresno. See Figure 1-2.

4.3 Current Geography

Existing Land Use

Before planning land uses, it is important to understand how the land has been developed thus far in this Plan Area. Existing land uses in the Plan Area include a mix of industrial and commercial developments, dispersed residential, public facilities, open space, and vacant land (see Figure 4-1). Heavy industrial (42%), open space (27%), vacant land (11%), and light industrial (9%) are the predominant existing land uses in the Plan Area (see Table 4-1). Agriculture makes up 85% of the open space with the rest consisting of ponding basins for surface water runoff and recharge to the aquifer and canals. The remaining 11% of the Plan Area is comprised of residential, commercial, and public facility land uses.

For a better understanding of the developable land potential in the Plan Area see Figures 4-2 and 4-3 and Table 4.2. These figures provide information as of September 2022. Figure 4.2 is an aerial image of the Plan Area showing land that has been developed on and land that is vacant or agricultural. Figure 4-3 represents land that has been developed and land that is undeveloped in the Fresno city limits and in the county of Fresno. Undeveloped land is comprised of vacant and agricultural open space parcels. Table 4.2 clarifies the development potential for this undeveloped land based on planned land use designations and offers a comparison between the Specific Plan and the adopted General Plan. There are 609 acres of land within Fresno's city limits, 1,065 acres within the county of Fresno, and a total of 1,674 acres within the Plan Area. The Specific Plan offers a balance between Business and Regional Business Park and Light and Heavy Industrial as well as provides for necessary commercial growth.



Image of commercial buildings along North Ave. in the Plan Area.

Planned Land Uses

The following section describes the proposed planned land uses for the Plan Area ~~are~~ are depicted in Figure 4-5. Figure 4-6 is the adopted General Plan planned land use map for comparison. Figure 4-7 shows the parcels with planned land use designations under this Plan that are proposed to change the adopted General Plan. Table 4-4 provides a comparison between the planned land designation acres for the adopted General Plan with this Plan. See, Sections 2.5 and 3.2 for descriptions of the positive effects of the proposed Plan ~~land use changes~~.

Dual Planned Land Uses

Consistent with the Fresno General Plan, planned parks, open space, and public facilities on vacant land carry dual land use designations. The dual land use allows for an alternative land use to develop if it is determined that parks, open space, and public facilities are not needed. Development consistent with zoning and development standards may be approved.

The dual land use designations for the Plan Area are shown in Figure 4-8. There are no changes proposed to the ~~Dual Planned Land Use~~ designations mapped in the General Plan.

Table 4-4: Planned Land Use Acreages in September 2022

Planned Land Use Designation	Adopted General Plan		Specific Plan	
	Acres	%	Acres	%
Heavy Industrial	3,486	71	2,650	54
General Commercial	10	<1	47	<1
Light Industrial	685	14	715	14
Business Park	144	3	653	13
Single Family Residential	30	<1	270	5
Regional Business Park	350	7	333	7
Public	42	<1	78	2
Open Space - Ponding Basin	158	3	158	3
Rail	32	<1	32	<1
Open Space - Neighborhood Park	3	<1	3	<1
Neighborhood Mixed-Use	0.25	<1	0.25	<1
Total	4,940	100	4,940	100

Source: City of Fresno Planning and Development Department GIS

Note: the Total 4,940 acres is for land use properties only and does not include street right-of-ways. The entire Plan Area with street right-of-ways is 5,567 acres (8.7 square miles)

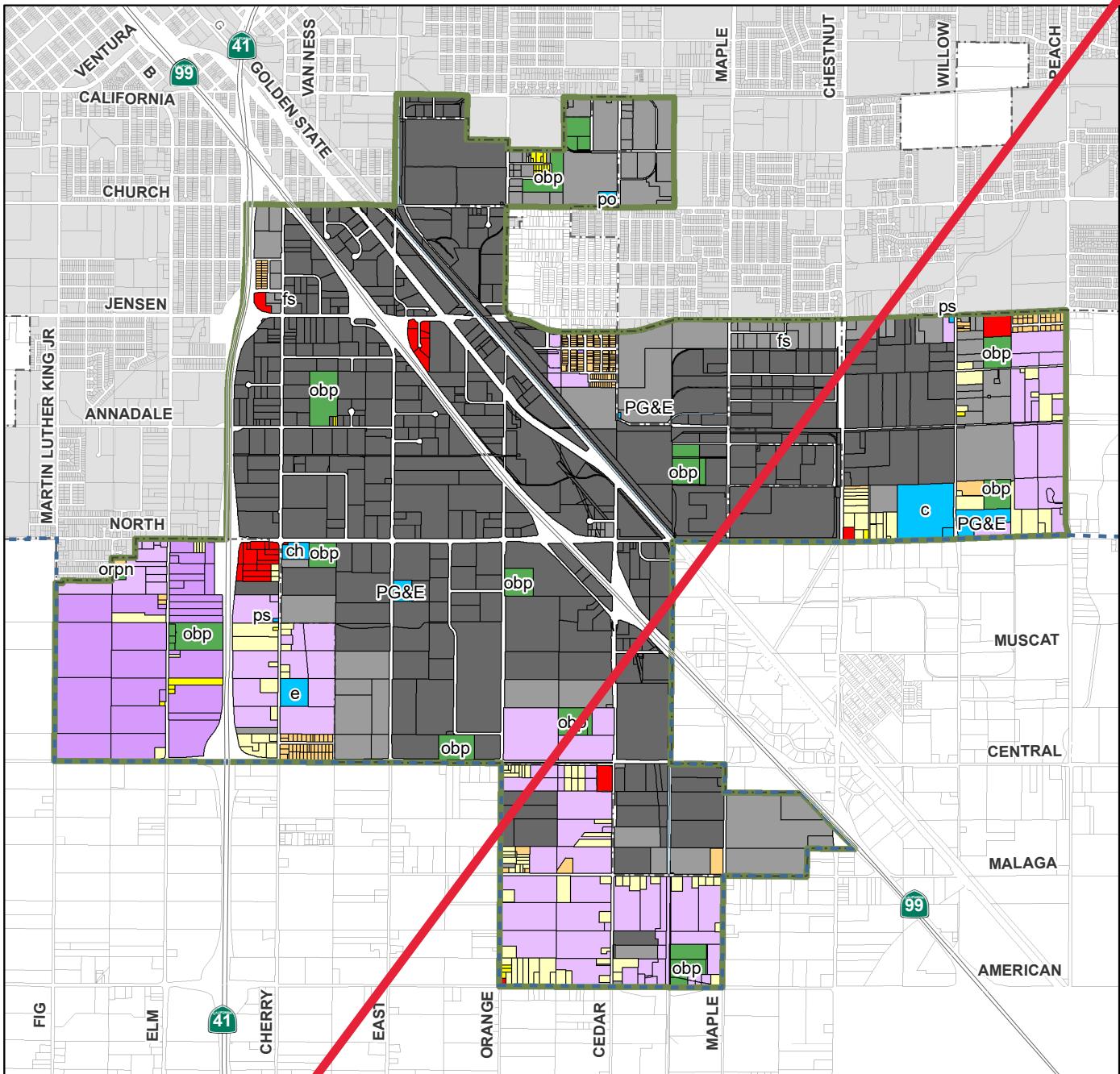


Figure 4-5: Specific Plan Proposed Planned Land Use

Legend

RESIDENTIAL	EMPLOYMENT	MIXED USE	PUBLIC FACILITIES	UNDESIGNATED
Low Density	Business Park	Neighborhood Mixed Use	Church (ch)	Rail
Medium Low Density	Regional Business Park	OPEN SPACE	Post Office (po)	
Medium Density	Light Industrial	Ponding Basin (obp)	PG&E Substation (PG&E)	
General	Heavy Industrial	Neighborhood Park (orpn)	Pump Station (ps)	

Fresno Sphere of Influence
Fresno City Limits
South Central Specific Plan (SCSP)

Note: The only Neighborhood Mixed Use is located southwest of the Jensen and Cedar Avenues intersection at 3990 E. Calwa Avenue

South Central Specific Plan

0 0.5 1 Miles

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department



Figure 4-5: Specific Plan Planned Land Use

Legend

RESIDENTIAL

Low Density

Medium Low Density

Medium Density

COMMERCIAL

General

EMPLOYMENT

Business Park

Regional Business Park

Light Industrial

Heavy Industrial

MIXED USE

Neighborhood Mixed Use*

OPEN SPACE

Ponding Basin (obp)

Neighborhood Park (orpn)

PUBLIC FACILITIES

Church (ch)

Post Office (po)

PG&E Substation (PG&E)

Pump Station (ps)

Fire Station (fs)

Elementary School (e)

College (c)

UNDESIGNATED

Rail

Fresno Sphere of Influence

Fresno City Limits

South Central Specific Plan (SCSP)

***Note:** The only Neighborhood Mixed Use is located southwest of the Jensen and Cedar Avenues intersection at 3990 E. Calwa Avenue

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

South Central Specific Plan



0 0.5 1 Miles

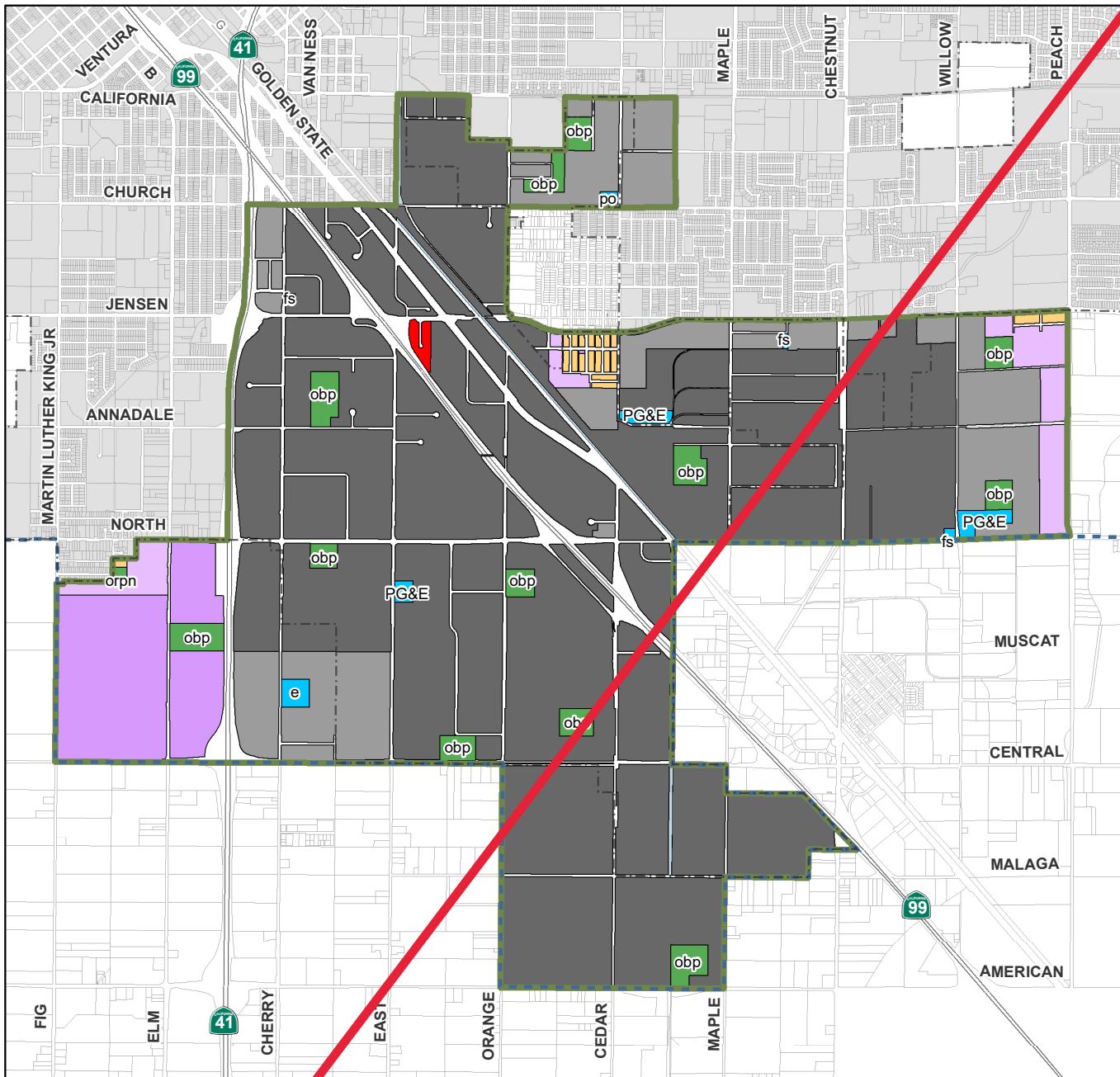


Figure 4-6: Adoption General Plan Proposed Planned Land Use

Legend

RESIDENTIAL	EMPLOYMENT
Medium Density	Business Park
General	Regional Business Park
Commercial	Light Industrial
Commercial	Heavy Industrial
	Fresno Sphere of Influence
	Fresno City Limits
	South Central Specific Plan (SCSP)

MIXED USE	PUBLIC FACILITIES	UNDESIGNATED
Neighborhood Mixed Use	Public Facility (pf)	
Neighborhood Mixed Use	Elementary School (e)	
Ponding Basin (obp)	PG&E Substation (PG&E)	
Neighborhood Park (orpn)	Fire Station (fs)	
	Post Office (po)	Rail

Note: The only Neighborhood Mixed Use is located southwest of the Jensen and Cedar Avenues intersection at 3990 E. Calwa Avenue

South Central Specific Plan



0 0.5 1 Miles

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

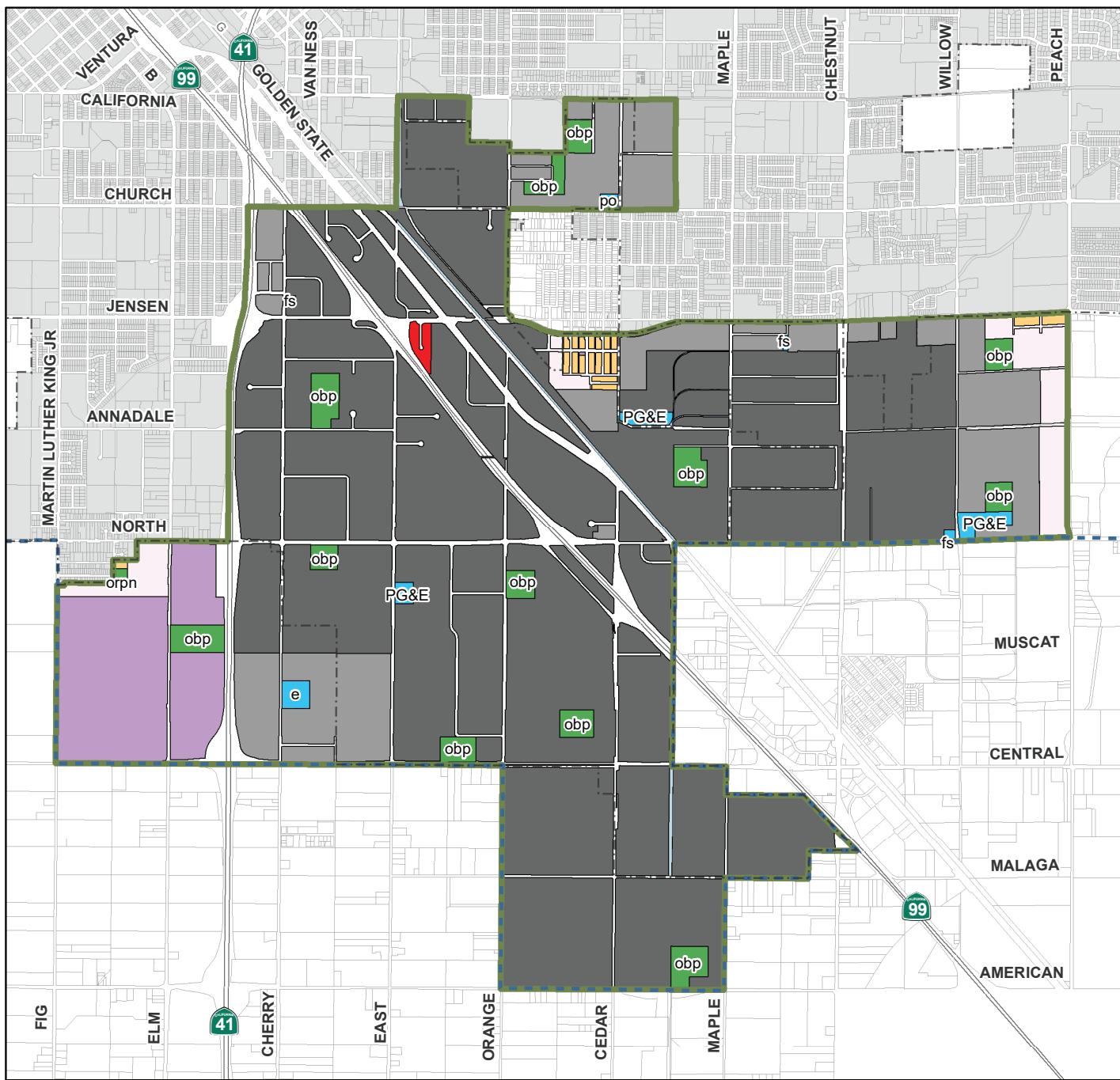


Figure 4-6: Adopted General Plan Planned Land Use

Legend

RESIDENTIAL	EMPLOYMENT
Medium Density	Business Park
General	Regional Business Park
Light Industrial	Heavy Industrial

- Fresno Sphere of Influence
- Fresno City Limits
- South Central Specific Plan (SCSP)

MIXED USE

Neighborhood Mixed Use*

OPEN SPACE

Ponding Basin (obp)

Neighborhood Park (orpn)

PUBLIC FACILITIES

Public Facility (pf)

Elementary School (e)

PG&E Substation (PG&E)

Fire Station (fs)

Post Office (po)

UNDESIGNATED

Rail

***Note:** The only Neighborhood Mixed Use is located southwest of the Jensen and Cedar Avenues intersection at 3990 E. Calwa Avenue

South Central Specific Plan



0 0.5 1 Miles

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

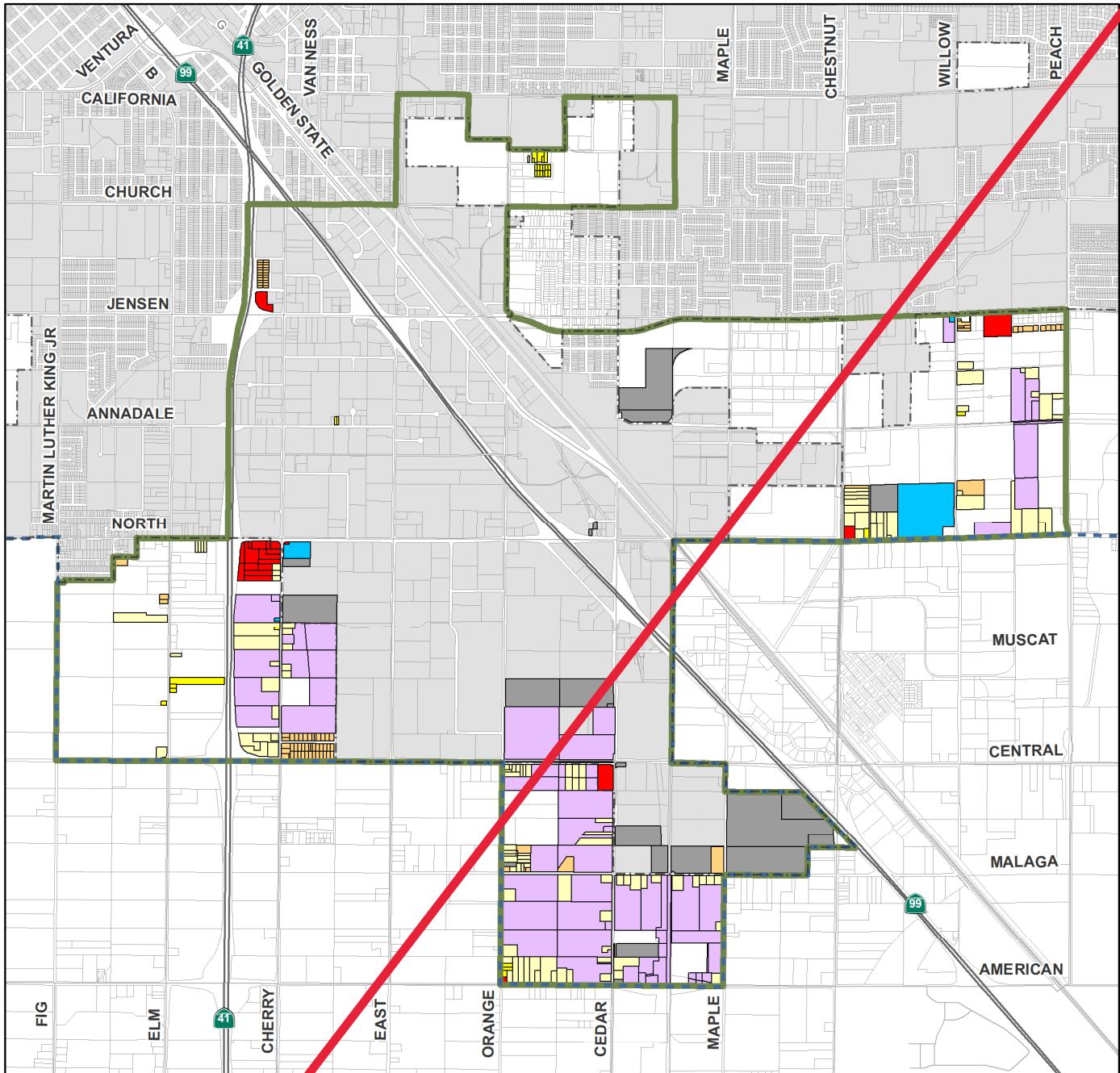


Figure 4-7: Adopted General Plan Parcels Changing Under the Specific Plan Proposed Planned Land Use

Legend

RESIDENTIAL	EMPLOYMENT
Low Density	Business Park
Medium Low Density	Light Industrial
Medium Density	
COMMERCIAL	PUBLIC FACILITIES
General	Public Facility
Fresno Sphere of Influence	
Fresno City Limits	
South Central Specific Plan (SCSP)	

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

South Central Specific Plan



0 0.5 1 Miles



Figure 4-7: Adopted General Plan Land Use Changing by the Specific Plan Planned Land Use

Legend

RESIDENTIAL	EMPLOYMENT	COMMERCIAL	
Low Density	Business Park	General	Fresno Sphere of Influence
Medium Low Density	Light Industrial		Fresno City Limits
Medium Density			South Central Specific Plan (SCSP)
	Public Facility		

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

South Central Specific Plan



0 0.5 1 Miles

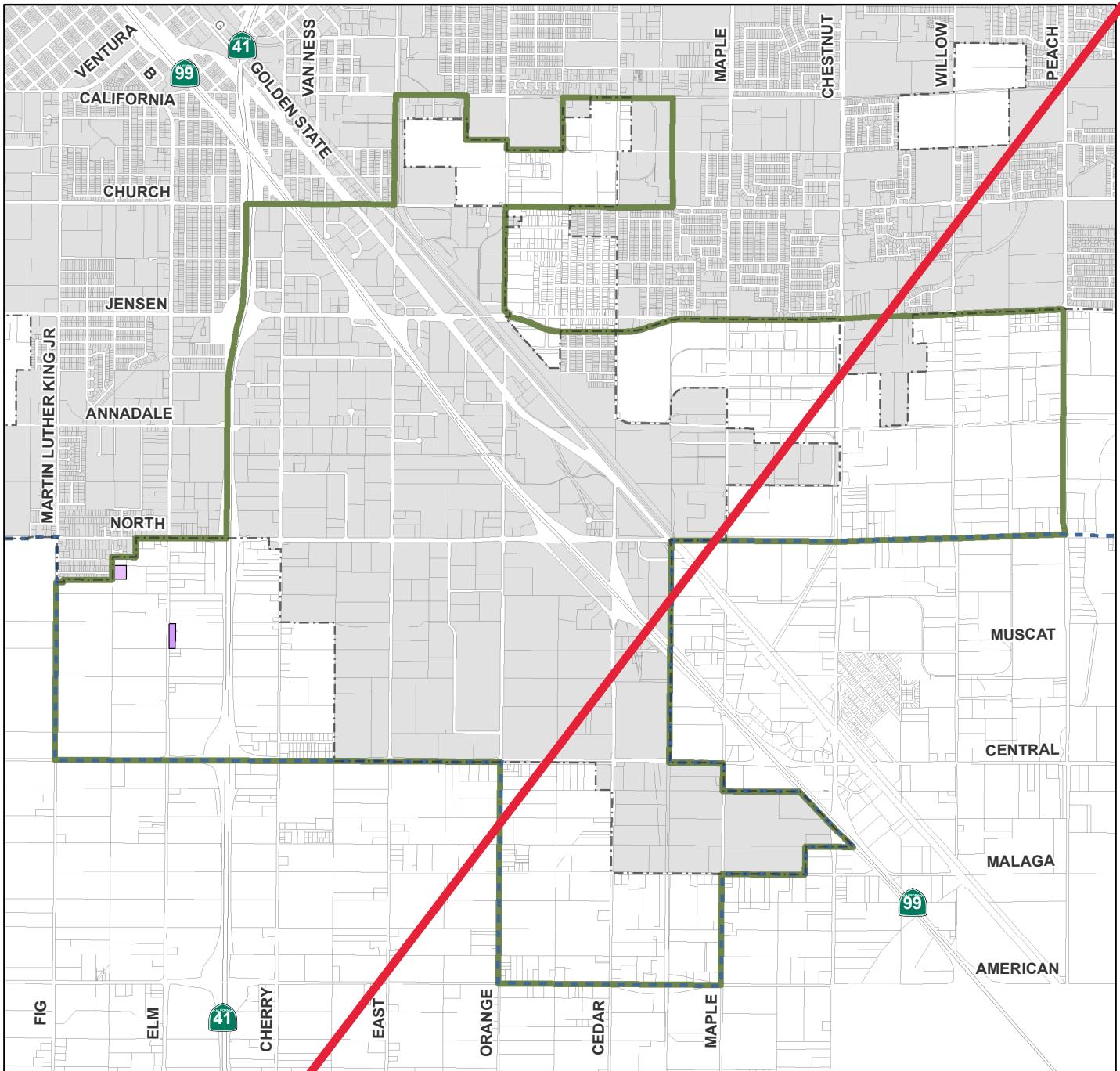


Figure 4-8: Dual Planned Land Use

Legend

EMPLOYMENT

- Business Park
- Regional Business Park
- Fresno Sphere of Influence
- Fresno City Limits
- South Central Specific Plan (SCSP)

South Central Specific Plan



0 0.5 1 Miles

Source: City of Fresno GIS Data

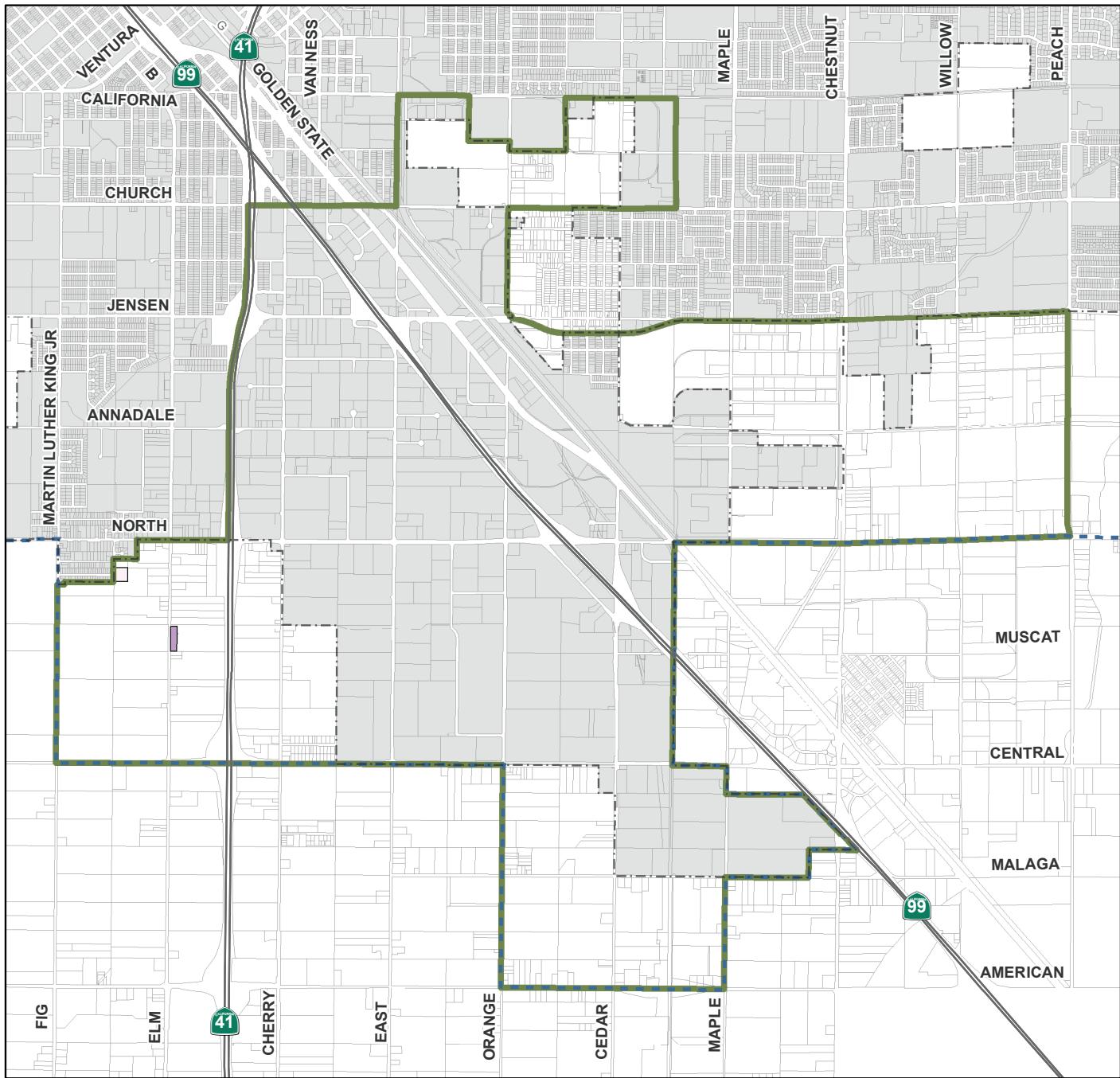


Figure 4-8: Dual Planned Land Use

Legend

EMPLOYMENT

- Business Park
- Regional Business Park
- Fresno Sphere of Influence
- Fresno City Limits
- South Central Specific Plan (SCSP)

South Central Specific Plan



0 0.5 1 Miles

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

CHAPTER 5: DEVELOPMENT STANDARDS

5.1 Development Regulations

This chapter describes the use regulations, permit requirements, and development standards proposed by this Plan. Upon adoption of this Plan, an ~~concurrent~~ amendment to the Development Code will be presented for consideration to provide consistency with this Plan. The amendment to the Development Code will include the overlay zone and the development standards and regulations as outlined in this chapter. These regulations, requirements, and standards will govern all future private development actions in the Plan Area, including new construction, additions, and renovations to existing structures and/or new land uses proposed for existing facilities as described in Fresno Municipal Code Section 15-104. These regulations do not supersede regulations for legal non-conforming uses, structures, site features or lots, as described in Chapter 15, Article 4 of the Fresno Municipal Code.

South Central Overlay Zone

One overlay zone will be used to ensure development compatibility with the sensitive uses in the Plan Area. The proposed South Central Overlay Zone is to be applied over each zoning district in the Plan Area, adding a layer of development standards and use regulations within the defined overlay boundary (see Figure 5-1).

The SCSP Overlay Zone utilizes a buffer as represented in Figure 5-2, to separate certain industrial uses from sensitive uses by a 1,000 foot distance to reduce conflicts. For the purpose of this Plan, sensitive uses are defined as residences, schools, religious institutions, playgrounds, child-care centers, hospitals, retirement homes, and convalescent homes.

Figure 5-2 represents sensitive uses as of October 25, 2024. For new development, buffers will be applied to sensitive uses existing at the time the application is deemed complete.



Image of North Pointe Business Park industrial landscaping setback in Plan Area.

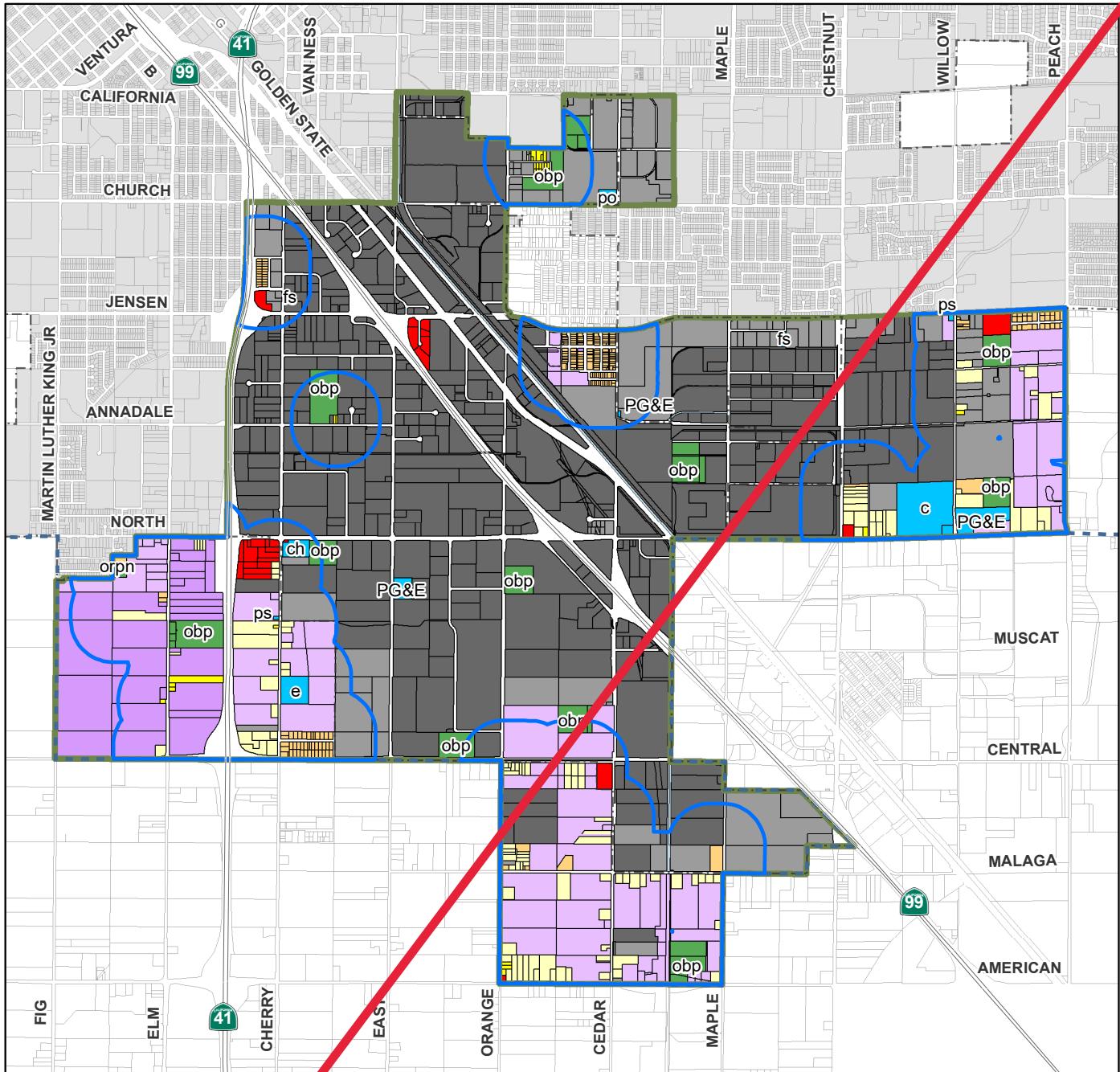


Figure 5-2: Specific Plan Proposed Planned Land Use and Buffer

Legend

RESIDENTIAL

Low Density

Medium Low Density

Medium Density

COMMERCIAL

General

EMPLOYMENT

Business Park

Regional Business Park

Light Industrial

Heavy Industrial

MIXED USE

Neighborhood Mixed Use

OPEN SPACE

Ponding Basin (obp)

Neighborhood Park (orp)

PUBLIC FACILITIES

Church (ch)

Post Office (po)

PG&E Substation (PG&E)

Pump Station (ps)

Fire Station (fs)

Elementary School (e)

College (c)

UNDESIGNATED

Rail

South Central Specific Plan

0

0.5

1

Miles

Note: The only Neighborhood Mixed Use is located southwest of the Jensen and Cedar Avenues intersection at 3990 E. Calwa Avenue

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

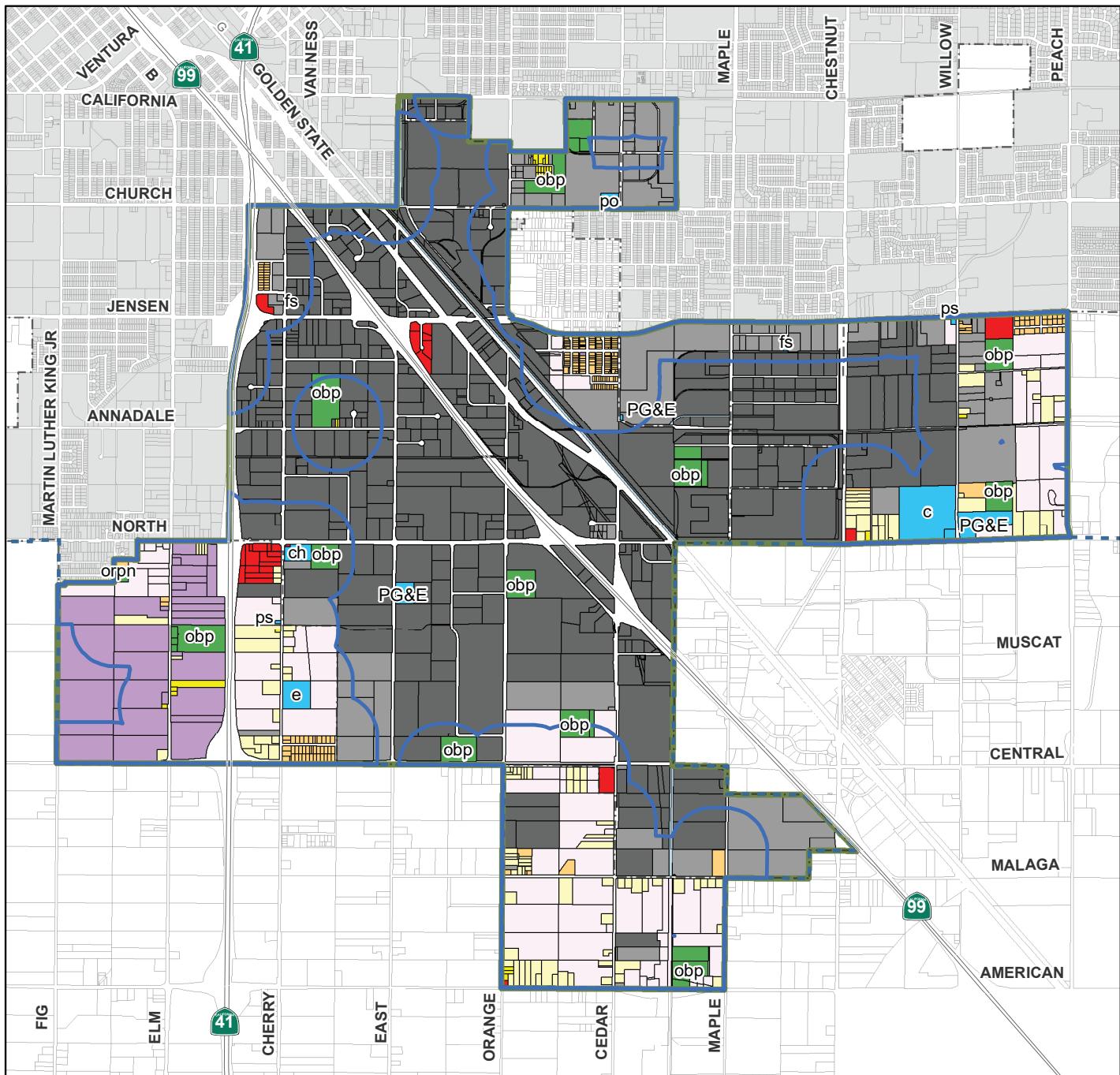


Figure 5-2: Specific Plan Planned Land Use and Buffer

Legend

RESIDENTIAL

- Low Density
- Medium Low Density
- Medium Density

EMPLOYMENT

- Business Park
- Regional Business Park
- Light Industrial
- Heavy Industrial

MIXED USE

- Neighborhood Mixed Use*
- Ponding Basin (obp)
- Neighborhood Park (orpn)

PUBLIC FACILITIES

- Church (ch)
- Post Office (po)
- PG&E Substation (PG&E)
- Pump Station (ps)
- Fire Station (fs)
- Elementary School (e)
- College (c)

COMMERCIAL

- General

UNDESIGNATED

- Rail



1,000 Foot Buffer of Sensitive Uses



Fresno Sphere of Influence



City Limits



South Central Specific Plan (SCSP)

Source: City of Fresno GIS Data

Prepared by the Planning and Development Department

***Note:** The only Neighborhood Mixed Use is located southwest of the Jensen and Cedar Avenues intersection at 3990 E. Calwa Avenue

South Central Specific Plan

0 0.5 1 Miles

Development Regulations

This Plan proposes the following for parcels within the SCSP Overlay Zone District (see Figure 5-1):

1. Prohibit the following use classifications:
 - Rendering
 - Sales Lot, Feed Lot, Stockyard
 - Slaughterhouse
2. Prohibit the following use classifications within 1,000 feet of a sensitive use (See Figure 5-2):
 - Shooting/Archery Range
 - Service Station
 - Intensive Industrial
 - Salvage and Wrecking
 - Warehousing, Storage, and Distribution: Chemical and Mineral Storage
 - Freight/Truck Terminals and Warehouses
 - Waste Transfer Facility
 - Agricultural Processing
 - Mining and Quarrying
3. Require a Conditional Use Permit (CUP) for the following use classifications that fall within 1,000 feet of a sensitive use (See Figure 5-2):
 - Motorcycle/Riding Club
 - Construction and Material Yards
 - Limited Industrial
 - Dry cleaning plants would not be permitted
 - General Industrial
 - Warehousing, Storage, and Distribution: Indoor Warehousing and Storage*

If any portion of a parcel is within the 1,000 foot buffer of a sensitive use, the entire parcel will be subject to this requirement.

• Warehousing, Storage, and Distribution: Outdoor Storage*

• Warehousing, Storage, and Distribution: Wholesaling and Distribution*

* Must meet CARB criteria for zero or near zero emission facilities vehicles⁶ as defined in CA Sustainable Freight Action Plan (July 2016) and zero- or near zero-emission facilities as defined in the SCSP Glossary.

If any portion of a parcel is within the 1,000 foot buffer of a sensitive use, the entire parcel will be subject to this requirement.

4. Apply building setback standards to industrial shall apply to all of the following uses that adjoin a sensitive uses (see Figure 5-3) In this circumstance, the following standards shall apply: all uses within the 1) Industrial Use Classifications; 2) Transportation, Communication, and Utilities Use Classifications; 3) Agricultural and Extraction Use Classifications excluding Agricultural Labor Housing, Crop Cultivation (without buildings), Produce Stand, and Urban Farm (without buildings); and 4) Motorcycle/ Riding Club. The building setback standards will only apply to that portion of the adjoining parcel that is within the 1,000-foot buffer of a sensitive use (see Figure 5-2). The following are the building setback standards:

- a. The buildings should be setback a minimum of 100 feet when sharing the same property line.
- b. A wall or screen should be placed on the property line that is a minimum of 10 feet tall and be opaque for visual obscurity. Blank concrete or CMU walls without piers, caps and finishes are not allowed.
- c. The minimum 50-foot landscape buffer should include a tree canopy

density ~~canopy~~ that covers 100 percent of the buffer area within 10 years of planting. Native trees, shrubs, and groundcovers should be selected over ornamental species. The property owner and any successors in interest shall maintain these trees for the duration of ownership, ensuring any unhealthy or dead trees are replaced timely as needed.

- d. All landscaping shall be drought tolerant, and to the extent feasible, species with low biogenic emissions. Palm trees shall not be utilized.
- e. All landscaping areas shall be properly irrigated for the life of the facility to allow for plants and trees to maintain growth.
- f. Uses within the 100-foot setback and outside of the landscape buffer area can include a fire lane and if necessary, limited employee parking, but no visitor parking or public entries, loading docks, service yards, trash areas/disposal, or truck parking and idling.

5. Buildings that face ~~major public access~~ **collector and arterial** streets and require employee and visitor parking and entries, shall be setback a minimum of 150 feet from the curb line of the adjoining street (see Figure 5-4). In this circumstance, the following standards should apply:

- a. A 45-foot minimum landscape buffer shall be provided from the back of the public sidewalk to a low wall or fence screen that hides the car parking lot. The height of the wall or fence should be no less than 3 feet. Company signage can be incorporated into the

wall as it faces the public right of way.

- b. The landscaped buffer area should include 100 percent tree canopy coverage within 10 years of planting. Native trees, shrubs and groundcovers should be selected over ornamental species.
- c. No loading docks, service yards, trash areas, truck parking or idling is permitted.

6. Additional development standards **apply to all Warehouse, Storage, and Distribution use classifications:**

Buffering & Screening

- a. A solid decorative wall(s) of at least 10' in height between warehouses & all sensitive uses.
- b. Unless physically impossible, loading docks and truck entries shall be oriented away from abutting sensitive uses.
- c. To the greatest extent feasible, loading docks, truck entries, and truck drive aisles shall be located away from nearby sensitive uses. In making feasibility decisions, the City must comply with existing laws and regulations and balance public safety and the site development's potential impacts to nearby sensitive uses. Therefore, loading docks, truck entries, and drive aisles may be located near sensitive uses at the discretion of the Planning Director, but any such site design shall include measures designed to minimize overall impacts to nearby sensitive uses.
- d. For any Warehouse building larger than 400,000 square feet in size, the

the SJVAPCD's complaint call-line: 1-800-870-1037. Any complaints made to the facility operator's designee shall be answered within 72 hours of receipt.

- m. Prior to issuance of a business license, the City shall ensure for any facility with a building or buildings larger than 400,000 total square feet, that the facility shall include a truck operator lounge equipped with clean and accessible amenities such as restrooms, vending machines, television, and air conditioning.

Alternative Energy

- n. On-site motorized operational equipment shall be ZE (zero emission).
- o. All building roofs shall be solar-ready, which includes designing and constructing buildings in a manner that facilitates and optimizes the installation of a rooftop solar photovoltaic (PV) system at some point after the building has been constructed.
- p. The office portion of a building's rooftop that is not covered with solar panels or other utilities shall be constructed with light colored roofing material with a solar reflective index ("SRI") of not less than 78. This material shall be the minimum solar reflective rating of the roof material for the life of the building.
- q. On buildings over 400,000 square feet, prior to issuance of a business license, the City shall ensure rooftop solar, **above parking structure, or ground level solar** panels are installed and operated in such a manner that they will supply 100% of the power needed to operate all non-refrigerated portions of the facility including the parking areas.
- r. At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready, with all necessary conduit and related appurtenances installed. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to building occupancy. Signage shall be installed indicating EV charging stations and specifying that spaces are reserved for clean air/EV vehicles. Unless superior technology is developed that would replace the EV charging units, the facility operator and any successors-in-interest shall be responsible for maintaining the EV charging stations in working order for the life of the facility.
- s. Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide chilled, cooled, or freezer warehouse space, a conduit shall be installed during construction of the building shell from the electrical room to 100% of the loading dock doors that have potential to serve the refrigerated space. When tenant improvement building permits are issued for any refrigerated warehouse space, electric plug-in units shall be installed at every dock door servicing the refrigerated space to allow transport refrigeration units (TRUs) to plug in. Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.
- t. Bicycle racks are required per Section 15-2429 of the Fresno Municipal Code. The racks shall include locks and electric plugs to charge electric bikes and shall be located as close as possible

each component shall be specified in the program.

- aa. Property owner shall require all facility operators to enroll in the United States Environmental Protection Agency's SmartWay Program.

Any differences between subsections 5.1.4 and 5.1.5 with subsection 5.1.6 will be resolved in the Text Amendment for the SCSP Overlay Zone development code standards ~~submitted for consideration at time of adoption. Within 60 days of the effective date of the Plan, a~~ rezone to apply the SCSP Overlay Zone District to all parcels within the Plan Area and a text amendment reflecting the Plan as adopted will be brought for City Council consideration.

CHAPTER 6: CIRCULATION

6.1 Introduction

This chapter describes the existing transportation network within the Plan Area as well as the planned and recommended improvements. Significant planning efforts have already been completed by the City and the Fresno Council of Governments (FCOG) to address multiple infrastructure needs for the circulation of people and goods into, around, and out of the Plan Area. This chapter acknowledges that work by including relevant portions that apply to the Plan Area from completed plans. These include the Fresno General Plan, and the Fresno Active Transportation Plan (ATP), and FCOG's Reverse Triangle Transportation Area Plan (RTTAP) and Regional Transportation Plan (RTP). Once completed, the Proposed Truck Routes Map in the South Central Fresno AB617 Community Truck Reroute Study will replace the 2005 City of Fresno Designated Truck Routes Map shown in Figure 6-8 and the Study will incorporate into this Plan by reference. The South Central Fresno AB617 Community Truck Reroute Study has been completed. When the official list of designated truck routes under the provisions of Section 14-1303 of the Fresno Municipal Code are amended then Figure 6-8 will be updated to reflect those changes.

6.2 Transportation Improvements

Complete Streets

The Fresno City Council adopted the Complete Streets Policy on October 10, 2019, codifying the City's commitment to designing safe and convenient transportation projects that are accessible to all users.⁶⁷ A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users – including bicyclists, pedestrians, transit vehicles, trucks, and motorists – as appropriate to the function and context of the facility while connecting to a larger transportation network. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs. All complete streets are designed to balance safety, access, and mobility for everyone using the street and are necessary to create connected networks citywide. The City recognizes the need for

⁶⁷ City of Fresno. Department of Public Works. (2019). Complete Streets Policy. <https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2019/10/Complete-Streets-091119.pdf> Exceptions to this policy must meet certain criteria and be approved by either the Public Works Director or City Council.



Image of bus stop located in the Calwa neighborhood with industrial nearby.

complete streets and will accommodate elements that create a complete street wherever it is feasible.

Pedestrian and Bicycle Facilities

The Plan Area has an incomplete bicycle and pedestrian network. There are many locations that lack bikeways and sidewalks or that have sidewalk gaps between developments. Inconsistent bicycle and pedestrian networks contribute to an unsafe and uninviting environment for pedestrians and cyclists. The ATP, adopted in 2017, proposes a long-term, comprehensive network of citywide bikeways, trails, and sidewalks that connect all parts of Fresno. The existing and planned bikeways, trails, and sidewalks within the Plan Area are identified in Figures 6-1 and 6-3. Descriptions of the different classes of bikeways can be found in Figure 6-2. An update to the ATP is underway and, once updated, will supersede the networks shown in Figures 6-1 and 6-3.

transportation to school such as walking and biking. In January 2020, the Fresno City Council approved a Safer Sidewalks to School Resolution, which was one of the recommendations of the ATP. The resolution acknowledged that many parts of the City lack complete sidewalks, creating hazards to pedestrians, particularly to children around neighborhood schools and that a more complete system of sidewalks would improve safety, walkability, bikeability, and community health.

Orange Center Elementary School, the only **K-12 public** school in the Plan Area, is located on Cherry Avenue, between North and Central Avenues, and is outside of City of Fresno limits (see Figure 7-7). As discussed in the RTTAP, potential safety improvements for students could include Class IV protected bikeways and sidewalks along Cherry Avenue, when annexed into the city.

Safe Routes to School

Safe Routes to School programs aim to make it safer for students to use active modes of

Transit

Transit service within the Plan Area (see Figure 6-4) is provided by Fresno Area Express (FAX). Four of the 18 fixed routes provided by FAX are located immediately adjacent to and within the Plan Area. These include Routes 32 (North Avenue), 34 (Cherry, North, Orange, and Central), 38 (Jensen Avenue), and 41 (Maple and North Avenues). In addition, FAX Handy Ride provides door-to-door transit services for eligible persons with disabilities who cannot functionally use the FAX buses.

As described in the FCOG 2020/2021 Unmet Transit Needs Assessment, FAX identified a lack of service to the North Pointe Business Park as an unmet transit need that is reasonable to meet. ~~In 2023, funding was has been~~ secured for the purchase and operation of four electric buses for a three-year period. FAX extended Route 34 into the Plan Area in August 2023, establishing it as the 4th high frequency route with 15-minute headways to serve the major employment centers in the Plan Area.



Sponsored by California Vanpool Authority, a public transit agency, CalVans supplies qualified drivers with late model vans to drive themselves and others to work or school.

In addition to services offered by FAX, Fresno County voters passed the Measure C ½-cent transportation sales tax in November 2006, providing the resources needed to create the Measure C Commuter Vanpool Subsidy Program, Farm Worker Vanpool Program, and Carpool Incentive Program. These programs were created to encourage commuters in Fresno County to share a ride with other commuters for a cost-effective way of getting to and from work with the added benefit of reducing exhaust emissions that come from vehicle miles traveled (VMT) and improving air quality.

Employers are able to partner with these programs to comply with the eTRIP Rule that was adopted by the San Joaquin Valley Air Pollution Control District to reduce VMT from private vehicles used by employees commuting to and from work. The trip reduction and administrative requirements of this rule apply to each employer in the San Joaquin Valley Air Basin with at least 100 eligible employees.

Clean Shared Mobility Network

The Clean Shared Mobility Network (CSMN) is a Transformative Climate Communities (TCC) Program project. The project includes the following low- or no-cost services throughout the TCC project area which adjoins the Plan Area (see Figure 1-7):

1. Electric Vehicle (EV) carsharing program for checking out cars hourly;
2. Volunteer driver program providing electric vehicle rides to underserved residents;
3. Electric vanpools for accessing employment centers;
4. Electric bikeshare program for checking

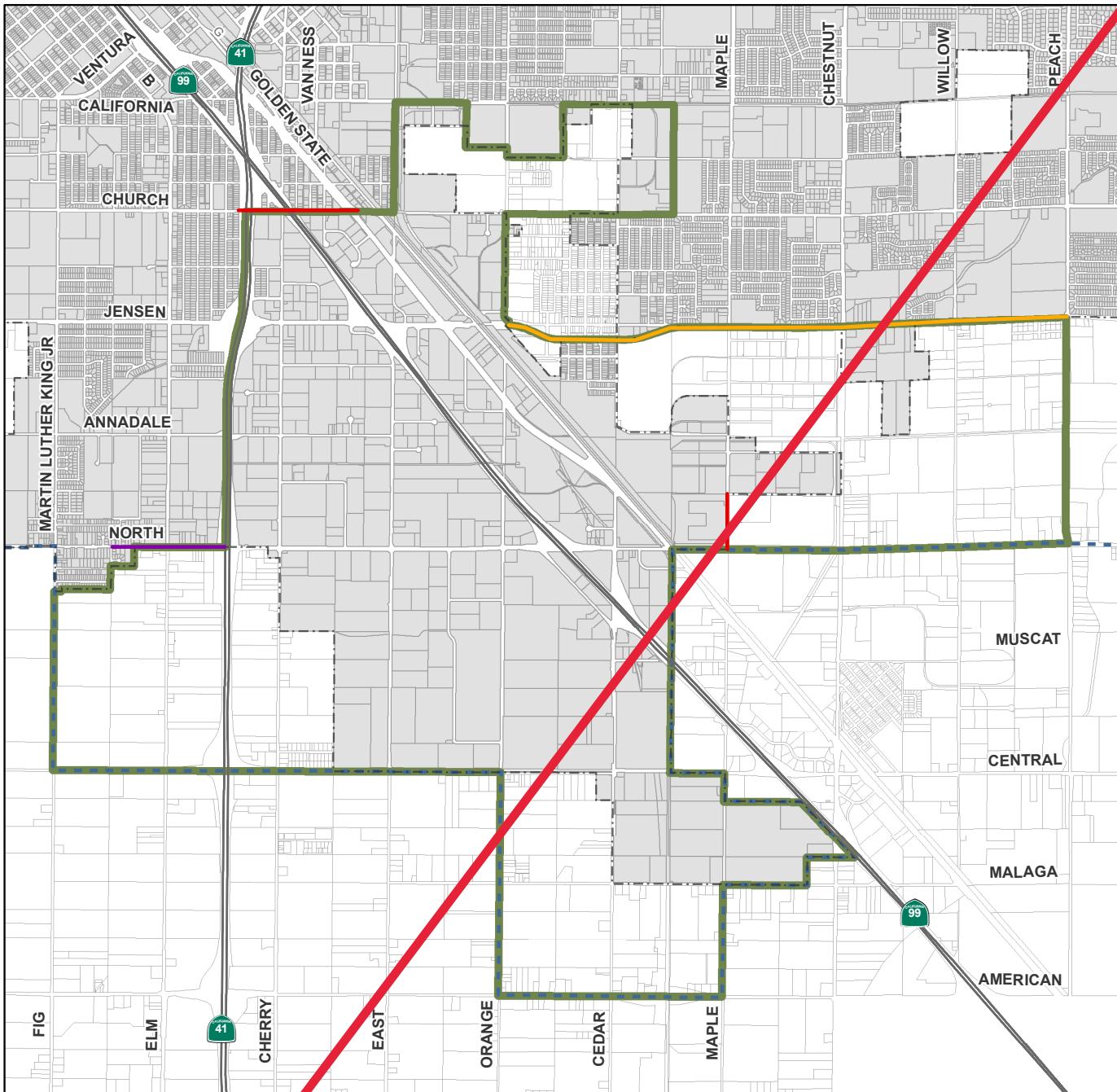


Figure 6-5: Major Street Circulation Diagram

Legend

NUMBER OF LANE CHANGES

- Existing 2 Lane Roadway Planned for 4 Lanes
- Existing 2 Lane Roadway Planned for 2 Lanes with a Center Turning Lane
- Existing 4 Lane Roadway Planned for 6 Lanes

Fresno Sphere of Influence

Fresno City Limits

South Central Specific Plan (SCSP)

South Central Specific Plan



Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

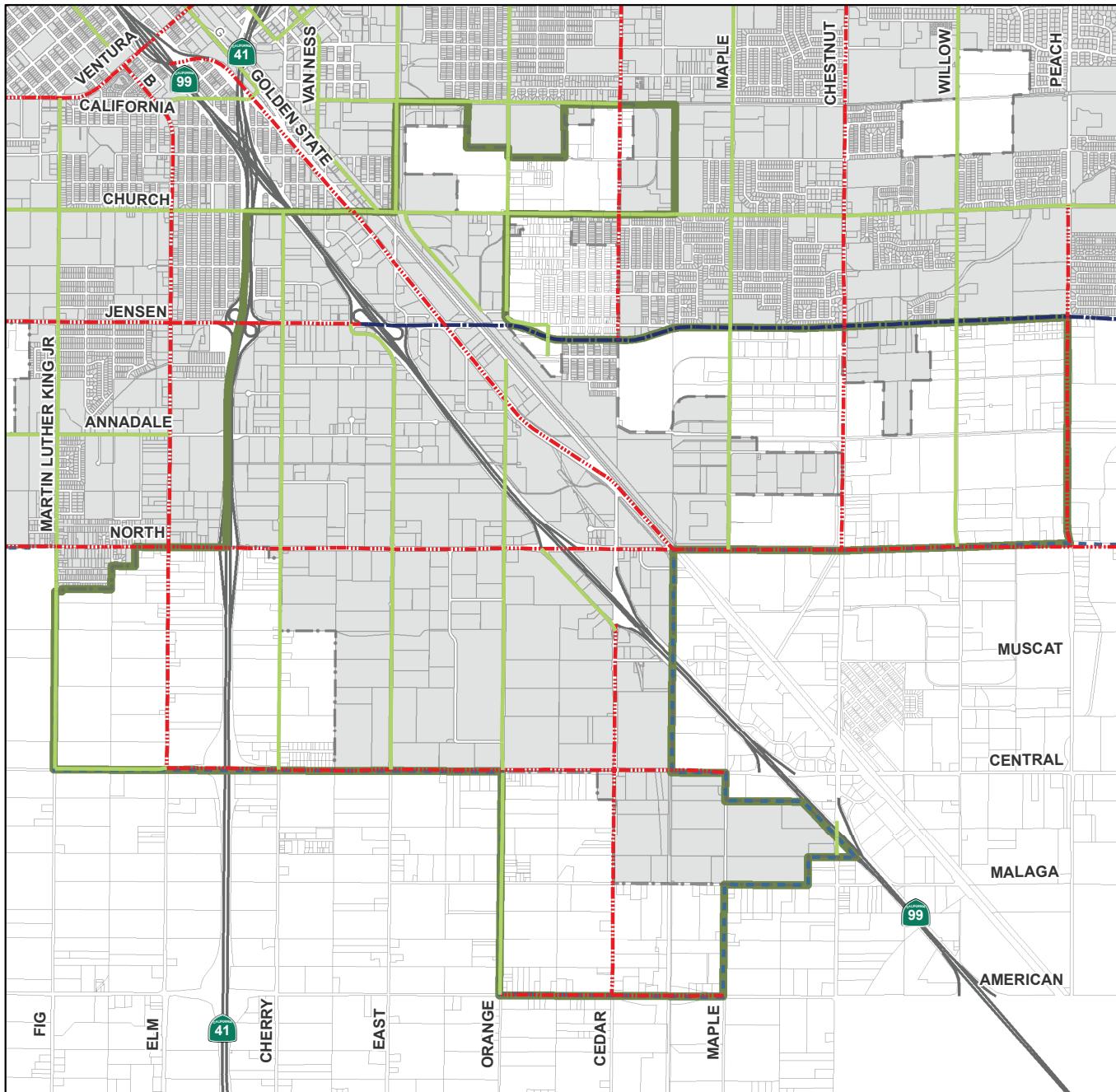


Figure 6-5: Major Street Circulation

Legend

Road Class

- Arterial
- Collector
- Superarterial
- Freeway
- Freeway Ramp

- Fresno Sphere of Influence
- City Limits
- SCSP Boundary

South Central Specific Plan



Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

Traffic Calming

~~Policy T-8 calls for the consideration of traffic calming studies.~~ According to the Federal Highway Administration Traffic Calming ePrimer: “The primary purpose of traffic calming is to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network.” Traffic calming measures consist of horizontal and vertical deflection, street width narrowing, roadside improvements, and other features that use self-enforcing physical or psycho-perception means to produce desired effects.

The best way to determine the traffic calming strategies needed for the Plan Area is to do a traffic calming study. Traffic calming studies consist of data collection efforts to gather traffic volume and classification information, accident statistics, and vehicle speeds. Following data collection, the collected information is summarized and analyzed to draw out the relevant data and to establish any patterns. Once the analysis is completed, recommendations for the Plan Area can be established. The City could pursue grant funding to do a traffic calming study.

In September 2020, the City completed the citywide Systematic Local Roadway Safety Plan. In it, an analysis of transportation safety data was conducted, roadway improvements to reduce collision risk were identified, and a vision and goals for transportation safety were established. Based on an annualized collision severity score, the top 20 high risk corridors and intersections in Fresno were determined, and none were in the Plan Area. However, there were half mile segments and intersections in the Plan Area that scored high

for vehicle crash severity. The Safety Plan also provides a summary of prioritized systematic treatments/proposed countermeasures that could be useful for improvements in the Plan Area. Of the measures provided, the following pertain to traffic calming and pedestrian safety:

- Road diet (reduce travel lanes from 4 to 3 and add a two-way left-turn and bike lanes)
- Install high-visibility crosswalk markings
- Install raised medians (refuge islands)
- Install pedestrian crossings at uncontrolled locations (signs and markings only)
- Install advanced yield signs
- Install intersection lighting

~~The Draft South Central Fresno AB 617 Community Truck Reroute Study includes a strategy for traffic calming. The purpose of this strategy is to implement measures to reduce truck speeds or divert trucks altogether through roadway narrowing, speed bumps, and roundabouts. The Study identifies 12 roadway segments (approximate combined length of 26.6 miles) in need of traffic calming improvements, many of which are in the Plan Area.~~

Street Sweeping

The City provides residential and non-residential street sweeping within Fresno’s city limits of the Plan Area. Residential areas are swept once every month and non-residential areas are swept once a week. As land in the SOI is annexed into the city limits service will be extended to those areas. Some areas looking to annex into the city, such as existing neighborhoods that were developed in the county, may require the installation of

conducted a community-based health survey to explore residents' concerns, behaviors, health outcomes, and health needs relevant to air pollution in the region.

The HIA has a city-wide assessment containing SJVAPCD data, birth data, emergency department visits, and all Fresno patient discharge data. It also has the South Fresno Community Survey, which is a representative, community-based survey of South Fresno residents' health, wellbeing, and concerns with local environmental issues. The results of the HIA informed the Truck Reroute Study.

The Draft Truck Reroute Study and HIA were published for public review on May 10, 2024. ~~See Appendix E. Recommendations resulting from the Truck Reroute Study will be adopted by reference in this Plan.~~

Parking

In addition to truck routes, truck parking was also a topic of discussion throughout the community engagement process. As the movement of goods by trucks has increased so has the associated need for truck parking. The California Statewide Truck Parking Study (2022), commissioned by Caltrans, identifies statewide unmet demand for truck parking, existing truck parking challenges, and optimum size, layout, and amenities for publicly owned truck parking facilities. The Study also considers the feasibility for possible zero emissions fueling at truck parking lots and includes an action and implementation plan. As new development is proposed in the Plan Area, the City will utilize this study for guidance to mitigate the impact of truck parking and illegal truck parking in residential areas in addition to adopted regulations.

Idling

The California Air Resources Board (CARB) states: "Emissions from on-road **medium and heavy-duty vehicles** are major contributors to poor air quality in California. In particular, **these diesel** vehicles produce emissions in amounts highly disproportionate to the total population of these vehicles. The problem is complicated by the large number of heavy-duty vehicles, like line haul trucks, registered in other states that travel on California's highways and roads, while bringing goods and commerce into and out of our state."⁸

California law prohibits commercial diesel trucks from idling more than five minutes within the State, with few exceptions (13 CCR § 2485). In 2023, the SJVAPCD staff performed quarterly anti-idling surveillance of heavy-duty trucks and spoke directly with businesses who rely on heavy-duty trucking to provide compliance assistance and education regarding the state's anti-idling requirements. Although only one violation has been discovered during the surveillance performed, the SJVAPCD believes that the outreach efforts provided to businesses will contribute to increased compliance with state requirements.⁹

The City is also making efforts to reduce truck and vehicle idling especially near sensitive uses with children. In Chapter 15, Part III, Article 24, Section 15-2403.J.3 of the Fresno Municipal Code, loading bays shall have signage requiring drivers to limit idling to five minutes or less. In the summer of 2023, the City installed 30 bilingual, English and Spanish, "no idling" signs at many school sites in the AB617 boundary area. The signs were installed to help the SJVAPCD reach their goal to

⁸ April 23, 2021, Revised Draft 2020 Mobile Source Strategy by the California Air Resources Board, p.124.

⁹ San Joaquin Air Pollution Control District Community Emissions Reduction Program South Central Fresno 2023 Annual Report, December 14, 2023. p. 16.

flood control and the drainage of flood and storm waters, and for the conservation of those waters. The FMFCD is a member of the North Kings GSA and provides flood control within a 399-square mile watershed in Fresno County. The FMFCD provides urban storm drainage, groundwater recharge, recreation space in dual use ponding basins, and Clean Water Act pollution prevention compliance assistance to businesses and industries. The flood control and urban drainage systems work in concert to protect lives and property from floodwater originating in the foothill streams and creeks, and from rain that falls onto the urban area.

After the FMFCD was established, a new system was designed to capture and store stormwater, and standards for future development were created to ensure the construction of a comprehensive system over time. As the urban area grows, more storm runoff is generated by structures that cover once-open-land, including streets, highways, buildings, and parking lots. Stormwater flows from street gutters to drainage inlets, and through underground pipelines to a network of stormwater detention ponding basins. Each ponding basin collects and stores stormwater for an upstream area of about 1-4 square miles. The stormwater basins allow large amounts of water to be stored and percolated through the soil to replenish the groundwater aquifer.

The Plan Area has ~~eleven~~ ten existing FMFCD ponding basins and one planned ponding basin to be located on the east side of Fig Avenue, between North and Central Avenues. See Figure 7-5. These storm drainage facilities are documented in the Storm Drainage and Flood Control Master Plan (SDFCMP), which is developed and updated by FMFCD. The size and location of the ponding basins are determined by using the acreages by of planned

land use designations from the Fresno General Plan, adopted in December 2014.

In areas that already have existing storm drainage facilities, any increased densities may require mitigation. Because the storm drainage system has already been constructed, a study would be required for increased densities or changed zoning on existing land. Increased density creates additional runoff that would potentially produce flooding in locations where the FMFCD Master Plan storm drainage system is complete. Therefore, such proposals must be reviewed and approved by the FMFCD on a case-by-case basis to determine the ability to accommodate the proposal. Mitigation could be in the form of constructing an additional off-site pipeline or storing the difference between the 2-year and 10-year storm event on-site. The ~~480~~ ~~372~~ acres outside of the Fresno city limits but in the SOI at the southernmost edge of the Plan Area boundary is not within a planned drainage boundary and ~~so~~ will need to be accommodated with future Master Planning.

Recycled Water

Water recycling is the reuse of treated wastewater for beneficial non-potable purposes such as agricultural and landscape irrigation, industrial processing, and replenishing a groundwater basin. A common type of recycled water is water that has been reclaimed from municipal wastewater. Using recycled water reduces the need to use drinking water for non-potable uses.

In 2009, the State of California adopted a Recycled Water Policy establishing a mandate to increase the use of recycled water by 200,000 acre-feet per year by 2020 and by an additional 300,000 acre-feet per year by 2030. In support of these goals, the City

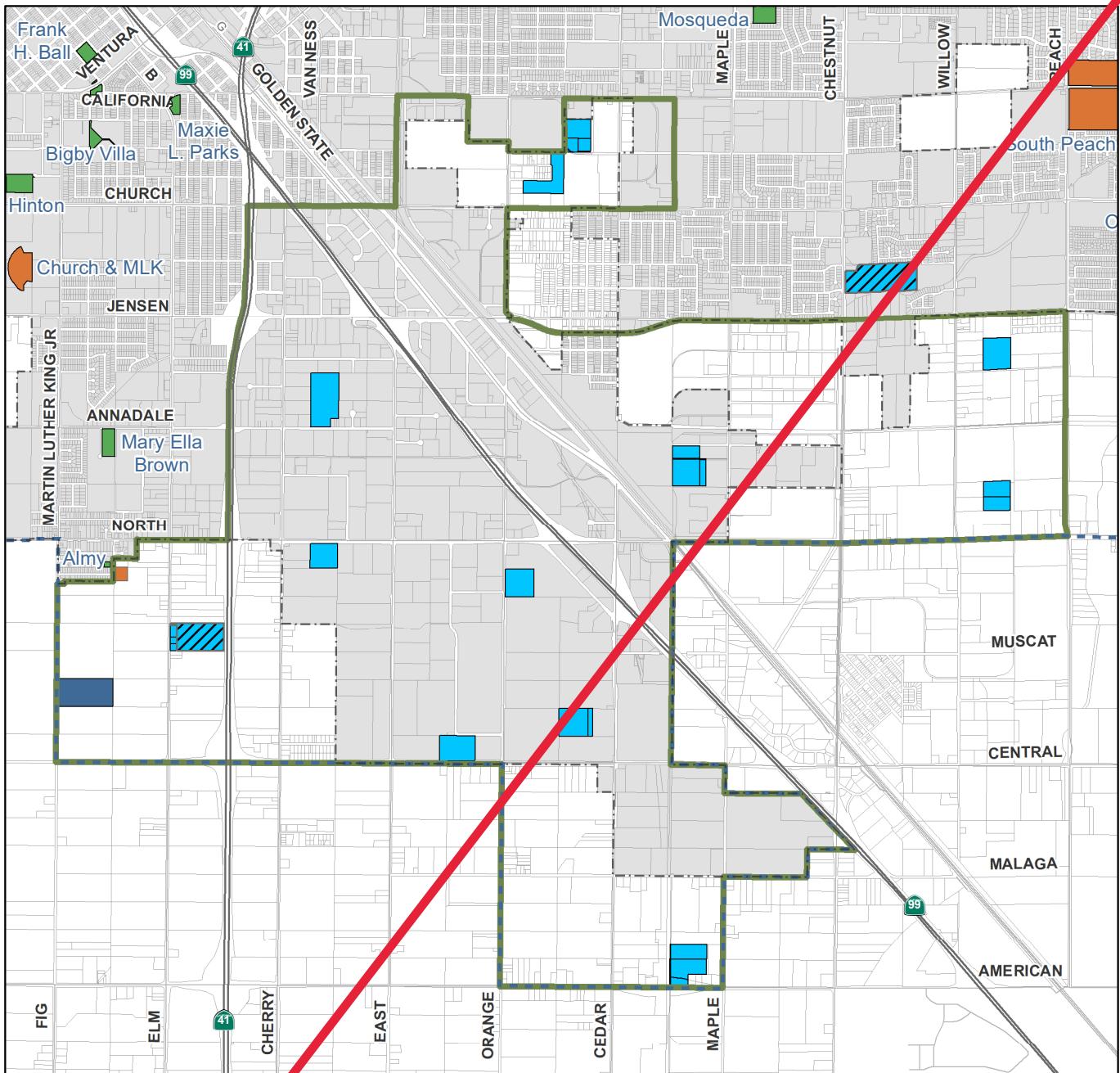


Figure 7-5: Existing and Planned Open Space

Legend

- [Green Box] Existing Park
- [Orange Box] Planned Park
- [Blue Box] Existing FM/FCD ponding basin
- [Dark Blue Box] Planned MFCD ponding basin
- [Diagonal Lines Box] Existing FID ponding basin
- [Dashed Box] Fresno Sphere of Influence
- [Grey Box] Fresno City Limits
- [Green Box] South Central Specific Plan (SCSP)

South Central Specific Plan



0 0.5 1 Miles

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

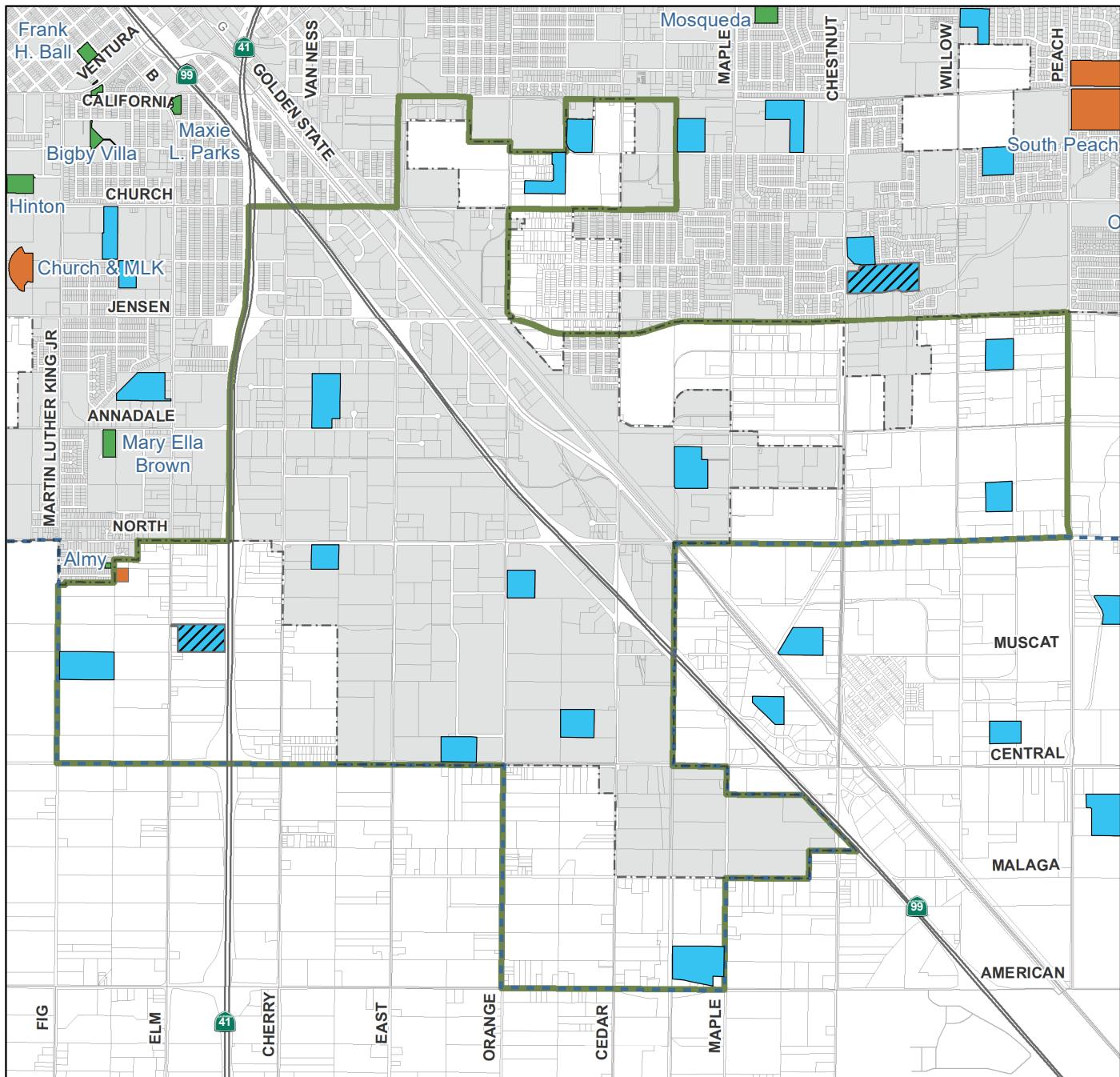


Figure 7-5: Existing and Planned Open Space

Legend

- █ Existing Park
- █ Planned Park
- █ Existing FMFCD ponding basin
- █ Existing FID ponding basin
- Fresno Sphere of Influence
- Fresno City Limits
- South Central Specific Plan (SCSP)

South Central Specific Plan



0 0.5 1 Miles

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

prepared a Recycled Water Master Plan (2010) that identifies potential recycled water use opportunities within the city limits and SOI. The expansion of the recycled water system enables the City to offset potable water use, enhance the sustainability of the water supply, and lessen the burden on the wastewater treatment plant percolation ponds that are currently used for effluent discharge.

The City of Fresno has constructed recycled water mains **using purple pipes** to deliver recycled water to certain areas of our community for specific purposes. ~~In a separate recycled water delivery system, purple pipe is used to distinguish it for the distribution and delivery of recycled water in order to protect the potable drinking water supply.~~ Implementing the use of purple pipe is intended to prevent cross connection between potable drinking water and recycled water. The use of recycled water for non-potable applications allows the City to effectively supply water for parks, schools, car washes, golf courses, and other landscape irrigation uses, while reserving potable drinking water for uses like cooking, showering, laundry, and of course, drinking.

Figure 3 in the Citywide Recycling Water Demand and Southwest Recycling Water System Analysis (2019) shows the extension of recycled water into the Plan Area, as needed. The extension is identified as the Southwest (SW) Industrial Segments. Since this is as needed, there are no projected start and completion dates set to expand recycled water to the Plan Area.

Irrigation

The FID was formed in 1920 as the successor to the privately owned Fresno Canal and Land Company. The District FID purchased all the rights and property of the company which included over 800 miles of canals and

distribution works constructed between 1850 and 1880 and the extensive water rights on the Kings River. Their purpose since the beginning has been to focus on the delivery of surface water to customers in the agricultural, municipal, industrial, and environmental sectors of the Central Valley. The main headquarters for the FID is in the Plan Area (see the Regional and State Agencies section discussed earlier in Section 7.2 for more information).

The FID serves over 200,000 acres of prime agricultural farmland and the metropolitan area of Fresno and Clovis. They deliver surface water to the cities' respective water treatment plants and divert storm water flood flows. These operations occur in FID canals and pipelines throughout its District. They also import Kings River water and some San Joaquin River water into the region for groundwater recharge and banking in ponding basins. Over the years, the FID has built about 870 acres of groundwater recharge facilities which have recharged over 500,000 acre-feet of water into the aquifer since 2005. In the Plan Area, the FID has one recharge basin, North Central No. 180, located on the east side of Elm Avenue midway between North and Central Avenues.

The FID also has many canals within the Plan Area as shown in Figure 7-6. The facilities include: Braly No. 14, Washington Colony No. 15, Oleander N. Br. No. 17, Washington Colony N. Br. No. 20, Washington Colony S. Br. No. 22, Central No. 23, Fresno Colony No. 24, Viau No. 25, North Central No. 26, American Colony No. 27, Wilson No. 230, Storey No. 237, Benefield No. 239, and Wilder No. 289. Most, if not all, of these facilities precede City development and/or roads. The FID canals range from smaller diameter pipelines to large open canals. In most cases, the existing facilities

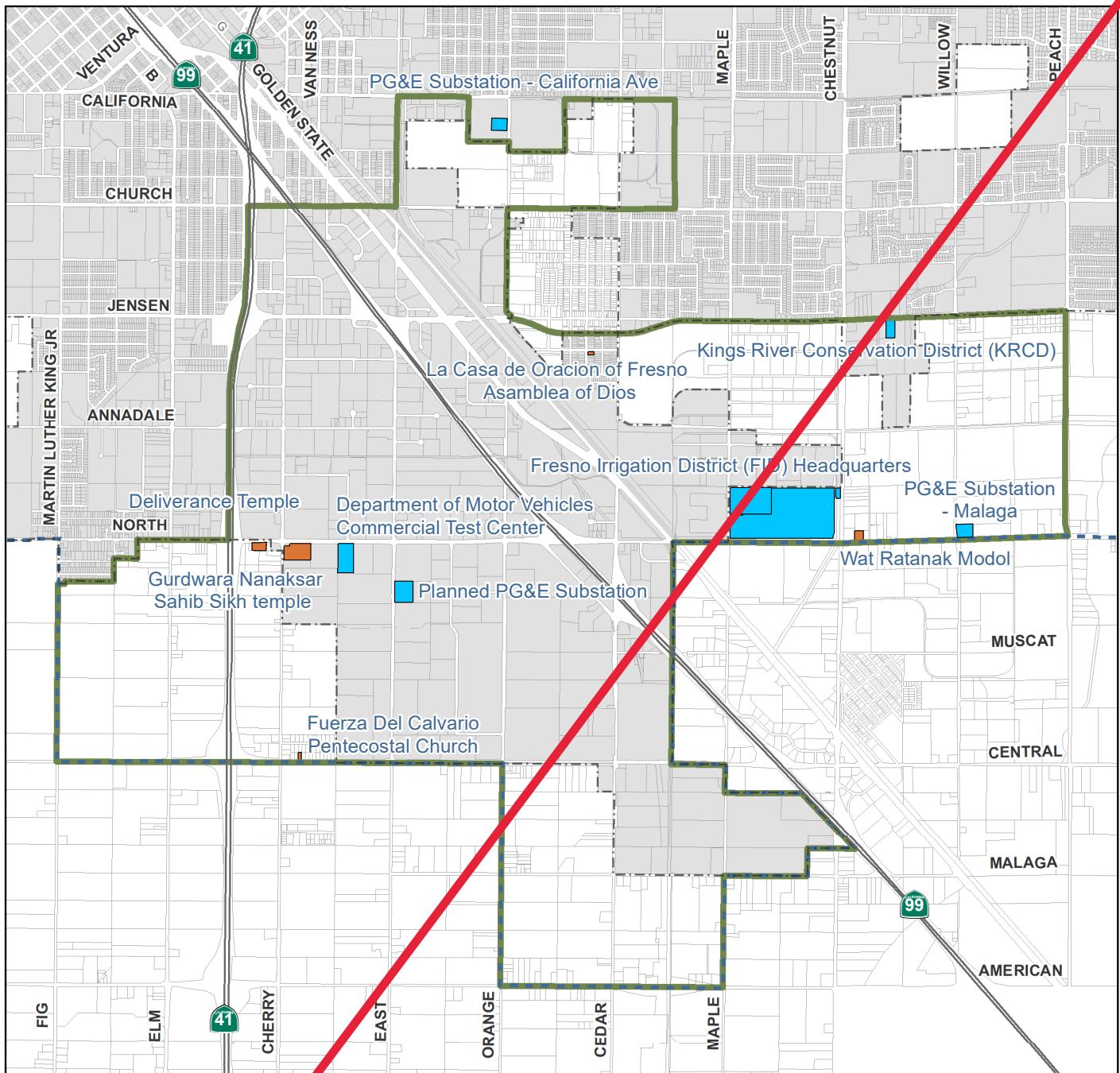


Figure 7-7: Religious Institutions and Other Public Facilities

Legend

- Existing Places of Worship
- Existing Public Facilities and Planned PG&E Substations
- Fresno Sphere of Influence
- Fresno City Limits
- South Central Specific Plan (SCSP)

South Central Specific Plan



0 0.5 1 Miles

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

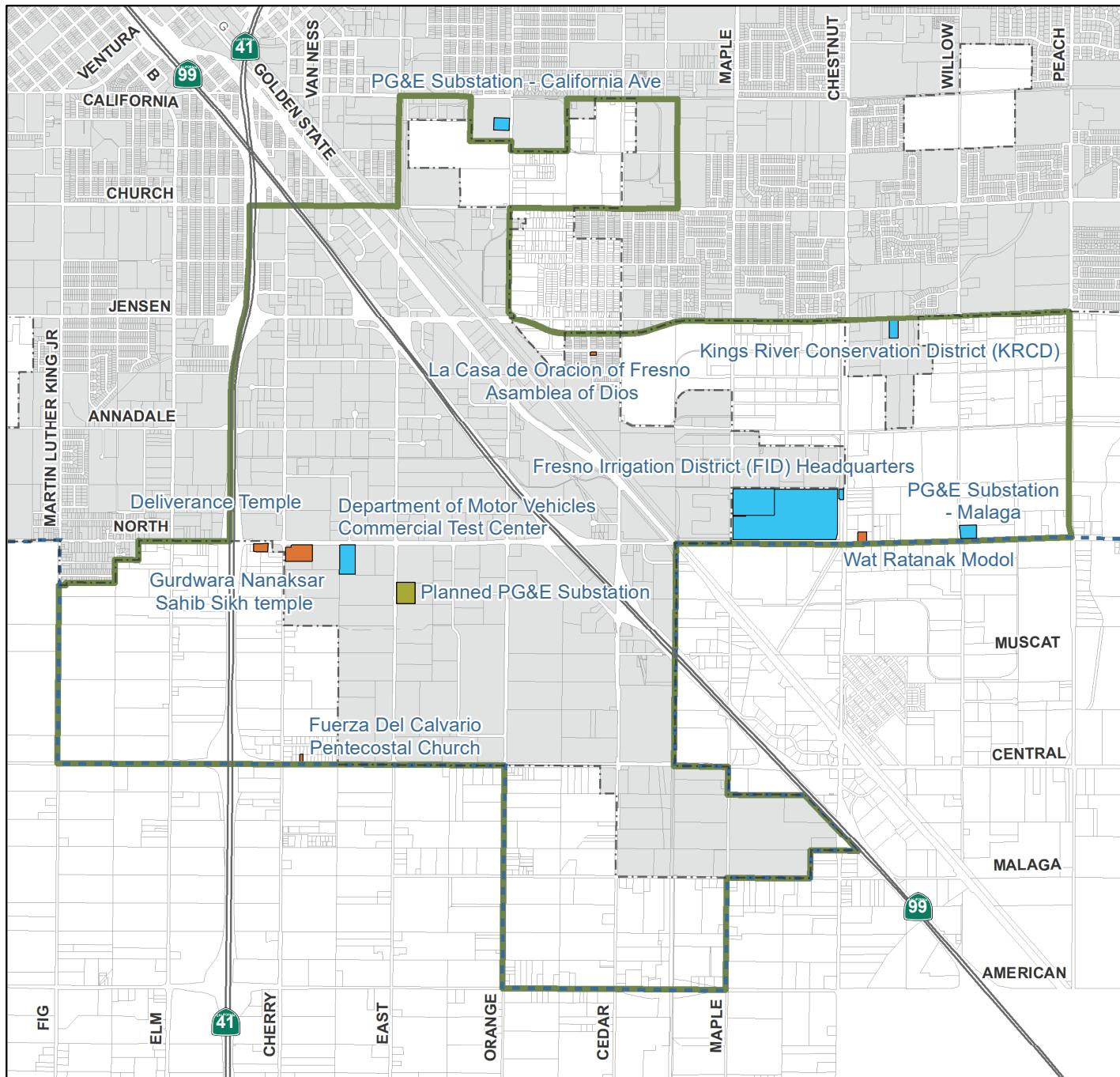


Figure 7-7: Religious Institutions and Other Public Facilities

Legend

- Existing Religious Institutions
- Existing Public Facilities
- Planned PG&E Substations
- Fresno Sphere of Influence Fresno
- City Limits
- South Central Specific Plan (SCSP)

South Central Specific Plan



0 0.5 1 Miles

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

lines will need to be added underground.

It is important to note that PG&E is committed to achieving a net-zero energy system by 2040. To deliver on this goal it will need to evolve the natural gas system to integrate cleaner fuels and increase future development reliability on electric energy wherever possible. Also, PG&E is committed to reducing methane emissions from the gas system by 45% by 2030 which will require highly effective leak detection and repair technologies. In April 2023, two years ahead of schedule, PG&E has already achieved their 2025 goal of 20% emission reduction from natural gas operations. PG&E's net-zero energy system goal by 2040 aligns with the 2040-year life of this Plan. PG&E envisions that in the years to come new building development and operations will utilize electricity wherever possible, necessary gas lines (existing and new) will deliver cleaner fuels rather than fossil fuel, and gas pipelines (existing and new) will have reduced or no methane emission leaks.

7.4 Solid Waste

Commercial and Industrial

In 2011, the City of Fresno granted franchises for non-exclusive roll off services to 16 ~~roll off~~ companies for bins ~~which were capacities of~~ 10 cubic yards or greater. The City also granted exclusive franchise agreements for the collection of commercial solid waste, recyclables, and green waste to two franchises. Allied Waste Services (formally Republic) is responsible for all commercial services north of Ashlan Avenue. Mid Valley has all commercial locations south of Ashlan. Both haulers are responsible for Commercial, and Industrial ~~up to capacities of~~ 8 cubic yards or less, ~~which fall into City of Fresno jurisdiction~~.

Garbage disposed of is taken to **Cedar Avenue Recycling and Transfer Station (CARTS)**. Once trash has been off-loaded at the transfer station, it is sorted and non-recyclable solid waste is loaded onto large trucks and taken to the American Avenue Landfill. Commercial green waste and organics are delivered to Elm Avenue Recycling, transferred to the Kerman facility, and then composted with organic compost, which is then used by organic farms in the region. Recycling is delivered to Elm Avenue Recycling.

Within the Plan Area, if existing commercial, and industrial land in Fresno's SOI is annexed into the city limits or new commercial and industrial sites are built, the franchises will expand their service area to cover the solid waste disposal needs of these new customers.

Residential

The City of Fresno Department of Public Utilities (DPU) - Solid Waste Management Division is responsible for the collection of municipal solid waste, recyclables, green waste, and Operation Clean Up for approximately 121,000 residential customers. The Division also has oversight of litter collection and solid waste-related ~~FresGO~~ customer service responses for 103 square miles within the Fresno city limits. These collection activities produce approximately 5,300 tons of material each week. Once a year, residents are allowed to place items too large for regular trash collection at the curb for pickup through Operation Clean Up. The City provides residents with three 96-gallon ~~bins~~ ~~earts~~ as a basic level of service: one ~~eart~~ ~~bin~~ for trash (gray), one for recyclables (blue), and one for green waste (green). All ~~earts~~ ~~bins~~ are emptied on the same day by collection trucks. The Plan Area is divided into two service zones. The majority is served on Fridays and the portion north of Golden State Blvd and east of Orange Ave is served on Thursdays.

For residential customers with disabilities or medical conditions that prevent them from handling their ~~bins carts~~, drivers will roll out ~~bins carts~~ and return them to their original location.

Garbage disposed is taken to ~~Cedar Avenue Recycling and Transfer Station (CARTS) which is~~ located in the Plan Area. Once trash has been off-loaded at the transfer station, it is sorted, and ~~then~~ non-recyclable solid waste is loaded onto large trucks and taken to the American Avenue Landfill which is located approximately 19 miles west of the Fresno city limits in Fresno County. Green waste is delivered to either Earthwise/Green Valley Recycling or West Coast Waste located near the Plan Area. Recycling is delivered to both CARTS and Elm Avenue Recycling located in and near the Plan Area respectively. The American Avenue Landfill expected closure date is November 15, 2044, four years beyond the life of this Plan.

Household Hazardous Waste (HHW), which is any product that is labeled as harmful, toxic, poisonous, combustible, corrosive, flammable, or irritant, is not collected by the City. Many household products are made of harmful chemicals and these products must be used carefully and disposed of properly. Fresno County provides HHW disposal services at the Fresno HHW Facility and at approved drop-off locations. The City of Fresno and Fresno County hold two (HHW) drop-off events each year, one in the spring and one in the fall.

The City created the Beautify Fresno program in 2021 to improve the City of Fresno's "curb appeal" through the coordinated delivery of existing City resources to eliminate trash, graffiti, and blight, and by creating community-based cleanup and beautification projects. In FY 2023, the Beautify Fresno program hosted 118 cleanup and beautification events, with over 8,500 volunteers and 210

groups picking up more than 100,000 pounds of trash, removing graffiti, and planting hundreds of trees. Some of these events occurred in the Plan Area.

Within the Plan Area, if existing residential land in Fresno's SOI is annexed into the city limits or new residential homes are built, the City's Solid Waste Management Division will expand its service area to cover the solid waste disposal needs of these new residential customers.

7.5 Public Facilities

Parks and Open Space

The City is dedicated to improving access to parks and open spaces to enhance the health and quality of life of the community. See Figure 7-5 for all existing and planned parks and open space in and adjacent to the Plan Area. Currently, there are no parks within the Plan Area. Outside the Plan Area there are three parks that are within 0.5 mile of the Plan Area and they are Almy Park, Mary Ella Brown Park, and Mosqueda Park.

~~In December 2014, the adopted General Plan set minimum level of service goals at three acres per 1,000 residents for pocket, neighborhood, and community parks, and two acres per 1,000 residents for regional, open space/natural areas, and special use parks. In December 2017, the City adopted the Parks Master Plan, which articulated a vision for improving Fresno's parks and open space system and identified park needs through gap analysis mapping and population estimates. In Table 6.3 of the Parks Master Plan, represents the Plan Area as having an existing need for three acres of pocket, neighborhood, and/or community parks, and two acres of regional, open space, and/or special parks. Three acres of planned park space is identified southwest of the Elm and North Avenues intersection. Future~~

planning for the park will follow the guidance of the Parks Master Plan.

Schools

Fresno City College (FCC) has a Career and Technology Center on the south side of Annadale between East and Cherry Avenues. This center provides hands-on education for a career in auto collision repair, maintenance mechanic, ~~and or~~ warehouse technician. See Figure 7-8.

In January 2024, the State Center Community College District (SCCCD) opened the new First Responders Campus, bringing together all ~~Fresno City College~~ first responder certificate programs in ~~to~~ one location. These include the Fire and Police Academies, Advanced Officer Training, State Fire Training courses, the Probation Academy, the Juvenile Corrections Academy, and the Emergency Medical Technician program (EMT). There are ~~two three~~ Associate Degree programs currently offered in the Fire Technology Department, ~~and a third will be added in the Fall of 2024~~. The 40-acre site is at 3300 East North Avenue (northwest corner of North and Willow). The facility features state-of-the-art training tools including training structures, a scenario village, simulation technology for scenario-based training, a fitness room, a running track, a mat room, clinical skills training suites, and a driving pad.

Figure 7-8 ~~also~~ shows the K-12 school district boundaries ~~K-12 school district boundaries~~ that intersect with the Plan Area. There is one elementary/middle school in the Plan Area. Orange Center Elementary School is located on the east side of Cherry Avenue, between Central and North Avenues. The school is comprised of kindergarten through eighth grade. For grades ninth through twelfth the students attend Washington Union High School. The

population in the Plan Area is projected to increase very little, if at all, between 2022 and 2040, therefore there is no plan ~~at this time~~ for a new K-12 school in the Plan Area.

The Orange Center School District, which is comprised of this one school, is planning renovation to and modernization of its existing campus to address new programs, such as universal Kindergarten, which require new facilities and updated technology. Additionally, as mentioned in Chapter 6, there is a lack of complete sidewalks, which results in hazards to pedestrians, particularly to children around neighborhood schools. Safety improvements in the public right-of-way such as the addition of sidewalks and bike lanes will help ensure students in the Plan Area have a safe route to school.

Religious Institution

The Plan Area has five religious institutions (See Figure 7-7). There is the Fuerza Del Calvario Pentecostal Church on Central Avenue in the Daleville Neighborhood. La Casa de Oracion of Fresno Asamblea of Dios at the southeast corner of Calwa Avenue and 10th Street in the Calwa neighborhood. Deliverance Temple is located on North Avenue, just west of Cherry Avenue.. Gurdwara Nanaksar Sahib Sikh temple, a temple, multi-purpose center, and dormitory, is located at the southeast corner of North and Cherry Avenues. Wat Ratanak Modol, a budhist temple, is located at the northeast corner of North and Chestnut Avenues. Though there are no new ~~religious institutions churches~~ planned, they are permitted in all of the zone districts in the Plan Area except Heavy Industrial.

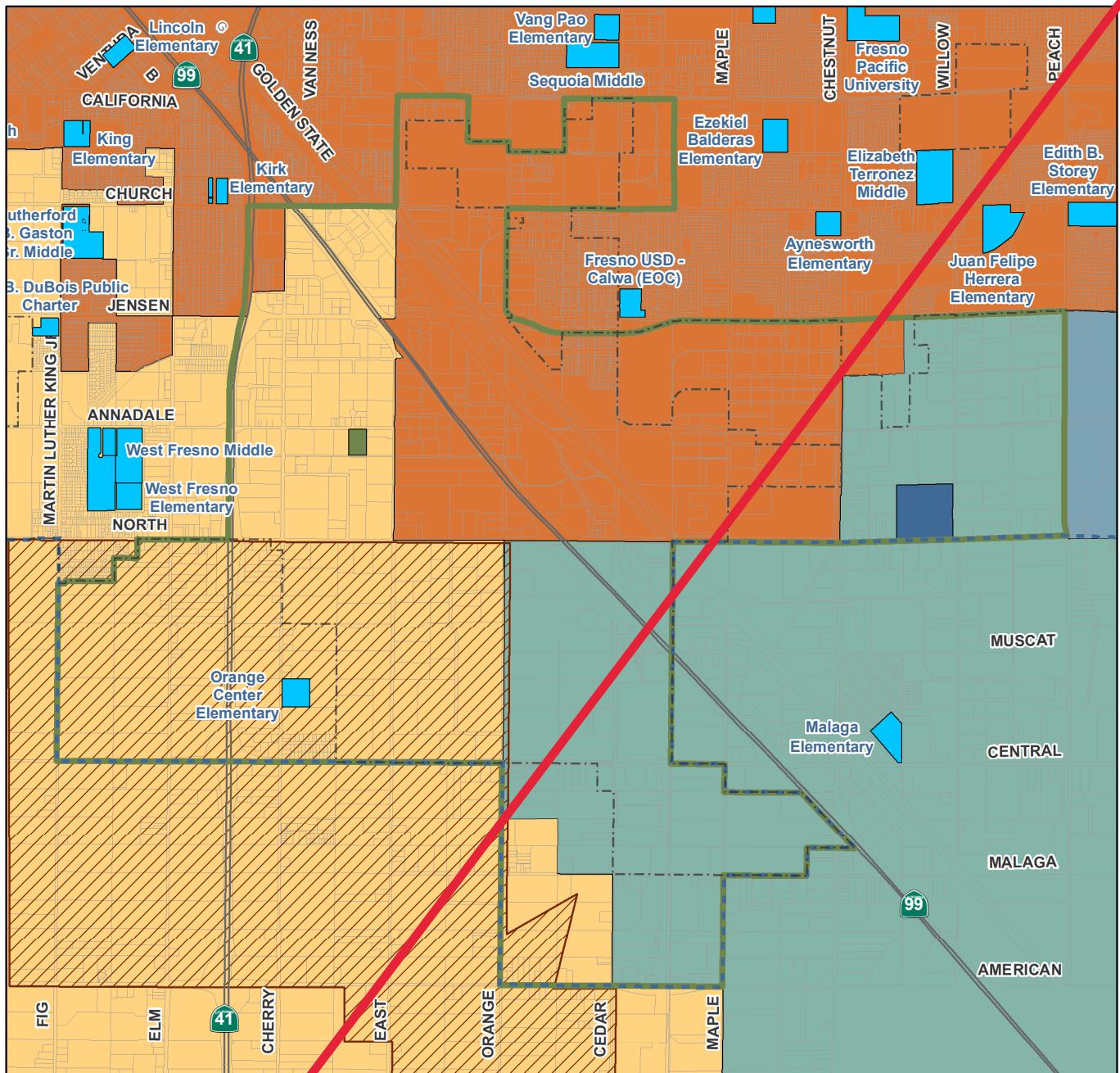


Figure 7-8: Existing Schools and School District Boundaries

Legend

Schools

- Existing Schools
- FCC Career & Technology Center
- SCCCD First Responder Center
- Fresno Sphere of Influence
- Fresno City Limits
- South Central Specific Plan (SCSP)

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

Unified School District Boundary

- Fowler Unified
- Fresno Unified
- Sanger Unified
- Washington Union Unified
- Orange Center School District

South Central Specific Plan



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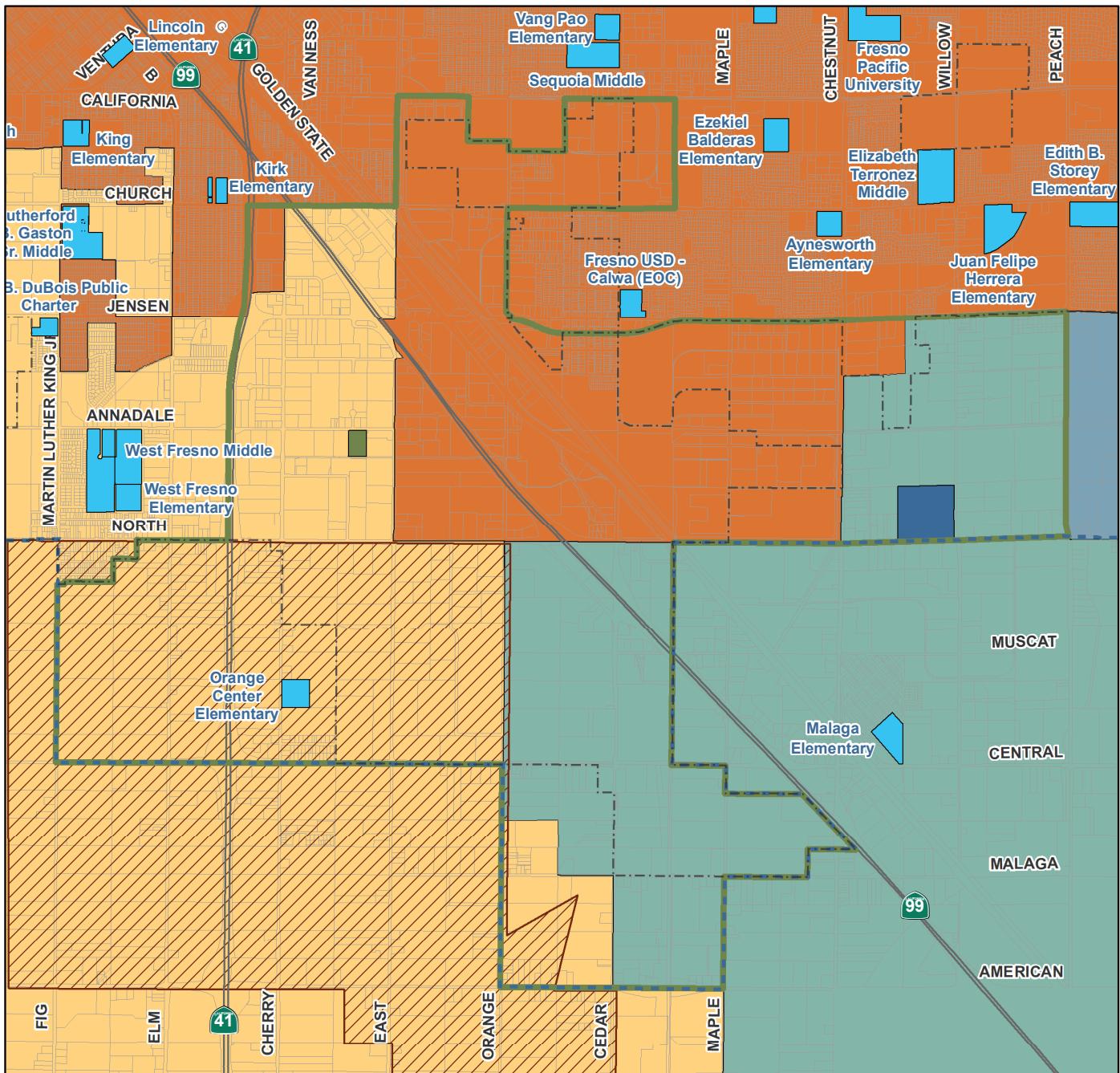


Figure 7-8: Existing Schools and School District Boundaries

Legend

SCHOOLS

- Existing K-12 Schools
- FCC Career & Technology Center
- SCCCC First Responder
- Fresno Sphere of Influence
- Fresno City Limits
- South Central Specific Plan (SCSP)

UNIFIED SCHOOL DISTRICT BOUNDARIES

- Fowler
- Fresno
- Sanger
- Washington Union
- Orange Center School District

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

South Central Specific Plan

0 0.5 1 Miles

Regional and State Agencies

There are three regional and State agency facilities in the Plan Area (See Figure 7-7). The State of California, Department of Motor Vehicles, Commercial Test Center is located on the south side of North Avenue between Cherry and East Avenues. Built in 2012, this facility provides commercial vehicle driver testing, records retention, and license issuance.

The Fresno Irrigation District (FID) Headquarters is located on the east side of Maple Avenue between North and Annandale Avenues. This facility was originally built in 1954 and in 2011 some buildings were demolished, some were built, and landscaping was improved. The FID protects and manages surface and groundwater resources within their District boundary which includes the Plan Area.

The Kings River Conservation District (KRCD) Office is located on the south side of Jensen Avenue, just east of Chestnut Avenue. Established in 1951, the KRCD is a regional water resource management agency for the Kings River servicing agriculture, business, and residents. Their service area includes the Plan Area.

No new land is allocated for future government facilities and offices, but they are allowed within Light and Heavy Industrial as well as Business Park and Regional Business Park zoning within the Plan Area.

Law Enforcement

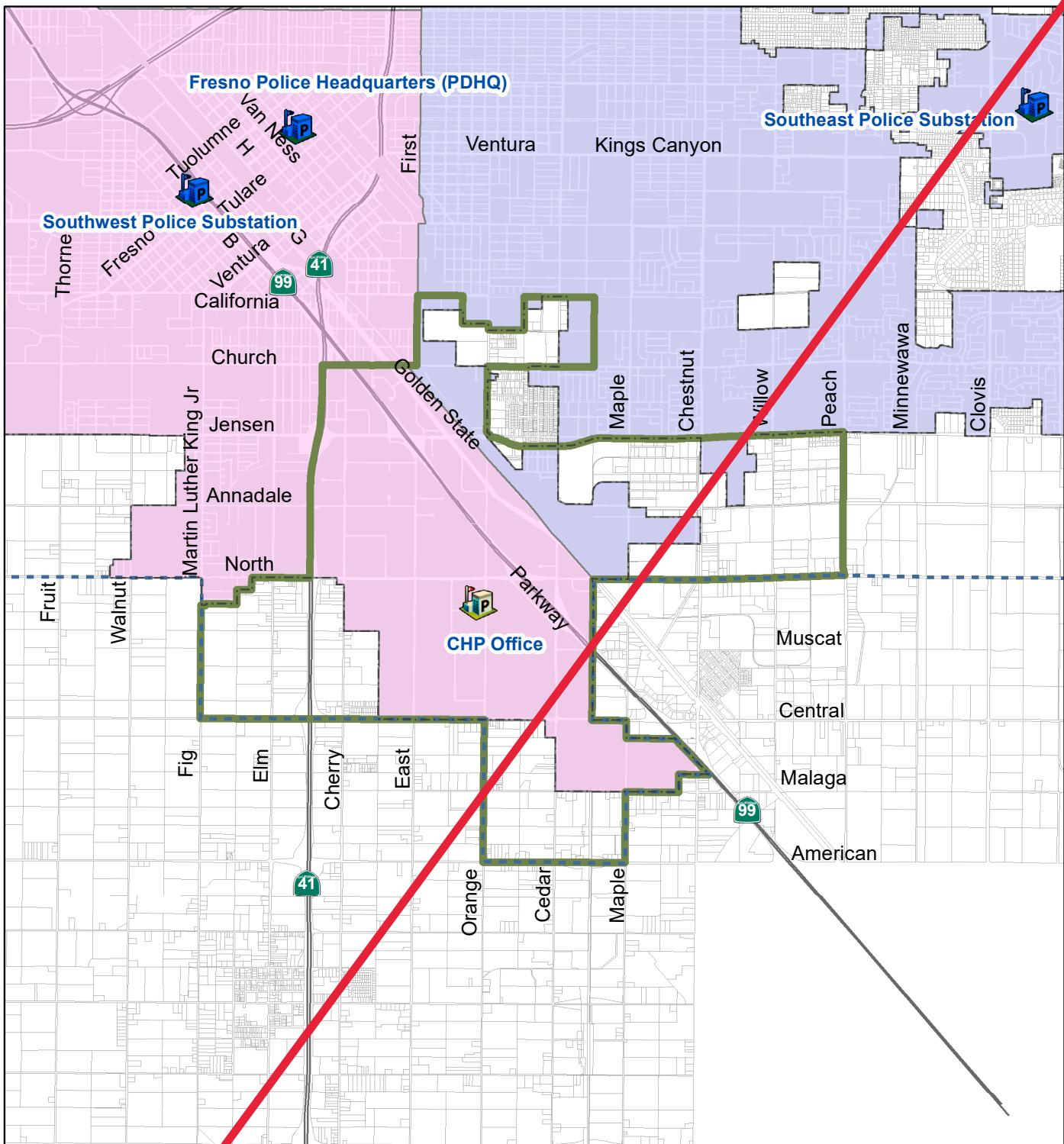
Within the Plan Area, three agencies provide police protection services: the City of Fresno Police Department, the Fresno County Sheriff's Office and the California Highway

Patrol (CHP). See Figure 7-9 for service boundaries and office locations.

The Fresno Police Department provides a full range of services and consists of four divisions: Support, Investigations, Patrol, and Administration. The Patrol Division is divided into five policing districts, two of which serve the Plan Area: Southwest Policing District and Southeast Policing District. The Fresno Police Department has one headquarters in Downtown Fresno and operates five district substations, none of which are in the Plan Area. The nearest district substation to the Plan Area is in Southwest Fresno, located at 1211 Fresno Street and the other is in the southeast located at 224 S. Argyle.

The Fresno Police Department has a target staffing ratio of 1.5 unrestricted officers per 1,000 residents. Infrastructure such as cars, equipment, and office space are also needed to support new services. As Fresno's city limits expand, so will the need for law enforcement and crime prevention services. More calls for service will lead to increased staffing and infrastructure needs.

The Fresno County Sheriff's Office provides law enforcement and crime prevention services to the unincorporated portions of Fresno County and is divided into four Patrol Areas. The Plan Area is located within Patrol Area 2. The Patrol Area 2 Sheriff's Office is located at 1129 N Armstrong Avenue, just off SR-180 and Belmont Avenue in southeast Fresno. As county of Fresno land is annexed into the city of Fresno, more responsibility for law enforcement in the Plan Area will shift to the Fresno Police Department and away from the Fresno County Sheriff's Office. **As this happens**, and so staffing and infrastructure needs for the Sheriff's Office within the Plan Area will decrease.



Legend

POLICING DISTRICT

Southeast

Southwest

Police Substations

California Highway Patrol (CHP) Office

Fresno Sphere of Influence

City Limits

SCSP Boundary

Figure 7-9: Law Enforcement

South Central Specific Plan

0 0.5 1 Miles

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

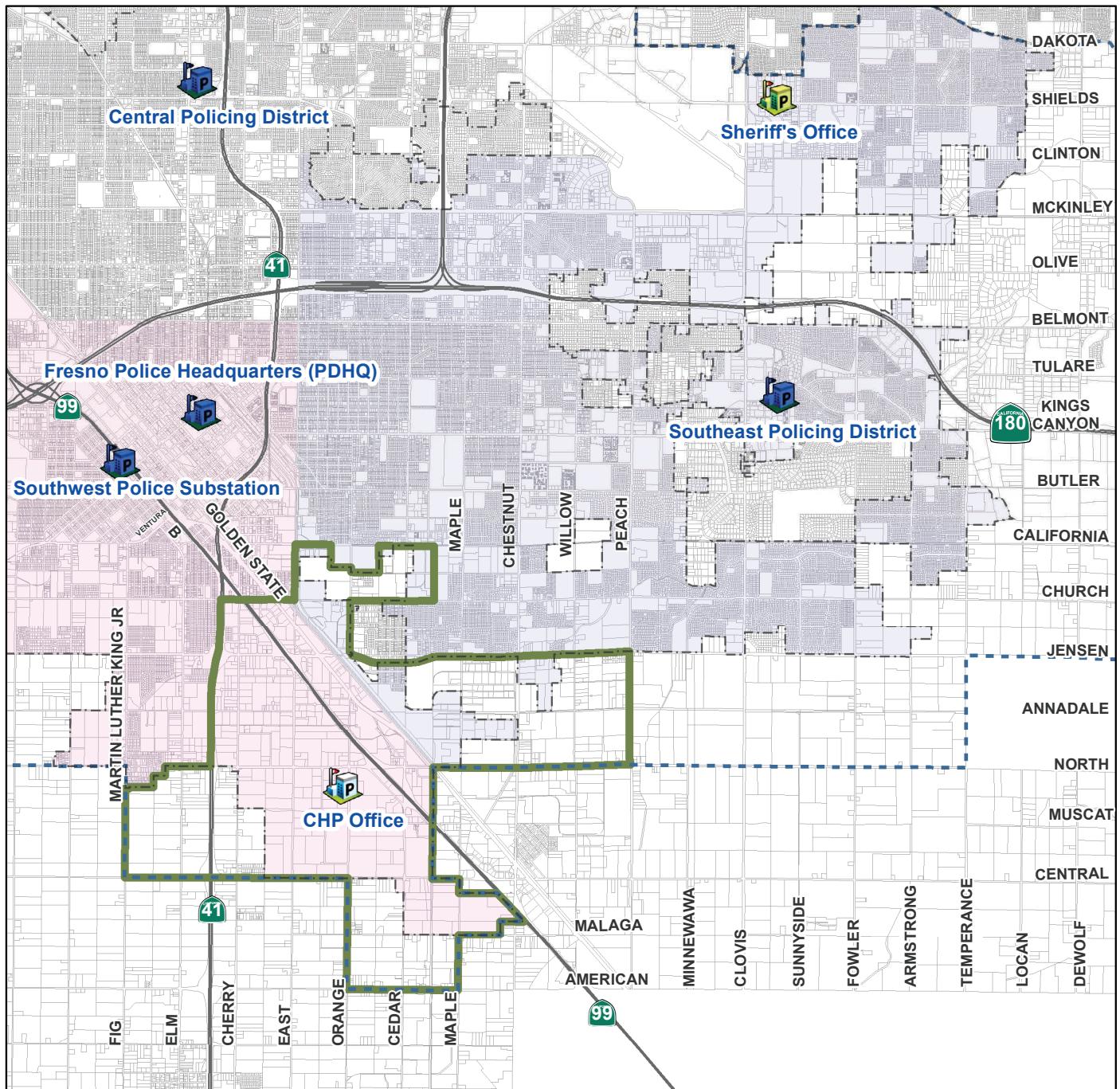


Figure 7-9: Law Enforcement

Legend

Police Substations

Sheriff's Office

California Highway Patrol (CHP)

POLICING DISTRICT

- Southeast
- Southwest

Fresno Sphere of Influence

Fresno City Limits

SCSP Boundary

South Central Specific Plan



0 0.5 1 Miles

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

a CHP Patrol Office in the Plan Area and it is located at 1380 E Fortune Avenue on the northwest corner of East Fortune and South Orange Avenues.

Fire Protection

Within the Plan Area, two agencies provide fire protection services: the Fresno City Fire Department and the Fresno County Fire Protection District. See Figure 7-10 for service boundaries and office locations.

There are two fire stations located in the Plan Area. The Fresno City Fire Department Station 7 is located at 2571 S. Cherry Avenue just north of Jensen Avenue and the Fresno County Fire Protection District Station 87 is located at 4706 E Drummond Avenue just southeast of the intersection of Jensen and Maple Avenues. The Plan Area is serviced by both Fire Stations 7 and 87. The City and eCounty have a cooperative agreement to ensure fire service to the entire Plan Area.

The Fresno City Fire Department provides fire suppression and prevention, hazardous materials mitigation, and emergency medical services. The Fresno City Department aims to provide response to the scene of an emergency within 4 minutes of the time the station receives notification. In 2022, the Fresno City Fire Department was able to respond to structure fires within 4 minutes 76% of the time, and to calls for medical aid within 4 minutes 61% of the time. Station 7 had 2,840 responses to calls for services making them the 9th busiest fire station out of the 21 in the city.

The Fresno City Fire Department relies on several factors to determine the need for new fire facilities. In the Plan Area, the Fresno City Fire Department has planned to

construct a new fire facility in the vicinity of North and Orange Avenues. As new development is constructed, fees will be collected to ensure the fire facility is built to serve the Plan Area.

~~The City has considered development of a new fire station near North and Orange Avenues; however, project level planning has not begun.~~

As land in the county of Fresno is annexed into the city of Fresno, more responsibility for providing fire protection in the Plan Area will shift to the Fresno City Fire Department and away from the Fresno County Fire Protection District. **As this happens** and so staffing and infrastructure needs for the Fresno County Fire Protection District within the Plan Area will decrease.

7.6 Communications

Telecommunications

AT&T, Comcast, and Xfinity (all AT&T companies) provide telephone, fiber, and cable services to the Plan Area. AT&T is the largest provider of cellular and fixed telephone services. Telephone lines are located throughout the Plan Area.

Intelligent Transportation System

Fresno's Intelligent Transportation System (ITS) is a state-of-the-art technology that monitors, models, and coordinates traffic. It connects the City's Traffic Operations Center to a fiber optic network for efficient citywide traffic coordination. In Fresno, ITS has helped to reduce commute times up to 18% and reduce the resulting emissions of Volatile Organic Compounds (VOC), Nitrogen Oxide (NOX), and Greenhouse Gasses (CO2). See Figure 7-11 for the existing and planned ITS fiber optic network in the Plan Area.

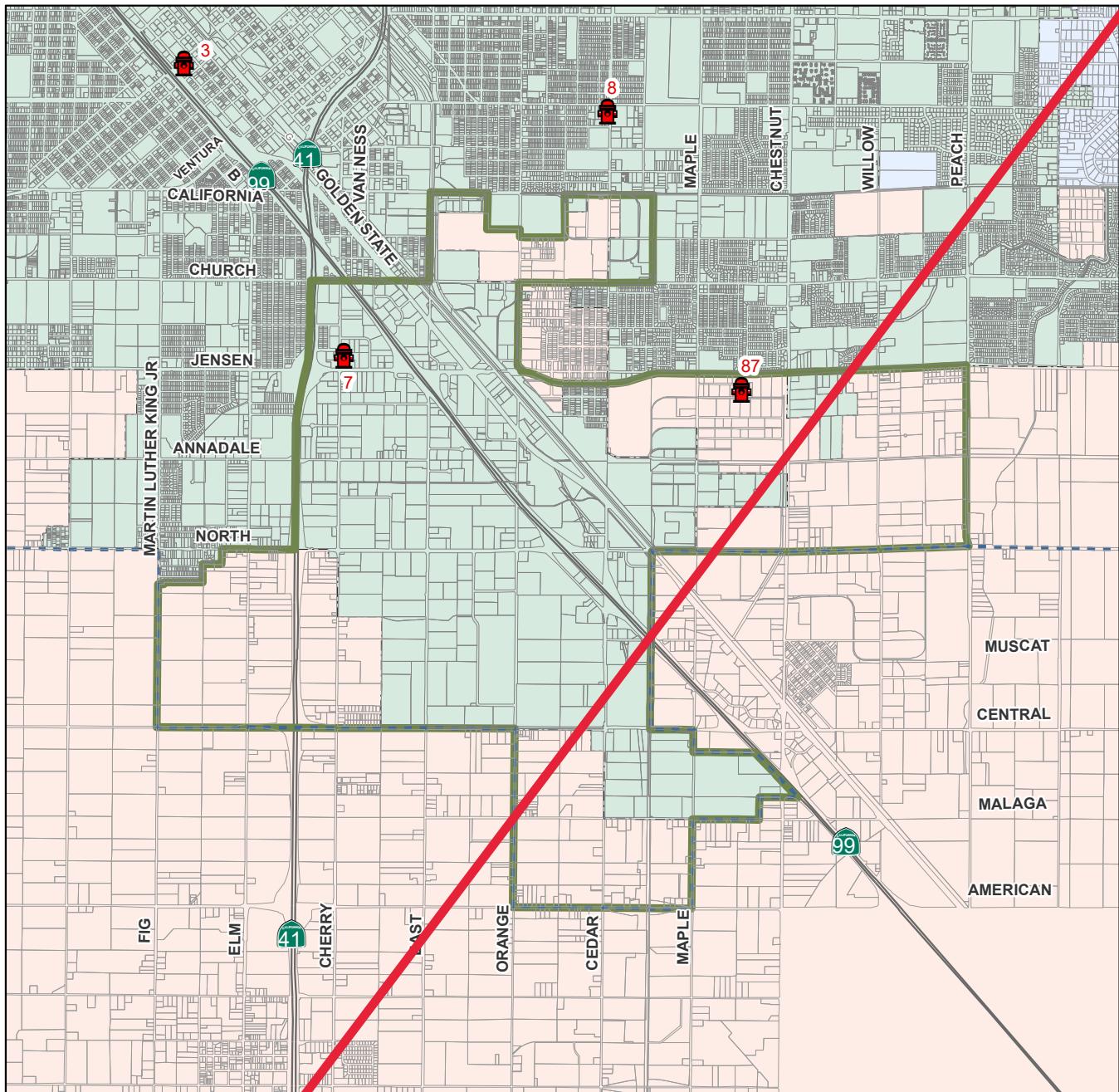


Figure 7-10: Fire Protection

Legend

Fire District

- CITY OF FRESNO
- FRESNO COUNTY CONTRACT AREA
- FRESNO COUNTY FIRE DISTRICT



- Fresno Sphere of Influence
- Fresno City Limits
- SCSP Boundary

South Central Specific Plan

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

0 0.5 1 Miles

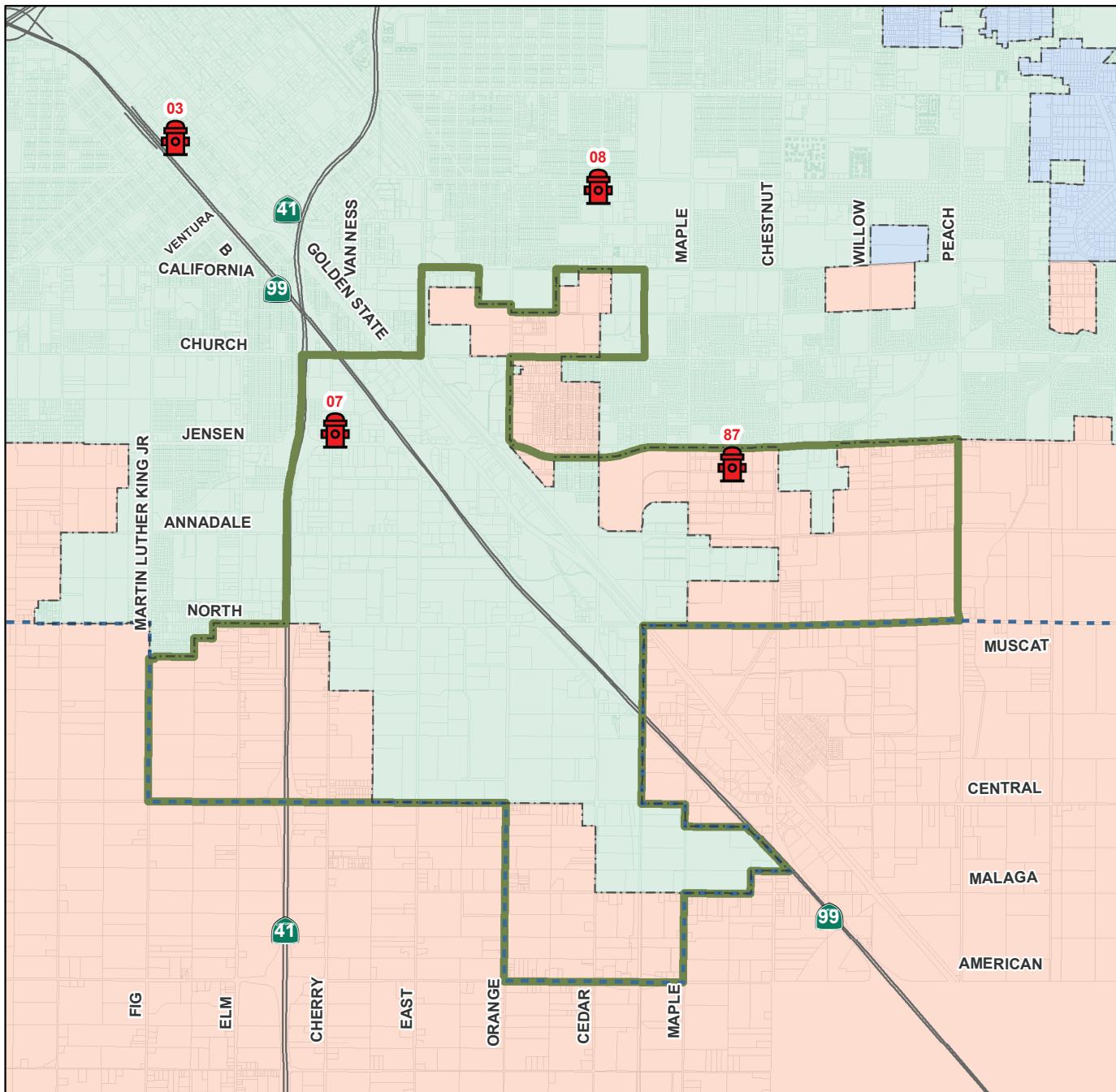


Figure 7-10: Fire Protection

Legend



Fire Stations

FIRE DISTRICT

City of Fresno

Fresno County Contract Area

Fresno County Fire District

- Fresno Sphere of Influence
- Fresno City Limits
- SCSP Boundary

South Central Specific Plan



0 0.5 1 Miles

Source: City of Fresno GIS Data
Prepared by the Planning and Development Department

The fiber optic network in Fresno includes miles of fiber optic cable that connect to the busiest intersections and are buried under the ground. The Traffic Operation Center provides a single location to manage the fiber optic cable traffic routes. Computerized traffic controllers control traffic signal timing to optimize traffic flow at intersections and traffic timing down major streets. Internet Protocol Cameras are set up at major intersections to receive “real” time traffic levels to help signal coordination. Vehicle sensors are embedded in the pavement or mounted above to provide vehicle volume, speed, traffic counts, and accurate time of traffic signals.

Fiber Optic Broadband

The term broadband commonly refers to high-speed internet access that is always on and faster than the traditional dial-up access. Broadband provides internet access via multiple types of technologies including fiber optics, wireless, cable, and satellite. The difference between traditional broadband and fiber optic broadband is mainly that fiber optic broadband is much more efficient, reliable, and faster.

Fiber optics, or optical fiber, refers to the technology that transmits information as light pulses along a glass or plastic fiber. The fiber optic broadband connection uses optical fiber for transmission of data. Essentially WiFi is a wireless connection in a home or business, that connects a phone or computer to a modem/router, while broadband is the actual internet connection that a modem/router uses to send and receive data from a home or business to the wider world.

The fiber optic cables are deployed aerially or underground. The preferred method is in conduits underground where fiber optic

cable is protected from the above ground elements. The City owns or has the right to use a relatively large amount of infrastructure that can be leveraged for advancing broadband. As represented in Figure 7-12, taken from the City of Fresno Broadband Strategic Plan (2023), Fresno owns or has access to approximately 93.2 miles of existing ITS fiber optic cables in underground conduits (shown in black) and about 19.8 miles of existing underground conduit placed as part of other projects (shown in purple) that fiber optic cabling could be ~~added to~~ used to expand the broadband network in Fresno.

Fresno’s Broadband Gaps

As part of the Broadband Strategic Plan, an analysis was done on Fresno’s broadband market and the results identified the following four broadband-related gaps:

1. Lack of Competitive Broadband Providers.
2. Lack of Data Centers and Interconnect Facilities.
3. Lack of Digital Infrastructure in the South Central Focus Area.
4. Lack of Internet Access Among a Portion of Fresno Households.

GAP 3 – Lack of Digital Infrastructure in South Central Focus Area

The Broadband Strategic Plan analysis shows that the Plan Area is in need of requisite digital infrastructure to facilitate the Plan’s goals of improving quality of life, maximizing economic benefit, and reducing environmental impact. Economic viability can be supported with high-speed broadband through a robust fiber optic network that attracts and retains living-wage employers in advanced manufacturing, technology, logistics and other industries

and should be a top priority equal to other utilities (e.g., water, electricity and sanitation). Businesses and residents will be less likely to relocate to an area that lacks high speed internet access, and many businesses also prefer redundant connections from two separate service providers. Fiber optic broadband should form the foundation for the Plan Area's digital infrastructure.

In the Plan Area, the Broadband Strategic Plan recommends that the City use **three two** methods to deploy broadband (see Figure 7-13): existing underground ITS fiber optic cables conduit structure (shown in blue), and proposed new underground fiber optic broadband cables (shown in orange). The 2022 estimated cost for adding fiber cabling to the existing conduit structure is \$469,150 and to add new underground conduit structure with fiber optic cabling is \$4,541,400 for a total of \$5,010,550.

Internet Availability, Low Speeds, and Lack of Fiber Optic Broadband Internet Access in the Plan Area

The Broadband Strategic Plan notes that Fresno residents lacking broadband access are not constrained by service availability, as the entirety of the city has access from either Comcast or AT&T or through a wireless provider. However, only 20% of the city has access to direct fiber optic broadband and multi-gigabit providers, and Federal and State resources reveal internet speed deficits in parts of Fresno and especially within the Plan Area. The National Technology and Information Administration mapping of areas in Fresno reveal large portions of the Plan Area that are below the Federal Communication Commission's minimum 25 Mbps download and 3 Mbps upload speeds. More critically, the California Broadband Map⁷¹⁰ shows the majority

of the Plan Area does not meet the California minimum standard of 100 Mbps download and 100 Mbps upload speeds.

Middle-Mile Broadband

On the horizon, Fresno may also experience broadband expansion efforts by the state of California. The Middle-Mile Broadband Initiative (MMBI), formerly called the Golden State Middle Mile Network, is a planned state-owned network that is still in the design stages. The MMBI will connect the State of California allowing for municipalities to more efficiently access points of presence and data centers across the state, and ultimately anywhere in the world. These connections will give all areas of California the tools for economic development to attract companies and employers who can remain connected to any network in the world through the internet.

Fresno is well-positioned to leverage its existing public assets, secure state and federal broadband grants to expand its network, and utilize the future MMBI in order to meet its municipal and community needs in the 21st Century. Expanding the City-owned fiber optic broadband network is the linchpin to connecting the city and county of Fresno to the state middle mile network. By focusing efforts on implementing fiber-optic broadband networks in the Plan Area the City can take the lead in addressing the digital divide experienced within the Plan Area and close the gap on the last mile of connectivity that is still lacking in Fresno.

Digital Divide

The term Digital Divide describes how a population's lack of internet access often results in a widening disparity gap of opportunity and income within underserved

⁷¹⁰ <https://www.broadbandmap.ca.gov/>

CHAPTER 8: IMPLEMENTATION

8.1 Introduction

This Plan is intended to serve as the primary regulatory guide for preserving and enhancing the 5,567-acre South Central Fresno Plan Area. It establishes the basic policies, land use pattern, standards for development, circulation network, infrastructure system, environmental measures, and implementation requirements for the future. Upon adoption by resolution, this Plan will amend the General Plan to provide consistency and any land within the city limits will be rezoned by ordinance to match the new planned land use designation. ~~Upon adoption of the Plan, a concurrent amendment to the Development Code by ordinance will be presented for consideration to provide consistency with this Plan. Within 60 days of the effective date of the Plan, a rezone to apply the SCSP Overlay Zone District to all parcels within the Plan Area and a text amendment reflecting the Plan as adopted will be brought for City Council consideration. The text amendment will include a new South Central Overlay Zone with development regulations. These regulations, requirements, and standards will govern all future private development actions in the Plan Area, including new construction, additions, and renovations to existing structures and/or new land uses proposed for existing facilities as described in~~

Fresno Municipal Code Section 15-104. These regulations do not supersede regulations for legal non-conforming uses, structures, site features or lots, **as described in Chapter 15, Article 4 of the Fresno Municipal Code.**

The North Ave Industrial Triangle Specific Plan (NAITSP), adopted in 1973, has a plan area located within this Plan Area. Therefore, the NAITSP, will be repealed with the adoption of this Plan to avoid overlap and confusion. The Roosevelt Community Plan (RCP), adopted in 1992, overlaps with this Plan Area. Upon adoption, this Plan will replace the overlapping portion of the RCP.

8.2 California Environmental Quality Act

The environmental analysis for the Plan is contained in a separate document entitled, **“Final Environmental Impact Report for the South Central Specific Plan.”** This Environmental Impact Report (EIR) includes an assessment of the potentially significant environmental impacts, measures for mitigating the impacts, and analysis of project alternatives. **Upon certification of the Final EIR by resolution, the mitigation measures identified in the Final EIR are adopted and incorporated into this Plan. The EIR will be presented with the Plan for consideration of certification by resolution.**

~~A The Mitigation Monitoring and Reporting Program (MMRP) has been developed as part of the EIR and will be adopted by resolution with the Plan. As the Lead Agency, the City of Fresno will implement the program for the identified mitigation measures. includes all mitigation measures adopted with respect to this Plan and explains how and by whom they will be implemented and enforced. The MMRP is included in the Final EIR and is incorporated by reference.~~

8.3 Implementing Policies

All new development projects in the Plan Area will be reviewed through the lens of the Plan's Vision:

The South Central Specific Plan Area is characterized by development that maximizes economic benefit with job growth for residents, while reducing impacts on the environment, and improving quality of life.

To achieve this Vision, the following Guiding Principles have been established to guide new development in the Plan Area:

1. Being a Good Neighbor
2. High Intensity Land Uses in the Core
3. Diverse Employment
4. Buffers for Existing Residents
5. Avoid Environmental and Neighborhood impacts
6. Highways 99 and 41 as Gateways.

The Plan Policies serve as tools for implementing the Plan's Vision and Guiding Principles. This section outlines four approaches to policy implementation:

1. Policy Implementation through Development Code Amendment
2. Policy Implementation that is Existing or Underway

3. Policy Implementation to Pursue after Adoption of the Plan

4. Policy Implementation through EIR Mitigation Measures

All of the policies can be found in Chapter 3 of this Plan. Not all of the policies are identified under the four approaches.

This chapter provides a framework for implementation. Even though parts of it provide specific details, it is still just a framework. It is fully expected that as conditions and market forces change over time, the City may adjust the details as needed to keep working towards the vision for South Central Fresno. Implementation of policies are subject to available resources, staff capacity and availability, funding, and priorities of decision makers among other things.

1. Policy Implementation through Development Code Amendment

The new South Central Overlay Zone and development regulations for this Plan will fully implement the following policies once adopted.

Trucks

T-1: Establish and enforce truck routes to avoid neighborhoods and consider existing roadway capacities and conditions.

T-2: Ensure truck routes are safe for pedestrians and bicyclists.

T-3: Limit truck idling times.

Air Quality

AQ-3: Require the implementation of dust reduction measures near sensitive uses, including the installation of wind barriers and regular street sweeping.

Vehicle/Equipment and Operation Standards

- AQ-4:** Increase electric vehicle charging stations and alternative fuel stations.
- AQ-5:** Seek out funding sources to assist warehouses and industrial uses to transition to near-zero emissions technology.
- AQ-8:** Ensure loading docks and emission-generating equipment are located away from homes and schools.
- AQ-9:** Incentivize all construction equipment to follow the “Construction Clean Fleet” standards as identified by the San Joaquin Valley Air Pollution Control District under Rule 9510 Indirect Source Review (ISR).

Noise

- N-3:** Require the protection of noise-impacted areas through effective noise mitigation measures such as barriers, berms, design and placement of buildings, sound absorbing materials, and vegetation.

Green Barriers/Tree Coverage/Beautification

- GB-1:** Require buffers between new industrial development and existing neighborhoods.
- GB-2:** Require the installation of solid barriers or vegetative buffers between emissions sources and schools, daycares, medical offices, and homes.
- GB-3:** Require increased coverage of parking lots to avoid the “heat island effect”.
- GB-7:** Establish landscaping and site design standards for new businesses and industry, especially next to existing neighborhoods.

Energy and Green Building

- EGB-1:** Require the reduction of energy consumption and promote energy efficiency through building design/operation standards, and incentive programs.
- EGB-3:** Encourage installation of solar panels, battery storage, and zero-emission backup electricity generators at distribution centers.

2. Policy Implementation that is Existing or Underway

Trucks

- T-1:** Establish and enforce truck routes to avoid neighborhoods and consider existing roadway capacities and conditions.
- T-2:** ~~Ensure truck routes are safe for pedestrians and bicyclists.~~
- T-3:** ~~Limit truck idling times.~~

~~Policies T-1, T-2, and T-3 will be implemented by the Public Works Department through the South Central Fresno AB617 Community Truck Reroute Study, scheduled for adoption in mid-2024. Recommendations that result from this Study shall be adopted by reference in this Plan.~~

~~The South Central Fresno AB617 Community Truck Reroute Study has been completed and the City plans to submit for consideration a resolution to the City Council for acceptance in late 2024. At the same time the City plans to submit for consideration an ordinance to the City Council for approval of the addition and removal of truck routes from the official list of designated truck routes under provisions of Section 14-1303 of the Fresno Municipal Code. Approximately 39 net truck route miles are recommended for removal. Within the Plan Area, planned truck routes along Elm, Cherry, East, and Central Avenues are proposed to be removed as well as existing truck routes on Golden State Boulevard and Chestnut Avenue.~~

Public Transit

T-4: Expand bus area service and frequency.

T-5: Provide van shuttles, transit and carpool incentives, and bicycle parking for employees.

The FAX Department and Fresno COG have already taken steps to implement policies T-4 and T-5 by extending Route 34 into the Plan Area in August 2023, and establishing it as the 4th high frequency route with 15-minute headways through the city. Provisions for bicycle parking are required in all new developments per the Development Code, California Building Code, and Cal-Green Code. Fresno COG, through Measure-C funding, provides commuter and farm worker van pool subsidies as well as carpool incentives. The City will continue to support Measure C, enforce California Code of Regulations, and work with Fresno COG, employers, employees, and residents in the Plan Area to improve public transit as the area expands with new development.

Roadway Improvements

T-6: Help school districts implement a “safe routes to school” program.

T-7: Build, repair and maintain roads in good condition.

T-8: Consider traffic calming studies.

T-9: Install traffic control or traffic safety measures to include bike lanes.

T-10: Install street lighting for public safety and visibility.

T-11: Install crosswalks and traffic calming measures near schools.

T-13: Improve and maintain sidewalks.

The Public Works Department along with developers and schools will implement roadway improvement policies T-6 through T-13. These policies will be addressed as new land is annexed into the city, new development is proposed within the Plan Area, funding is sought/granted, and ATP and Complete Street improvements are implemented. Repair and maintenance of roads will occur on a life-cycle basis and as funding is available.

The City’s Safer Routes to School Resolution (2020) will lead to prioritizing funding for sidewalks where there are gaps between neighborhoods and schools. ~~Upon annexation into the city, the~~ **In the Plan Area, there is a land gap between Orange Center Elementary School and the Daleville neighborhood. When the land in this gap is voluntarily annexed into the city, it** can be assessed for improvements ~~to include such as~~ Class IV protected bikeways and sidewalks.

The Draft South Central Fresno AB 617 Community Truck Reroute Study developed a toolkit of strategies to address roadway improvements in the Plan Area which include new sidewalks, crosswalks, bike lanes, roadway repaving, and traffic calming. It identifies specific locations for these improvements, provides a prioritization framework, and includes funding strategies.

The City’s Systematic Local Roadway Safety Plan (2020) analyzed transportation safety, roadway improvements were identified to reduce collisions, and a vision and goals for transportation safety were established. Based on an annualized collision severity score, the top 20 high risk corridors and intersections in Fresno were determined, and none were in the Plan Area. There were half mile segments and intersections in the Plan Area that scored high for vehicle crash severity. The Safety Plan also provides a summary of prioritized

systematic treatments and proposed countermeasures that could be useful to refer to for improvements in the Plan Area. Of the measures provided, the following pertain to traffic calming and pedestrian and bike safety:

- Road diet (reduce travel lanes from 4 to 3 and add a two-way left-turn and bike lanes).
- Install high-visibility crosswalk markings.
- Install raised medians (refuge islands).
- Install pedestrian crossings at uncontrolled locations (signs and markings only).
- Install advanced yield signs.
- Install intersection lighting.

Vehicle/Equipment and Operation Standards

AQ-6: Consider construction of near zero fueling stations (i.e. CNG/Hydrogen).

The City has three CNG Public Fueling Stations open for public use in the city of Fresno and one is located adjacent to the Plan Area at the PG&E Fresno Service Center at 3754 E California Ave.

Light and Glare

L-1: Require the incorporation of measures such as shielding or dimming to reduce outdoor lighting impacts.

All new development in the Plan Area must be consistent with ~~s~~Sections 15-2508, Lighting and Glare and 15-2015, Outdoor Lighting and Illumination of the Fresno Municipal Code. Additional requirements can be found in the EIR mitigation measures.

Green Barriers/Tree Coverage/Beautification

GB-4: Create a Green Street Tree Planting Program, prioritizing areas with few trees.

GB-5: Coordinate with Tree Fresno on a Community Landscapes Plan.

The Public Works Department is currently working on an Urban Forest Management Plan. The Urban Forest Management Plan will help guide the city for the next 40 years on the maintenance and management of Fresno's urban forest. The urban forest is all of ~~the trees that grow on private property, streets, parks, and other natural areas.~~

~~The City of Fresno Urban Forest Management Plan (UFMP) was adopted in May 2024. The UFMP provides a framework to track and effectively manage the urban forest in Fresno over the long term. It includes existing tree inventory analysis, canopy cover assessment, guiding principles, strategies and actions. Planting 3,447 new trees per year over 20 years to achieve 20% canopy cover goals is one key action identified.~~

~~In Spring 2023, the SJVAPCD awarded Tree Fresno with \$2 million in grant funding to implement urban greening and vegetative barrier projects throughout the South Central Fresno AB 617 boundary area which includes the Plan Area (see Figure 1-7). The greening project is part of the California Climate Investments, a statewide initiative that puts Cap-and-Trade dollars to work reducing greenhouse gas, strengthening the economy, and improving public health - particularly in disadvantaged communities. The project will fund 1,200 trees for private residents, 500 trees for public areas, and additional trees for vegetative barriers.~~

~~Founded in 1985, Tree Fresno is a 501 (c) (3) non-profit organization that has planted over 53,000 trees throughout the central San Joaquin Valley. Trees have been planted by a variety of community partnerships including grants from Cal Fire, the California High-Speed Rail Authority, the California Air Resources Board, the San Joaquin Valley Air Pollution Control District, and many individual~~

donors and volunteers. The majority of Tree Fresno's planting work currently is targeted in South Central Fresno.

Energy and Green Building

EGB-2: Incentivize private solar installations by providing information about financing and by expediting the permit process.

The Planning and Development Department has expedited plan review and approval process for solar panels. For residential there is a three business day approval or instantaneous approval through the third party SolarAPP+ application. For multi-family and non-residential solar panel projects the City provides a fourteen business day approval.

Water

W-1: Protect groundwater and surface water by regulating sewage disposal facilities and preventing contaminating uses.

W-4: Identify funding tools to expand water system access in and near the plan area.

W-5: Require new development to implement water conservation measures and to contribute towards expanded and upgraded facilities.

The Public Utilities Department regulates the City's sewer disposal facilities, water mains have been expanded into neighborhoods in the Plan Area including those located in the County, and developers' fees pay for water facility expansion.

Solid Waste and Illegal Dumping

SW-1: Establish community sanitation programs to address litter clean-up and illegal dumping.

The Code Enforcement Division enforces illegal dumping and the limits the Department of Public Utilities has regularly scheduled litter clean-up within the city limits. As land outside of the city limits and within the Plan Area is annexed into the city these programs will expand to those areas.

Economic Development

E-1: Coordinate a regional economic development strategy and monitor trends, emerging markets, and ~~new technologies, and the region's workforce preparedness programs.~~

The City currently works regionally on economic development at the county, Central Valley, and state levels on these items.

E-3: Consider establishing a funding/grant program for small businesses.

The City is constantly in the process of examining funding streams to assist small business.

Internet Access and Computer Literacy

E-145: Increase public access to quality internet service.

E-126: Prioritize fiber connectivity in the Plan Area.

E-136: ~~Develop computer literacy programs and assist with online job applications.~~

In September 2023, the Information Services Department applied for funding to the California Public Utilities Commission (CPUC) Broadband Federal Funding Account Grants to Support Closing the Digital Divide, a \$2 billion grant focused on building last-mile broadband internet infrastructure for communities without access to internet service at sufficient and reliable speeds. ~~Available~~ **The funding is intended** to serve unserved and underserved areas in every county across California. The program is an essential component of delivering fast, reliable, and affordable broadband to every Californian. **Chapter 8: Implementation | 139**

3. Policy Implementation to Pursue After Adoption of the Plan

Noise

- N-1:** Establish noise standards that are protective of residential and other noise-sensitive uses.
- N-2:** Identify noise-impacted areas in the plan area.

The City has noise standards in the Fresno Municipal Code Section 15-2506, Noise that all new development must comply with. The Planning and Development Department will review these **standards** for improvements as part of the General Plan update as well as hire a consultant to identify noise-impacted areas of the city.

Water

- W-2:** Implement a periodic water quality testing program in areas where contamination has been an issue.
- W-6:** Seek funding to expand water facilities to neighbors within the Plan Area.

The Department of Public Utilities will take responsibility for implementing these policies. Water mains have been extended to all neighborhoods in the Plan Area including those outside the city limits though not all property owners have chosen to hook up to them.

Job Training and Employment

- E-57:** Promote job training programs such as Career Technical Education, adult education, internships, mentoring, and apprenticeships **including local, state, and federally approved apprenticeship programs.**

The Economic Development Department is already doing these activities in conjunction with education and workforce training. However, new utilizations in the area may need new programming to prepare the workforce.

- E-68:** Connect businesses with training, education, and local community partners.
- E-79:** Connect residents to existing training programs and to jobs in their neighborhoods.

The Economic Development Department will assist all incoming businesses, including connections to services and will partner with the Fresno Regional Workforce Development Board who has a federally funded team that works in this space as well.

- E-80:** Locate a new job training center accessible to job seekers.
- E-911:** Collaborate with Fresno City College local education institutions to establish a job training program that can serve as a source of readily-employable persons for surrounding businesses.

The Economic Development Department will take responsibility for implementing these policies.

Public Noticing

- PN-1:** Establish new noticing requirements for all project types.

The City will evaluate advanced noticing strategies.

4. Policy Implementation through EIR Mitigation Measures

Mitigation Measures in the EIR will implement the following policies once certified:

Appendix D - Alternatives

Appendix D contains the proposed Blended, Community and Business Plan Alternatives Planned Land Use Maps, Buffer Maps, Acreage Tables, and Development Standards. Also, included is the adopted General Plan Planned Land Use map for comparisons. The alternatives propose changes to the adopted General Plan.



https://www.fresno.gov/wp-content/uploads/2024/05/Public-Draft_SCSP_Appendix-D_Plan-Alternatives.pdf

~~Appendix E - Truck Reroute Study and HIA~~

~~Appendix E~~ contains a truck routes analysis, truck routes map, toolkit, strategies, regulated areas around sensitive uses, and an implementation prioritization framework and health impact assessment for the AB 617 plan area.



~~https://www.fresno.gov/wp-content/uploads/2024/05/Public-Draft_SCSP_Appendix-E_Truck-Reroute-Study_HIA.pdf~~

Appendix EF - Hydraulic Analysis

Appendix EF contains a hydraulic analysis that summarizes the water and sewer system performance and design criteria, projects future water demands and sewer flows, evaluates the adequacy of capacity for the water distribution and sewer collection facilities to meet the existing and projected demands and flows, and recommends capacity improvements to mitigate observed deficiencies and service growth areas.



https://www.fresno.gov/wp-content/uploads/2024/05/Public-Draft-SCSP_Appendix-E_Hydraulic-Analysis.pdf

GLOSSARY

Annexation. Annexation is the legal process of transferring parcels of land from unincorporated areas of a county into the service area and jurisdiction (City Limits) of a city. It is one of the primary means by which cities grow. Cities annex territory to provide urbanizing areas with municipal services and to exercise regulatory authority necessary to protect public health and safety.

Buffer Standards. A buffer area is a landscaped or natural area intended to visibly separate and screen one use from another to improve land use compatibility and environmental quality by reducing noise, lighting glare and other nuisances, or that facilitates natural drainage and wildlife movement.

California High-Speed Rail. High-speed rail service being designed to connect the mega-regions of California. The system is to run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system is to eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. Initial operations in the Central Valley are scheduled to begin between 2030 and 2033.

City (capitalized) and city (non-capitalized). Capitalized “City” refers to the municipal entity and its functions as a local government entity which is also referred to as “City of Fresno” while non-capitalized “city” refers to the geographical area or the people of Fresno which is also referred to as “city of Fresno.”

City Council. The City Council is the legislative branch of government of the City of Fresno and, except where expressly limited by the City Charter, is vested with all legislative powers in municipal affairs.

City Limits. The incorporated boundaries of the city of Fresno.

Complete Streets. Streets which are designed and operated to enable safe, attractive, and comfortable access and travel for all users, including motorists, pedestrians, bicyclists, children, seniors, individuals with disabilities, and users of public transportation.

County (capitalized) and county (non-capitalized). Non-capitalized county refers to the geographical area or the people of the county of Fresno. Capitalized County refers to the local government which is also referred to as either the County of Fresno or Fresno County.

Development Code. Refers to the City of Fresno Municipal Code, Chapter 15, Citywide Development Code which contains the City’s zoning and subdivision regulations and is the planning, zoning, and development implementing code.

Downtown. The area in the city of Fresno bound by State Routes 99, 41 and 180.

Disadvantaged Unincorporated Communities (DUCs). Settled places not within city limits with at least 15 dwelling units at a density not

State Route (Officially Known as State Highway Route). A number assigned to a California state highway.

Stormwater Runoff. Surplus surface water generated by rainfall that does not seep into the earth but flows overland to a watercourse.

Stormwater Management. A coordinated strategy to minimize the speed and volume of stormwater runoff, control water pollution, and maximize groundwater recharge.

Street, Local. Shall mean a street which is not a major street.

Street, Major. Shall mean a roadway designated by the General Plan Circulation Diagram as a Connector, Collector, Arterial, Super-arterial, Expressway, or State Route.

Traffic Calming. The combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.

Water Recycling. The reuse of tertiary-treated wastewater for landscaping, industrial cooling, irrigation, groundwater recharge, or other uses.

Zoning Code and Zoning Regulations. See Development Code.

Zero- or Near Zero-Emission Facilities. Facilities that utilize and are equipped to accommodate zero- or near zero-emission vehicles.

Near-Zero-Emission Vehicle. A vehicle that utilizes zero-emission technologies, enables technologies that provide a pathway to zero-emissions operations, or incorporates other technologies that significantly reduce

criteria pollutants, toxic air contaminants, and greenhouse gas emissions, as defined by the state board in consultation with the State Energy Resources Conservation and Development Commission consistent with meeting the state's mid- and long-term air quality standards and climate goals. California Code, Health and Safety Code - HSC Section 44258

Zero-Emission Vehicle. A vehicle that produces no emissions of criteria pollutants, toxic air contaminants, and greenhouse gases when stationary or operating, as determined by the state board. California Code, Health and Safety Code - HSC Section 44258