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DRAFT
Recirculated Initial Study/Mitigated Negative Declaration for Fresno Central Southeast Area Specific Plan City of Fresno, Fresno County, California

State Clearinghouse Number 2023020138

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ACRONYMS AND ABBREVIATIONS

°F	degrees Fahrenheit
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AFY	acre-feet per year
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AQMP	Air Quality Management Plan
AQP	Air Quality Plan
ARB	California Air Resources Board
ARB Handbook	ARB Air Quality and Land Use Handbook: A Community Health Perspective
ARFF	Airport Rescue Fire Fighting
ASCE	American Society of Civil Engineers
ATP	Active Transportation Plan
BERD	Built Environment Resource Directory
BMP	Best Management Practices
BRT	Bus Rapid Transit
BWF	Base Wastewater Flow
CAA	Clean Air Act
CAFE	Corporate Average Fuel Economy
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OES	California Governor's Office of Emergency Services
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARTS	Cedar Avenue Recycling and Transfer Station
CBC	California Building Standards Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC	California Fire Code
CH_4	methane
CHL	California Historical Landmarks

CHP	combined heat and power
CMP	Construction Management Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
COG	Council of Governments
CPHI	California Points of Historical Interest
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CSE	Central Southeast
CSMP	Collection System Master Plan
CWA	Clean Water Act
dB	decibel
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EISA	Energy Independence and Security Act
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
EPA	United States Environmental Protection Agency
EPO	Emergency Preparedness Officer
EV	electric vehicle
FAX	Fresno Area Express
FBO	Fixed Base Operator
FCS	FirstCarbon Solutions
FEMA	Federal Emergency Management Agency
FFD	Fresno Fire Department
FHSZ	Fire Hazard Severity Zone
FID	Fresno Irrigation District
FIRM	Flood Insurance Rate Map
FMFCD	Fresno Metropolitan Flood Control District
FMMP	Farmland Mapping and Monitoring Program
FPD	Fresno Police Department
FPP	Farmland Preservation Program
FTA	Federal Transit Administration
ft-L	footlambert
FUSD	Fresno Unified School District

GHG	greenhouse gas
GSP	Groundwater Sustainability Plan
GWh	gigawatt-hours
HCP	Habitat Conservation Plan
HEPA	high-efficiency particulate air
HRA	Health Risk Assessment
HVAC	heating, ventilation, and air conditioning
KCNP	Kings Canyon National Park
LEED®	Leadership in Energy and Environmental Design
LESA	Land Evaluation and Site Assessment
LOS	Level of Service
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MEIR	Master Environmental Impact Report
mgd	million gallons per day
MM	Mitigation Measure
mpg	miles per gallon
mph	miles per hour
MRZ	Mineral Resource Zone
N_2O	nitrous oxide
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NEVs	neighborhood electric vehicles
NIMS	National Incident Management System
NKGSA	North King Groundwater Sustainability Agency
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSR	New Source Review
OEHHA	Office of Environmental Health Hazard Assessment
PARCS	Parks, After School, Recreation, and Community Services
PG&E	Pacific Gas and Electric Company
PM_{10}	particulate matter less than 2.5 microns in diameter
$PM_{2.5}$	particulate matter less than 10 microns in diameter
POSS	Parks, Open Space, and Schools
ppm	parts per million
PPV	peak particle velocity
PWWF	Peak Wet Weather Flow

ROG	reactive organic gases
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
RWRF	Regional Wastewater Reclamation Facility
SB	Senate Bill
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
SEMS	Standardized Emergency Management System
SJVAB	San Joaquin Valley Air Basin
SJVLS	San Joaquin Valley Library System
SMARA	Surface Mining and Reclamation Act
SO_2	sulfur dioxide
SOI	Sphere of Influence
SO_x	sulfur oxides
SR	State Route
SRA	State Responsibility Area
SSJVIC	Southern San Joaquin Valley Information Center
SWPPP	Storm Water Pollution Prevention Plan
SWTF	Surface Water Treatment Facility
TAC	toxic air contaminant
T-BACTs	Best Available Control Technologies for Toxics
TCR	Tribal Cultural Resource
TRU	Transport Refrigeration Unit
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
UWMP	Urban Water Management Plan
Valley Air District	San Joaquin Valley Air Pollution Control District
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	volatile organic compounds
WMD	Wastewater Management Division
WWF	Wet Weather Flow
ZEV	Zero-Emission Vehicle

SECTION 1: INTRODUCTION

1.1 - Purpose

The purpose of this Recirculated Draft Initial Study/Mitigated Negative Declaration (Recirculated Draft IS/MND) is to identify any potential environmental impacts that would result from implementation of the Fresno Central Southeast Area Specific Plan Project (proposed project) in the City of Fresno (City), in Fresno County (County), California. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, the City is the Lead Agency and has discretionary authority over the proposed project and the preparation of this Recirculated Draft IS/MND and any additional environmental documentation required for the proposed project. The intended use of this document is to analyze the proposed project pursuant to the requirements of CEQA and to provide the basis for input from public agencies, organizations, and interested members of the public.

The remainder of this section provides a brief description of the project location and the primary project characteristics. Section 2 includes an environmental checklist that provides an overview of the potential impacts that may result from project implementation, elaborates on the information contained in the environmental checklist, and provides justification for each checklist response, and Section 3 contains the List of Preparers.

1.2 - Project Location

Location

Regional Location

The Central Southeast Area Specific Plan Area (Specific Plan Area) is located in the southeast area of the City, in Fresno County (County), California (Exhibit 1). The City is located in the central San Joaquin Valley, approximately 200 miles north of Los Angeles, and 170 miles south of Sacramento. The City is located on the State Route (SR) 99 corridor.

Local Setting

The Specific Plan Area is approximately 2,067 acres just east and southeast of Downtown Fresno and is bounded by Belmont Avenue to the north, Fourth Street to the west, Church Avenue to the south, and Peach Avenue to the east (Exhibit 2). Additionally, the Specific Plan Area is located within the Roosevelt Community Plan Area.

The Specific Plan Area sits just north of the South Industrial Priority Area and is surrounded to the west by some of the oldest City neighborhoods and to the east by unincorporated County agricultural lands (Exhibit 3). The northernmost portion of the Specific Plan Area is 0.25 mile from access to SR-180, while the southern portion of the Specific Plan Area generally runs along city limits, adjacent to and circumventing several unincorporated lands under the jurisdiction of the County. The Specific Plan Area is located on the *Clovis*, *Fresno South,* and *Malaga*, *California* United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map Range 20 East, Township 13 South, Section 36; Range

21 East, Township 13 South, Section 31; Range 20 East, Township 14 South, Sections 1, 2, 11, 13, 14, 23, 24; and Range 21 East, Township 14 South, Sections 5,6, 7, 8, 17, 18, 19.

1.3 - Environmental Setting

Existing Land Use Activities

The Specific Plan Area represents approximately 3 percent of the City. The Specific Plan's Existing Conditions Report (Appendix A) identifies that the Specific Plan Area includes approximately 30,624 people and 9,150 households and is characterized by a blend of older single-family and multi-family housing developments, industrial facilities, public facilities, vacant land, and commercial areas such as Ventura/Cesar Chavez Boulevard. The Specific Plan Area includes several regional and local institutions, including the Fresno Fairgrounds, the Sal Mosqueda Community Center, and Fresno Pacific University. The San Joaquin Valley Railroad operates a local freight distribution line that provides services to existing industrial facilities adjacent to California Avenue. The Specific Plan Area contains approximately 112 acres of parklands and has a park ratio of approximately 1.68 acres per 1,000 residents. Existing uses in the Specific Plan Area include a mix of suburban housing developments, public facilities, strip shopping centers, industrial uses, and vacant land.

The vast majority of commercial uses are located along Ventura/Cesar Chavez Boulevard (Commercial–Community), with very limited neighborhood and general commercial uses along Orange Avenue and Butler Avenue. Most of the Commercial–Community uses are in the form of strip shopping centers and include a mix of discount stores, fast food restaurants, and regional commercial retailers such as Walmart, Home Depot, and Big Lots, with a few smaller independent shops and restaurants scattered throughout. Office uses in the Specific Plan Area are limited to just a few small parcels on either side of Ventura/Cesar Chavez Boulevard.

Vacant and underutilized land also make up a large portion of the Specific Plan Area. Underutilized land includes parcels that are partially vacant, comprised primarily of surface parking lots, have vacant buildings, or where existing buildings are aging and/or lower density than what is allowed on the site.

The Specific Plan Area is primarily delineated by five major arterials and a network of wide collectors that form 0.5-mile-square quarter-tracts as well as local roads with a single lane in each direction. Maple Avenue, a four-lane collector; Chestnut Avenue, a four-lane arterial; and Willow Avenue, a two-lane collector, are the principal north–south roadways within the Specific Plan Area. East Cesar Chavez Boulevard, a four-lane arterial, and East Butler Avenue, a three-lane collector, run parallel to SR-180 and the California Avenue railroad right-of-way and are the principal east–west roadways within the Specific Plan Area. Most roadways in the Specific Plan Area operate acceptably under the City's traffic impact thresholds. There are currently no plans for road widening capacity improvements within the Specific Plan Area except for Willow Avenue (north of Cesar Chavez Boulevard), which is planned to be expanded from two to four lanes. In addition, a roadway segment of Lane Avenue, from Chestnut Avenue to Willow Avenue, is planned to reduce traffic lanes.

The Braley Canal enters the Specific Plan Area from the southeast and flows parallel to California Avenue extending from Orange Avenue, which forms the western border of the Specific Plan Area past Peach Avenue, which forms the eastern border of the Specific Plan Area.

Existing General Plan Land Use Designations and Zoning

The General Plan includes the following key land use designations for the Specific Plan Area: Residential–Medium Density (approximately 27.68 percent of the total acreage); Public Facilities (approximately 24.05 percent of the total acreage); Residential–Medium High Density (approximately 17.51 percent of the total acreage); and Corridor/Center Mixed Use (approximately 10.50 percent of the total acreage) (Exhibit 4). The existing land use designations in the Specific Plan Area are further described in Table 1 below. The acreages included in Table 1 are approximate values and are not intended to reflect the total acreage of the Specific Plan. Uses that are not designated by the General Plan, such as streets, are not reflected in the total acreage.

Table 1: Existing General Plan Land Use Designations in the Specific Plan Area

Land Use Designation	Approximate Acres of Land Use in Specific Plan Area (acres)	Percent of Total Specific Plan Area (%)
Residential–Low Density	1.8	0.11
Residential–Medium Low Density	144.3	8.54
Residential–Medium Density	467.5	27.68
Residential–Medium High Density	295.7	17.51
Neighborhood Mixed Use	2.5	0.15
Corridor/Center Mixed Use	177.4	10.50
Commercial–Community	40.2	2.38
Commercial–General	4.2	0.25
Employment–Office	18.1	1.07
Employment–Heavy Industrial	0.5	0.03
Employment–Light Industrial	27.4	1.62
Open Space	103.2	6.11
Public Facilities	406.3	24.05
Total	**1,689.1**	**100%**

Notes:
All values are approximate.
Source: City of Fresno. 2025.

1.4 - Project Background

City of Fresno General Plan

The City Council adopted the Fresno General Plan (General Plan) and Master Environmental Impact Report (MEIR) in December 2014.

There have been minimal changes to the land use designations within the Specific Plan Area since the 2014 General Plan MEIR was certified. The City adopted a new Development Code in December 2015, establishing new zoning districts, permitted uses, development standards, and procedures to align with the General Plan.

Amendments to the General Plan

Since the General Plan was adopted and the MEIR was certified in 2014, several amendments to the General Plan have been adopted, and new local, State, and/or federal regulations have been enacted, including, but not limited to, the following:

- Downtown Neighborhoods and Community Plan, 2016
- Fulton Corridor Specific Plan, 2016
- Housing Element, 2017, 2024
- Southwest Fresno Specific Plan, 2017
- Active Transportation Plan, 2017
- Parks Master Plan, 2018
- Approximately 32 General Plan Amendments (GPAs) involving over 150 sites
- New airport land use plans and noise contours, 2018

City of Fresno Central Southeast Area Specific Plan

The proposed project would create the City of Fresno Central Southeast Area Specific Plan (Specific Plan), a long-range planning document that provides a vision for growth and development in the community over the next 20 to 30 years. The proposed Specific Plan would address a wide range of topics that impact the quality of life in the community, including affordable housing, jobs and economic development, transportation, parks and open space, and a healthy environment.

Specific Plan Approval Process

The proposed Specific Plan is a policy-level document and does not include any specific development proposals. Therefore, the Specific Plan would be adopted solely by the City Council. The Planning Commission and other decision-making bodies would review the Specific Plan and make recommendations to the City Council. In addition, the Specific Plan may be heard by the Airport Land Use Commission (ALUC). While other agencies may be consulted during the adoption process, their approval is not required for adoption of the proposed Specific Plan. However, subsequent development under the proposed Specific Plan may require approval of State, federal and responsible trustee agencies that may rely on the program-level analysis in this Recirculated Draft IS/MND for decisions in their areas of expertise.

Contents of the Specific Plan

The proposed Specific Plan is organized into the following eight chapters. A set of objectives and implementing policies are provided in each relevant chapter. The Specific Plan's chapters are as follows:

Introduction

This chapter provides a broad overview of the planning context, community engagement process, and organization of the Specific Plan.

Vision and Goals

This chapter outlines the vision and guiding principles for the Specific Plan Area that were articulated during the community engagement process.

Land Use and Urban Design

This chapter describes the proposed land uses in the Specific Plan Area. It also outlines a unique set of goals and strategies that pertain to future desired uses and development in each "change area" or subarea in the Specific Plan Area.

Transportation, Public Realm, and Infrastructure

This chapter outlines priority circulation improvements for all travel modes–including walking, bicycling, driving, and transit–and specific design recommendations to make streets and pathways more walkable and comfortable for residents of the Specific Plan Area. It also includes utility and infrastructure needs in the Specific Plan Area.

Parks and Open Space

This chapter describes the existing context for public parks, open spaces, and recreational facilities within the Specific Plan Area and identifies key opportunities for improvement. Strategies include both new parks on opportunity sites and enhanced programming at existing facilities.

Economic Development

This chapter outlines an inclusive and sustainable economic development strategy that targets growth in key industry sectors, as well as improved economic opportunity for the Specific Plan Area and businesses through job training and workforce development.

Quality of Life

This chapter outlines strategies to improve quality of life in the Specific Plan Area by addressing the social and environmental determinants of health. This multifaceted approach includes improving public safety, promoting healthy lifestyles, mitigating environmental hazards, and building capacity within communities. Topics covered include public health, public safety, environment and environmental justice, and community empowerment.

Next Steps and Funding

This chapter summarizes the community priorities, next steps, and potential funding and financing strategies to implement the Plan's recommended improvements and programs.

1.5 - Project Description

Project Summary

The proposed Specific Plan would address community needs and guide future public and private development to create a more vibrant, attractive, equitable, and healthy community in a way that builds upon the social and cultural strengths of the existing Community Plan Area. The Specific Plan is a continuation of the recent Downtown Neighborhoods Community Plan, adopted in 2016, picking up where the Downtown Neighborhoods Community Plan left off along the northwestern boundary.

Proposed Land Uses

The proposed land use designations of the Specific Plan are consistent with the General Plan; however, the Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which will require the General Plan Land Use map to be amended. The proposed Specific Plan includes land use changes that would reclassify some parcels to match uses currently on the ground that are likely to remain for the foreseeable future (Exhibit 5). These changes would also change concentrations of vacant lands or facilities along the Cesar Chavez Corridor, reduce oversized parking lots near the Maple Avenue and Butler Avenue intersection, and develop underutilized land near the Cedar Avenue and Butler Avenue intersection. The Specific Plan would also create higher intensity mixed-use infill opportunities along priority corridors and at key opportunity sites, strengthen neighborhoods that provide a range of office types, and include office, clean tech, and other non-nuisance employment generating uses that provide a buffer between industrial neighborhoods. Overall, development consistent with the proposed project would reduce the total amount of the development in the Specific Plan Area compared to what was contemplated by the General Plan.

Table 2 below describes the land use classifications that are proposed with implementation of the Specific Plan. The acreages included in Table 2 are approximate values and are not intended to reflect the total acreage of the Specific Plan. Uses that are not designated by the Specific Plan, such as streets, are not reflected in the total acreages.

Table 2: Proposed Land Uses in the Central Southeast Fresno Specific Plan

Land Use Designation	Proposed Acres of Land Uses in Specific Plan Area	Percent of Total Specific Plan Area
Residential–Low Density	2 acres	0.1%
Residential–Medium Low Density	144 acres	8.0%
Residential–Medium Density	403 acres	23.6%
Residential–Medium High Density	341 acres	19.1%
Residential–Urban Neighborhood	46 acres	2.6%

Land Use Designation	Proposed Acres of Land Uses in Specific Plan Area	Percent of Total Specific Plan Area
Commercial–Community	14 acres	0.8%
Commercial–General	2 acres	0.1%
Employment–Office	89 acres	5.0%
Employment–Light Industrial	0 acres	0%
Employment–Heavy Industrial	0 acres	0%
Mixed Use–Neighborhood	3 acres	0.2%
Mixed Use–Corridor Center	201 acres	11.2%
Open Space	53 acres	3.0%
Park	51 acres	2.8%
Public Facilities	402 acres	22.5%
Railroad	–	–
Vacant	–	–
Total	**1,751 acres**	**100%**
Notes: All values are approximate. Source: City of Fresno. 2025.		

The subareas in the Specific Plan Area that are identified for comprehensive redevelopment include three corridors and three districts. Though unified under a single vision for the entire Specific Plan Area, each subarea possesses its own distinct identity, set of characteristics, and unique opportunity sites that will advance its transformation. The development proposed for each subarea is described in in Table 3.

Table 3: Proposed Subareas in the Central Southeast Fresno Specific Plan

Subarea Types	Subarea Name/Location	Subarea Objective	Major Projects Proposed (if applicable)	Project Descriptions (if applicable)
Corridors	Cesar Chavez Boulevard	Transform Cesar Chavez into an active mixed-use corridor.	Former UMC Hospital	Redevelop the former UMC Hospital Site into a holistic health and wellness center.
			International Shopping and Entertainment Village	Evolve strip shopping centers such as Asian Village into mixed-use/entertainment centers that focus on international food establishments and cultural shopping amenities.

Subarea Types	Subarea Name/Location	Subarea Objective	Major Projects Proposed (if applicable)	Project Descriptions (if applicable)
	Butler Avenue	Create a series of neighborhood centers along Butler Avenue.	Mosqueda Regional Cultural and Community Center	Build on the success of Mosqueda Center to expand this area into a hub for cultural activities, education, and recreation.
			Hanoian Shopping Center	Redevelop Hanoian Shopping Center into a small mixed-use neighborhood center that will meet the daily needs of residents.
	Orange Avenue	Evolve Orange Avenue into a neighborhood "main street."		
Districts	Fairgrounds	Activate and strengthen connections to the Fresno Fairground as an important hub for community, cultural, and recreational activities.		
	IRS Processing Center	Redevelop the IRS site into an education campus and/or tech hub.		
	Employment District	Encourage business park/office/R&D with clean/non-nuisance employment uses.		
Source: City of Fresno. 2021.				

1.6 - Project Objectives

The objectives of the proposed project are to:

- **Emphasize cultural diversity.** Protect and enhance the diverse cultures and ethnicities in the Specific Plan Area through historic preservation and recording of history, supporting multi-cultural events, protecting diverse retail establishments and promoting racial tolerance. This will allow all people, regardless of race, class, income or age, to thrive in the Specific Plan Area.
- **Keep the engaged population active.** Continue the community's history of having an active and engaged citizenry through the Specific Plan process. This includes engaging residents in the decision-making process, building capacity to implement the vision of the community, and engaging youth in civic activities.
- **Support the underserved**. Protect and celebrate Specific Plan Area residents' willingness to help one another and support those in need.
- **Preserve strong and unique neighborhoods.** Preserve the character, identity and sense of place. As part of the process, strive to protect the character of neighborhoods while allowing for growth and change over time.
- **Protect housing affordability and minimize displacement.** Protect existing housing affordability and reduce the potential for the displacement of current residents as the area reaches its full

potential. Strategies include supporting both market rate and affordable housing and creating more housing choice in the neighborhood to serve a diverse demographic of new and existing residents.

- **Enhance connections to Downtown.** Build upon the Specific Plan Area's strategic location in proximity to Downtown to enhance access to jobs, services, cultural, and other community amenities.
- **Improve safety.** Improve safety in and around the Specific Plan Area through a range of strategies including increased pedestrian activity, more "eyes on the street," community policing, better lighting, activation of vacant spaces, and an increased sense of ownership and stewardship by residents, workers, and visitors.
- **Enhance mobility and improve connectivity.** Improve pedestrian, bicycle, transit, and vehicle connections with a focus on improving transportation safety (especially around schools and parks) and inexpensive mobility options. Expand transit service to ensure that residents can quickly and easily access jobs and services throughout the City. Support the recent Bus Rapid Transit (BRT) investment along Cesar Chavez Boulevard as an important strategy to better connect residents to jobs and services in Downtown and other parts of the City.
- **Expand access to educational opportunities**. Seek to improve educational opportunities for residents of all ages. This includes improving youth education to expand access to opportunity, providing vocational training, and supporting on-the-job training at local businesses. As part of this strategy, partner with local educational institutions to ensure access for the Specific Plan Area residents.
- **Support economic vitality.** Encourage an environment where diverse businesses can flourish and thrive. Expand job opportunities, workforce training programs, and support for local businesses.
- **Reduce pollution and protect environmental health.** Improve air quality by supporting innovative programs for environmental sustainability and increase resilience of the community against hazards. Protect residents from the adverse health impacts of nearby industrial land uses.
- **Support health and equity.** Promote equity, health, and well-being by providing a range of community services and access to healthcare, recreational opportunities, and healthy food options. Encourage the development of grocery stores, farmers' markets, and community farming.
- **Build and improve parks and community facilities.** Seek new ways to fund park maintenance and plan for new neighborhood parks, community facilities, and other public spaces that will provide a place for the community to gather, socialize, and play.
- **Invest in maintenance and beautification.** Invest in maintaining and cleaning streets and public spaces. Improve walkability, sense of place, public spaces, and community aesthetics through landscaping, streetscape treatments, and façade improvements. Create a welcoming community that is clean, safe, and inviting.

- **Encourage continued and expanded diversity of uses.** Support a diverse mix of uses including retail, jobs, services, housing, civic spaces, and community facilities, particularly along Cesar Chavez Boulevard, in neighborhood retail areas and in nonresidential areas. Encourage retention of key retail and ethnic establishments while introducing more varied essential goods and services.
- **Utilize the Fairgrounds**. Support existing events and encourage new events and flexible or temporary uses that will activate the Fresno Fairgrounds year-round, attract both local and regional populations and provide a long-term and tangible benefit for the Specific Plan Area residents.

1.7 - Required Discretionary Approvals

As mentioned previously, the City has discretionary authority over the proposed project and is the CEQA Lead Agency for the preparation of the Recirculated Draft IS/MND. In order to implement the proposed project, the City would need to approve the following discretionary actions:

- Approval of the Recirculated Initial Study/Mitigated Negative Declaration
- Adoption of Central Southeast Area Specific Plan and repeal of a portion of the Roosevelt Community Plan
- General Plan Amendment
- Rezone

1.8 - Intended Uses of This Document

This Recirculated Draft IS/MND has been prepared to determine the appropriate scope and level of detail required in completing the environmental analysis for the proposed project. This document will also serve as a basis for soliciting comments and input from members of the public and public agencies regarding the proposed project. The Recirculated Draft IS/MND will be circulated for a minimum of 30 days, during which comments concerning the analysis contained in the Recirculated Draft IS/MND should be sent to:

City of Fresno
Planning and Development Department
Sophia Pagoulatos, Planning Manager
2600 Fresno Street, Room 3065
Fresno, California 93721
Email: longrangeplanning@fresno.gov

Reasons for Recirculation

The CEQA Guidelines indicate that a lead agency is required to recirculate an ND when significant new information is added to the ND after public notice is given of the availability of the Draft ND for public review before adoption. The use of “information” in this guideline can include changes in the project

or environmental setting as well as additional data or other information. However, new information is not "significant" unless the ND is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental impact of the proposed project or a feasible way to mitigate or avoid such an effect that the project's proponents have declined to implement (CEQA Guidelines Section 15073.5).

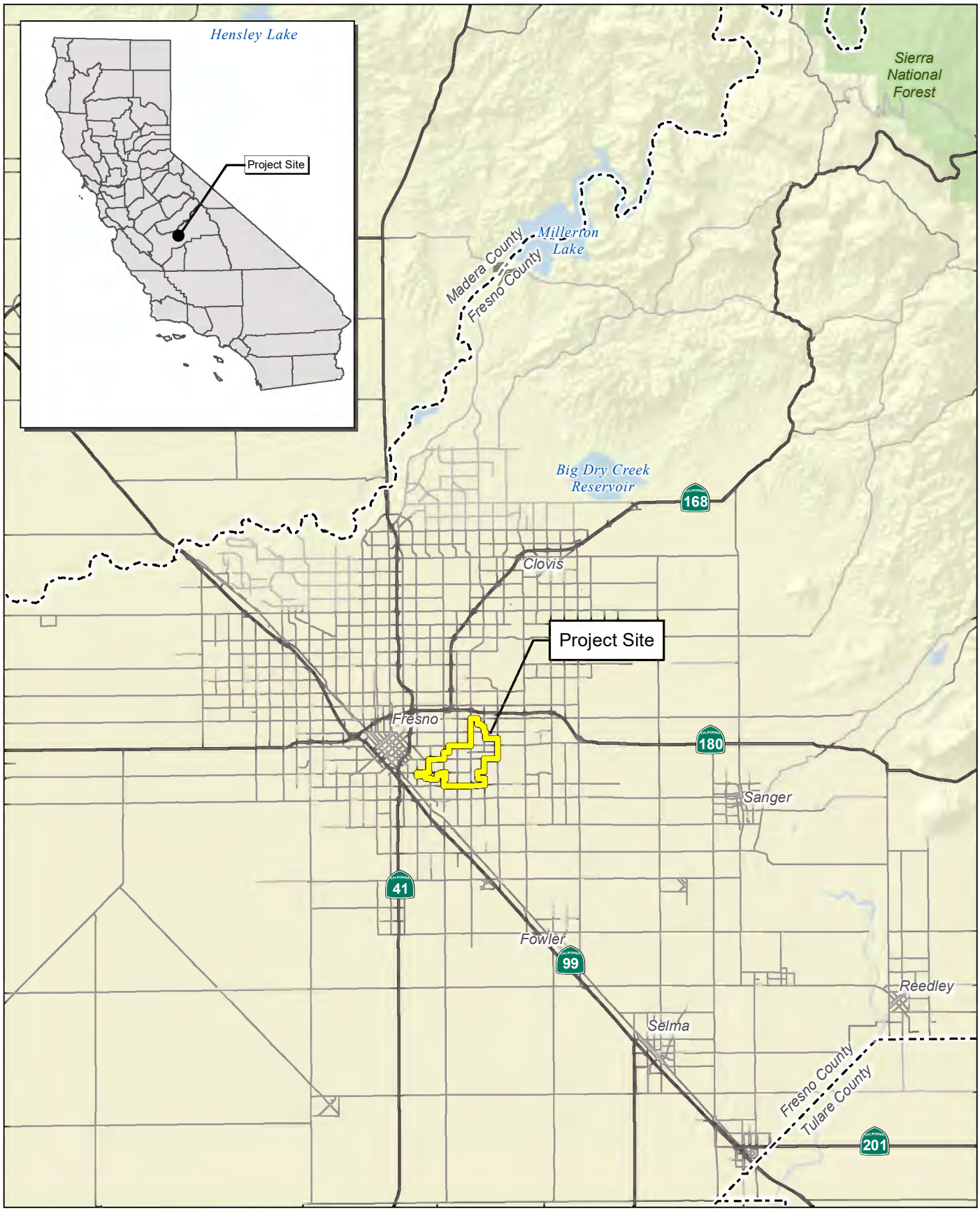
A Draft Subsequent MND, dated February 1, 2023 (previously circulated Draft Subsequent MND), was prepared for the proposed project and was circulated for public review between February 6, 2023, and March 7, 2023. During the public review period for the previously circulated Draft Subsequent MND), the City received seven written comment letters. However, a Final Subsequent MND was not finalized or approved for the proposed project.

Prior to the finalization of the previously circulated Subsequent MND, the Lead Agency decided to revise the MND for the proposed project to remove reliance on the City of Fresno 2021 General Plan Program EIR, including both its findings and its mitigation measures that were previously referenced in both documents, as well as the 2021 GHG Reduction Plan. These revisions are considered substantial changes to the environmental setting and thus constitute "significant new information," requiring recirculation of the entire Draft IS/MND for the proposed project.

The City prepared and circulated this Recirculated Draft IS/MND to the State Clearinghouse (SCH), trustee and responsible agencies, the public, and all parties and individuals that submitted comments on the previously circulated Draft Subsequent MND during the public comment period.

This Recirculated Draft IS/MND contains a description of the proposed project, a description of the environmental setting, an identification of the proposed project's direct and indirect impacts on the environment, and the Specific Plan objectives and policies that reduce potential impacts. Comments received in response to the previously circulated Draft Subsequent MND were considered in preparing the Recirculated Draft IS/MND. Copies of these letters are provided in Appendix B of this Revised Draft IS/MND.

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Source: Census 2000 Data, The California Spatial Information Library (CaSIL).

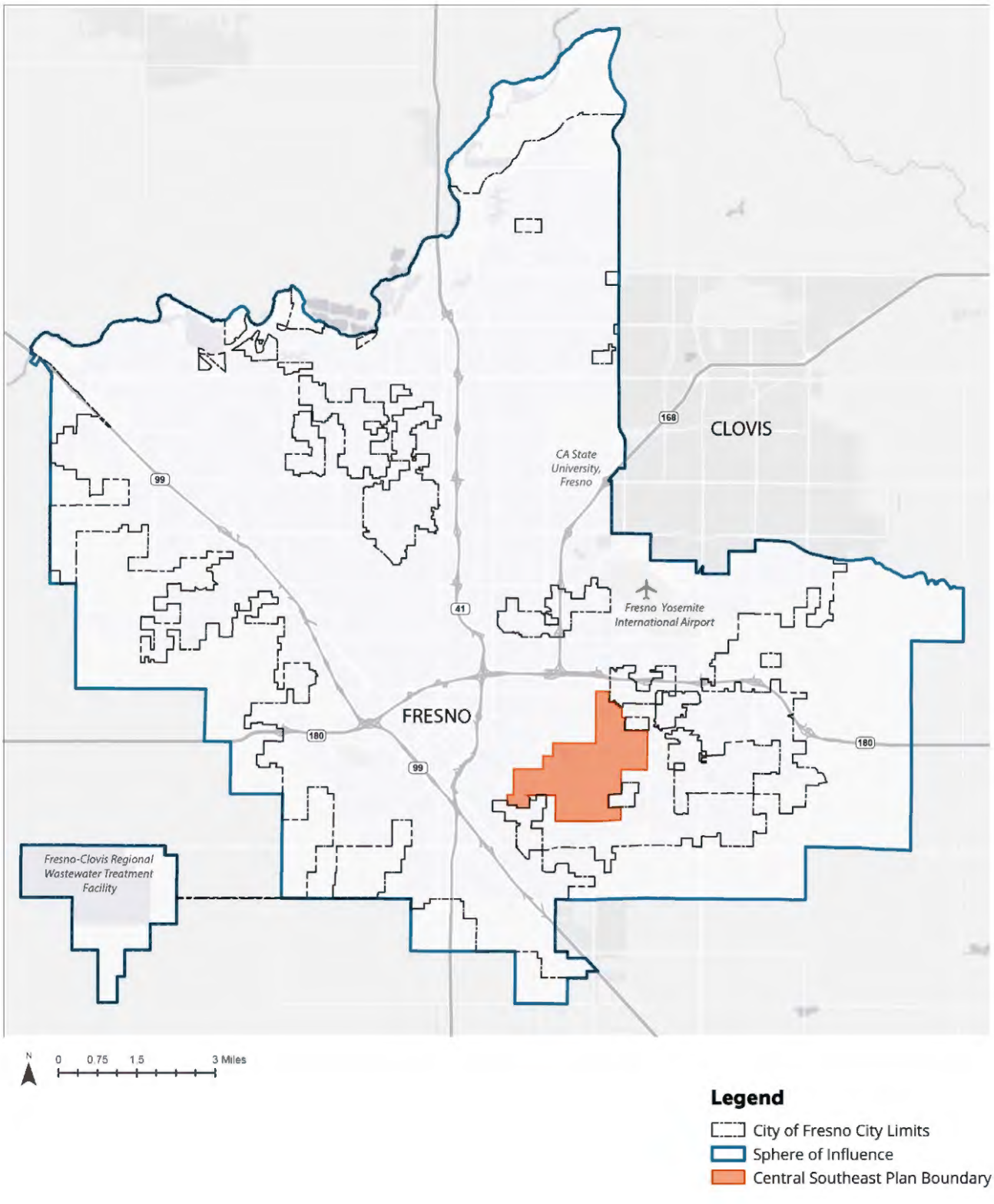
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Exhibit 1
Regional Location Map

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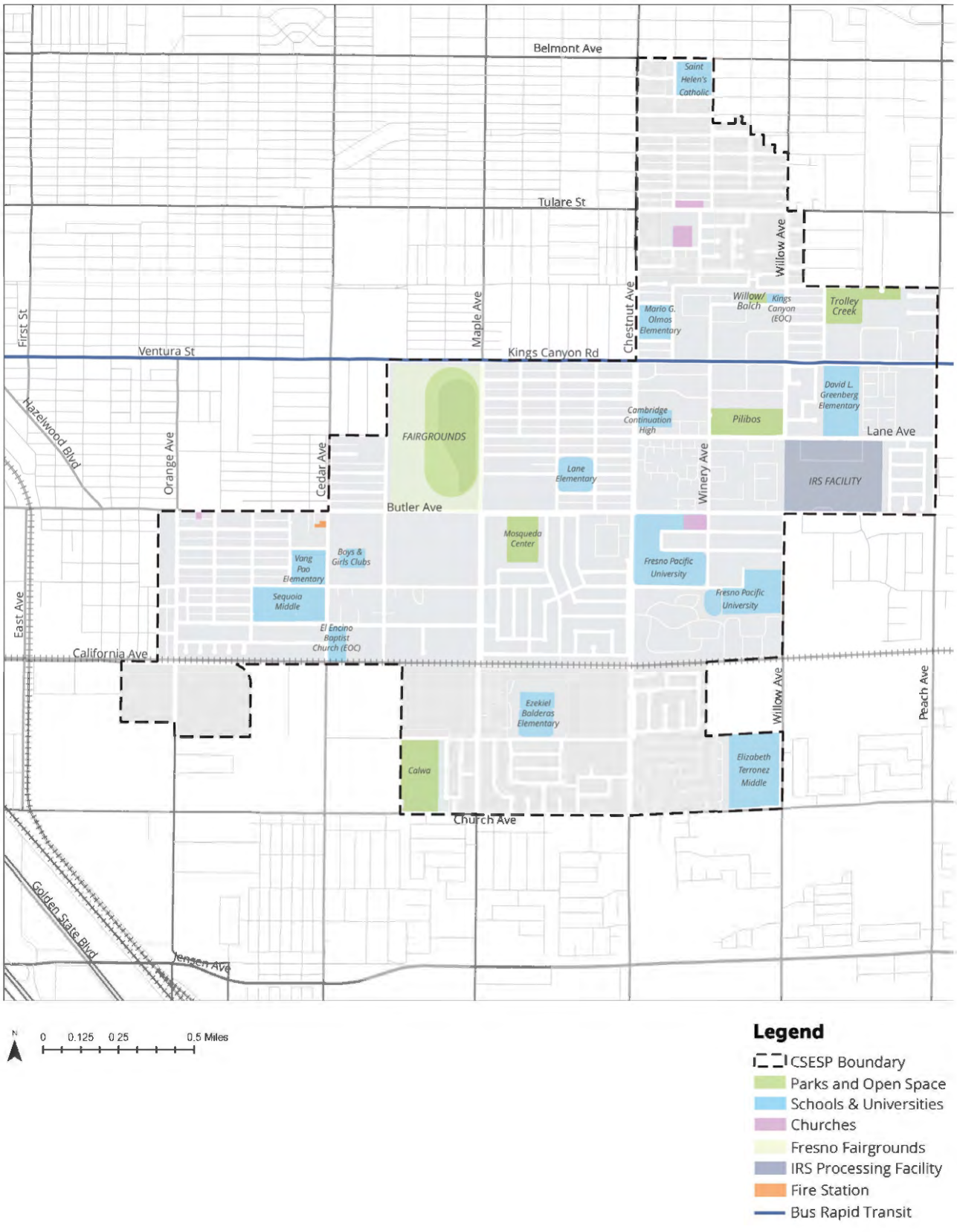


Source: City of Fresno Central Southeast Area Specific Plan, April 2021.

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Exhibit 2
Local Vicinity Map

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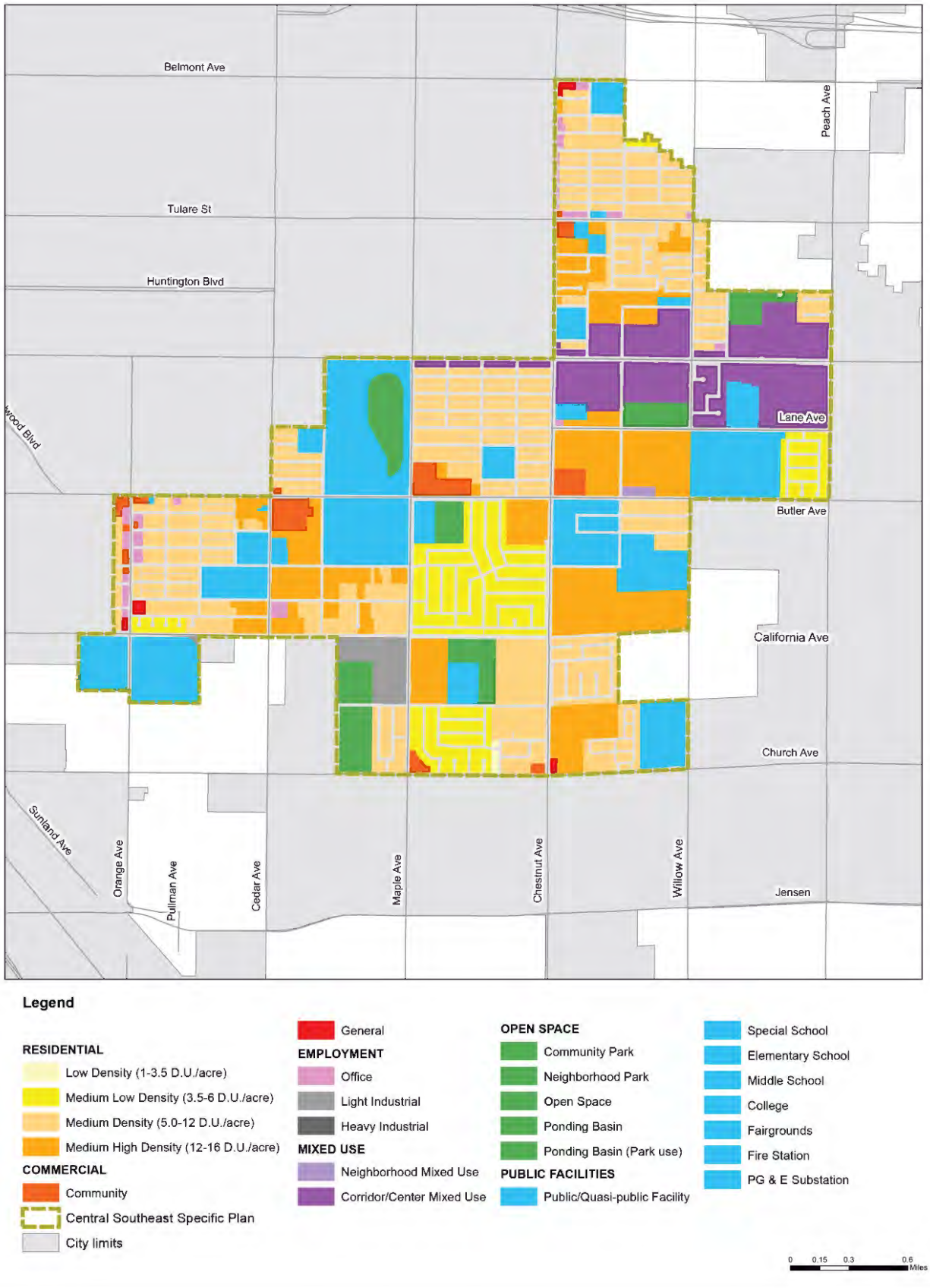


Source: City of Fresno Central Southeast Area Specific Plan, April 2021.

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Exhibit 3
Specific Plan Area Map

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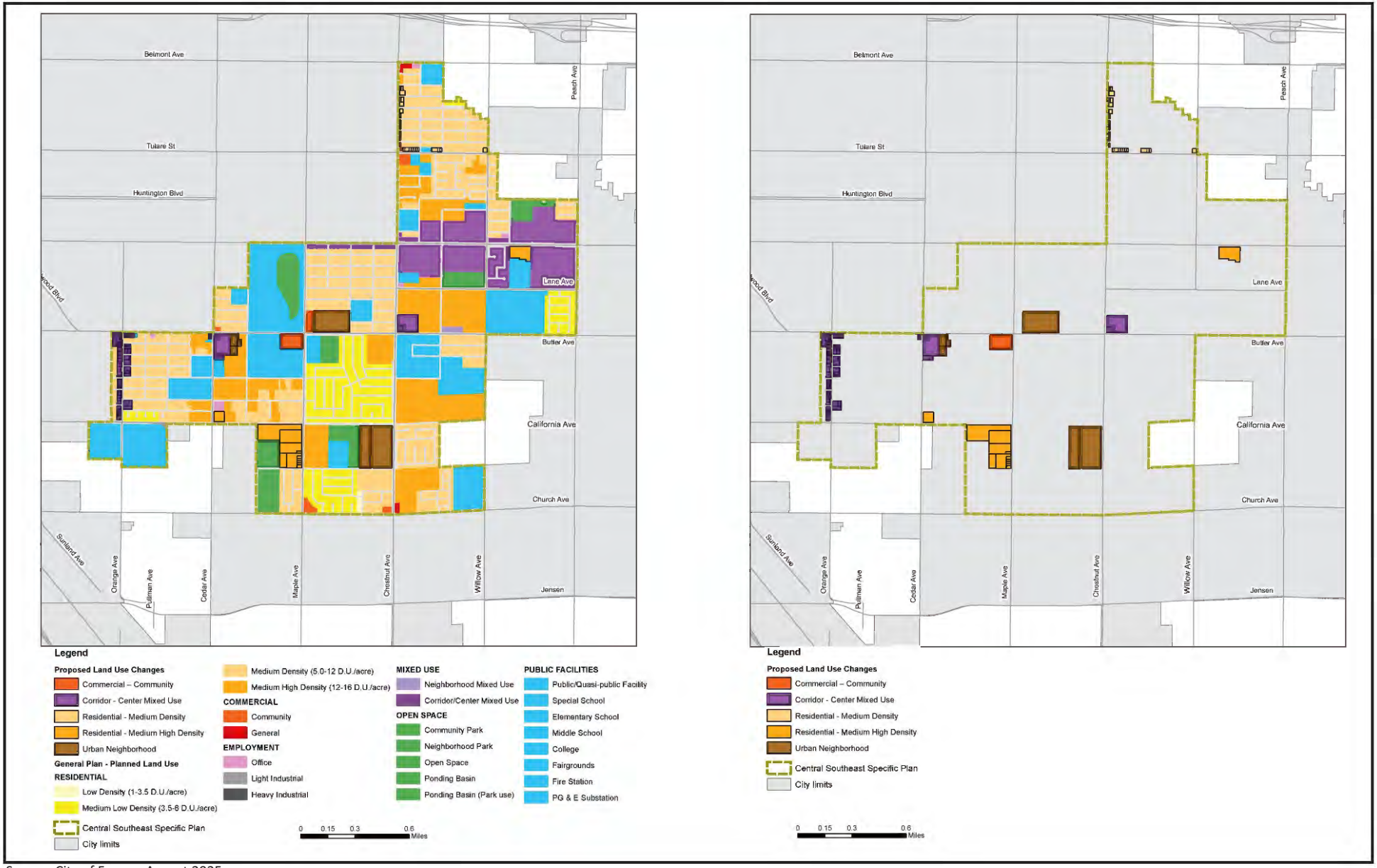


Source: City of Fresno, 2025.

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Exhibit 4
Existing General Plan Land Use Map

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Source: City of Fresno, August 2025.

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Exhibit 5
Proposed Land Use Changes

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SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or a "Less than Significant Impact with Mitigation Incorporated" as indicated by the checklist on the following pages.

☒	Aesthetics, Light, and Glare	☐	Agriculture and Forestry Resources	☒	Air Quality
☒	Biological Resources	☒	Cultural Resources and Tribal Cultural Resources	☒	Energy
☒	Geology, Seismicity, and Soils	☒	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials
☐	Hydrology and Water Quality	☐	Land Use and Planning	☐	Mineral Resources
☒	Noise	☐	Population and Housing	☐	Public Services
☐	Recreation	☒	Transportation	☐	Utilities and Service Systems
☐	Wildfire	☐	Mandatory Findings of Significance		

Environmental Determination

On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: _____ Signed: _____

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.1 Aesthetics, Light, and Glare *Except as provided in Public Resources Code Section 21099, would the project:*				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

Environmental Setting

A scenic vista is typically a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. According to the General Plan, no scenic vistas are identified or designated within the City.[1] Although no scenic vistas have been officially designated, there may be locations within the City that could provide distant views of natural landscape features such as the Sierra Nevada Mountain Range and the San Joaquin River bluffs.

Scenic highways are California highways designated by a local governing body and protected by the State Scenic Highway Program for the purpose of protecting and enhancing the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The California

[1] City of Fresno. 2020. Fresno General Plan. Website: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2019/07/ConsolidatedGP6182020.pdf. Accessed August 8, 2022.

Department of Transportation (Caltrans) identifies officially designated scenic highways through the California Scenic Highway Mapping System. SR-180 is the only officially designated State Scenic Highway in the Fresno/Tulare County area.[2] The portion of SR-180 that is officially designated begins at the Alta Main Canal near the City of Minkler to near the General Grant Grove section of Kings Canyon National Park (KCNP). There are also three eligible scenic highways in Fresno County (County), including SR-33, beginning at SR-198 to Coalinga; SR-168, beginning at Route 65 near the City of Clovis to the City of Huntington Lake; and SR-198, beginning at Interstate 5 (I-5) to SR-33.[3]

Additionally, the General Plan also identifies scenic corridors within the City and its Sphere of Influence (SOI). Public views of scenic corridors are considered those views as seen along a linear transportation route usually comprised of short-, middle-, and long-range views.[4] The City's General Plan identifies several scenic corridors; however, only four of these corridors are in the vicinity of the Specific Plan Area. These corridors include Peach Avenue from Belmont Avenue to Butler Avenue, which forms part of the Specific Plan Area's eastern boundary; Minnewawa Avenue from Belmont Avenue to Cesar Chavez Boulevard; Butler Avenue from Peach Avenue to Fowler Street; and Huntington Boulevard from First Street to Cedar Avenue. Of the four, only Peach Avenue is located within the Specific Plan Area.[5]

The existing visual character of the Specific Plan Area exhibits a predominantly auto-oriented urban character and is largely characterized by a blend of older single-family and multi-family housing developments, industrial facilities, public facilities, vacant land, and commercial areas such as Ventura/Cesar Chavez Boulevard. Existing development within the City contributes substantial nighttime light. Existing sources of light in the vicinity of the Specific Plan area include streetlights, parking lots, interior lights, and residential and nonresidential buildings along major thoroughfares. Localized glare is the result of roofing materials, polished exteriors, metal, and glass that comprises buildings within the Specific Plan Area.

Would the project:

a) Have a substantial adverse effect on a scenic vista?

Less than significant impact. As mentioned above, the General Plan does not identify any scenic vistas within the City. The San Joaquin River bluffs contain publicly valued scenic features, but the Specific Plan Area is not visible from these vista points. Furthermore, views of the Sierra Nevada mountains are not visible from the Specific Plan Area due to existing development. As discussed above, the General Plan identifies one scenic corridor within the Specific Plan Area. General Plan Policy MT-3-a requires the implementation of measures to preserve and enhance scenic corridors, and Policy MT-3-b requires that street trees lining designated scenic corridors, such as the street trees on both sides of Peach Avenue, be preserved. While the proposed project does not contemplate specific development

[2] California Department of Transportation (Caltrans). 2019. California Scenic Highway Program: List of eligible and officially designated State Scenic Highways. Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed August 30, 2022.

[3] Ibid.

[4] City of Fresno. 2020. Fresno General Plan. Website: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.fresno.gov/darm/wp-content/uploads/sites/10/2019/07/ConsolidatedGP6182020.pdf. Accessed August 8, 2022.

[5] Ibid.

in the Specific Plan Area, all future development in accordance with implementation of the proposed project on or near the portion of Peach Avenue that is designated a scenic corridor would be required to comply with these General Plan policies. Moreover, development consistent with the proposed project would reduce the total amount of the development in the Specific Plan Area compared to what was contemplated by the General Plan, reducing the potential impact to street trees.

Additionally, the proposed project includes policies to further beautify the major thoroughfares within the Plan Area, including Cesar Chavez Boulevard and Butler Avenue. As a result, impacts to scenic vistas and the scenic corridors identified in the General Plan would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?

No impact. As described above, four eligible and officially designated State Scenic Highways are located within the County. The Specific Plan Area is located approximately 15 miles west of the portion of SR-180 that has been officially designated as a State Scenic Highway. The Specific Plan Area is located approximately 4 miles south of the eligible portion of SR-168, approximately 42 miles east from the eligible portion of SR-198, and approximately 45 miles east from the eligible portion of SR-33. Therefore, future development in accordance with implementation of the proposed project would not impact scenic resources within a designated or eligible State Scenic Highway. Therefore, no impact would occur.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than significant impact. As discussed above, the Specific Plan Area is characterized as urban as it generally consists of older single-family and multi-family housing developments, industrial facilities, public facilities, vacant land, and commercial areas such as Ventura/Cesar Chavez Boulevard. There are no land uses within the Specific Plan Area that are designated for the protection of scenic views or scenic quality. Additionally, there are no rural or agricultural land uses within the Specific Plan Area.

Moreover, while the proposed project increases the amount of land designated for Residential–Medium Density, Residential–Medium High Density, Employment–Office, and Public Facility, development consistent with the proposed project would reduce the total amount of the development in the Specific Plan Area compared to what was contemplated by the General Plan. Future development would also be required to undergo discretionary review by the City, which would ensure compliance with applicable land use and zoning requirements, and would ensure consistency with the policies and programs included in the General Plan. Future development would also be guided by the Specific Plan's development requirements, which include goals and policies to improve the visual quality of the Specific Plan Area. For example, Specific Plan Policy ED-1.8 establishes a Façade Improvement and Beautification Program in the Specific Plan Area, Policy T-3.1 aims to beautify the streets while improving pedestrian and bicyclist safety, and Policy LU-3.1 implements coordinated

streetscape and frontage enhancements along Orange Avenue to revitalize and activate the public realm.

Furthermore, one of the proposed project's objectives is to invest in the maintenance and beautification of the Specific Plan Area. This objective is achieved by the proposed project through policies that promote cleaning streets and public spaces and improve walkability, sense of place, public spaces, and community aesthetics through landscaping, streetscape treatments, and façade improvements. As such, impacts to visual character and regulations related to scenic quality would be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than signficant impact with mitigation incorporated. As discussed above in Impact 2.1(c), the proposed project increases the amount of land designated for Residential–Medium Density, Residential–Medium High Density, Employment–Office, and Public Facility. While future development consistent with the proposed project would be generally consistent with the densities and intensities of the existing land uses within the Specific Plan Area and would overall reduce the total amount of the development in the Specific Plan Area compared to what was contemplated by the General Plan, the proposed project could result in additional sources of light and glare.

New development within the city limits could increase the amount of light from streetlights, exterior lighting systems on private and public property, exterior lighting from buildings, and vehicular headlights, resulting in light spillover onto adjacent properties and substantially illuminating the sky at night. However, all future development in accorandance with the proposed project would be required to be consistent with the City's Development Code and implement Mitigation Measures (MMs) (MM AES-4a through MM AES-4e), which require lighting systems to include shields and direct light away from light-sensitive land uses, minimize light spillover, reduce lighting intensity, and use non-reflective surfaces. Because of the existing urban nature of the Specific Plan Area, implementation of these mitigation measures would reduce potential lighting impacts to a less than signficant level. Additionally, the Specific Plan includes policies that directly address light and glare in the Specific Plan Area. For example, Specific Plan Policy PS-1.3 provides guidance on lighting near schools and parks. Thus, impacts would be less than signficant with mitigation incorporated.

Mitigation Measures

MM AES-4a **Lighting for Street and Parking Areas.** Lighting systems for street and parking areas shall include shields to direct light to the roadway surfaces and parking areas. Vertical shields on the light fixtures shall also be used to direct light away from adjacent light-sensitive land uses such as residences.

MM AES-4b **Lighting for Public Facilities.** Lighting systems for public facilities such as active play areas shall provide adequate illumination for the activity; however, low intensity light fixtures and shields shall be used to minimize spillover light onto adjacent properties.

MM AES-4c **Lighting for Nonresidential Uses.** Lighting systems for non-residential uses, not including public facilities, shall provide shields on the light fixtures and orient the lighting system away from adjacent properties. Low intensity fixtures shall also be used if excessive spillover light onto adjacent properties will occur.

MM AES-4d **Signage Lighting.** Lighting systems for freestanding signs shall not exceed 100 footlamberts (ft-L) when adjacent to streets which have an average light intensity of less than 2.0 horizontal foot-candles and shall not exceed 500 ft-L when adjacent to streets which have an average light intensity of 2.0 horizontal foot-candles or greater.

MM AES-4e **Use of Non-Reflective Materials.** Materials used on building façades shall be non-reflective.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.2 Agriculture and Forestry Resources *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

As further described below, the following analysis utilizes the California Agricultural Land Evaluation and Site Assessment (LESA) Model (1997) prepared by the California Department of Conservation as a model to use in assessing impacts on agriculture and farmland. The following analysis also utilizes information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (ARB).

Environmental Setting

The CAlifornia Department of Conservation Farmland Mapping and Monitoring Program (FMMP) was established by the State Legislature in 1982 to assess the location, quality, and quantity of agricultural lands and conversion of these lands over time.

The FMMP classifies farmland based on agricultural productivity characteristics, as follows:

- **Prime Farmland:** Land with the best combination of physical and chemical features able to sustain the long-term production of agricultural crops. These lands have the soil quality, growing season, and moisture supply needed to produce sustained high yields.
- **Unique Farmland:** Land of lesser-quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated, but it may include non-irrigated orchards or vineyards as are found in some climatic zones in California.
- **Farmland of Statewide Importance:** Land similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to hold and store moisture.
- **Farmland of Local Importance:** Land of importance in the local agricultural economy, as determined by each county's Board of Supervisors and a local advisory committee.
- **Grazing Land:** Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.

The FMMP also provides the following land classifications for nonagricultural land:[6]

- **Urban and Built-up Land:** Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- **Other Land:** Land not included in any other mapping category. Common examples include low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock

[6] California Department of Conservation. 2024. Important Farmland Categories. Website: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx. Accessed November 5, 2024.

grazing; confined livestock, poultry, or aquaculture facilities; strip mines; borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

- **Water:** Perennial water bodies with an extent of at least 40 acres.
- **Areas Not Mapped:** Area which falls outside of the National Resource Conservation Service (NRCS) soil survey. Not mapped by the FMMP.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

Less than significant impact. Presently, the Specific Plan Area does not contain any land designated for agricultural uses. The FMMP identifies the vast majority of the Specific Plan Area as Urban and Built-Up Land, with small portions designated as Farmland of Local Importance (approximately 4.7 acres), Farmland of Statewide Importance (approximately 4.4 acres), and Prime Farmland (approximately 13 acres).[7] According to the FMMP California Important Farmland Finder, there is no Unique Farmland within the Specific Plan Area. While approximately 13 acres of the Specific Plan Area are identified by the FMMP as Prime Farmland and approximately 4.4 acres are identified as Farmland of Statewide Importance (all of which is located on APN 480-080-05), this land was already planned for urbanization as part of buildout of the General Plan. The Specific Plan does not contemplate or approve any specific development; however, agricultural preservation is a guiding principle behind the planning and design of the Specific Plan. The proposed project would be consistent with General Plan Policy RC-9-a, which directs the City to work with the Counties of Fresno and Madera, the City of Clovis, and other public agencies to conserve agricultural land resources. Policy RC-9-c also describes future implementation of a Farmland Preservation Program (FPP). The City does not currently have an FPP, and thus the City is responsible for evaluating potential agricultural impacts from development, including the proposed project, on a case-by-case basis.

The LESA Model was utilized to determine potential impacts on agricultural resources resulting from the potential development of APN 480-080-05 under the proposed Specific Plan (Appendix C). LESA modeling is a point-based system used to evaluate the agricultural value of land when reviewing potential development projects. It combines two key components: Land Evaluation, which scores soil quality and farming suitability, and Site Assessment, which considers factors like water availability, surrounding land use, and proximity to protected resources. Each factor is scored, weighted, and totaled on a 100-point scale. Impacts to land that receives a LESA score between 40 and 59 are considered potentially significant only if the Land Evaluation and Site Assessment sub-scores are each greater than or equal to 20 points. Projects that score between 40 to 59 points and have either a Land Evaluation or Site Assessment sub-score less than 20 are not considered significant for the purposes of CEQA according to the LESA Model significance criteria. APN 480-080-05 has a final LESA score of

[7] California Department of Conservation (DOC). 2016. California Important Farmland Finder. Website: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed November 15, 2021.

55.8, which is a significant impact only if the individual LESA sub-scores are both greater than or equal to 20 points. APN 480-080-05 has a sub-score of 39.3 for the Land Evaluation; however, it has a sub-score of 16.5 for the Site Assessment. Because the Site Assessment score is less than 20, the conversion of the Important Farmland on APN 480-080-05 is not considered significant according to the California Department of Conservation established thresholds. Therefore, the proposed project's conversion of agricultural land to nonagricultural use is considered less than significant for the purposes of CEQA and no mitigation would be required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No impact. The Specific Plan Area does not contain any parcels that are currently under a Williamson Act Contract, precluding the possibility that the proposed project would conflict with a Williamson Act Contract. Therefore, no impacts related to conflicts with agricultural zoning or Williamson Act Contracts would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No impact. The Specific Plan Area does not contain land that is used for forestry purposes, and there are no properties that are designated or zoned for forestry use. Implementation of the Specific Plan would not therefore conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Therefore, no impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No impact. There are no lands within the Specific Plan Area that are used for forestry purposes, so implementation of the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use, resulting in no impact.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?

Less than significant impact. A significant impact would occur if the proposed project would indirectly result in the conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use. As discussed previously, the Specific Plan Area contains approximately 13 acres of Prime Farmland, approximately 4.4 acres of Farmland of Statewide Importance, and approximately 4.7 acres of Farmland of Local Importance, which are already planned for urbanization under the General Plan. The proposed project would be consistent with General Plan Policy RC-9-c. The proposed project would not result in changes in the existing environment that would impact agricultural uses within the Specific Plan Area. For example, the proposed project would not result in any physical improvements or changes in land restrictions (such as Williamson Act Contracts) that would result in impacts to agricultural resources. Furthermore, as discussed previously, there are no lands within the Specific

Plan Area that are used or zoned for forestry purposes, so there would be no conversion of forest land to non-forest uses within the Specific Plan Area. Therefore, the proposed project would not involve changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use, resulting in less than significant impacts.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.3 Air Quality *Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?	☐	☒	☐	☐

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

Environmental Setting

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Air Pollutants

Air pollutants relevant to the CEQA checklist questions for Air Quality are briefly described below.[8]

- Ozone is a gas that is formed when reactive organic gases (ROGs) and oxides of nitrogen (NO_X)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are

[8] California Air Resources Board (ARB). 2022. Common Air Pollutants. Website: https://ww2.arb.ca.gov/resources/common-air-pollutants. Accessed June 7, 2022.

conducive to its formation. Health effects can include, but not be limited to irritated respiratory system, reduced lung function, and aggravated chronic lung diseases.

- ROGs, or volatile organic compounds (VOCs), are defined as any compound of carbon—excluding carbon monoxide (CO), carbon dioxide (CO_2), carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROGs and VOCs, the two terms are often used interchangeably.
- Nitrogen dioxide (NO_2) forms quickly from NO_X emissions. Health effects from NO_2 can include the following: potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; contribution to atmospheric discoloration; increased visits to hospital for respiratory illnesses.
- CO is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines—unlike ozone—and motor vehicles operating at slow speeds are the primary source of CO in the project region, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections. Potential health effects from CO depends on exposure and can include slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; death.
- Sulfur dioxide (SO_2) is a colorless, pungent gas. At levels greater than 0.5 parts per million (ppm), the gas has a strong odor, similar to rotten eggs. Sulfur oxides (SO_X) include SO_2 and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although SO_2 concentrations have been reduced to levels well below State and federal standards, further reductions are desirable because SO_2 is a precursor to sulfate and particulate matter less than 10 microns in diameter (PM_{10}).
- PM_{10} and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities. Health effects from short-term exposure (hours/days) can include the following: irrigation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravate existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. Health effects from long-term exposure can include the following: reduced lung function; chronic bronchitis; changes in lung morphology; or death.
- Toxic air contaminants (TACs) refer to a diverse group of air pollutants that can affect human health but have not had Ambient Air Quality Standards (AAQS) established for them. Diesel particulate matter (DPM) is a toxic air contaminant that is emitted from construction equipment

and diesel-fueled vehicles and trucks. Some short-term (acute) effects of DPM exposure include eye, nose, throat, and lung irritation, coughs, headaches, light-headedness, and nausea. Studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Human studies on the carcinogenicity of DPM demonstrate an increased risk of lung cancer, although the increased risk cannot be clearly attributed to diesel exhaust exposure.

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. For purposes of this assessment, the significance thresholds recommended by the San Joaquin Valley Air Pollution Control District (Valley Air District) were applied herein.

Diesel Risk Reduction Plan

The ARB's Diesel Risk Reduction Plan has led to the adoption of new California regulatory standards for all new on-road, off-road, and stationary diesel-fueled engines and vehicles to reduce DPM emissions by about 90 percent overall from year 2000 levels. The projected emission benefits associated with the full implementation of this plan, including federal measures, are reductions in DPM emissions and associated cancer risks of 75 percent by 2010, and 85 percent by 2020.[9]

The ARB Air Quality Land Use Handbook lists the following ARB advisory recommendations that address the issue of siting "sensitive land uses" near specific sources of air pollution:[10]

- Chrome plating facilities
- Distribution centers
- Dry cleaners
- High traffic freeways and roads
- Large gas dispensing facilities
- Ports
- Rail yards
- Refineries

The ARB-recommended screening distances are shown in Table 4 below.

Table 4: Recommendations on Siting New Sensitive Land Uses

Source Category	Advisory Recommendations
Freeways and High Traffic Roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating Transport Refrigeration Units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers

[9] California Air Resources Board (ARB). 2000. Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles. Website: http://www.arb.ca.gov/diesel/documents/rrpfinal.pdf. Accessed September 14, 2022.

[10] California Air Resources Board (ARB). 2005. Air Quality and Land Use Handbook. Website: https://www.arb.ca.gov/ch/handbook.pdf. Accessed September 14, 2022.

Source Category	Advisory Recommendations
	and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within 1 mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the ARB on the status of pending analyses of health risks.
Refineries	Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district. Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.
Notes: These recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.	

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than significant with mitigation incorporated. This document proposes the following criteria for determining project consistency with the current Air Quality Plans (AQPs):

1. Will the project conform to the growth assumptions in the AQPs?
2. Will the project comply with applicable control measures in the AQPs?

The use of the criteria listed above is a standard approach for CEQA analysis of projects in the Valley Air District's jurisdiction, as well as within other air districts, for the following reasons:

- AQP emissions inventories and attainment modeling are based on growth assumptions for the area within the air district's jurisdiction.

- AQPs rely on a set of air district-initiated control measures, as well as implementation of federal and State measures, to reduce emissions within their jurisdictions with the goal of attaining the air quality standards.

AQPs are plans for reaching attainment of air quality standards. The assumptions, inputs, and control measures are analyzed to determine whether the San Joaquin Valley Air Basin (SJVAB) can reach attainment for the AAQS. In order to show attainment of the standards, the Valley Air District analyzes the growth projections in the valley, contributing factors in air pollutant emissions and formations, and existing and adopted emissions controls. The Valley Air District then formulates a control strategy to reach attainment that includes both State and Valley Air District regulations and other local programs and measures.

Consistency with Assumptions in AQPs

A method for determining consistency with the AQP's assumptions is determining consistency with the applicable General Plan to ensure that the proposed project's population density and land use are consistent with the growth assumptions used in the AQPs for the SJVAB. The regional emissions inventory for the SJVAB is compiled by the Valley Air District and Fresno Council of Governments (Fresno COG). Regional population, housing, and employment projections developed by Fresno COG are based, in part, on the local jurisdictions' General Plan Land Use designations. These projections form the foundation for the emissions inventory of the Air Quality Management Plan (AQMP). These demographic trends are incorporated into the 2022–2046 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), compiled by Fresno COG in July 2022, to determine priority transportation projects within the Fresno COG region.[11]

The Valley Air District is tasked with implementing programs and regulations required by the federal Clean Air Act (CAA) and the California CAA. The federal CAA of 1970 tasks the United States Environmental Protection Agency (EPA) with setting air quality standards. The State of California also sets air quality standards that are in some cases more stringent than federal standards and address additional pollutants.

The Valley Air District has prepared several plans to attain the National AAQS and California AAQS. Emission reductions achieved through implementation of the Valley Air District's New Source Review (NSR) offset requirements are a major component of the Valley Air District's AQPs. The established thresholds of significance for criteria pollutant emissions are based on the Valley Air District's offset requirements for stationary sources. Therefore, projects with emissions below the thresholds of significance for criteria pollutants would be determined to "not conflict or obstruct implementation of the District's air quality plan." The analysis in Impact AIR-2 demonstrates that it would be too speculative to evaluate air quality impacts of future individual development projects at this time. Therefore, this analysis relies solely on the proposed project's consistency with the General Plan.

Various policies of the General Plan and the proposed Specific Plan would promote Complete Streets, mixed-use and transit-oriented neighborhoods, and increased capacity for alternative transportation modes, which would help reduce air pollutant emissions. These policies include General Plan Policies

[11] Fresno Council of Governments (Fresno COG). 2022. Regional Transportation Plan, Chapter 1.

UF-1c, UF-12a-f, UF-14a and 14b, LU-2, LU-3, LU-5-f, RC-4, HC-3-d, HC-3-f, MT-1, and MT-2. For example, Policy UF-12-a supports transit-oriented development near bus stops and BRT station stops. Policy UF-14-a supports a walkable and pedestrian-scaled environment with solid connections for pedestrians and bicyclists. Policy RC-4-b encourages incorporation of air quality maintenance requirements as conditions of approval for Specific Plans. Policy HC-3-d promotes green standards for affordable housing. Policy MT-2-c aims to reduce VMT through Infill Development. These policies promote active transit and clean air measures and support the reduction in average vehicle trip distances, which contributes to reducing overall per capita VMT in the region.

Proposed Specific Plan Policies LU-1.2 and LU-2.3 aim to convert large strip shopping centers to mixed-use destinations, which would reduce VMT. Furthermore, Transportation Policies such as T-1 aim to create a network of safe, connected, and accessible Complete Streets for all users, including bicyclists, pedestrians, transit vehicles, and motorists. Policy T-2 aims to improve connectivity between residential areas and local and regional destinations. Policy T-3 contains measures to create a safer pedestrian and bicycle environment. Policy T-4 aims to create a more convenient and pleasant pedestrian environment. Policy T-6 contains measures to create greater connectivity within the community and improve bus stops. These policies promote active transit, clean air measures, and support the reduction in average vehicle trip distances, which contribute to reducing overall per capita VMT in the region.

Additionally, the proposed project would implement MM AIR-1a, MM AIR-1b, MM AIR-1c, and MM AIR-1d, which would serve to further reduce emissions generated by future development projects envisioned in the Specific Plan Area. These mitigation measures would ensure that impacts are less than significant.

Control Measures

The AQP contains a number of control measures, which are enforceable requirements through the adoption of rules and regulations. Future individual development projects under the Specific Plan would comply with all applicable District rules and regulations. Therefore, the proposed project complies with this criterion and would not conflict with or obstruct implementation of the applicable air quality attainment plan.

Impact Summary

The proposed project complies with the criterion established for determining project consistency with the current AQP. The proposed project would not conflict with the underlying General Plan, and the proposed project would comply with the applicable control measures in the current AQP. Impacts would be less than significant with mitigation incorporated.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?

Less than significant impact with mitigation incorporated. This impact is related to the cumulative effect of a project's regional criteria pollutant emissions. By its nature, air pollution is largely a cumulative impact resulting from emissions generated over a large geographic region. The nonattainment status of regional pollutants is a result of past and present development within the

SJVAB, and this regional impact is a cumulative impact. In other words, new development projects (such as the proposed project) within the SJVAB would contribute to this impact only on a cumulative basis. No single project would be sufficient in size, by itself, to result in nonattainment of regional air quality standards. Instead, a project's emissions may be individually limited but cumulatively considerable when taken in combination with past, present, and future development projects. All new development that would result in an increase in air pollutant emissions above those assumed in regional AQPs would contribute to cumulative air quality impacts.

Buildout of future individual development projects under the Specific Plan would result in direct and indirect criteria air pollutant emissions from area, energy, and mobile sources. Area sources would include activities such as landscape maintenance and occasional architectural coatings. Energy sources would include electricity and natural gas combustion for space and water heating. Mobile sources would include vehicle trips associated with passenger cars.

At this time, it is too speculative to determine whether future individual development projects would result in cumulatively considerable net increases in criteria pollutants. The proposed project is a programmatic project and until specific future projects are proposed, the associated cumulative air pollution impacts cannot be determined or modeled at this time. The Valley Air District regional emission significance thresholds would be used to determine the impact significance for future individual development projects.

Furthermore, the proposed Specific Plan policies emphasize development of mixed-use areas and improvements to active and public transit facilities that would contribute to reducing vehicle trips and VMT. As an example, the proposed project would create mixed-use areas and would integrate distinct neighborhood commercial development areas that would provide daily services and amenities for the nearby residences and businesses. Specific Plan policies such as these would reduce impacts related to cumulatively considerable air pollution.

As required by General Plan Policies RC-4-b and RC-4-c, future individual development projects would be required to use computer models used by the Valley Air District to evaluate the air quality impacts of plans and projects that require environmental review. Future individual development projects would be required to develop and incorporate air quality maintenance requirements compatible with Air Quality Attainment and Maintenance Plans, as conditions of approval for development proposals. Future individual development projects would also implement MM AIR-1a, MM AIR-1b, MM AIR-1c, and MM AIR-1d, which would reduce impacts related to construction and operation of future development in the Specific Plan Area. Given that future individual development projects would implement the applicable General Plan policies in addition to mitigation measures discussed above, impacts would be less than significant with mitigation incorporated.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact with mitigation incorporated. Those who are sensitive to air pollution include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. The Valley Air District considers a sensitive receptor to be a location that houses or attracts children, the

elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools.

Reactive Organic Gases

Construction

ROG is emitted during the application of architectural coatings (painting). The amount emitted is dependent on the amount of ROG (or VOC) in the paint. ROG emissions are typically an indoor air quality health hazard concern rather than an outdoor air quality health hazard concern. Therefore, exposure to ROG during architectural coatings is a less than significant health impact.

There are three types of asphalt that are typically used in paving: asphalt cements, cutback asphalts, and emulsified asphalts. However, District Rule 4641 prohibits the use of the following types of asphalt: rapid cure cutback asphalt; medium cure cutback asphalt; slow cure asphalt that contains more than 0.5 percent of organic compounds that evaporate at 500°F (degrees Fahrenheit) or lower; and emulsified asphalt containing organic compounds, in excess of 3 percent by volume, that evaporate at 500°F or lower. An exception to this is medium cure asphalt when the National Weather Service official forecast of the high temperature for the 24-hour period following application is below 50°F.

The acute (short-term) health effects from worker direct exposure to asphalt fumes include irritation of the eyes, nose, and throat. Other effects include respiratory tract symptoms and pulmonary function changes. The studies were based on occupational exposure of fumes. Residents are not in the immediate vicinity of the fumes; therefore, they would not be subjected to concentrations high enough to evoke a negative response. In addition, the restrictions that are placed on asphalt in the San Joaquin Valley reduce ROG emissions from asphalt and exposure. The impact to nearby sensitive receptors from ROG during construction is less than significant.

Operation

During operation, ROG would be emitted primarily from motor vehicles. Direct exposure to ROG from project motor vehicles would not result in health effects, because the ROG would be distributed across miles and miles of roadway and in the air. The concentrations would not be great enough to result in direct health effects.

NO_X, PM_{10}, and $PM_{2.5}$

As stated, the planned improvements, objectives and policies under the proposed Specific Plan would generally support a sustainable development pattern in accommodating future growth within the Specific Plan Area, which would generally contribute to reducing long-term criteria air pollutant emissions. In addition, application of the Valley Air District Rule 9510 and Regulation VIII would contribute to reducing operation- and construction-related NO_X and particulate matter emissions. Furthermore, Rule 9410 would also contribute to reducing operation-related mobile source emissions.

Toxic Air Contaminants

During construction and operation, the proposed project could result in emissions of several TACs that could potentially impact nearby sensitive receptors. The Valley Air District has defined health risk

significance thresholds. These thresholds are represented as a cancer risk to the public and a non-cancer hazard from exposures to TACs. Cancer risk represents the probability (in terms of risk per million individuals) that an individual would contract cancer resulting from exposure to TACs continuously over a period of several years. The Valley Air District's latest threshold of significance for TAC emissions is an increase in cancer risk for the maximally exposed individual of 20 in a million (formerly 10 in a million). Exposures to TACs can also result in both short-term (acute) or long-term (chronic) non-cancer health impacts. Such impacts could include illnesses related to reproductive effects, respiratory effects, eye sensitivity, immune effects, kidney effects, blood effects, central nervous system, birth defects, or other adverse environmental effects.

Construction of future individual development projects would involve the use of diesel-fueled vehicles and equipment that emit DPM, which is considered a TAC. Industrial land uses, such as chemical processing facilities, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from the Valley Air District for emissions of TACs. However, the Specific Plan does not propose any industrial uses.

Emissions of TACs would be controlled through permits issued by the Valley Air District and would be subject to further study and an HRA prior to the issuance of any necessary air quality permits. In addition to stationary/area sources of TACs, commercial operations could generate a substantial amount of DPM emissions from off-road equipment use and truck idling. New land uses in the proposed Specific Plan Area that use diesel trucks, including trucks with Transport Refrigeration Units (TRUs), could generate an increase in DPM that would contribute to cancer and non-cancer health risk in the SJVAB.

As it is not possible to determine the amount of TAC concentrations at the time of this analysis, it is not possible to calculate the risks for a particular health effect within the Specific Plan Area. The proposed project is a programmatic project and until specific future projects are proposed, the associated TAC emissions cannot be determined or modeled at this time. Through the implementation of MM AIR-1d, future development projects subject to environmental review under CEQA would be required to analyze potential TAC emissions and include mitigation as appropriate.

ARB developed a guidance document, *Air Quality and Land Use Handbook: A Community Health Perspective* (ARB Handbook), to address the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was developed to assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources. ARB's recommendations for the siting of new sensitive land uses were based on a compilation of studies that evaluated data on the adverse health effects from proximity to air pollution sources. The key observation in these studies is that proximity to air pollution sources substantially increases both exposure and the potential for adverse health effects. Respiratory and cardiovascular problems including asthma, lung cancer, and premature death have been associated with living near major roadways and freeways. Children who live near major roadways and freeways have been found to have higher asthma rates and reduced lung function. There are three carcinogenic TACs that constitute the majority of the known health risks from motor vehicle traffic: DPM from trucks and benzene and butadiene from

passenger vehicles. It has been found that outdoor concentrations are highest near the roadway and decrease with increasing distance downwind of the source. The ARB recommends avoiding siting new sensitive land uses within 500 feet of urban roads with more than 100,000 vehicles per day or rural roads with more than 50,000 vehicles per day.[12] MM AIR-1d requires that an HRA be performed and potential health impacts be mitigated.

Future development envisioned as a part of the proposed project would be required to comply with AB 2588 and ARB standards for diesel engines. While existing City policies and regulations are intended to minimize impacts associated with sensitive receptors, mitigation measures for future project developments that implement these policies and regulations are identified to ensure that the intended environmental protections are achieved. Compliance with MM AIR-1d would help to ensure that mobile sources of TACs not covered under the Valley Air District permits are considered during subsequent project-level environmental review. This mitigation measure requires the preparation of project-specific technical health risk assessments for certain discretionary large industrial or warehousing uses to evaluate operational-related health risk impacts to further ensure that operational-related emissions are reduced to a less than significant level. However, information regarding operational characteristics of future specific development projects and the associated emissions cannot be determined at the time of this analysis; therefore, cumulative growth within the Specific Plan Area could result in an overall impact above the health-based thresholds established by the Valley Air District.

In addition to operational emissions from new stationary sources of emissions and vehicle trips to and within the Specific Plan Area, the proposed project would locate new sensitive receptors (residents) that could be subject to existing sources of TACs within the proposed project boundary. The California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District* concluded that agencies generally subject to CEQA are not required to analyze the impact of existing environmental conditions on a project's future users or residents.

As required by General Plan Policies RC-4-b and RC-4-c, future individual development projects would be required to use computer models used by Valley Air District to evaluate the air quality impacts of plans and projects that require environmental review. Future individual development projects would be required to develop and incorporate air quality maintenance requirements compatible with Air Quality Attainment and Maintenance Plans, as conditions of approval for development proposals. Future individual development projects would also be required to implement MM AIR-1d, which would serve to reduce the health risk impacts of the proposed project. Given that future individual development projects would implement the listed policies and mitigation measures, impacts would be less than significant with mitigation incorporated.

d) Result in other emission (such as those leading to odors) adversely affecting a substantial number of people?

Less than significant with mitigation incorporated. Odors can cause a variety of responses. The impact of an odor is dependent on interacting factors such as frequency (how often), intensity (strength),

[12] California Air Resources Board (ARB). 2005. Air Quality and Land Use Handbook: A Community Health Perspective. April.

duration (in time), offensiveness unpleasantness), location, and sensory perception. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies.

Growth within the proposed Specific Plan Area could generate new sources of odors. Odors from the types of land uses that could generate objectional odors are regulated under Regulation IV, Prohibitions, Rule 4102, Nuisance, which states:

> A person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety of any such person or the public or which cause or have a natural tendency to cause injury or damage to business or property.

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. However, because of the temporary nature of these emissions, the intermittent nature of construction activities, and the highly diffusive properties of diesel exhaust, nearby receptors would not be affected by diesel exhaust odors associated with project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the site of future individual development projects.

Industrial land uses have the potential to generate objectionable odors. Examples of industrial projects are wastewater treatment plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch manufacturing plants, chemical manufacturing, and food manufacturing facilities. Agricultural operations, such as the existing agricultural land uses currently included in the Plan Area, may also generate odors.

Future developments in the Specific Plan Area are not expected to include additional industrial or agricultural uses. The proposed project would develop different types of residential and retail activities, which are not typical odor-generating land uses. Potential impacts from odor sources would be mitigated through compliance with General Plan Policy PU-9-d and by enforcement actions by agencies with regulatory authority over odors. General Plan Policy PU-9-d would ensure that waste and recycling facilities are properly located. The Valley Air District addresses odor issues through Rule 4102– Nuisance. Facilities creating nuisance odors generating public complaints can result in Valley Air District enforcement action.

Future individual development projects consistent with the proposed project would be required to determine whether odors would be a potentially significant impact as part of CEQA review. In addition, projects containing sensitive receptors are not likely to be proposed near existing odor sources, such as agricultural operations. Projects proposing new receptors within screening level distances would be required to reduce impacts to less than significant levels. Proposal of a new source within the screening distance would require the applicant to demonstrate that the proposed facility includes odor controls within its design and through implementation of odor management practices to reduce odors to less than significant.

Development consistent with the proposed project could also result in sensitive receptors being constructed within the screening level distances from existing odor sources. These potential odor impacts on new sensitive receptors could be significant. When potential odor impacts on these new sensitive receptors occur, the Valley Air District has authority under Rule 4102 to require the owner of the odor-generating source to take actions that would reduce impacts to less than significant.

In addition to the existing regulatory programs described above, the proposed project would implement MM AIR-4, which requires developers of projects with the potential to generate significant odor to prepare an odor impact assessment and to implement odor control measures as a condition of approval. Compliance with this mitigation measure would further reduce potential impacts of objectionable odors to below a level of significance. Additionally, implementation of the proposed project's policies would help to minimize the effects of growth and development on air quality. Therefore, impacts would be less than significant with mitigation incorporated.

Mitigation Measures

MM AIR-1a Prior to future discretionary project approval in the Fresno Central Southeast Specific Plan Area (Specific Plan Area), development project applicants shall prepare and submit to the Director of the Planning and Development Department, or designee, documentation that demonstrates the use of "Super-Compliant" architectural coatings during construction of the proposed project. "Super-Compliant" architectural coatings, also known as low-VOC, are paints which do not exceed 10 grams of reactive organic gas (ROG) per liter of paint.

All architectural coatings shall be applied either by (1) using a high-volume, low-pressure spray method operated at an air pressure between 0.1 and 10 pounds per square inch gauge to achieve a 65 percent application efficiency; or (2) manual application using a paintbrush, hand-roller, trowel, spatula, dauber, rag, or sponge to achieve a 100 percent application efficiency. The construction contractor shall also use precoated/natural colored building materials where feasible.

MM AIR-1b Prior to future discretionary project approval in the Fresno Central Southeast Specific Plan Area, development project applicants shall prepare and submit to the Director of the Planning and Development Department, or designee, a technical assessment evaluating potential project construction phase-related air quality impacts. The evaluation shall be prepared in conformance with the San Joaquin Valley Air Pollution Control District (Valley Air District) methodology for assessing construction impacts. If construction-related air pollutants are determined to have the potential to exceed the Valley Air District adopted threshold of significance, project applicants for new development projects shall be required to incorporate mitigation measures into construction plans to reduce air pollutant emissions during construction activities. The identified measures shall be included as part of the Project Conditions of Approval. Possible mitigation measures to reduce construction emissions include but are not limited to:

- Use of off-road construction equipment that meets the United States Environmental Protection Agency (EPA) Tier 4 Final off-road engine emissions standards.
- Install temporary construction power supply meters on-site and use these to provide power to electric power tools whenever feasible. If temporary electric power is available on-site, forbid the use of portable gasoline- or diesel-fueled electric generators.
- Use of diesel oxidation catalysts and/or catalyzed diesel particulate traps on diesel equipment as feasible.
- Maintain equipment according to manufacturers' specifications.
- Restrict idling of equipment and trucks to a maximum of 5 minutes (per California Air Resources Board [ARB] regulation).
- Phase grading operations to reduce disturbed areas and times of exposure.
- Avoid excavation and grading during wet weather.
- Limit on-site construction routes and stabilize construction entrance(s).
- Remove existing vegetation only when absolutely necessary.
- Sweep up spilled dry materials (e.g., cement, mortar, or dirt trackout) immediately. Never attempt to wash them away with water. Use only minimal water for dust control.
- Store stockpiled materials and wastes under a temporary roof or secured plastic sheeting or tarp.

MM AIR-1c Prior to future discretionary project approval in the Fresno Central Southeast Specific Plan Area, development project applicants shall prepare and submit to the Director of the Planning and Development Department, or designee, a technical assessment evaluating potential project operation-related air quality impacts. The evaluation shall be prepared in conformance with San Joaquin Valley Air Pollution Control District (Valley Air District) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the Valley Air District adopted thresholds of significance, the project applicants for new development projects shall be required to incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the Project Conditions of Approval. Possible mitigation measures to reduce long-term emissions include, but are not limited to:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections including the use of electric-powered forklifts and/or other interior vehicles at loading docks for plugging in the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage (i.e., battery) and combined heat and power (CHP, also known as cogeneration) in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.

- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with ARB Rule 2845 (13 California Code of Regulations [CCR] Chapter 10, § 2485).
- Electric vehicle (EV) charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the California Green Building Standards Code (CALGreen) Code.
- Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.
- Projects shall be required to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent.
- Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on building roofs throughout the City to generate solar energy.
- Maximize the planting of trees in landscaping and parking lots.
- Use light-colored paving and roofing materials.
- Require use of electric or alternatively fueled street-sweepers with high-efficiency particulate air (HEPA) filters.
- Require use of electric lawn mowers and leaf blowers.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Use of water-based or low volatile organic compound (VOC) cleaning products.
- For buildings with more than 10 tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the CALGreen Code.
- Long-term and short-term bicycle parking shall be provided as specified in Section A5.106.4 (Nonresidential Mandatory Measure) of the CALGreen Code.
- Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code.
- Facilities shall be installed to support future EV charging at each nonresidential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.

MM AIR-1d Prior to future discretionary project approval in the Fresno Central Southeast Specific Plan Area, development project applicants proposing a project with the potential to introduce sources of diesel particulate matter (DPM) and/or toxic air contaminants (TACs) (such as diesel backup generators or significant truck trips) within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall prepare and submit to the Director of the Planning and Development Department, or a designee, a Health Risk Assessment (HRA). The HRA shall be prepared in accordance with policies and procedures of the most current California Office of Environmental Health Hazard Assessment (OEHHA) and the San

Joaquin Valley Air Pollution Control District (Valley Air District). If the HRA shows that the incremental health risks exceed their respective thresholds, as established by the SJVAPCD at the time a project is considered, the project applicant will be required to identify and demonstrate that Best Available Control Technologies for Toxics (T-BACTs), including appropriate enforcement mechanisms to reduce risks to an acceptable level. T-BACTs may include, but are not limited to:

- Restricting idling on-site or electrifying warehousing docks to reduce DPM;
- Requiring use of newer tier equipment and/or vehicles;
- Provide charging infrastructure for: electric forklifts, electric yard trucks, local drayage trucks, last mile delivery trucks, electric and fuel-cell heavy-duty trucks; and/or
- Install solar panels, zero-emission backup electricity generators, and energy storage to minimize emissions associated with electricity generation at the project site.

T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

MM AIR-4 Prior to future discretionary project approval in the Fresno Central Southeast Specific Plan Area, development project applicants proposing a project with the potential to generate significant odor impacts as determined through review of the San Joaquin Valley Air Pollution Control District (Valley Air District) odor complaint history for similar facilities and consultation with the Valley Air District, shall prepare an odor impact assessment and shall implement odor control measures recommended by the Valley Air District or the City as needed to reduce the impact to a level deemed acceptable by the Valley Air District.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.4 Biological Resources *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan?	☐	☐	☒	☐

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

This section describes the existing biological setting and potential effects from project implementation in the Specific Plan Area. Descriptions and analysis in this section are based, in part, on the General

Plan, proposed Specific Plan, the City of Fresno Municipal Code (Municipal Code), aerial photographs and maps, the existing conditions report prepared for the proposed project, and the results of database searches.

Environmental Setting

Vegetation Communities and Wildlife Habitats

For the purposes of the evaluation contained in the following analysis, vegetation communities are classified according to the California Department of Fish and Wildlife's (CDFW) Natural Communities List.

Overall, the Specific Plan Area is mainly comprised of previously disturbed urban and developed areas and includes several types of vegetation communities as shown on Exhibit 6, which includes a map of the vegetation communities' locations in the Specific Plan Area.

There are a total of five vegetation communities within the Specific Plan Area. Of these vegetation communities identified, none are considered special-status natural communities by CDFW. Table 5, below, describes the vegetation communities identified in the Specific Plan Area as well as their associated acreages and percentages of the total Specific Plan Area.[13]

Table 5: Vegetation Communities Within the Specific Plan Area

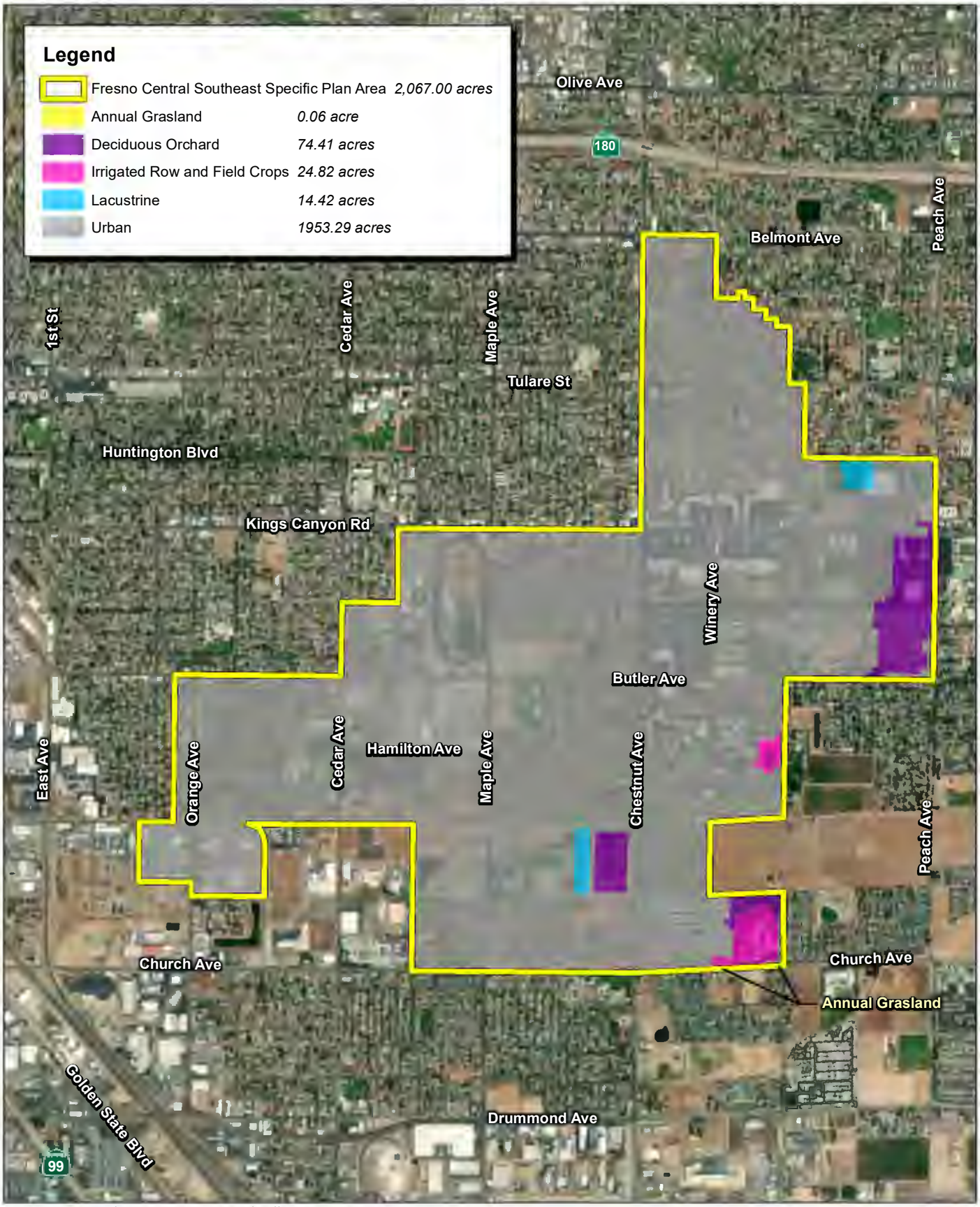
Vegetation Community Type	Total Acreage Within the Specific Plan Area (acres)	Approximate Percentage of the Total Specific Plan Area
Urban	2,054.4	95%
Irrigated Row and Field Crops	25.05	1%
Deciduous Orchard	74.41	3%
Annual Grassland	0.06	Less than 1%
Lacustrine	14.42	Less than 1%
Source: California Natural Diversity Database (CNDDB). 2022. United States Department of Agriculture, Forest Service. 2025.		

As described above, approximately 95 percent of land cover in the Specific Plan Area includes urban, developed land, consisting of commercial and residential development as well as roadways and parking lots. Approximately 4 percent of the Specific Plan Area includes previously disturbed agricultural lands and orchards. Generally, as shown on Exhibit 6, the majority of the deciduous orchard and irrigated row and field crop communities are concentrated at the eastern boundary of the Specific Plan Area.

Further description of these vegetation communities and their suitability for special-status species are included in Table 6**,** below.[14]

[13] California Department of Fish and Wildlife (CDFW). 2022. California Natural Diversity Database (CNDDB). Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed July 7, 2022.

[14] California Department of Fish and Wildlife (CDFW). 2022. California Natural Diversity Database (CNDDB). Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed July 7, 2022.



Source: ESRI Aerial Imagery. USFS Central Valley Vegetation Cover Types

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2,400 1,200 0 2,400 Feet

Exhibit 6
Land Cover Types and Vegetation Communities

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Table 6: Vegetation Community Types and Description

Vegetation Community Type	Description	Suitability for Special-Status Species
Urban	Urban (developed area) lands have been constructed upon or otherwise covered with a permanent, unnatural surface (e.g., concrete, asphalt, buildings, homes, etc.) or large amounts of debris or other materials.	This community provides poor quality habitat for any special-status species. Special-status species are unlikely to occur within this vegetation community.
Irrigated Row and Field Crops	Irrigated Row and Field Crops land occurs most frequently in floodplains or upland areas with high soil quality. Irrigated row and field crows include annual and perennial crops, grown in rows, with open space between the rows. Row and field crops are artificially irrigated and feature a moderate disturbance rate by vehicle and pedestrian encroachment typically associated with farming activities. Species composition changes frequently, both by season and by year.	This community contains active agriculture and is significantly disturbed with altered substrates. This vegetation community does not provide suitable habitat for any special-status plant species and provides limited habitat for two special-status wildlife species: burrowing owl, California horned lark.
Deciduous Orchard	Deciduous orchard communities primarily occur where there are flat alluvial soils on valley floors, rolling foothills and relatively steep slopes. Orchard communities are typically comprised of artificially irrigated habitat dominated by one, sometimes several, tree or shrub species planted for cultivation. Trees are typically low and bushy, and the understory is open, with little groundcover. In the City and its SOI, deciduous orchards include a variety of fruit trees (e.g., apples, apricots, cherries, citrus, kiwi, peaches, nectarines, pears, persimmons, plums, pluots, pomegranates, etc.) and/or nut trees and shrubs (e.g., almonds, olives, pistachios, walnuts, etc.). Understory species generally consist of short native and non-native grasses and other herbaceous species.	This community is relatively disturbed, containing very little groundcover and planted trees that provide moderately suitable habitat for only one special-status species: California horned lark.
Lacustrine	Lacustrine communities consist of standing/open waters in topographic depressions (i.e., lakes) or dammed river channels. Lacustrine communities lack persistent emergent vegetation but may have submerged or floating-leaved aquatic vegetation. Generally, lacustrine systems are surrounded by hydrophytic plants, grasses, and trees.	This community provides a suitable habitat for species that need standing/open waters: western spadefoot, tricolored blackbird, hoary bat, spotted bat, western pond turtle, dwarf downingia, and Sanford's arrowhead.
Annual Grassland	Annual grassland communities includes a mix of native and non-native, annual grasses, which often occur in association with ruderal herbs and occasional native annual forbs. The dominant plant species within the annual grassland vegetation community typically include black needlegrass (*Nasella sp*.), fescue (*Vulpia sp.*), brome (*Bromus sp.*), and wild oats (*Avena spp*), with mustard (*Brassica nigra*), dove weed *(Eremocarpus setigerus*), and poppy (*Eschscholzia*	This community supports several special-status species that have the potential to occur in the Specific Plan Area. These special-status species include the American Badger, Burrowing owl, California horned lark, California tiger salamander, Fresno kangaroo rat, Pallid bat, San Joaquin kit fox, San

Vegetation Community Type	Description	Suitability for Special-Status Species
	sp.). These grasses germinate with the fall rains, grow during the winter and spring, and wither in the early summer.	Joaquin pocket mouse, Swainson's hawk, Western mastiff bat, Western spadefoot, Hartweg's golden sunburst, Caper-fruited tropidocarpum, California jewel flower, Dwarf downingia, Spiny-sepaled button-celery, Succulent owl's clover, and Greene's tuctoria.
Source: Esri Imagery. 2022. California Natural Diversity Database (CNDDB). 2022. United States Department of Agriculture, Forest Service. 2025.		

The special-status species, including plants and wildlife in the Specific Plan Area, are further discussed in detail below.

Special-status Plant Species

A special-status plant species is defined as any plant species which is listed, or proposed for listing, as threatened or endangered by the United States Fish and Wildlife Service (USFWS) under the provisions of the Endangered Species Act.[15] This includes any species designated by USFWS as a "candidate" or "species of concern" or species identified on California Native Plant Society's Lists 1A, 1B, or 2, implying potential danger or extinction.

According to the California Natural Diversity Database (CNDDB), six special-status plants have the potential to occur in the Specific Plan Area. Table 7 describes the three special-status plant species listed for the Specific Plan Area and their legal status as shown on Exhibit 7, as well as the three plant species and their legal status that are not shown on Exhibit 7 but which are also known to occur within this 4-quad radius of the Specific Plan Area.[16]

Table 7: Special-status Plant Species Within the Plan Area

Special-status Species Name	Federal Legal Status	State Legal Status	CNPS List and Threat
Shown on Exhibit 7			
California satintail (*Imperata brevifolia*)	None	None	CNPS 2B.1
California jewel flower (*Caulanthus californicus*)	FE	SE	CNPS 1B.1
Madera leptosiphon (*Leptosiphon serrulatus*)	None	None	CNPS 1B.2

[15] City of Fresno. 2014. Fresno General Plan. Website: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2019/07/ConsolidatedGP6182020.pdf. Accessed September 27, 2022.

[16] California Native Plant Society (CNPS). 2022. Rare Plant Program. Rare Plant Inventory (online edition, v9-01 1.5). Website: https://www.rareplants.cnps.org. Accessed September 27, 2022.

Special-status Species Name	Federal Legal Status	State Legal Status	CNPS List and Threat
Not Shown on Exhibit 7			
Succulent owl's clover (*Castilleja campestris ssp. succulenta*)	FT	SE	CNPS 1B.2
Sanford's arrowhead (*Sagittaria sanfordii*)	None	None	CNPS 1B.2
Greene's tuctoria (*Tuctoria greenei*)	FE	SR	CNPS 1B.1

Notes:
CNPS = California Native Plant Society
Listing Status:
FE = Federally Listed Endangered
FT = Federally Listed Threatened
FC = Federal Species of Concern
SE = State Listed Endangered
ST = State Listed Threatened
SR = State Rare
SSC = California Species of Special Concern
SP = State Fully Protected Species

CNPS Lists:
Rank 1A: Plants presumed extirpated in California and either rare or extinct elsewhere
Rank 1B: Plants rare, threatened, or endangered in California and elsewhere
Rank 2A: Plants presumed extirpated in California but common elsewhere
Rank 2B: Plants rare, threatened, or endangered in California but more common elsewhere
Rank 3: Plants about which more information is needed
Rank 4: Watch List: Plants of limited distribution

CNPS Treat Code Extensions:
1 = Seriously endangered in California
2 = Fairly endangered in California
3 = Not very endangered in California
Sources: California Natural Diversity Database (CNDDB). 2022.
California Native Plant Society (CNPS). 2022.

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Exhibit 7: CNDDB Special-status Species Occurrences

This exhibit contains sensitive information relating to biological resources and is not intended for public distribution pursuant to Public Resources Code Section 21082.3(C)(2). A copy of confidential Exhibit 7: CNDDB Special-Status Species Occurrences is on file with the City of Fresno and is available to qualified professionals upon request.

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Special-status Wildlife Species

A special-status wildlife species is defined as any wildlife species which is listed, or proposed for listing, as threatened or endangered by the USFWS or National Marine Fisheries Service under the provisions of the Endangered Species Act.[17] It also includes any species designated by the CDFW as a "candidate" or "species of concern."

According to the CNDDB, 21 special-status wildlife species have the potential to occur in the Specific Plan Area. Table 8 describes the nine special-status wildlife species listed for the Specific Plan Area and their legal status as shown on Exhibit 7 as well as the 12 special-status wildlife species and their legal status that are not shown on Exhibit 7, but which are also known to occur within this 4-quad radius of the Specific Plan Area.

Table 8: Special-status Wildlife Species Within the Plan Area

Special-status Species Name	Federal Legal Status	State Legal Status
Shown on Exhibit 7		
Swainson's hawk *(Buteo swainsoni*)	None	ST
Northern California legless lizard (*Anniella pulchra*)	None	SSC
California glossy snake (*Arizona elegans occidentalis*)	None	SSC
Coast horned lizard (*Phrynosoma blainvillii*)	None	SSC
California tiger salamander–Central California DPS (*Ambystoma californiense pop. 1*)	FT	None
Molestan blister beetle (*lytta molesta*)	–	–
Crotch's bumble bee (*bombus crotchii*)	–	–
Antioch efferian robberfly (*Efferia antiochi*)	–	–
Hurd's retapogon robberfly (*Metapogon hurdi*)	–	–
Not Shown on Exhibit 7		
Burrowing owl (*Athene cunicularia*)	None	SSC
Vernal pool fairy shrimp (*Branchinecta lynchi*)	FT	None
Pallid bat (*Antrozous pallidus*)	None	SSC
Great egret (A*rdea alba*)	–	–
Western pond turtle (*Emys marmorata*)	None	SSC
California linderiella (*Linderiella occidentalis*)	–	–
Double-crested cormorant (*Phalacrocorax auritus*)	–	–
Snowy egret (Egretta thula)	–	–

[17] City of Fresno. 2014. Fresno General Plan. December 18 Website: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2019/07/ConsolidatedGP6182020.pdf. Accessed July 7, 2022.

Special-status Species Name	Federal Legal Status	State Legal Status
Hoary bat (Lasiurus cinereus)	–	–
Black-crowned night heron (Nycticorax nycticorax)	–	–
Western spadefoot (*Spea hammondii*)	None	SSC
American badger (*Taxidea taxus*)	None	SSC

Notes:
Listing Status:
FE = Federally Listed Endangered
FT = Federally Listed Threatened
FC = Federal Species of Concern
SE = State Listed Endangered
ST = State Listed Threatened
SR = State Rare
SSC = California Species of Special Concern
SP = State Fully Protected Species

California Native Plant Society (CNPS) Lists:
Rank 1A: Plants presumed extirpated in California and either rare or extinct elsewhere
Rank 1B: Plants rare, threatened, or endangered in California and elsewhere
Rank 2A: Plants presumed extirpated in California but common elsewhere
Rank 2B: Plants rare, threatened, or endangered in California but more common elsewhere
Rank 3: Plants about which more information is needed
Rank 4: Watch List: Plants of limited distribution

CNPS Treat Code Extensions:
.1 = Seriously endangered in California
.2 = Fairly endangered in California
.3 = Not very endangered in California

Source: California Natural Diversity Database (CNDDB). 2022.

Project-related impacts, including future development project-level impacts, to the Specific Plan Area's vegetation communities and special-status species are further described in the analysis below.

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?

Less than significant impact with mitigation incorporated. This analysis evaluates the potential for the Specific Plan Area to support special-status plant and wildlife species. The description and legal status of these species is presented in Table 7 and Table 8 above. Exhibit 7 shows the records for special-status plants and animals contained within the CNDDB as of September 2022 within a 4-quad radius of the Specific Plan Area.

Development under the proposed project would result in additional new residential and nonresidential land use development throughout the Specific Plan Area. The proposed project may result in other private and public improvements throughout the Specific Plan Area with the potential for environmental effects related to Biological Resources. Thus, development consistent with the proposed project could result in the direct and indirect loss of natural vegetation communities that provide suitable habitat for 27 special-status plant and wildlife species that have the potential to occur or are known to occur within the Specific Plan Area. The vegetation communities within the Specific Plan Area that provide suitable habitat for listed and other special-status species are described above. Development within the Specific Plan Area could result in the loss or degradation of natural habitats such as lacustrine, riverine, and pasture, which may support special-status plant and wildlife species. Project-related impacts, including future development project-level impacts, to any of these habitat types may result in a substantial adverse effect if it is determined that a special-status species would be impacted, either directly or through habitat modifications.

Special-status Plant Species

A significant impact to special-status plant species would occur if future development under the proposed project would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

Special-status and rare plant surveys were not conducted within the Specific Plan Area. However, as shown on Exhibit 7, a database search was conducted to identify where rare plants occurences are located within the Specific Plan Area. The results of that search determined that six special-species plants have limited potential to occur in the Specific Plan Area, as shown in Table 7. If individuals of these species are present in the Specific Plan Area, plants could be adversely impacted from development (e.g., soil compaction, trampling, or earthmoving activities) of the Specific Plan Area.

Special-status Wildlife Species

A significant impact would occur if future development under the proposed project would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

Special-status wildlife surveys were not conducted within the Specific Plan Area. However, as shown on Exhibit 7, a database search was conducted to identify where special-status wildlife is located within the Specific Plan Area. The results of that search determined that 21 special-species wildlife have limited potential to occur in the Speciifc Plan Area, as shown in Table 8.

Direct project impacts to species listed as a candidate, sensitive, or special-status species by local, State, and federal agencies should be avoided to the greatest extent feasible; however, it is acknowledged it may not be feasible for future projects to avoid these species. Project-related impacts, including future development project-level impacts, that result in the direct take of a special-status species may be considered a significant impact. The presence or absence of a special-status species on a project site and the potential to impact a special-status species must be determined prior

to project construction. If development within the Specific Plan Area results in the direct take or loss of suitable habitat for any of the 27 special-status species that have the potential to occur in the Specific Plan Area, project-level site-specific mitigation would be required to reduce the potential impacts to less than significant levels. Project impacts to special-status species listed as threatened or endangered by CDFW and/or USFWS may also require agency consultation and/or take permits. However, future development in the Specific Plan Area would be required to comply with the following General Plan policies pertaining to biological resources, specifically within the Parks, Open Space, and Schools Element (POSS), as outlined above. Project-level implementation of the General Plan Policies POSS-5-a through POSS-5-f would reduce potential project impacts to special-status species and their associated habitats. Furthermore, the proposed project would incorporate MM BIO-1a through MM BIO-1d, which would ensure that if one or more of these special-status species occur in the Specific Plan Area, their presence would be detected and the risk of mortality would be avoided to the maximum extent feasible.

Additionally, all future development in the Specific Plan Area would be required to comply with the proposed Specific Plan policies pertaining to biological resources, including Policy OS-2.2, which protects passive open space, and Policy OS-5.2, which protects habitat corridors.

The Municipal Code also includes policies pertaining to biological resources that relate to future development within the Specific Plan Area, such as Section 12-4.1302 and 12-4.1303 that prevent infill developments from occurring within habitats that can be used for endangered, rare, or threatened species.

Implementation of the City's relevant General Plan policies pertaining to biological resources (POSS-5-a through POSS-5-f); MM BIO-1a through MM BIO-1d; Specific Plan policies (OS-2.2 and OS-5.2); and Sections 12-4.1302 and 12-4.1303 of the Municipal Code would reduce impacts to special-status species to a less than significant level. Avoidance and mitigation to protect said species would reduce all impacts to less than significant.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?

Less than significant impact with mitigation incorporated. Sensitive natural communities are vegetation communities or special wildlife habitats that are rare or occur in limited distributions or provide specific habitat requirements for special-status plant or wildlife species. The CDFW maintains a list of natural communities which attempts to classify vegetation types found within the State of California and rank them based on rarity. Communities ranked S1-S3 are considered sensitive natural communities.[18] Riparian habitat is defined as any habitat with characteristic vegetation relating to or located on the bank of a natural watercourse, often described as riparian corridors.

A significant impact would occur if the proposed project would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional habitat or other

[18] California Department of Fish and Wildlife (CDFW). 2022. Natural Communities List, Sacramento: California Department of Fish and Wildlife. Website: https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities. Accessed September 27, 2022.

sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFW.

The Specific Plan Area contains approximately 14 acres of riparian habitats (riverine and lacustrine communities), which provide suitable habitat for a number of special-status plant and wildlife species known to occur in the region. The vast majority of future development within the Specific Plan Area is limited to existing disturbed and developed land and within areas that are unlikely to support special-status species.

However, the presence of riparian habitat and/or a sensitive natural community on a project site must be evaluated prior to project approval. Any project-related impacts, including future development project-level impacts, to riparian habitat and/or a sensitive natural community are considered a significant impact and require mitigation. Project-level implementation of the approved General Plan Objective (POSS-6) and Policies (POSS-6-a and POSS-6-b), and Objective (POSS-7) and Policies (POSS-7-a through POSS-7-d) would reduce potential project impacts to riparian habitats. Further, implementation of MM BIO-2a and MM BIO-2c would ensure that sensitive natural communities and/or riparian habitats are not significantly impacted. Thus, impacts would be reduced to a less than significant level.

c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than significant impact with mitigation incorporated. Wetlands are defined as areas that are permanently wet or periodically covered with shallow water, such as saltwater and freshwater marshes, open or closed brackish marshes, swamps, mud flats, and fens.[19] A significant impact would occur if the construction or operations of the proposed project produced a substantial adverse effect on State or federally protected wetlands including marshes, vernal pools, coastal, etc., through direct removal, filling hydrological interruption, or other means.

Development within the Specific Plan Area, particularly in undeveloped areas with the potential to support wetland habitat (e.g., pasture/grassland), could result in the loss of jurisdictional wetland habitat, which includes vernal pool habitats, seasonal wetlands and waters of the United States or intermittent/permanent water bodies. Any project-related impacts, including future development project-level impacts, that result in the significant alteration or fill of a State or federally protected wetland is considered a significant impact.

Additionally, special-status species associated with wetlands and vernal pool habitats, such as vernal pool fairy shrimp, may be impacted as a result of project impacts to protected wetlands. Project-specific agency (i.e., CDFW, Regional Water Quality Control Board [RWQCB], and/or USACE) coordination and/or regulatory permitting would be required to reduce potential project impacts to wetland habitat. The implementation of Policies (POSS-6-a through POSS-7-d) would reduce potential project impacts to wetlands and wetland habitat. Further, implementation of MM BIO-3a and MM

[19] City of Fresno. 2014. Fresno General Plan. December 18. Website: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2019/07/ConsolidatedGP6182020.pdf. Accessed September 27, 2022.

BIO-3b would ensure that wetlands are not significantly impacted. Thus, impacts would be reduced to a less than significant level.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

Less than significant impact. A wildlife corridor is defined as a natural corridor, such as an undeveloped ravine, that is frequently used by wildlife to travel from one area to another.[20] A significant impact would occur if any construction or operations of the proposed project would interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridor or impede the use of wildlife nursery sites.

As previously discussed, the majority of the Specific Plan Area includes disturbed land. These areas are mainly surrounded by existing development and disturbed habitat areas resulting in habitat fragmentation. Because of the isolation of these areas, there are not many substantive linkages to consider them as part of a wildlife movement corridor. Regardless, all future development would be required to comply with the approved General Plan, including Policies (POSS-6-a through POSS-7-d) that would reduce impacts to wildlife movement corridors by providing buffer zones, control stormwater runoff, and providing periodic monitoring of the biological resource conditions. These policies would reduce potential impacts to wildlife movement corridors to a less than significant level.

The Municipal Code also includes policies pertaining to fish and wildlife movement corridors that relate to future development within the Plan Area such as Section 12-5.510, which also dictates that all practical and reasonable measures should be taken to protect fish and wildlife and preserve wildlife corridors.

Additionally, all future development in the Specific Plan Area resulting from the proposed project must comply with the proposed Specific Plan policies pertaining to biological resources, including Policy OS-2.2, which protects passive open space, and Policy OS-5.2, which protects habitat corridors. As such, impacts would be less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than significant impact. A significant impact would occur if any construction or operation within the proposed project would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Future development projects must meet restrictions mandated by Section 13-305 of the Municipal Code which defines “Protected Trees” and sets forth the requirements for mitigating impacts to protected trees.

[20] City of Fresno. 2014. Fresno General Plan. December 18 Website: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2019/07/ConsolidatedGP6182020.pdf. Accessed September 27, 2022.

Project development within the Specific Plan Area may result in the removal or alteration of existing street and public trees within the boundaries of the Specific Plan Area. Existing preserved trees and landscaped trees within public property, including parkways, must be preserved in order to beautify the City, purify its air, and provide shade for its inhabitants.

Project development within the Specific Plan Area could have the potential to impact trees on public property; however, future development would be required to comply with Article 3 of Chapter 13 of the Municipal Code, as discussed above, which establishes regulations governing the preservation of trees on public property. Compliance with the Municipal Code would reduce any impacts related to conflicts with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Moreover, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan. Therefore, potential impacts related to conflict with the City's public tree ordinance would be less than significant.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan?

No impact. A significant impact would occur if the proposed Plan would conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State HCP. The Specific Plan Area is not located within the boundaries of any approved or draft HCP, NCCP, or other adopted local, regional or State HCP. Therefore, development within the Specific Plan Area would not result in any impacts to an adopted HCP or NCCP. As such, no impact would occur.

Mitigation Measures

MM BIO-1a Construction of a future discretionary project within the Fresno Central Southeast Area (Specific Plan Area) shall avoid, where possible, vegetation communities that provide suitable habitat for special-status species known to occur within the Specific Plan Area. If construction within potentially suitable habitat must occur, the presence/absence of any special-status plant or wildlife species must be determined prior to construction, to determine whether the habitat supports any special-status species. If special-status species are determined to occupy any portion of a project site, avoidance and minimization measures shall be incorporated into the construction phase of a project to avoid direct or incidental take of a listed species to the greatest extent feasible. Specific mitigation measures for direct or incidental impacts to special-status species shall be determined on a case-by-case basis through agency consultation during the review process for discretionary projects and shall be consistent with survey protocols and mitigations measures recommended by the agency at the time of consultation.

MM BIO-1b Direct or incidental take of any State or federally listed species shall be avoided to the greatest extent feasible. If construction of a future discretionary project within the Fresno Central Southeast Area (Specific Plan Area) will result in the direct or incidental

take of a listed species, consultation with the resource agencies and/or additional permitting may be required. Agency consultation through the California Department of Fish and Wildlife (CDFW) 2081 and United States Fish and Wildlife Service (USFWS) Section 7 or Section 10 permitting processes shall take place prior to any action that may result in the direct or incidental take of a listed species. Specific mitigation measures for direct or incidental impacts to a listed species will be determined on a case-by-case basis through agency consultation during the review process for discretionary projects and shall be consistent with survey protocols and mitigations measures recommended by the agency at the time of consultation.

MM BIO-1c Development within the Specific Plan Area shall avoid, where possible, special-status natural communities and vegetation communities that provide suitable habitat for special-status species. If a future discretionary project within the Specific Plan Area will result in the loss of a special-status natural community or suitable habitat for special-status species, compensatory habitat-based mitigation is required under CEQA and California Endangered Species Act (CESA). Mitigation shall consist of preserving on-site habitat, restoring similar habitat or purchasing off-site credits from an approved mitigation bank. Compensatory mitigation shall be determined through consultation with the City and/or resource agencies. An appropriate mitigation strategy and ratio shall be agreed upon by the developer and lead agency to reduce project impacts to special-status natural communities to a less than significant level. Agreed-upon mitigation ratios shall depend on the quality of the habitat and presence/absence of a special-status species. Specific mitigation measures for direct or incidental impacts to special-status natural communities and vegetation communities shall be determined on a case-by-case basis through agency consultation during the review process for discretionary projects and shall be consistent with survey protocols and mitigations measures recommended by the agency at the time of consultation.

MM BIO-1d Future discretionary projects within the Fresno Central Southeast Area (Specific Plan Area) should avoid, if possible, construction within the general nesting season of February through August for avian species protected under Fish and Game Code 3500 and the Migratory Bird Treaty Act (MBTA), if it is determined that suitable nesting habitat occurs on a project site. If construction cannot avoid the nesting season, a pre-construction clearance survey shall be conducted by a qualified Biologist to determine whether any nesting birds or nesting activity is observed on or within 500 feet of a project site. If an active nest is observed during the survey, a biological monitor shall be on-site to ensure that no project activities would impact the active nest. A suitable buffer shall be established around the active nest until the nestlings have fledged and the nest is no longer active. Project activities may continue in the vicinity of the nest only at the discretion of the biological monitor. Prior to commencement of grading activities and issuance of any building permits, the Director of the City of Fresno Planning and Development Department, or designee, shall verify that all proposed project grading and construction plans include specific documentation regarding the

requirements of the MBTA and California Fish and Game Code Section 5303, that pre-construction surveys have been completed and the results reviewed by staff, and that the appropriate buffers (if needed) are noted on the plans and established in the field. Specific mitigation measures for direct or incidental impacts to avian species protected under Fish and Game Code 3500 and the Migratory Bird Treaty Act (MBTA) shall be determined on a case-by-case basis through agency consultation during the review process for discretionary projects and shall be consistent with survey protocols and mitigations measures recommended by the agency at the time of consultation.

MM BIO-2a A pre-construction clearance survey, following current California Department of Fish and Wildlife (CDFW) protocols, shall be conducted by a qualified Biologist to determine whether a future discretionary project within the Fresno Central Southeast Area (Specific Plan Area) will result in the removal or impact to any riparian habitat and/or a special-status natural community with potential to occur in the Planning Area. Compensatory habitat-based mitigation shall be required to reduce project impacts. Compensatory mitigation must involve the preservation or restoration or the purchase of off-site mitigation credits for impacts to riparian habitat and/or a special-status natural community. Mitigation must be conducted in-kind or within an approved mitigation bank in the region. The specific mitigation ratio for habitat-based mitigation shall be determined through consultation with the appropriate agency (i.e., CDFW or United States Fish and Wildlife Service [USFWS]) on a case-by-case basis. The project applicant/developer for a discretionary project shall develop and implement appropriate mitigation regarding impacts on their respective jurisdictions.

MM BIO-2b A pre-construction clearance survey, following current California Department of Fish and Wildlife (CDFW) protocols, shall be conducted by a qualified Biologist to determine whether a future discretionary project within the Fresno Central Southeast Area (Specific Plan Area) will result in significant impacts to streambeds or waterways protected under Section 1600 of Fish and Wildlife Code and Section 404 of the Clean Water Act (CWA). The project applicant/developer for a discretionary project shall consult with partner agencies such as CDFW and/or United States Army Corp of Engineers (USACE) to develop and implement appropriate mitigation regarding impacts on their respective jurisdictions, determination of mitigation strategy, and regulatory permitting to reduce impacts, as required for projects that remove riparian habitat and/or alter a streambed or waterway. The project applicant/developer shall implement mitigation as directed by the agency with jurisdiction over the particular impact identified.

MM BIO-2c Prior to project approval, a pre-construction clearance survey, following current California Department of Fish and Wildlife (CDFW) protocols, shall be conducted by a qualified Biologist to determine whether a future discretionary project within the Fresno Central Southeast Area (Specific Plan Area) would result in project-related impacts to riparian habitat or a special-status natural community or if it may result in direct or incidental impacts to special-status species associated with riparian or

wetland habitats. The project applicant/developer for a discretionary project shall be obligated to address project-specific impacts to special-status species associated with riparian habitat through agency consultation, development of a mitigation strategy, and/or issuing incidental take permits for the specific special-status species, as determined by the CDFW and/or United States Fish and Wildlife Service (USFWS).

MM BIO-3a If a future discretionary project within the Fresno Central Southeast Area (Specific Plan Area) will result in the significant alteration or fill of a federally protected wetland, a formal wetland delineation conducted according to the United States Army Corp of Engineers (USACE)-accepted methodology is required for each project to determine the extent of wetlands on a project site. The delineation shall be used to determine whether federal permitting and mitigation strategy are required to reduce project impacts. Acquisition of permits from USACE for the fill of wetlands and USACE approval of a wetland mitigation plan would ensure a "no net loss" of wetland habitat within the Planning Area. Appropriate wetland mitigation/creation shall be implemented at a ratio according to the size of the impacted wetland.

MM BIO-3b In addition to regulatory agency permitting, Best Management Practices (BMPs) identified from a list provided by the United States Army Corp of Engineers (USACE) shall be incorporated into the design and construction phase of a future discretionary project within the Fresno Central Southeast Area (Specific Plan Area) to ensure that no pollutants or siltation drain into a federally protected wetland. Project design features such as fencing, appropriate drainage, and incorporation of detention basins shall assist in ensuring project-related impacts to wetland habitat are minimized to the greatest extent feasible.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.5 Cultural Resources and Tribal Cultural Resources *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
Would the project cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
d) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☒	☐	☐
e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	☐	☒	☐	☐

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

Environmental Setting

This section describes the existing cultural and Tribal Cultural Resources (TCRs) setting and potential effects from project implementation in the Specific Plan Area. Descriptions and analysis in this section

are based on the General Plan, Fresno Municipal Code, the Office of Historic Preservation Directory of Properties in the Historic Property Data File for Fresno County, the Southern San Joaquin Valley Information Center (SSJVIC) records search for the Specific Plan Area, the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Built Environment Resource Directory (BERD), and the California Points of Historical Interest (CPHI) list. The non-confidential record search results, Native American Heritage Commission (NAHC) correspondence, and pedestrian survey photographs are provided in Appendix D.

Southern San Joaquin Valley Information Center

On October 6, 2021, a records search for the project site and a 0.5-mile radius beyond the Specific Plan Area boundaries, was conducted at the SSJVIC located at California State University, Bakersfield. To identify additional historic properties or resources, the current inventories of the NRHP, the CRHR, the California Historical Landmarks (CHL) list, the CPHI list, and the BERD for Fresno County were reviewed to determine the existence of previously documented local historical resources. Ethnographic resources were also reviewed for information regarding reported Native American village sites located within the City.

Results from the records search indicate 68 resources (67 of which are historic, one of which is both historic and pre-contact, and one of which is an informal resource) have been recorded within a 0.5-mile radius of the Specific Plan Area as shown on Table 9. Thirty-five of those resources are located within the Specific Plan Area. In addition, 40 previous studies are on file with the SSJVIC within a 0.5-mile radius of the Specific Plan Area, 18 of which address locations within the Specific Plan Area itself as shown on Table 10.

Table 9: Cultural Resources Recorded Within a 0.5-mile Radius of the Specific Plan Area

Resource No.	Resource Description	Date Recorded	Within the Specific Plan Area?
P-10-003930	Southern Pacific Railroad, Historic AH07 (Roads/trails/railroad grades), HP11 (Engineering structure)	1998, 1999, 2002, 2004, 2009, 2010, 2013, 2015, 2016, 2018	Yes
P-10-004248	California Products Co. HP02 (Single-family property)	1978	No
P-10-004249	The Giffen Home, HP02 (Single-family property)	Unknown	Yes
P-10-004253	Shuttera Residence, HP02 (Single-family property)	1978	No
P-10-004274	Sckitchfield Residence; Hughes Residence, HP02 (Single-family property)	Unknown	No
P-10-004280	San Joaquin Grocers Wholesale Warehouse, HP06 (1-3 story commercial building)	1978	No
P-10-004286	Sun Maid Raisin Plant, HP33 (Farm/ranch); HP95 (Concrete Construction)	1978	No
P-10-004287	Old Barn, HP39 (Other)–Barn/Garage	Unknown	No

Resource No.	Resource Description	Date Recorded	Within the Specific Plan Area?
P-10-004299	Mingle Transportation and Warehouse Company; Fresno Brewery, HP06 (1-3 story commercial building)	1978, 1983	No
P-10-004310	The Robinson Home, HP02 (Single-family property)	Unknown	No
P-10-004312	The Euless Home, HP02 (Single-family property)	Unknown	No
P-10-004349	Van Ness Entrance Gate, HP46 (Walls/gates/fences)	1978	No
P-10-004675	Burlington Northern Santa Fe Railway, HP19 (Bridge); HP37 (Highway/trail)–Rail Road	2000, 2019	Yes
P-10-004677	Central Canal, HP20 (Canal/aqueduct)	2000, 2003, 2004	No
P-10-004762	133 S. Peach Avenue, HP02 (Single-family property); HP04 (Ancillary building)	2001	No
P-10-004763	144 S. Peach Avenue, HP02 (Single-family property); HP04 (Ancillary building)	2001	No
P-10-004764	145 S. Peach Avenue, HP02 (Single-family property)	2001	No
P-10-004765	The Steinwand Home, HP02 (Single-family property); HP04 (Ancillary building); HP33 (Farm/ranch)	2001	No
P-10-004766	317 S. Peach Avenue, HP02 (Single-family property); HP04 (Ancillary building)	2001	No
P-10-004767	358 S. Peach Avenue, HP02 (Single-family property); HP04 (Ancillary building)	2001	No
P-10-004768	The John M. Euless Home, HP02 (Single-family property); HP04 (Ancillary building)	1994	No
P-10-004769	270 N. Peach Avenue, HP02 (Single-family property)	2001	No
P-10-004770	284 N. Peach Avenue, HP02 (Single-family property); HP04 (Ancillary building)	2001	No
P-10-005120	Martin Dedkian Residence; Mardiros S. Asadoorian Residence, HP02 (Single-family property)	1992	No
P-10-005121	Cesar Chavez-Peach Site; Mosesian & Sons; San Joaquin Winery, HP08 (Industrial building)–Packing facility	1992	No
P-10-005225	The Lindstrom Residence; The Olivas Residence, HP02 (Single-family property)	1997	No
P-10-005305	USDA [United States Department of Agriculture] Horticultural Field Station, HP04 (Ancillary building); HP14 (Government building); HP30 (Trees/vegetation); HP33 (Farm/ranch); HP35 (New Deal Public Works Project)	2003, 2005	No
P-10-005306	4808 E. Balch Avenue, HP02 (Single-family property)	2003	Yes
P-10-005307	4814 E. Balch Avenue; Lot 8 in Block 2 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes

Resource No.	Resource Description	Date Recorded	Within the Specific Plan Area?
P-10-005308	4818 E. Balch Avenue; Lot 7 in Block 2 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005309	4826 E. Balch Avenue; Lot 5 in Block 2 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005310	4830 E. Balch Avenue; Lot 4 in Block 2 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005311	4836 E. Balch Avenue; Lot 3 in Block 2 of Mitchell Simpson Tract, City of Fresno, HP02 (Single-family property)	2003	Yes
P-10-005312	4844 E. Balch Avenue; Lot 1 in Block 2 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005313	4845 E. Inyo Avenue; Lot 20 in Block 2 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005314	4841 E. Inyo Avenue; Lot 19 in Block 2 of Mitchell Simpson Tract, HP02 (Single-family property); HP04 (Ancillary building)	2003	Yes
P-10-005315	4835 E. Inyo Avenue; Lot 18 in Block 2 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005316	4831 E. Inyo Avenue, HP02 (Single-family property)	2003	Yes
P-10-005317	4827 E. Inyo Avenue; Lot 16 in Block 2 of Mitchell Simpson Tract, in the City of Fresno, HP02 (Single-family property)	2003	Yes
P-10-005318	4821 E. Inyo Avenue; Lot 15 in Block 2 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005319	4817 E. Inyo Avenue; Lot 14 in Block 2 of Mitchell Simpson, HP02 (Single-family property)	2003	Yes
P-10-005320	4813 E. Inyo Avenue; Lot 13 in Block 2 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005321	4808 E. Inyo Avenue; Lot 9 and the East 20 feet of Lot 10 in Block 3 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005322	4812 E. Inyo Avenue; Lot 8 in Block 3 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005323	4816 E. Inyo Avenue; Lot 7 in Block 3 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005324	4822 E. Inyo Avenue; Lot 6 in Block 3 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005325	4826 E. Inyo Avenue; Lot 5 in Block 3 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005326	4830 E. Inyo Avenue; Lot 4 in Block 3 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes

Resource No.	Resource Description	Date Recorded	Within the Specific Plan Area?
P-10-005327	4834 E. Inyo Avenue; Lot 3 in Block 3 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005328	4840 E. Inyo Avenue; Lot 2 in Block 3 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005329	4844 E. Inyo Avenue; Lot 1 in Block 3 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005330	4845 E. Mono Avenue; Lot 20 in Block 3 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005331	4841 E. Mono Avenue; Lot 19 in Block 3 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005332	4835 E. Mono Avenue; Lot 18 in Block 3 in Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005333	4831 E. Mono Avenue; The East 1/2 of Lot 16 and all of Lot 17 in Block 3 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005334	4817 E. Mono Avenue, HP02 (Single-family property)	2003	Yes
P-10-005335	4815 E. Mono Avenue; Lot 13 in Block 3 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-005336	4809 E. Mono Avenue; Lot 12 in Block 3 of Mitchell Simpson Tract, HP02 (Single-family property)	2003	Yes
P-10-006224	Berberian Residence; Map Reference No.1; Portion of Lot 24 of the Newhall Tract, HP02 (Single-family property)	2003	No
P-10-006225	Map Reference No.2; Garza Residence, HP02 (Single-family property)	2003	No
P-10-006594	S-31, HP02 (Single-family property) – Craftsman	1992	No
P-10-006595	S-32, HP02 (Single-family property)–Modern	1992	No
P-10-006596	S-33, HP02 (Single-family property)–Craftsman	1992	No
P-10-006599	S-68, HP02 (Single-family property)–Tudor Revival	1992	No
P-10-006600	S-69, HP03 (Multiple-family property)–Tudor Revival	1992	No
P-10-006601	S-70, HP02 (Single-family property)–Modern	1992	No
P-10-007094	APN 478-162-01 Historical Deposit, AH04 (Privies/dumps/trash scatters)	2018	No
Source: Southern San Joaquin Valley Information Center (SSJVIC) Records Search. October 18, 2021.			

Table 10: Previous Investigations Within a 0.5-mile Radius of the Specific Plan Area

Resource No.	Report Title	Author	Date	Within the Specific Plan Area?
FR-00135	Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project	Hatoff, Brian, Voss, Barb, Waechter, Sharon, Benté, Vance, and Wee, Stephen	1995	No
FR-00257	Historic Property Survey Report Route 180 Chestnut Avenue to Highland Avenue; 06-FRE-180, R60.9/R6736 06250- 342400		1990	Yes
FR-00296	Cultural Resources Assessment for the Fresno Unified School District, Southeast Fresno High School, Middle School, and Elementary School	Bissonnette, Linda Dick	1992	Yes
FR-01231	Negative Archaeological Survey Report for the Construction of Route 180 Urban Project	Nissen, Karen, Comeyne, Dominique, and Aguilar-Luna, Judy	1994	No
FR-01651	Cultural Resources Survey for the Level (3) Communications Long Haul Fiber Optics Project: Segment WS04: Sacramento to Bakersfield	Nelson, Wendy J.	2000	Yes
FR-01686	Cultural Resources Assessment for the Pacific Bell Site, CV-600-01, and the Fairgrounds Site, City of Fresno, Fresno County, California	Peak, Melinda A.	2000	No
FR-01694	Supplementary Historic Building Survey, Historic Resources Survey (Ratkovich Plan), Fresno, California	Powell, John Edward and McGuire, Michael J.	1994	No
FR-01696	A Cultural Resource Study for the Self-Help Housing Project In the Southeast Fresno Area, Fresno County, California	Varner, Dudley M.	2001	No
FR-01723	An Archaeological Survey of the Qualls Property, Fresno County, California–EA 4101	Wren, Donald G.	1995	Yes
FR-01742	Archaeological Survey and Record Search for WorldCom Fresno 180 Aerial Project (800-25)	Sutch, Cordelia	2001	Yes
FR-01800	Archaeological Survey and Architectural Evaluation for the Peach Avenue Widening Project, Belmont to Butler Avenues, Fresno County, California	Nettles, Wendy M. and Baloian, Mary Clark	2002	Yes
FR-01850	Nextel Communications Wireless Telecommunications Service Facility, Fresno County	Billat, Lorna	2000	No

Resource No.	Report Title	Author	Date	Within the Specific Plan Area?
FR-01979	Historic Property Survey for Fresno Unified School District, Proposed Elementary School Site D-2 Fresno, California	Livingstone, David M.	2003	Yes
FR-02000	Cultural Resources Survey and Inventory of the USDA Peach Avenue Property in Fresno, California	Nettles, Wendy M. and Baloian, Randy	2003	No
FR-02002	Cultural Resources Survey Report for Level 3 Long Haul Fiber Optic Project: WS04 Connection to Fresno 3R Facility, in the City of Fresno, Fresno County, California	Mason, Roger D. and Shepard, Richard S.	2000	No
FR-02073	Environmental Assessment No. PW-2004-08 Acquire and Construct an Intermodal Facility On the Southeast Corner of East Cesar Chavez and South Alder Avenues	Fraser, Becky	2004	Yes
FR-02076	Historic Architecture Survey Report for the "Bungalow" Court Project, Fresno, California	Hattersley-Drayton, Karana	2004	Yes
FR-02106	Request for SHPO Review of FCC Undertaking (FAT-0064 Cesar Chavez + Cedar)	Parker, Lori D.	2005	No
FR-02109	Archaeological Survey for a Multi-Family and Single-Family Homes Project (APN 472-021-01), East Cesar Chavez Boulevard and South Adler Avenue, Fresno, California	Brady, Jon L.	2005	Yes
R-02143	A Cultural and Paleontological Resources Study for the KB Home Summit Hills Project	Kaptain, Neal and Matzen, Ben	2005	No
FR-02169	Records Search Results and Site Visit for Cricket Telecommunications Facility Candidate FAT-040B (Butler/Willow), 5130 East Lane, Fresno, Fresno County, California	Bonner, Wayne H.	2005	Yes
FR-02172	New Tower Submission Packet, FCC Form 620–Cedar-Butler, SC-10132B	Supernowicz, Dana E.	2006	No
FR-02192	New Tower Submission Packet, FCC Form 620–South Peach, SC-10122A	Billat, Lorna	2006	No
FR-02194	Cultural Resources Assessment–Dedekian Property (APN 481-060-02S) Parcel at the Northwest Corner, E.	Busby, Colin I.	2005	Yes

Resource No.	Report Title	Author	Date	Within the Specific Plan Area?
	California and S. Willow Avenues, City of Fresno, Fresno County			
FR-02217	National Register of Historic Places Evaluation of the USDA Horticultural Field Station on Peach Avenue in Fresno, California	Nettles, Wendy M. and Baloian, Randy	2005	No
FR-02228	New Tower Submission Packet, FCC Form 620 for 5189 East Cesar Chavez Boulevard	Losee, Carolyn	2005	Yes
FR-02238	Cultural Resource Records Search and Site Visit Results for Cricket Telecommunications Facility Candidate FAT-017C (Chestnut/Belmont), 4765 East Belmont, Fresno, Fresno County, California	Bonner, Wayne H.	2006	No
FR-02287	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	Arrington, Cindy, Bass, Bryon, Brown, Joan, Corey, Chris, and Hunt, Kevin	2006	No
FR-02332	Records Search and Site Visit Results for T-Mobile Omnipoint Communications Facility Candidate SC40140 (Marks Kitchen), 4828 East Belmont Avenue, Fresno, Fresno County, California, 93727	Bonner, Wayne H.	2008	Yes
FR-02496	Historic Resource Survey for the Placement of Verizon Cell Tower at 5339 East Butler Ave, Fresno, Fresno County, California	Hatoff, Brian	2009	No
FR-02504	Historic Property Survey for the Home Project for Self Help on South Willow and East Jensen Avenues in Fresno, California	Brady, Jon and Hobbs, Kelly	2003	No
FR-02620	Records Search and Site Visit Results for T-Mobile Omnipoint Communications Facility Candidate SC40140 (Mark's Kitchen), 4828 East Belmont Avenue, Fresno, Fresno County, California 93727	Bonner, Wayne	2008	Yes
FR-02628	Cultural Resources Analysis for E Ventura Ensite #10768 (211849) 4066 East Ventura Avenue, Fresno, Fresno County, California	Way, Michael A.	2012	No
FR-02653	Cultural Resources Survey Big Fresno Fair/CVU0729 1121 South Chance	Ocampo, Gabriel	2014	Yes

Resource No.	Report Title	Author	Date	Within the Specific Plan Area?
	Avenue, Fresno, Fresno County, California 93702			
FR-02655	Cultural Resources Survey S Winery/Ensite #17717 (263603) 5080 East Tulare Avenue, Fresno, Fresno County, California 93727	Willers, David	2014	No
FR-02722	Fresno Recycled Water Distribution System Project, Phase I Cultural Resources Study, Fresno County, California	Anderson, Katherine and Vader, Michael	2015	No
FR-02806	Cultural Resources Inventory for the Proposed Lennar Tract No. 5449 Residential Development in the City of Fresno, Fresno County, California	Tibbet, Josh and Baloian, Mary	2016	No
FR-02896	Fresno Fulton Corridor Specific Plan and Downtown Neighborhoods Community Plan Project	Slawson, Dana N. and Kay, Michael	2012	No
FR-02972	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate CL01406_CVU3017 (Fresno Pacific University), 1890 South Willow Avenue, Fresno, Fresno County, California, CASPR NO 3101A0D73E	Davis, Shane and Wills, Carrie D.	2018	Yes
FR-02992	Basin Training Center 8 FUDS Project	Highland, Steven	2018	Yes
Source: Southern San Joaquin Valley Information Center (SSJVIC) Records Search. October 18, 2021.				

Native American Heritage Commission Record Search

On October 6, 2021, FirstCarbon Solutions (FCS) sent a request to the NAHC in an effort to determine whether any sacred sites are listed on its Sacred Lands File for the Specific Plan Area. A response was received on November 14, 2021, indicating that the Sacred Lands File was negative for the presence of Native American cultural resources in the Specific Plan Area. The NAHC included a list of 12 Tribal representatives available for consultation who may have additional knowledge of the Specific Plan Area. To ensure that all Native American knowledge and concerns over potential TCRs that may be affected by the proposed project are addressed, a letter containing project information requesting any additional information was sent by FCS to each Tribal representative on November 15, 2021. No responses have been received to date. Correspondence related to the NAHC letters and Tribal representatives can be found in Appendix D.

Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?

Less than significant impact with mitigation incorporated. A substantial adverse change in the significance of a historical resource is defined at Section 15064.5(b)(1) of the CEQA Guidelines as the "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired." Known historic structures are located throughout the Specific Plan Area as described in the preceding sections.

While development consistent with the proposed project would reduce the total amount of the development in the Specific Plan Area compared to what was contemplated by the General Plan, development under the proposed project would result in additional residential and nonresidential development throughout the Specific Plan Area that could have significant environmental impacts related to historic resources. Therefore, subsequent development under the proposed project could affect known historic resources or previously unidentified or undesignated resources, creating a potentially significant impact.

General Plan includes policies intended to conserve and reduce impacts to historical resources. For example, Policy HCR-2-g requires that the City review all demolition permits to determine whether buildings scheduled for demolition are potentially eligible for listing on the Local Register of Historic Resources and refer potentially eligible resources to the Historic Preservation Commission. The proposed project would also be required to comply with the City's Historic Preservation Ordinance, which is incorporated as Article 16 in the City's Municipal Code.

As the City receives development applications for subsequent development under the proposed project, those applications will be reviewed by the City for compliance with the objectives and policies in the General Plan and the Specific Plan related to the protection of historical resources. The City's Municipal Code and Zoning Ordinance, which implement the City's General Plan, would be reviewed when development applications are received.

Therefore, compliance with General Plan policies would ensure that future development projects are appropriately reviewed in terms of potential impacts to historic resources. Furthermore, the proposed project would implement MM CUL-1, which would ensure that future development projects are appropriately reviewed in terms of potential impacts to historic resources. Thus, implementation of MM CUL-1 would reduce impacts to a less than significant level.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than significant with mitigation incorporated. Based on a review of information available at the SSJVIC, portions of the Specific Plan Area have been previously surveyed for archaeological resources.

While no known archaeological resource sites have been recorded within the Specific Plan Area, archaeological sites have been recorded within 0.5-mile and the possibility exists that additional undiscovered archaeological sites could be present within the Specific Plan Area.

While development consistent with the proposed project would reduce the total amount of the development in the Specific Plan Area compared to what was completed by the General Plan, construction activities within previously undisturbed soils could result in a significant impact to unknown archaeological resources.

The potential for additional archaeological sites to be present within the Specific Plan Area exists but varies by location. Prehistoric habitation sites tend to be situated in proximity to creeks and other areas with a reliable water supply. Task-specific sites or resource procurement sites can be situated in almost any environment conducive to human activity. Buried prehistoric archaeological sites tend to be found on Holocene-era landforms, particularly alluvial fans, floodplains, and areas along rivers and streams. There are no naturally occurring rivers and streams within the Specific Plan Area. The proposed project would also be required to comply with the City's Historic Preservation Ordinance, which is incorporated as Article 16 in the City's Municipal Code.

As the City receives development applications for subsequent development under the proposed project, those applications would be reviewed by the City for compliance with General Plan Policies as well as the regulations of the Historic Preservation Ordinance related to archaeological resources. In particular, proposed new developments in the Specific Plan Area would be required to conduct an updated records search with the SSJVIC to determine the archaeological sensitivity of the site, as well as be referred to the NAHC and local Native American Tribes. If required, an archaeological survey of the site would be conducted and/or accidental discovery procedures for archaeological resources would be required.

In conclusion, development envisioned by the proposed project could affect known or previously unidentified archaeological resources within the Specific Plan Area, creating a potentially significant impact. However, compliance with General Plan policies, as well as the regulations of the Historic Preservation Ordinance, would ensure that future development projects are appropriately reviewed and designed in terms of potential impacts to archaeological resources. Furthermore, the proposed project would implement MM CUL-2, which would ensure that future development projects are appropriately reviewed and designed in terms of potential impacts to archaeological resources. Future individual development projects would be required to undergo project-specific environmental review, which may require additional site-specific or project-specific measures to reduce any potential impacts and would ensure that impacts remain less than significant.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than significant with mitigation incorporated. While development consistent with the proposed project would reduce the total amount of the development in the Specific Plan Area compared to what was completed by the General Plan, there is always a possibility that ground-disturbing activities associated with future development may uncover previously unknown buried human remains that may not be marked in formal burial locations. Therefore, as future individual development and

infrastructure projects are reviewed by the City, each project would be evaluated for conformance with the General Plan, the Historic Preservation Ordinance, and other applicable State regulations.

Public Resources Code Section 5097 has specific stop-work and notification procedures to follow when Native American human remains are inadvertently discovered during excavation and construction activities. Section 7050.5 of the California Health and Safety Code sets forth provisions related to the treatment of human remains, including the treatment of human remains found in locations other than a dedicated cemetery and the responsibilities of the Coroner. These requirements apply to all construction projects within the Specific Plan Area.

It is always possible that subsurface construction activities associated with future developments under the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains, creating a potentially significant impact. Compliance with adopted State, federal, and local regulations for the protection of archaeological resources and human remains, would ensure that future development under the proposed project would not result in significant adverse effects to human remains. Future development under the proposed project would implement MM CUL-3. MM CUL-3 would require construction to halt in the event that human remains are uncovered during construction activities and that the County Coroner be notified. If the remains are determined to be those of Native American descent, the NAHC shall be notified, and the landowner will take appropriate steps to prevent further disturbance or damage to the remains until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable. Implementation of this mitigation measure would reduce impacts to a less than significant level.

Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a Tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

d) A Tribal Cultural Resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

Less than significant with mitigation incorporated. Grading and construction activities within previously undisturbed soils within the Specific Plan Area could result in a significant impact to unknown Native American artifacts and human remains.

On October 6, 2021, a letter was sent to the NAHC to determine whether any sacred sites are listed on its Sacred Lands File for the Specific Plan Area. A response was received on November 14, 2021, indicating the search returned negative results for TCRs in the Specific Plan Area (Appendix D). Additionally, in accordance with requirements promulgated by SB 18 and AB 52, the City sent

notifications to Tribal representatives from the Amah Mutsun Tribal Band, Kitanemuk & Yowlumne Tejon Indians, North Fork Rancheria of Mono Indians, Northern Valley Yokut/Ohlone Tribe, Picayune Rancheria of the Chukchansi Indians, Southern Sierra Miwuk Nation, Table Mountain Rancheria, Traditional Choinumni Tribe, Tule River Indian Tribe, and Wuksachi Indian Tribe/Eshom Valley Band on July 7, 2025. One letter was received on July 31, 2025, from the Table Mountain Rancheria requesting more project information, which was provided. No further inquiries were made, and no consultation was requested. However, it is always possible that subsurface excavation activities may encounter previously undiscovered TCRs that may meet the eligibility requirements for listing in the California Register of Historical Resources. Therefore, any unidentified TCRs could be adversely affected by development under the proposed project and create a potentially significant impact.

While the proposed project does not directly propose any adverse changes to any recorded TCRs, future development allowed under the proposed project could affect known or previously unidentified TCRs. In addition, the potential for additional undiscovered eligible TCRs to be present within the Specific Plan Area exists but varies by location.

The General Plan includes policies intended to conserve and reduce impacts to TCRs. Policy HCR-2-d requires that the City works with local Native American Tribes to protect recorded and unrecorded cultural and sacred sites, as required by State law. The proposed project would also be required to comply with the City's Historic Preservation Ordinance, which is incorporated as Article 16 in the City's Municipal Code.

By adhering to the policies and actions in the General Plan and the City's Historic Preservation Ordinance, the provisions under State and federal law, and implementing MM CUL-1, MM CUL-2, and MM CUL-3, potential impacts to existing or undiscovered eligible TCRs within the Specific Plan Area would be reduced to less than significant.

e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Less than significant with mitigation incorporated. As stated above, grading and construction activities within previously undisturbed soils within the City could result in a significant impact to unknown Native American artifacts and human remains.

On October 6, 2021, a letter was sent to the NAHC to determine whether any sacred sites are listed on its Sacred Lands File for the Specific Plan Area. A response was received on November 14, 2021, indicating the search returned negative results for TCRs in the Specific Plan Area, and recommended contacting Tribal representatives from 12 Tribes for additional information. A letter containing project information was sent by FCS to each Tribal representative on November 15, 2021. No responses have been received to date (Appendix D).

Additionally, in accordance with requirements promulgated by SB 18 and AB 52, the City sent notifications to Tribal representatives from the Amah Mutsun Tribal Band, Kitanemuk & Yowlumne Tejon Indians, North Fork Rancheria of Mono Indians, Northern Valley Yokut/Ohlone Tribe, Picayune Rancheria of the Chukchansi Indians, Southern Sierra Miwuk Nation, Table Mountain Rancheria, Traditional Choinumni Tribe, Tule River Indian Tribe, and Wuksachi Indian Tribe/Eshom Valley Band on July 7, 2025. One letter was received on July 31, 2025, from the Table Mountain Rancheria requesting more project information, which was provided. No further inquiries were made, and no consultation was requested.

At this time, the City, in its capacity as Lead Agency, has not identified any TCRs meeting the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 that would be adversely impacted by the proposed project. Nonetheless, as described under Impact 2.5(d) future development allowed under the proposed project could affect previously unidentified TCRs.

As discussed under Impact 2.5(d), the General Plan includes policies to conserve and reduce impacts to TCRs, such as Policy HCR-2-d. By adhering to the policies in the General Plan, the provisions under State and federal law, as well as implementing MM CUL-1, MM CUL-2, and MM CUL-3, potential impacts to existing or undiscovered eligible TCRs within the Specific Plan Area would be reduced to less than significant.

Mitigation Measures

MM CUL-1 Individual development projects which proposed to alter a building or structure greater than 45 years of age at the time an application is submitted would be required to undergo project-specific environmental review, in compliance with CEQA Guidelines Section 15064.5, in order for the City to determine whether the building or structure may be a historic resource and take appropriate action such as requiring additional site-specific or project-specific measures to reduce any potential impacts. These measures include, but are not limited to, the following:

- Prior to project development that may affect historical resources (i.e., structures 45 years or older), a historical resources assessment shall be performed by an architectural historian or historian who meets the Secretary of the Interior's Professionally Qualified Standards in architectural history or history. This shall include a records search to determine whether any resources that may be potentially affected by the project have been previously recorded, evaluated, and/or designated in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or a local register. Following the records search, the qualified architectural historian shall conduct a survey in accordance with the California Office of Historic Preservation (OHP) guidelines to identify any previously unrecorded potential historical resources that may be potentially affected by the project. The criteria for determining a historically significant building or structure shall meet one or more of the following criteria:
  - Is associated with events that have made a significant contribution to the broad patterns of local, regional, or national history; or

  - Is associated with the lives of persons significant in local, regional, or national history; or
  - Embodies the distinctive characteristics of a significant architectural style, property type, period, or method of construction; represent the work of an architect, designer, engineer, or builder who is locally, regionally, nationally significant, or it is a significant visual feature of the City; possess high artistic values, represent a significant and distinguishable entity whose components may lack individual distinction; or
  - That have yielded, or may be likely to yield, information important in prehistory or history.
- Properties identified as historically significant resources, shall contain proper documentation meeting the Historic American Building Survey (HABS) Guidelines that shall be prepared and implemented, as approved by the qualified Historian meeting the Secretary of the Interior's Professional Qualifications Standards. Such documentation shall include drawings, photographs, and written data for each building/structure/element, and provide a detailed mitigation plan, including a monitoring program, recovery, rehabilitation, redesign, relocation, and/or in situ preservation plan.
- To ensure that projects requiring the relocation, rehabilitation, or alternation of a historical resource do not impact the resource's significance, the Secretary of Interior's Standards for the Treatments of Historic Properties shall be used to the maximum extent possible. The application of the standards shall be overseen by a qualified Architectural Historian or Historic Architect meeting the Professional Qualified Standards. Prior to any construction activities that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City of Fresno for review and approval.

If a future discretionary project would result in the demolition or significant alteration of historical resource, such demolition cannot be mitigated to a less than significant level. However, recordation of the resource prior to construction activities will assist in reducing adverse impacts to the resource to the greatest extent possible. Recordation shall take the form of Historic American Buildings Survey, Historic American Engineering Record, or Historic American Landscape Survey documentation and shall be performed by an Architectural Historian or Historian who meets the Professional Qualified Standards. Documentation shall include an architectural and historical narrative; medium- or large-format black and white photographs, negatives, and prints; and supplementary information such as building plans and elevations, and/or historical photographs. Documentation shall be reproduced on archival paper and placed in appropriate local, State, or federal institutions. The specific scope and details of documentation are to be developed in coordination with the City of Fresno.

MM CUL-2 To determine the archaeological sensitivity for individual development projects within the City, an archaeological resources assessment shall be performed under the

supervision of an Archaeologist that meets the Secretary of the Interior's Professional Qualified Standards for their role. The assessment shall include a California Historical Resources Information System (CHRIS) records search at the Southern San Joaquin Valley Information Center (SSJVIC) and a search of the Sacred Lands File (SLF) maintained by the Native American Heritage Commission (NAHC). The records searches shall determine if the project has been previously surveyed for archaeological resources, identify and characterize the results of previous cultural resource surveys, and disclose any cultural resources that have been recorded and/or evaluated. A Phase I pedestrian survey shall be undertaken in areas that are developed and undeveloped to locate any surface cultural materials.

- If potentially significant archaeological resources are identified through an archaeological resources assessment, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation shall be performed by an Archaeologist who meets the Secretary of the Interior's Standards prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and site avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. These might include a Phase III data recovery program that would be implemented by a qualified Archaeologist and shall be performed in accordance with the Office of Historic Preservation's (OHP) Archaeological Resource Management Reports (ARMR). The Archaeologist must prepare an archaeological data recovery plan to be reviewed and approved by the Lead Agency prior to the excavation of resources.
- If the archaeological assessment did not identify potentially significant archaeological resources within the project area but indicated the area to be highly sensitive for archaeological resources, this shall be followed by monitoring of all ground-disturbing construction and pre-construction activities in areas with previously undisturbed soil by a qualified Archaeologist. The Archaeologist shall inform all construction personnel prior to construction activities of the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project's initial on-site safety meeting and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are exposed during ground-disturbing activities, construction activities within 100 feet of the discovery shall be halted while the resources are evaluated for significance by an Archaeologist who meets the Secretary of the Interior's Standards. If the discovery proves to be significant, the qualified Archaeologist shall make recommendations to the Lead Agency (City of Fresno) on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines.
- If the archaeological assessment did not identify potentially significant archaeological resources but indicates the area to be of medium sensitivity for

archaeological resources, an Archaeologist who meets the Professional Qualified Standards shall be retained on an on-call basis. The Archaeologist shall inform all construction personnel prior to construction activities about the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project's initial on-site safety meeting and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are exposed during ground-disturbing activities, construction activities within 100 feet of the discovery shall be halted while the on-call Archaeologist is contacted. If the discovery proves to be significant, the qualified Archaeologist shall make recommendations to the Lead Agency (City of Fresno) on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines.

- Potentially significant cultural resources consist of, but are not limited to, stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project site should be recorded on appropriate California Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA Guidelines. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency (City of Fresno) approves the measures to protect these resources. The excavation, study, curation, and/or repatriation of archaeological artifacts recovered as a result of mitigation shall be undertaken in close consultation with the lead agency (City of Fresno) and representatives from consulting Native American Tribes, as appropriate. All Reports and DPR forms shall be submitted to the Lead Agency (City of Fresno), the Southern San Joaquin Valley Information Center (SSJVIC), and the California Office of Historic Preservation (OHP), as required.

MM CUL-3 In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. If during the course of any future development project there is accidental discovery or recognition of any human remains, the following steps shall be taken.

1. There shall be no further excavation or disturbance within 100 feet of the remains until the County Coroner is contacted to determine whether the remains are Native American and if an investigation of the cause of death is required. If the Coroner determines the remains to be Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the Most Likely Descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48

hours, for appropriate treatment and disposition of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.

2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the MLD or on the project site in a location not subject to further subsurface disturbance:
   - The NAHC is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission.
   - The descendant identified fails to make a recommendation.
   - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Additionally, California Public Resources Code Section 15064.5 requires the following relative to Native American remains:

- When an initial study identifies the existence of, or the probable likelihood of, Native American remains within a project site, a lead agency shall work with the appropriate Native Americans as identified by the NAHC as provided in Public Resources Code Section 5097.98. The applicant may develop a plan for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials with the appropriate Native Americans as identified by the NAHC.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.6 Energy *Would the project:*				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☒	☐	☐
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

Environmental Setting

End-use electricity and gas customers in Fresno County (County) are served solely by Pacific Gas and Electric Company (PG&E) to meet electrical power and natural gas demands. As of 2021, PG&E's electric power mix contains 48 percent electricity generated from renewable sources.[21]

The smallest scale at which electricity consumption information is readily available is the County level. Therefore, electricity consumption in Fresno County is used herein to generally characterize the City's existing electricity consumption. Fresno County includes several incorporated cities and a large unincorporated area. According to the California Energy Commission (CEC), Fresno County consumed approximately 7,444.9 gigawatt-hours (GWh) in 2019.[22] Note that year 2019 was used over reporting year 2020 to present a pre-COVID-19 pandemic level of energy usage. Similarly, the smallest scale at which natural gas consumption information is readily available is at the County level; therefore, natural gas consumption in the County is used herein to also characterize the City's existing natural gas consumption. According to the CEC, Fresno County consumed approximately 352.2 million U.S. therms

[21] Pacific Gas and Electric Company (PG&E). 2022. Corporate Sustainability Report, Executive Summary. Website: https://www.pgecorp.com/corp_responsibility/reports/2022/assets/PGE_CSR_2022_Executive_Summary.pdf. Accessed September 12, 2022.

[22] California Energy Commission (CEC). 2020. "Electricity Consumption by County." Website: https://ecdms.energy.ca.gov/elecbycounty.aspx. Accessed September 12, 2022.

of natural gas in 2019, or approximately 35,220 billion BTU.[23] As with electricity consumption, the year 2019 was used over reporting year 2020 to present a pre-COVID-19 pandemic level of natural gas usage.

The Specific Plan Area is in an urbanized area, located just to the east and southeast of Downtown Fresno, and is characterized by a blend of older single-family and multi-family housing developments, industrial facilities, public facilities, vacant land, and commercial areas. Existing development within the Specific Plan Area currently uses electricity and natural gas from existing utilities, as well as generate vehicle trips and subsequent fuel use.

Energy-Related Regulations

Federal and State agencies regulate energy use and consumption through various means and programs. At the federal level, the United States Department of Transportation (USDOT), the United States Department of Energy, and the EPA are three federal agencies with substantial influence over energy policies and programs. Generally, federal agencies influence and regulate transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding of energy-related research and development projects, and through funding for transportation infrastructure improvements. At the State level, the California Public Utilities Commission (CPUC) and the CEC are two agencies with authority over different aspects of energy. The CPUC regulates privately owned utilities in the energy, rail, telecommunications, and water fields. The CEC collects and analyzes energy-related data, prepares statewide energy policy recommendations and plans, promotes and funds energy efficiency programs, and adopts and enforces appliance and building energy efficiency standards. California is exempt under federal law from setting State fuel economy standards for new on-road motor vehicles. Some of the more relevant federal and State energy-related laws and plans are discussed below.

Federal Energy Independence and Security Act, Corporate Average Fuel Efficiency Standards

In response to *Massachusetts et al. vs. Environmental Protection Agency et al.*, the Bush Administration issued an Executive Order on May 14, 2007, directing the EPA and USDOT to establish regulations that reduce greenhouse gas (GHG) emissions from motor vehicles, nonroad vehicles, and nonroad engines by 2008. On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law, requiring an increased Corporate Average Fuel Economy (CAFE) standard of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by the 2020 model year.

In addition to setting increased CAFE standards for motor vehicles, the Energy Independence and Security Act (EISA) includes the following additional provisions:

- Renewable Fuel Standard (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

[23] California Energy Commission (CEC). 2020. Gas Consumption by County. Website: https://ecdms.energy.ca.gov/gasbycounty.aspx. Accessed September 12, 2022.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.

California Building Energy Efficiency Standards, Title 24 and California Green Building Standards Code

The California Building Energy Efficiency Standards, Title 24, Part 6 provides efficiency standards for residential and nonresidential buildings under the California Green Building Standards Code (CALGreen). The standards are updated periodically to allow for incorporation of new energy-efficient technologies and methods. The existing 2016 California Building Energy Efficiency Standards, Title 24 (2016 California Standards) became effective on January 1, 2017. The 2019 California Building Energy Efficiency Standards (2019 California Energy Code) went into effect on January 1, 2020, and are applicable to building permit applications submitted on or after that date. The 2019 California Energy Code requires solar photovoltaic systems for new homes, establishes requirements for newly constructed healthcare facilities, encourages demand responsive technologies for residential buildings, and updates indoor and outdoor lighting for nonresidential buildings.

The CEC anticipates that single-family homes built with the 2019 California Energy Code will use approximately 7 percent less energy compared to the residential homes built under the 2016 California Standards. Additionally, after implementation of solar photovoltaic systems, homes built under the 2019 California Energy Code will consume about 53 percent less energy than homes built under the 2016 California Standards. Nonresidential buildings will use consume approximately 30 percent less energy due to lighting upgrades.

California Assembly Bill 1007 (Pavley, Chapter 371, Statutes of 2005)

Assembly Bill (AB) 1007 required the CEC to prepare a State plan (State Alternative Fuels Plan) to increase the use of alternative fuels in California. To comply with this requirement, the CEC prepared the State Alternative Fuels Plan in partnership with the ARB and in consultation with other State, federal, and local agencies. The final State Alternative Fuels Plan, published in December 2007, attempts to achieve an 80 percent reduction in GHG emissions associated with personal transportation, even as California's population increases.

California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(2)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- idling when queueing,
- idling to verify that the vehicle is in safe operating condition,
- idling for testing, servicing, repairing or diagnostic purposes,
- idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- idling required to bring the machine system to operating temperature, and
- idling necessary to ensure safe operation of the vehicle.

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than significant with mitigation incorporated. While overall the proposed project includes less development than contemplated in the General Plan, the proposed project does include the reclassification of land use designations of some parcels within the Specific Plan Area to accommodate residential development and higher intensity mixed-use infill along priority corridors. Future development under the proposed project would consume energy throughout the construction and operation of such new development, in addition to energy consumption associated with existing development in the Specific Plan Area. Energy would be required during construction for the transportation of building materials, manufacturing of building materials, and the actual construction of buildings and infrastructure. During the operation, energy would be associated with building heating and cooling, use of consumer products, lighting, and vehicular traffic. Thus, future development under the proposed project would result in additional electricity and natural gas use. However, the General Plan includes policies and programs to ensure that new development is constructed and operated in a manner that uses fuel and energy in an efficient manner.

Furthermore, the electricity provider, PG&E, is subject to California Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources, which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The proposed project would be served with electricity provided by PG&E. Given PG&E's power mix,[24] the increase in reliance on such energy resources further ensures the proposed project would not result in the waste of the finite energy resources. Finally, in addition to compliance with applicable federal, State, and local standards regarding energy consumption, future development within the Specific Plan Area would be required to assess the potential energy impacts on a project-specific basis.

Construction Energy Usage

During construction, the proposed project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment and the use of electricity for temporary buildings, lighting, and other sources. It is not anticipated that natural gas would be consumed as part of project construction. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, paving, and building construction. The types of equipment could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, frontend loaders, forklifts, and cranes. Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations, Title 13, Sections

[24] Pacific Gas and Electric Company (PG&E). 2018. Where your electricity comes from. Website: https://www.pge.com/pge_global/common/pdfs/your-account/your-bill/understand-your-bill/bill-inserts/2018/10-18_PowerContent.pdf. Accessed September 9, 2022.

2449 and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. Additionally, given the cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools. Because of the temporary nature of construction and the financial incentives for developers and contractors to use energy-consuming resources in an efficient manner, the construction phase of the proposed project would not result in wasteful, inefficient, and unnecessary consumption of energy.

Furthermore, as required by the Municipal Code, Chapter 11, Article 1, SEC. 11-108 and SEC. 11-109, new development would be subject to energy conservation requirements in the California Energy Code (Title 24, Part 6, of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings) and CALGreen (CCR Title 24, Part 11). Based on standards for new construction established by the State and adherence to the development standards in the Municipal Code, activities associated with implementation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy. Pursuant to the Municipal Code, the City would review development proposals prior to the approval of development plans to ensure that sufficient energy resources and facilities are available and that the development complies with energy conservation and efficiency standards of Title 24 and the Municipal Code. Additionally, implementation of the proposed project's policies would help to minimize the effects of growth and development on energy resources. Therefore, implementation of the proposed project would have a less than significant impact under this criterion.

Operation Energy Usage

Operation of future developments envisioned as a part of the proposed project would consume natural gas and electricity for building heating and power, lighting, and water conveyance, among other operational requirements.

Future development projects would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 additionally requires new low-rise residential developments to include rooftop solar systems meeting a minimum system capacity consistent with calculations contained in Title 24, Part 6, Subchapter 8. Title 24 standards, widely regarded as the most advanced energy efficiency standards, would help to reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. Additionally, implementation of the General Plan and the proposed project's policies would help to minimize the effects of growth and development on energy resources. The plans and policies in the General Plan as well as the Specific Plan encourage alternative transit options through the creation of bicycle and pedestrian paths to improve the bikeability and walkability in the Plan Area.

Additionally, the General Plan includes numerous policies and implementation programs focused on improving the sustainability of the City, including reducing the consumption of non-renewable energy resources by requiring and encouraging conservation measures and the use of alternative energy sources (Policies RC-8-a through RC-8-k) and incentives for affordable housing providers, agencies, and non-profit and market rate developers to use Leadership in Energy and Environmental Design (LEED®) and CALGreen Tier 1 or Tier 2 standards or third party equivalents (Policy HC-3-d). Moreover, the energy efficiency of buildings is expected to continue to increase and improve throughout the life of the project as new energy efficiency standards are established. Similarly, the proposed project includes Policy RC-1.4, which includes Energy Conservation Strategies and incentives for residential projects.

Plans submitted for building permits of development projects in the Specific Plan Area would be required to include verification demonstrating compliance with the Building and Energy Efficiency Standards for Residential and Non-Residential Buildings in effect at the time building permits are issued. These standards are updated every 3 years, with the latest update (2022) having gone into effect on January 1, 2023. The proposed project would also be required to adhere to the provisions of CALGreen, which established planning and design standards for sustainable site development, energy efficiency (beyond the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. Additionally, because developments that would be considered under the proposed project have not been designed or proposed at this time, potential improvements to the current energy and natural gas facilities would be identified at the time such projects are considered. Therefore, with adherence to Title 24 regulations and the objectives and policies included in the approved General Plan and the proposed Specific Plan, the proposed project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

Furthermore, implementation of MM AIR-1b, MM AIR-1c, and MM AIR-1d would reduce fuel and energy usage from the proposed project by requiring the use of more efficient and cleaner-burning equipment during construction and/or operation of future development projects constructed within the Specific Plan Area. Implementation of these mitigation measures would further reduce the potential energy impacts of the proposed project.

Transportation Energy Usage

In addition to increasing demand for electricity and natural gas from the construction and operation of future development under the proposed project, increased energy use would also result from project-related trips. As the Specific Plan is a long-range planning project, forecasting future energy use related to travel for specific projects is speculative. Rather, the more appropriate measure of estimating energy use is to consider the VMT associated with the proposed project. A VMT analysis was conducted on August 16, 2022 for the proposed project by LSA (Appendix E). Because the proposed project is a Specific Plan, it qualifies as a land use plan, and therefore, the proposed project's VMT analysis was prepared using the criteria set forth in the City's 2020 VMT Guidelines for land use plans. VMT Metrics for the entire Specific Plan Area were estimated both with and without the proposed land use changes. The analysis concluded that for both per capita and per employee VMT, the proposed project would have lower VMT as compared to the no-project scenario within the entire Specific Plan Area. With the continued implementation of the approved General Plan, in 2035 the City

VMT per capita (16.5 miles) is forecast to be 17 percent less than the County VMT per capita (19.9 miles). The City's threshold for potential VMT impacts is 13 percent less than the County's existing average VMT. Corresponding numbers for VMT per employee indicate that the City average is forecast to be 13 percent lower than the approved General Plan (2035) County average. Additionally, development consistent with the proposed project would reduce the total amount of the development in the Specific Plan Area compared to what was completed by the General Plan. Moreover, the fuel efficiency of vehicles is expected to continue to increase and improve throughout the life of the project as new fuel economy standards are established. Lastly, the impact of future development projects on transportation energy demand would be assessed for specific projects. Therefore, the proposed project would have a less than significant impact transportation energy demands.

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than significant impact. The proposed project would be subject to all relevant provisions of the most recent update of CALGreen, including the current California Standards, which would ensure that the project would consume energy efficiently through the incorporation of energy-efficient features, such as door and window interlocks, direct digital controls for heating, ventilation, and air conditioning (HVAC) systems, and high-efficiency outdoor lighting. Furthermore, compliance with CALGreen in connection with the goals and policies set forth in the General Plan would ensure that the building energy use associated with the project would not be wasteful, inefficient, or unnecessary.

In addition, PG&E would supply electricity and natural gas to the project, and as per PG&E compliance with the State's RPS, a portion of the energy consumed during project operations would originate from renewable sources. Therefore, the project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant.

Construction

As previously discussed, the proposed project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, construction equipment and through the use of electricity for temporary buildings, lighting, and other sources. California Code of Regulations Title 13, Sections 2449 and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. Future development under the proposed project would comply with these regulations. There are no policies at the local level applicable to energy conservation specific to the construction phase; thus, it is anticipated that implementation of the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, construction-related energy efficiency and renewable energy standards consistency impacts would be less than significant.

Operation

The General Plan aims to promote mixed-use development and encourage alternative modes of transportation to reduce vehicle trip lengths and reliance on the automobile, which in turn would reduce the transportation energy demand in the Specific Plan Area. The General Plan also encourages

development of housing near employment and transportation, which supports reductions in per capita VMT. Implementation of the policies in the General Plan, as well as the guiding principles and policies included in the proposed project, would also promote land use patterns that would improve walking and bicycling facilities to be more prominent, comfortable, and safe throughout the City. Compliance with the policies included in the General Plan, including Policy RC-8-j, would support the development of a network of integrated charging and alternate fuel station for both public and private vehicles that would also serve to reduce the overall transportation energy demand. The proposed project includes policies to promote the use of sustainable design features and renewable energy sources and to promote energy efficiency, conservation, and waste reduction measures.

As discussed above, California's RPS requires that 33 percent of electricity retail sales be served by renewable energy sources by 2020. The proposed project would be served with electricity provided by PG&E. A total of 48 percent of PG&E's delivered electricity comes from renewable sources, including solar, wind, geothermal, small hydroelectric and various forms of bioenergy. PG&E reached California's 2020 renewable energy goal in 2017 and is positioned to meet the State's 60 percent by 2030 renewable energy mandate set forth in Senate Bill (SB) 100.[25]

The State's Title 24 energy efficiency standards establish mandatory measures for residential buildings, including material conservation and resource efficiency. Development consistent with the proposed project would be required to comply with these mandatory measures. The proposed project would also comply with the California Building Standards Code (CBC) requiring proposed low-rise residential buildings to include rooftop solar systems. In addition, per the CBC, the proposed buildings would be required to provide wiring that would allow installation of electric vehicle (EV) charging equipment in any private garages or carports. Mandatory compliance with the applicable provisions of CALGreen would ensure that development consistent with the proposed project uses energy efficiently.

Compliance with the above measures would ensure that development consistent with the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, operational energy efficiency and renewable energy standards consistency impacts would be less than significant.

Mitigation Measures

Implement MM AIR-1b, MM AIR-1c, and MM AIR-1d.

[25] Pacific Gas and Electric Company (PG&E). 2022. Renewable Energy and Storage web page. Website: https://www.pgecorp.com/corp_responsibility/reports/2022/pf03_renewable_energy_storage.html. Accessed December 15, 2022.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.7 Geology, Seismicity, and Soils *Would the project:*				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total

amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

Environmental Setting

According to the General Plan, the City does not lie within a known active Earthquake Fault Zone. Although a number of faults are located within the Sierra Nevada Mountain Range to the east of the Specific Plan Area, none are considered active. Numerous active faults are present within the central Coast Ranges west of the Specific Plan Area including the San Andreas Fault located approximately 68 miles west of the area. There is an active fault approximately 78 miles east of the Specific Plan Area near the census-designated place of Independence, California along the Fresno County-Inyo County border. The Great Valley Fault Zone also represents a source of seismotectonic forces. The Great Valley Fault Zone exists at the boundary of the Coastal Range and the Central Valley, approximately 40 miles west of the Specific Plan Area.[26] Overall, seismic-related concerns (including liquefaction and subsidence) are considered fairly minor within the City. The City is not located in an Alquist-Priolo Special Fault Study Zone, that is, it has not been identified as a zone of special study around active faults. Hidden faulting in western Fresno County did manifest itself in the Coalinga Earthquake of 1983, causing ground shaking in Fresno, but resulted in minimal damage. Ground shaking represents the principal potential earthquake hazard for the City, which could cause damage to buildings and infrastructure. However, the distance between the City and major faults minimizes this potential hazard.[27] Surface faulting is absent within the Specific Plan Area and the majority of the area is relatively flat. The general soil profile within the City consists predominately of silty sands, sandy silts, clayey sands, sandy clayey silts, and sands.

The State has established minimum standards for building design through the CBC, which contain specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. The American Society of Civil Engineers (ASCE) has also published standards for minimum design loads for buildings in the 2010 ASCE-7 standards. The CBC also contains standards for grading activities, including drainage and erosion control (Chapter 18, Appendix J).

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than significant impact with mitigation incorporated. Historically, ground surface displacements closely follow the trace of geologically young faults. As previously described, the Specific Plan Area is

[26] United States Geological Service (USGS). 2022. Evidence of Active Quaternary Deformation on the Great Valley Fault System Near Winters, Northern California. Website: https://www.usgs.gov/publications/evidence-active-quaternary-deformation-great-valley-fault-system-near-winters-northern. Accessed January 21, 2025.

[27] City of Fresno. 2014. City of Fresno General Plan, Noise and Safety. December.

not within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults occur within the Specific Plan Area. All active faults in the surrounding vicinity of the Specific Plan Area are located over 30 miles in any direction. The nearest source of seismotectonic forces is the Great Valley Fault Zone, approximately 40 miles west of the Plan Area. The Great Valley Fault Zone has the potential to produce a 6.1 moment magnitude earthquake. However, due to distance, the potential impact is relatively low. Further, future development under the proposed project would comply with the 2022 CBC, which contains seismic safety requirements. Lastly, the proposed project would implement MM GEO-1a, which requires future development to conduct a field survey and literature review, and project-specific MM GEO-1b, which would require future development under the proposed project to conduct a design-level geotechnical study and incorporate all construction-related recommendations to address site-specific conditions, which would reduce potential impacts to less than significant. Therefore, the proposed project would have a less than significant impact.

ii) Strong seismic ground shaking?

Less than significant impact. As with most areas within the State, the Specific Plan Area would be exposed to ground shaking from seismic events on local and regional faults. However, the Fresno area has historically experienced a low to moderate degree of seismicity. The nearest source of seismotectonic forces to the project area is the Great Valley Fault Zone located over 40 miles to the southwest, which is capable of producing a 6.1 moment magnitude earthquake. Therefore, the seismicity of the project area is governed by the activity of the Great Valley Fault, although ground shaking from future earthquakes on other faults could also be felt at the site. The intensity of earthquake ground motion at the site would depend upon the characteristics of the generating fault, distance to the earthquake epicenter, and magnitude and duration of the earthquake. Strong to very strong ground shaking could occur at the site during a large earthquake on one of the nearby faults. Future development in the Specific Plan Area would be designed to withstand strong ground shaking, because all built projects are required to comply with the CBC to minimize the potential effects of ground shaking and other seismic activity. To reduce ground shaking impacts, the proposed project would also be consistent with General Plan Objective NS-2 and policies NS-2-a through NS-2-d, which aim to minimize risks of property damage and personal injury posed by geologic and seismic risks. Therefore, the proposed project would have a less than significant impact related to strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact with mitigation incorporated. As previously discussed, the soil profile within the City consists predominately of silty sands, sandy silts, clayey sands, sandy clayey silts, and sands. The potential for soil liquefaction in the Specific Plan Area ranges from very low to moderate due to the variable density of the subsurface soils and the presence of shallow groundwater. In addition, the Specific Plan Area could be susceptible to induced settlement of loose unconsolidated soils or lateral spread during seismic shaking events. However, based on the nature of the subsurface materials and the relatively low to moderate seismicity of the region, the seismic settlement and/or lateral spread are not anticipated to represent a substantial hazard within the Specific Plan Area during

seismic events. Further, future development within the Specific Plan Area would comply with CBC seismic design standards, MM GEO-1a, and MM GEO-1b. As previously discussed, General Plan Objective NS-2 and Policies NS-2-a through NS-2-d also require the City to minimize risks by implementing a series of measures to reduce impacts to new development. Therefore, the proposed project would have a less than significant impact related to seismic-related ground failure with mitigation incorporated.

iv) Landslides?

Less than significant impact. As previously discussed, the City is generally flat. Therefore, there is not a significant risk of landslides in the City or the Specific Plan Area. The Specific Plan Area has not been identified as an area of high landslide hazard.[28] Future development under the proposed project would be required to comply with the CBC, General Plan policies, and the City's Municipal Code. Therefore, the proposed project would have a less than significant impact related to landslide hazards.

b) Result in substantial soil erosion or the loss of topsoil?

Less than significant impact. Development and land use activities contemplated by the Specific Plan Area would result in site preparation activities, such as grading and trenching, at future project sites located throughout the Specific Plan Area. Future projects would also result in the addition of impervious surfaces within the Specific Plan Area, and depending on the location of the project, could possibly result in the alteration of topographic features at the project site. The alteration of topographic features could lead to increased erosion by creating unstable rock or soil surfaces. Because much of the Specific Plan Area is relatively flat and the locations of projects that would substantially alter topography are limited, there would be minimal geotechnical effects related to erosion. Moreover, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan.

Future development under the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permitting program as well as the Fresno Municipal Code and General Plan. Fresno Municipal Code Section 15-3302 requires every approved map to be conditioned on compliance with the requirements for grading and erosion control, including the prevention of sedimentation or damage to off-site property. All future projects on sites larger than 1 acre within the Specific Plan Area are required to submit a Storm Water Pollution Prevention Plan (SWPPP) and Grading Plan to the City that identify specific actions and Best Management Practices (BMPs) to prevent stormwater pollution from construction sources. The plans would identify a practical sequence for site restoration, BMP implementation, contingency measures, responsible parties, and agency contacts. Compliance with these policies and with other pertinent regulations will ensure that potential soil erosion impacts, or the potential loss of topsoil, would be less than significant.

[28] Fresno County. 2018. Fresno County Multi-Jurisdictional Hazard Mitigation Plan, Figure 4.23 Landslide Hazards and Areas of Subsidence in Fresno County. May.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than significant impact with mitigation incorporated. Damage caused by subsidence or collapse has been primarily associated with significant changes in gradients of canals and aqueducts and breakage of deep-water well casings. Furthermore, portions of the San Joaquin Valley have experienced land subsidence or collapse due to groundwater and petroleum extraction, as noted in the City of Fresno General Plan. Within the San Joaquin Valley, subsidence or collapse is concentrated in the southern part and the west side of the valley where rainfall is sparse and groundwater recharge is minimal. Although subsidence or collapse is a significant concern in western Fresno County, as well as other portions of the San Joaquin Valley, the Specific Plan Area is not known to be subject to such subsidence or collapse hazards. Future development as envisioned in the Specific Plan is required to comply with building code requirements to mitigate and minimize liquefaction and landslide hazards. Finally, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan. With implementation of MM GEO-1a and MM GEO-1b, which requires a geotechnical study with preventive measures for liquefaction and landslides, and compliance with General Plan policies and the Municipal Code, the proposed project would have a less than significant impact related to landslides, lateral spreading, subsidence, liquefaction, or collapse.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than significant impact with mitigation incorporated. There are localized areas within City that contain expansive soils, though the specific locations of these areas are not known. As previously discussed, the general soil profile within the City consists predominately of silty sands, sandy silts, clayey sands, sandy clayey silts, and sands. The clayey soils are slightly to moderately expansive.

Because the Specific Plan Area may contain expansive soils, which can cause movement and cracking of foundations, pavement, and slabs, future development under the proposed project would be required to implement MM GEO-1a and MM GEO-1b. In general, the effects of expansive soil can be mitigated by moisture-conditioning the expansive soil, providing non-expansive fill below slabs, and either supporting foundations below the zone of severe moisture change or by providing a stiff, shallow foundation that can limit deformation of the superstructure as the underlying soil shrinks and swells. Future development under the proposed project would comply with the CBC and General Plan, as well as the Municipal Code Ordinance Section 12-1022, which requires preliminary soil reports be prepared to identify potential site-specific soil issues such as expansive soils, and to include foundation support and grading parameters in the project design to address site-specific soil conditions. Preliminary soil reports may include measures that should be incorporated into project plans that reduce potential impacts related to expansive soil or other potentially hazardous soil conditions. Further, grading and erosion control measures are required under Section 15-1603 of the Municipal Code. Moreover, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan, thus reducing the amount of development that would potentially be located on expansive soils as

compared to what was considered in the General Plan. Therefore, the proposed project would have a less than significant impact related to expansive soils with mitigation incorporated.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No impact. The City's General Plan mandates the abatement of existing septic systems, requiring the removal of septic systems and the installation of public sewage collection and disposal systems as part of the buildout process.

Because the proposed project is consistent with the General Plan, there would be no septic tank systems included in the buildout of the Specific Plan Area. Sewer services in the Specific Plan Area are provided by the City. Thus, no impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than significant impact with mitigation incorporated. There are two primary surficial deposits in the Specific Plan Area: (1) Pleistocene non-marine; and (2) Quaternary non-marine fan deposits. The Pleistocene non- marine deposits are considered to have a high potential sensitivity. The Quaternary non-marine deposits consist of Pleistocene-Holocene alluvial sediments. Since these deposits include Pleistocene sediments, they are also considered to have a high potential for sensitivity. Therefore, excavation and/or construction activities within the Specific Plan Area that are associated with continued implementation of the approved General Plan have the potential to impact paleontological/geological resources during excavation and construction activities within previously undisturbed soils. Thus, the potential to impact paleontological resources during excavation and construction activities is considered potentially significant. However, the proposed project would implement MM GEO-1a and MM GEO-6, which requires a qualified Paleontological Monitor to be retained prior to initiation of excavation procedures and would reduce impacts to a less than significant level. Therefore, the proposed project would have a less than significant impact on unique paleontological resources or geologic features.

Mitigation Measures

MM GEO-1a Subsequent to a preliminary City review of the grading plans for future discretionary projects within the Specific Plan Area, if there is evidence that a project will include excavation or construction activities within previously undisturbed soils, a field survey and literature search for unique paleontological/geological resources shall be conducted. The following procedures shall be followed:

- If unique paleontological/geological resources are not found during either the field survey or literature search, excavation and/or construction activities can commence. In the event that unique paleontological/geological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified Paleontologist shall be consulted to determine whether the resource requires further study. The qualified

Paleontologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including, but not limited to, excavation of the finds and evaluation of the finds. If the resources are determined to be significant, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any paleontological/geological resources recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

- If unique paleontological/geological resources are found during the field survey or literature review, the resources shall be inventoried and evaluated for significance. If the resources are found to be significant, mitigation measures shall be identified by the qualified Paleontologist. Similar to above, appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. In addition, appropriate mitigation for excavation and construction activities in the vicinity of the resources found during the field survey or literature review shall include a Paleontological Monitor. The monitoring period shall be determined by the qualified Paleontologist. If additional paleontological/geological resources are found during excavation and/or construction activities, the procedure identified above for the discovery of unknown resources shall be followed.

MM GEO-1b Prior to issuance of building permits for new construction on any property within the Specific Plan Area, the project applicant shall submit a design-level geotechnical study and building plans to the City of Fresno Planning and Development Department for review and approval. The building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the most recent version of the California Building Standards Code (CBC). A licensed Professional Engineer shall prepare the plans, including those that pertain to soil engineering and structural foundations. The approved plans shall be incorporated into the project. All on-site soil engineering activities shall be conducted under the supervision of a licensed Geotechnical Engineer or Certified Engineering Geologist.

MM GEO-6 Prior to approval of any discretionary project that could result in an adverse change to a potential paleontological resource, the City shall require a site-specific evaluation of paleontological resources by a professional who meets the Society of Vertebrate Paleontology qualification standards. The evaluation shall provide recommendations to mitigate potential impacts to paleontological resources and shall be approved by the City of Fresno Planning and Development Department.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.8 Greenhouse Gas Emissions *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

Environmental Evaluation

Introduction

As noted in the proposed project, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

Environmental Setting

GHGs are generated from natural geological and biological processes and through human activities, including the combustion of fossil fuels and industrial and agricultural processes. GHGs include CO_2, nitrous oxide (N_2O), methane (CH_4), chlorofluorocarbons, hydrofluorocarbons and perfluorocarbons.

While GHGs are emitted locally, they have global implications. GHGs trap heat in the atmosphere, which heats up the surface of Earth. This concept is known as global warming and is contributing to climate change. Changing climatic conditions pose several potential adverse impacts including sea level rise, increased risk of wildfires, degraded ecological systems, deteriorated public health, and decreased water supplies.

To address GHGs at the State level, the California legislature passed the California Global Warming Solutions Act in 2006 (AB 32), which requires Statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order S-3-05 provides the California Environmental Protection Agency (Cal/EPA) with the regulatory authority to coordinate the State's effort to achieve GHG reduction targets. Executive Order S-3-05 goes beyond AB 32 and calls for an 80 percent reduction below 1990 levels by 2050. SB 375 was adopted in 2008, which seeks to curb GHGs by reducing urban sprawl and VMT.

The Governor signed SB 32 in September of 2016, giving ARB the statutory responsibility to include the 2030 target previously contained in Executive Order B-30-15 in the 2017 Climate Change Scoping

Plan Update. SB 32 states that "[i]n adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions authorized by this division, the state [air resources] board shall ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030."[29] The 2017 Climate Change Scoping Plan Update addressing the SB 32 targets was adopted by the ARB on December 14, 2017. The recently adopted 2022 Climate Change Scoping Plan, adopted by the ARB in December 2022, includes measures to further reduce GHG emissions, supporting State goals of carbon neutrality by 2045.

The City is located in the in the SJVAB. The SJVAB consists of Kings, Madera, San Joaquin, Merced, Stanislaus, and Fresno Counties, as well as a portion of Kern County. The local agency with jurisdiction over air quality in the SJVAB is the Valley Air District. The City developed its first GHG Plan in 2014, which includes GHG reduction targets and emissions inventories for the years 2020 and 2035. An updated GHG Plan (the GHG Plan Update) was adopted on September 30, 2021, pursuant to a certified General Plan Program EIR (State Clearinghouse Number 2019050005). However, the General Plan Program EIR and the associated 2021 GHG Reduction Plan were rescinded by City Council Resolution in March 2025. The City's previously adopted GHG Reduction Plan (2014) has not been the subject of a legal challenge and has not rescinded. As stated, the 2014 GHG Plan includes reduction targets for 2035; however, the full 25-year buildout of the proposed project goes beyond the year 2035 and is anticipated to be fully operational in the year 2050. Therefore, this analysis will evaluate the consistency of the proposed project with ARB's latest 2022 Scoping Plan including the proposed project's consistency with relevant Scoping Plan measures and the latest RTP/SCS for the region within which the Plan is located. The 2022 Scoping Plan is consistent with the State's longer-term AB 1279 GHG reduction targets of achieving carbon neutrality by 2045 and reducing GHG emissions to 85 percent below 1990 levels by 2045. Therefore, consistency with the 2022 Scoping Plan would also demonstrate consistency with the State's long-term GHG reduction targets encapsulated by AB 1279

The analysis provides a qualitative assessment of the proposed project's compliance with the applicable plans, policies, and regulations for the purposes of reducing GHG emissions to determine whether the proposed project would have a significant impact on the environment relative to GHGs.

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than significant impact. Implementation of the proposed project would contribute to global climate change through direct emissions of GHG from on-site area sources and vehicle trips generated by the proposed project, and indirectly through off-site energy production required for on-site activities, water use, and waste disposal. Estimated GHG emissions attributable to future development

[29] California Legislative Information. 2015–2016. SB-32 California Global Warming Solutions Act of 2006: Emissions limit. Website: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB32. Accessed September 9, 2022.

would be primarily associated with increases of CO_2 and other GHG pollutants, such as CH_4 and N_2O, from mobile sources and utility usage.

Construction

Construction activities associated with future development under the proposed project would generate temporary short-term GHG emissions from heavy-duty construction equipment, worker trips, and material delivery and hauling. On-site activities would consist of the operation of off-road construction equipment as well as on-site truck travel (e.g., haul trucks, dump trucks, and concrete trucks). Off-site sources would include emissions from construction vehicles used for hauling materials and worker vehicle trips. Future development under the proposed project would comply with the requirements of the City's General Plan policies and programs related to GHG emissions as well as applicable Valley Air District regulations. Short-term construction GHG emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate change. Therefore, future development under the proposed project at construction would not result in significant adverse effects related to GHG emissions. As such, the implementation of the proposed project would result in a less than significant impact relative to this topic.

Operation

Operational or long-term emissions occur over the life of the project. Sources of emissions may include motor vehicles and trucks, energy usage, water usage, waste generation, and area sources, such as landscaping activities. While implementation of the proposed project would generate an increase in GHG emissions, its guiding principles, design guidelines, and proposed land use designations for the Specific Plan Area would contribute to minimizing emissions to the extent feasible. Guiding principles and objectives of the proposed project include promoting sustainable development and encouraging modes of transportation other than vehicles. Applicable General Plan policies support the installation of electric infrastructure to support electric vehicles (EVs) at residential, commercial, and industrial land uses. Future developments under the proposed project would be subject to State regulations that would reduce emissions from project construction and operation, including Title 24 and CALGreen standards and the California Code of Regulations, which the City has adopted. As such, the implementation of the proposed project would result in a less than significant impact relative to this topic**.**

b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant impact with mitigation incorporated. Applicable plans adopted for the purpose of reducing GHG emissions include ARB's Scoping Plan and the Fresno COG RTP/SCS. A consistency analysis with these plans is presented below.

Consistency with the 2022 Scoping Plan

ARB's 2022 Scoping Plan (which is the latest version of the Scoping Plan) provides policies that are considered needed to meet the State's mid-term and long-term GHG emissions reduction targets. Specifically, ARB's Final 2022 Scoping Plan identifies that it ". . . lays out the sector-by-sector roadmap for California, the world's fifth largest economy, to achieve carbon neutrality by 2045 or earlier . . . ."

The 2022 Scoping Plan addresses recent legislation and direction from Governor Newsom by extending and expanding upon earlier Scoping Plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045 and adding carbon neutrality as a science-based guide and touchstone for California's climate work. Under the 2022 Scoping Plan, local government plays a supporting role through its land use authority and control over local transportation infrastructure. The 2022 Scoping Plan includes reductions from implementation of SB 375 that apply to VMT from passenger vehicles. Fresno County targets for SB 375 are a 5 percent per capita reduction by 2020 and a 10 percent per capita reduction by 2035 relative to 2005 levels. (SB 375 is implemented with the Fresno COG RTP/SCS). The RTP/SCS envisions an increase in development density that would encourage fewer and shorter trips and more trips by transit, walking, and bicycling in amounts sufficient to achieve the SB 375 targets. The strategies included in the proposed project are consistent with the measures included in the RTP/SCS and would serve to support a per capita reduction in VMT in the Plan Area after the implementation of the proposed project.

Appendix D of the 2022 Scoping Plan contains three tables which outline various measures that would reduce impacts related to GHG emissions pursuant to the State's GHG reduction goals. Table 1, Priority GHG Reduction Strategies, provides programmatic priority areas and measures that local governments can use to address the largest sources of GHGs within their jurisdiction. Appendix D of the 2022 Scoping Plan states, "When developing local climate plans, measures, policies, and actions, local jurisdictions should incorporate the recommendations described in Table 1 to the extent appropriate to ensure alignment with State climate goals." While the proposed project is not a local climate plan, it is a policy-level document that includes actions to reduce GHG emissions in accordance with State climate goals. Therefore, the proposed project is evaluated against each of the "Priority GHG Reduction Strategies" contained within Table 1.

Table 3, Key Residential and Mixed-Use Project Attributes that Reduce GHGs, of Appendix D of the 2022 Scoping Plan, provides more project-level measures than Table 1. These project-level attributes include, but are not limited to, providing EV charging infrastructure, consisting of transit-supportive densities, being located in proximity to existing transit stops, providing at least 20 percent affordable housing to lower-income residents, and using all-electric appliances. Because the proposed project is a policy-level document, it is not possible to determine consistency with all of the measures required at an individual project-level.

Furthermore, according to Appendix D, Table 3 specifically only applies to residential and mixed-use projects, with a mixed-use project being defined as "development including both residential and nonresidential uses with at least two-thirds of the square footage designated for residential use." As shown in Table 2 of this IS/MND, Proposed Land Uses, the proposed project would include uses other than residential and mixed-use, including public facilities, commercial, and office space. Proposed uses, as detailed in Table 3 of this IS/MND, include redevelopment of the former UMC Hospital Site into a holistic health and wellness center and expansion of the Mosqueda Center into a hub for cultural activities, education, and recreation. Therefore, the proposed project does not consist of strictly residential and mixed-uses land uses, and while some portion of the mixed-use land uses may include residential uses, it is not possible to quantify what percentage of residential would be included in the mixed-use land uses at this time to ensure it would meet the definition of mixed-use (two-thirds

residential) as defined by ARB in Appendix D of the 2022 Scoping Plan. Therefore, Table 3 is not applicable to the proposed project at the programmatic level.

Nevertheless, MM GHG-2a would require future individual development projects to comply with all applicable requirements and policies, such as the 2022 Scoping Plan, including demonstrating consistency with Table 3 of Appendix D. The proposed project's consistency with the applicable 2022 Scoping Plan policies is discussed in Table 11 below.

Table 11: Consistency with the 2022 Scoping Plan

Scoping Plan Measure	Project Consistency
Convert local government fleets to ZEVs [Zero-Emission Vehicles] and provide EV [electric vehicle] charging at public sites.	**Not applicable.** While this goal is not applicable to private development plans or projects, development pursuant to the proposed project will comply with the requirements of the California Energy Code (California Code of Regulations [CCR] Title 24, Part 6) as it relates to EV charging and parking spaces.
Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).	**Not applicable**. While this goal is not applicable to private development plans or projects, development pursuant to the proposed project will comply with the requirements of the California Energy Code (CCR Title 24, Part 6) as it relates to EV charging and parking spaces.
Reduce or eliminate minimum parking standards.	**Consistent**. The proposed project includes a number of goals and initiatives to support a variety of transportation options with parking requirements that encourage non-automotive travel modes within the Specific Plan Area, including improving connectivity between residential areas and local and regional destinations and providing comfortable and reliable transit service that meets community needs. In addition, MM GHG-2b would require the unbundling of parking from multi-family residential uses within the proposed project.
Implement Complete Streets policies and investments, consistent with general plan circulation element requirements.	**Consistent**. The Specific Plan Area proposes a series of transportation improvements to make travel in and around the Plan Area safe, efficient, convenient, and accessible to pedestrians, bicyclists and transit riders. This includes adding new street connections, creating a robust network of primary bicycle corridors, and implementing a series of major and minor street and streetscape improvements.
Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, micro transit, etc.	**Consistent**. The Specific Plan Area proposes a series of transportation improvements to make travel in and around the Plan Area safe, efficient, convenient, and accessible to pedestrians, bicyclists and transit riders. For example, Goal LU-1 calls for the transformation of Cesar Chavez Boulevard into a walkable and lively corridor with

Scoping Plan Measure	Project Consistency
	a diverse mix of retail, service, residential, cultural, and institutional uses that will attract both local residents and regional visitors.
Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking.	**Consistent**. The Specific Plan Area proposes a series of transportation improvements to make travel in and around the Specific Plan Area safe, efficient, convenient, and accessible to pedestrians, bicyclists, and transit riders. This includes adding new street connections, creating a robust network of primary bicycle corridors, and implementing a series of major and minor street and streetscape improvements.
Implement parking pricing or transportation demand management pricing strategies.	**Consistent**. The proposed project includes a number of goals and initiatives to support a variety of transportation options with parking requirements that encourage non-automotive travel modes within the Specific Plan Area, including improving connectivity between residential areas and local and regional destinations and providing comfortable and reliable transit service that meets community needs. In addition, MM GHG-2b would require the unbundling of parking from multi-family residential uses within the proposed project.
Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood).	**Consistent**. The Specific Plan Area proposes a series of transportation improvements to make travel in and around the Specific Plan Area safe, efficient, convenient, and accessible to pedestrians, bicyclists, and transit riders. For example, Goal LU-1 calls for the transformation of Cesar Chavez Boulevard into a walkable and lively corridor with a diverse mix of retail, service, residential, cultural, and institutional uses that will attract both local residents and regional visitors.
Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements).	**Consistent**. The proposed project is one of several growth areas identified in the City's General Plan and aligns with the General Plan's policy of balancing growth with infill development. The proposed land use changes in the Specific Plan Area allow for higher intensity mixed-use infill along priority corridors and at key opportunity sites. In addition, the proposed project includes a number of goals and objectives to preserve natural and working lands. For example, Objective POSS-2 ensures that adequate land, in appropriate locations, is designated and acquired for park and recreation uses in infill and growth areas.
Adopt all-electric new construction reach codes for residential and commercial uses.	**Not applicable.** While this goal is not applicable to private development plans or projects, development pursuant to the proposed project would comply with the requirements of the California Energy Code (CCR Title 24, Part 6) as it relates to new construction. In addition, MM

Scoping Plan Measure	Project Consistency
	GHG-2c would require all future residential development within the proposed project to be all-electric unless full electrification is deemed infeasible through a project-specific analysis.
Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers).	**Consistent**. The Specific Plan Area proposes a number of goals and initiatives to implement energy efficiency retrofits for existing buildings. For example, Goal T-9.4 promotes the use of sustainable design features and renewable energy sources in new public facilities, capital improvement projects and private development. Goal T-9.4 further notes that the City should collaborate with partner agencies, utilities and businesses to support a range of energy efficiency, conservation, and waste reduction measures in new and private development projects.
Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances.	**Consistent.** Goal T-9.4 promotes the use of sustainable design features and renewable energy sources in new public facilities, capital improvement projects, and private development. In addition, MM GHG-2c would require all future residential development within the proposed project to be all-electric unless full electrification is deemed infeasible through a project-specific analysis.
Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing).	**Consistent.** Goal T-9.4 promotes the use of sustainable design features and renewable energy sources in new public facilities, capital improvement projects, and private development.
Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings).	**Not applicable.** This measure does not directly apply to private development projects.
Source: California Air Resources Board (ARB). 2012. Appendix D Local Actions. November. Website: https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf. Accessed December 20, 2024.	

Consistency with the Fresno COG 2022 RTP/SCS

The Fresno COG's 2022 RTP/SCS envisions an increase in development density that would encourage fewer and shorter trips and more trips by transit, walking, and bicycling in amounts sufficient to achieve the SB 375 targets. The strategies included in the Specific Plan are consistent with the measures included in the RTP/SCS and would serve to support a per capita reduction in VMT in the Specific Plan Area after the implementation of the proposed project.

Additionally, the Fresno COG's 2022 RTP/SCS includes five goals with corresponding policies for improving mobility and accessibility, connecting communities with accessible transportation options,

creating a safe, well-maintained, efficient, and climate-resilient multimodal transportation network, adding to a transportation network that supports a sustainable and vibrant economy, and embracing clean transportation, technology, and innovation. These goals include similar measures to the 2022 Scoping Plan. The proposed project's consistency with the applicable 2022 RTP/SCS strategies is discussed in Table 12, below.

Table 12: Consistency with Fresno COG's 2022 RTP/SCS

RTP/SCS Measure	Project Consistency
Goal 1: Improved mobility and accessibility for all.	**Consistent**. The proposed project includes a number of goals and initiatives to support a variety of transportation options with parking requirements that encourage non-automotive travel modes within the Specific Plan Area, including improving connectivity between residential areas and local and regional destinations; and providing comfortable, and reliable transit service that meets community needs. The vision statement for the Specific Plan notes that "over the next 30 years, the CSE Fresno will become a lively, beautiful, walkable and healthy community for its residents and all Fresnans, supported by enhances mobility options and an activated public realm, the community will feature safe and complete neighborhoods that provide a range of amenities essential to a high quality of life."
Goal 2: Vibrant communities that are accessible by sustainable transportation options.	**Consistent**. The proposed project includes a number of goals and initiatives to support a variety of transportation options with parking requirements that encourage non-automotive travel modes within the Specific Plan Area, including improving connectivity between residential areas and local and regional destinations and providing comfortable and reliable transit service that meets community needs. For example, Goal E-1 proposes to create a more livable, resilient, and sustainable community by promoting sustainable transportation choices, such as walking, biking, and taking transit.
Goal 3: A safe, well-maintained, efficient, and climate-resilient multimodal transportation network.	**Consistent**. The proposed project includes a number of goals and initiatives to support a variety of transportation options with parking requirements that encourage non-automotive travel modes within the Specific Plan Area, including improving connectivity between residential areas and local and regional destinations and providing comfortable and reliable transit service that meets community needs. For example, Goal T-1.4 seeks to prioritize complete streets over current measures for transportation performance by developing multimodal level of service standards.
Goal 4: A transportation network that supports a sustainable and vibrant economy.	**Consistent**. The proposed project includes a number of goals and initiatives to support a variety of

RTP/SCS Measure	Project Consistency
	transportation options with parking requirements that encourage non-automotive travel modes within the Specific Plan Area, including improving connectivity between residential areas and local and regional destinations and providing comfortable and reliable transit service that meets community needs.
Goal 5: A region embracing clean transportation, technology, and innovation.	**Consistent**. The proposed project includes a number of goals and initiatives to support a variety of transportation options, including improving connectivity between residential areas and local and regional destinations and providing comfortable and reliable transit service that meets community needs. For example, Goal T-9.4 promotes the use of sustainable design features and renewable energy sources, including incorporating green technology and renewable energy into new and existing public facilities.
Source: Fresno COG 2022 RTP/SCS	

Conclusion

In conclusion, the proposed project would be consistent with relevant plans, policies, and regulations associated with GHGs, notably the most recent version of the ARB's Scoping Plan (the 2022 Scoping Plan), and the Fresno 2022 RTP/SCS. This would ensure that the proposed project would be consistent with, and would not impair, the State's carbon neutrality standard by year 2045 as established under AB 1279. The State is making progress toward reducing GHG emissions in key sectors such as transportation, industry, and electricity. Since the proposed project would be consistent with State GHG Plans, it would not impede the State's goals of reducing GHG emissions 40 percent below 1990 levels by 2030 and of achieving carbon neutrality by 2045. In addition, the implementation of MM AIR-1b, MM AIR-1c, and MM AIR-1d would serve to further reduce GHG emissions along with criteria air pollutants and toxic air contaminants. The proposed project would make a reasonable fair share contribution to the State's GHG reduction goals by implementing a wide array of project features that would substantially reduce GHG emissions; therefore, the proposed project's GHG emissions would be considered to have a less than significant impact with the implementation of mitigation with respect to Impacts GHG-1 and GHG-2.

Mitigation Measures

MM GHG-2a Prior to the issuance of demolition or grading permits, whichever comes first, by the City of Fresno for development projects subject to CEQA (California Environmental Quality Act) review (i.e., non-exempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operational greenhouse gas (GHG) impacts to the City of Fresno for review and approval. The evaluation shall be prepared to demonstrate consistency with Table 3 of Appendix D of the 2022 Scoping Plan or the policies contained within the currently adopted Scoping Plan at

the time of the development application. If operation-related GHGs are determined to be inconsistent with the applicable California Air Resources Board (ARB) Scoping Plan, the City of Fresno shall require that applicants for new development projects incorporate mitigation measures to reduce GHG impacts during operational activities. The identified measures shall be included as part of the conditions of approval.

MM GHG-2b Unbundle parking costs.

Require that parking costs be unbundled from costs to rent or own a residential unit in any multi-family residential unit. This measure shall be documented and enforced through project lease agreements, condominium bylaws, or tenant materials. Prior to issuance of final occupancy permits, the City of Fresno shall verify that unbundling provisions are included in all lease or sales documents and marketing materials.

MM GHG-2c Restrict use of natural gas in new residential development.

Future design and operation of residential sites within the Specific Plan Area shall be all-electric. Natural gas infrastructure shall not be included in new residential development unless the applicant demonstrates to the satisfaction of the City of Fresno's Planning Director, or designee, that full electrification is infeasible due to specific site constraints or utility limitations. If the application demonstrates and the City agrees that full electrification is infeasible, any use of natural gas must be limited and justified through a project-specific analysis demonstrating that electrification would result in greater environmental impacts or violate applicable legal requirements.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.9 Hazards and Hazardous Materials *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

Environmental Setting

Hazardous materials are substances that, because of their chemical or physical properties, quantity, concentration, or other characteristics, may present a potential hazard to human health or environment if improperly treated or disposed (CCR Title 22, Division 4.5, Chapter 10, Article 2, § 66260.10). Similarly, hazardous waste refers to hazardous materials that are no longer in use and awaiting disposal. Hazardous materials and waste are classified by the EPA and the California Department of Toxic Substances Control (DTSC) according to four properties: toxicity, ignitability, corrosivity, and reactivity. Potential hazards and the use and transportation of hazardous substances are regulated by an overlapping set of adopted City, County, State, and federal plans, policies and regulations. The City addresses issues related to potential hazards and the use and transportation of hazardous materials in its Municipal Code and the 2025 General Plan. Hazardous materials are also regulated by the City of Fresno Fire Department (FFD), the Fresno County Environmental Health Division, and the Valley Air District.

Emergency Response

In addition to emergency response to hazardous materials incidents, both the City and the County implement programs to facilitate emergency preparedness for other types of incidents within the Specific Plan Area. Specifically, the City has an Emergency Operations Plan (EOP) that describes what the City's actions will be during a response to an emergency. This plan also describes the role of the Emergency Operations Center (EOC) and the coordination that occurs between the EOC, City Departments, and other response agencies. The EOP establishes a requirement for the emergency management organization to mitigate any significant emergency disaster affecting the City. The EOP also identifies the policies, responsibilities, and procedures required to protect the health and safety of City communities, public and private property, and the environmental effects of natural or technological disasters. In addition, the EOP establishes the operation concepts and procedures associated within initial response operations (field response) to emergencies, the extended response operations (City of Fresno EOC Activities), and the recovery process. Furthermore, the EOP complies with the State of California Emergency Operations Plan "Cross Walk" checklist for determining whether an emergency plan has addressed critical elements of California's Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS).

The County of Fresno has a Multi-Jurisdictional Hazard Mitigation Plan, which is a plan that aims to reduce or eliminate long-term risk to people or property from natural hazards. The plan, which covers all territory within Fresno County's jurisdictional boundaries, was adopted by the City in 2009, and an update was completed in 2018. The plan was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 so that Fresno County and the jurisdictions within it would be eligible for the Federal Emergency Management Agency's (FEMA) Hazard Mitigation Assistance Grants.

Existing Schools

The proposed project is located within the Fresno Unified School District (FUSD). Presently, there are a number of schools, universities, and child care facilities located within the Specific Plan boundary as shown on Exhibit 3.

Airport Hazards

There are three airports located within the City: Fresno Yosemite International Airport, Fresno Chandler Executive Airport, and Sierra Sky Park. None of the airports are located in the Specific Plan Area.

Fresno Yosemite International Airport is located approximately 1.34 miles northeast of the Specific Plan Area, along East Clinton Way. The airport is a joint use civilian/military airport. It is used by commercial air carriers, air cargo operators, charter operators, the State of California, general aviation, and the United States Military. The California Air National Guard occupies a 58-acre area adjacent to East McKinley Avenue in the southeast portion of the airport. A helicopter repair and maintenance unit of the Army National Guard, the California Division of Forestry, and a number of corporate aviation businesses occupy facilities north of the runways. About 250 general aviation aircraft are based at Fresno Yosemite International Airport and two Fixed Base Operators (FBOs) offer a wide range of aeronautical services.

According to the Fresno Yosemite International Airport Safety Compatibility Zones Map, no portion of the Specific Plan Area is located within the 60 decibel (dB) Community Noise Equivalent Level (CNEL) contour.[30] A small northern portion of the Plan Area is located within the Traffic Pattern Zone.[31]

Wildland Fire Hazard

The California Department of Forestry and Fire Protection (CAL FIRE) designates the Specific Plan Area as a Local Responsibility Area (LRA).[32] There are no wildlands located within or adjacent to the Specific Plan Area.[33]

The Specific Plan Area is located within the Central Valley and is relatively flat. The Specific Plan Area is located within a developed area of the City, with current land use designations consisting of mostly commercial, residential, and public facilities. The Sierra Nevada foothills to the north and east of the City provide the nearest areas where large expanses of undeveloped properties occur. Because of the topography and the distance between the developed portions of the City and undeveloped areas, the primary fire hazard concern within the City consists of the potential for structure fires in developed areas.

[30] Fresno Council of Governments (Fresno COG). Airport Land Use Compatibility Plan. Exhibit D2 Future Noise Contours. Fresno Yosemite International Airport. Website: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2020/04/ALUCP-Fresno-Yosemite-International-Airport.pdf. Accessed September 1, 2022.

[31] Fresno Council of Governments (Fresno COG). Airport Land Use Compatibility Plan. Exhibit D1- Fresno Yosemite Intl. – Airport Influence Area and Safety Zones. Website: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2020/04/ALUCP-Fresno-Yosemite-International-Airport.pdf. Accessed September 1, 2022.

[32] California Department of Forestry and Fire Protection (CAL FIRE). FHSZ Viewer. Website: https://egis.fire.ca.gov/FHSZ/. Accessed September 1, 2022.

[33] City of Fresno. 2018. Fresno County Multi-Hazard Mitigation Plan. Figure 4.53 Fresno County's Wildfire Severity Zones. Website: https://www.co.fresno.ca.us/home/showdocument?id=24743. Accessed September 1, 2022.

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than significant impact. Construction activities associated with future development consistent with the proposed project could include the use of limited quantities of hazardous substances and therefore, could expose people to potentially hazardous materials related to short-term construction impacts and long-term operational impacts. All future development that would be constructed under the Specific Plan that involves routine transport, use, or disposal of hazardous materials will be required to comply with applicable federal, State, and local regulations regarding the transport, use and disposal of hazardous materials. Future development under the proposed project could include the use of small quantities of hazardous materials typical for residential uses, including cleaning solvents, paints, household cleaners, disinfectants, and fertilizers. The use of such substances would occur in compliance with applicable storage, handling, usage, and disposal requirements. The potential risk would be limited to the immediate vicinity of the materials. Furthermore, potential risks involving soil contamination exposure would be minimized by managing old underground storage tanks (USTs), if applicable, according to the Fresno County standards as enforced by the Department of Environmental Health. If groundwater contamination has been identified, remediation activities would be required by the RWQCB, DTSC, or other appropriate regulatory agency prior to the start of any new construction activities. With implementation of the General Plan policies, as well as compliance with applicable federal and State law, project impacts regarding the exposure of hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would remain less than significant. Therefore, the proposed project would have a less than significant impact.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than significant impact. The proposed project would include minor land use changes and subsequent redevelopment that could potentially create hazards, emit hazardous materials, or develop on hazardous sites. The FFD recognizes the potential for a large chemical release to occur which could expose thousands of people to hazardous/toxic vapors. Therefore, the FFD Hazardous Materials Response Team has embraced an all-hazards approach to emergency response to ensure that the community receives adequate service to all hazardous materials events. To reduce potential impacts from the accidental release of hazardous materials into the environment within the Specific Plan Area, all future development must comply with General Plan policies and adhere to local programs within the County's Hazardous Waste Generator Program and Hazardous Materials Incident Response Plan. Evaluation of hazards and hazardous materials would be considered at the time of planning and development for individual sites. Therefore, the proposed project would have a less than significant impact.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than significant impact. As discussed previously, the proposed project is located within the FUSD, and a number of schools, universities, and child care facilities are located within the Specific Plan Area. Specifically, there are five elementary schools, two middle schools, one high school, and Fresno Pacific University, as well as child care facilities, such as the Boys & Girls Club, within the Specific Plan Area. The proposed project would include minor land use changes and subsequent redevelopment that could potentially create hazards, emit hazardous materials, or develop on hazardous sites. Evaluation of hazards and hazardous materials would be considered at the time of planning and development for individual sites. These individual sites may be located within 0.25 mile of an existing or proposed school. However, all generation, transport, and treatment of hazardous materials would be required to comply with applicable federal, State, and local requirements. Additionally, any future projects would be reviewed by the City of Fresno in light of their potential impacts and location in relation to existing and/or proposed schools. All future development would be subject to environmental review to ensure significant impacts are reduced to a less than significant level or are avoided entirely. As such, the proposed project would have a less than significant impact.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less than significant impact. As previously mentioned, the proposed project would include minor land use changes and subsequent redevelopment that could potentially create hazards, emit hazardous materials, or develop on sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would be required to review other available similar hazardous materials sites data management systems, such as DTSC's EnviroStor. Hazardous sites would be identified during subsequent CEQA review of all future discretionary development. Further, before a development would be permitted to occur on such a site, the site would be required to be remediated to address any on-site hazardous materials consistent with the requirements of the DTSC, Fresno County Division of Environmental Health, and/or RWQCB, to a level that would permit development on-site depending on the site characteristics. Additionally, new development would have to comply with General Plan policies and these policies would require facilities that handle hazardous materials or hazardous wastes to be designed, constructed, and operated in accordance with applicable hazardous materials and waste management laws and regulations. Additionally, General Plan Policy NS-4-c would require investigations of potential soil or groundwater contamination whenever justified due to past uses. Evaluation of hazards and hazardous materials would be considered at the time of planning and development for individual sites. Therefore, the proposed project would have a less than significant impact.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less than significant impact. As previously discussed, there are three public or public use airports located within the Specific Plan Area: Fresno Yosemite International Airport; Fresno Chandler Executive Airport, and Sierra Sky Park. The Fresno Yosemite International Airport is located approximately 1.34 miles northeast of the Specific Plan Area, and a portion of the Specific Plan Area is located within Traffic Pattern Zone.[34] The Fresno County Airport Land Use Compatibility Plan (ALUCP) also establishes the planning boundaries around each of these airport facilities that define safety areas, noise contours, and height/airspace protection for policy implementation. The ALUCP is intended to protect and promote the safety and welfare of residents, businesses, and airport users near the public use airports and Naval Air Station Lemoore in Fresno County. Future development under the proposed project would have to comply with General Plan policies and the Fresno County ALUCP. Therefore, the impacts would be less than significant.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than significant impact. The City's Police and Fire Departments are the lead agencies for all local emergency response efforts. The City's full-time Emergency Preparedness Officer (EPO) is responsible for ensuring that Fresno's emergency response plans are up-to-date and implemented properly. The EPO also facilitates cooperation between City departments and other local, State and federal agencies that would be involved in emergency response operations. With adequate services provided by the City's Police and Fire Departments and implementation of General Plan policies, potential interference with an adopted emergency response plan or emergency evacuation plan would be reduced to a less than significant level. Any future development within the Specific Plan Area of the proposed project would comply with all fire codes and regulations regarding emergency access and evaluation of the impact on adopted emergency response plans would be considered at the time of planning and development for individual sites. Therefore, the proposed project would have a less than significant impact.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than significant impact. Although the City is located near high and very high fire hazard designated areas, the City is largely categorized as little or no threat or moderate fire hazard. Some small areas along the San Joaquin River Bluff area in northern Fresno are prone to wildfires due to relatively steep terrain/vegetation. The San Joaquin River is more than 8 miles north of the Specific Plan Area. The Specific Plan Area is designated as an LRA,[35] and there are no wildlands located within

[34] Fresno Council of Governments (Fresno COG). Airport Land Use Compatibility Plan. Exhibit D1- Fresno Yosemite Intl. – Airport Influence Area and Safety Zones. Website: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2020/04/ALUCP-Fresno-Yosemite-International-Airport.pdf. Accessed September 1, 2022.

[35] California Department of Forestry and Fire Protection (CAL FIRE). 2025. Fire Hazard Severity Zones in State Responsibility Area. Website: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed July 30, 2025.

or adjacent to the Specific Plan Area.[36] As previously discussed, because of the topography and the distance between the developed portions of the City and undeveloped areas, the primary fire hazard concern within the City consists of the potential for structure fires in developed areas. Impacts relating to wildfires would be discussed and evaluated during the environmental review process for future site development under the proposed plan. Future development under the proposed project would comply with General Plan policies and the 2022 CBC; thus, potential significant impacts related to wildland fires would be reduced to a less than significant level.

Mitigation Measures

None required.

[36] City of Fresno. 2018. Fresno County Multi-Hazard Mitigation Plan. Figure 4.53 Fresno County's Wildfire Severity Zones. Website: https://www.co.fresno.ca.us/home/showdocument?id=24743. Accessed September 1, 2022.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.10 Hydrology and Water Quality *Would the project:*				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

Environmental Setting

At the federal level, the Clean Water Act (CWA) is the primary federal law that governs and authorizes water quality control. Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. The CWA establishes the NPDES permit program to regulate municipal and industrial discharge, including those from municipal storm sewer systems, which require Municipal Separate Storm Sewer System (MS4) permits. At the State level, the Porter-Cologne Water Quality Control Act oversees California's water quality control. The act establishes the California State Water Resources Control Board (State Water Board) and the nine regional offices, each having jurisdiction to regulate and protect waters in each region. More importantly, the State Water Board and RWQCB) issue and enforce waste discharge permits, NPDES permits, and CWA Section 401 quality permits. At the Regional level, the Central Valley RWQCB serves all or part of 38 of the State's 58 counties, including Fresno County.[37]

The Specific Plan Area is located within the Upper Dry Subbasin of the Tulare-Buena Vista Lakes Watershed.[38] The San Joaquin River and the Kings River are the principal rivers that influence the hydrology in the City, and thus the Plan Area. Three dams control flows on the two rivers. The Friant and Mendota Dams on the San Joaquin River are reservoirs for municipal and agricultural irrigation supply and provide some flood control. The Pine Flat Dam is a flood control dam on the Kings River.[39] The Plan Area is within the Fresno Metropolitan Flood Control District's (FMFCD) urban flood control system consisting of 158 drainage areas, each 1 to 2 square miles in area; all but five of the drainage areas are served by a detention or retention basin.[40] Stormwater drainage systems within the Plan Area are constructed and maintained by the FMFCD.

The Specific Plan Area is underlain by the Kings Groundwater Subbasin within the San Joaquin Valley Groundwater Basin. The Kings Groundwater basin spans 1,530 square miles and serves Fresno, Kings, and Tulare Counties with groundwater flowing generally to the southwest.[41] The City of Fresno is also located within the jurisdiction of the North King Groundwater Sustainability Agency (NKGSA).

The Specific Plan Area falls entirely within the service area of the FMFCD,[42] which is responsible for developing and implementing the Storm Drain Master Plan for the City. As land is developed, the FMFCD works with developers and the City to implement the storm drainage system to collect and

[37] Central Valley Regional Water Quality Control Board (Central Valley RWQCB). Region 5. 2022. About Us. Website: https://www.waterboards.ca.gov/centralvalley/about_us/. Accessed September 5, 2022.

[38] United States Geological Survey (USGS). 2022. The National Map – Advanced Viewer. Website: https://apps.nationalmap.gov/viewer/. Accessed September 5, 2022.

[39] California State Water Resources Control Board. 2016. Water Quality Control Planning for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary. Website: https://www.waterboards.ca.gov/waterrights/water_issues/programs/bay_delta/bay_delta_plan/water_quality_control_planning/2016_sed/docs/ch_02_water.pdf. Accessed January 2, 2025.

[40] Fresno Metropolitan Flood Control District (FMFCD). 2022. Urban Basins, Sandbags, Dams and Streams. Website: https://www.fresnofloodcontrol.org/urban-basins-sandbags-dams-streams/. Accessed September 5, 2022.

[41] California Department of Water Resources (DWR). 2006. California's Groundwater Bulletin 118. Website: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/5_022_08_KingsSubbasin.pdf. Accessed September 5, 2022.

[42] Fresno Metropolitan Flood Control District (FMFCD). 2022. District Service Area. Website: www.fresnofloodcontrol.org/wp-content/uploads/2018/09/district_service_area.pdf. Accessed October 4, 2022.

dispose of the increased runoff rates and volumes and prevent them from entering local surface waters.

FEMA issues Flood Insurance Rate Maps (FIRMs) that identifies land areas that are subject to flooding. The Specific Plan Area is predominantly designated as Flood Zone X, 0.2 percent Annual Chance Flood Hazard, Areas of 1 percent annual change flood with average depth less than one foot or with drainage areas of less than 1 square mile.[43] According to the California Governor's Office of Emergency Services (Cal/OES) MyHazards website, the Specific Plan Area is located outside of a Tsunami Emergency Response Planning Zone.[44]

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than significant impact. Future development under the proposed project would require grading and construction of new structures. Additionally, future development under the proposed project has the potential to increase the amount of paved, impervious surfaces within the Specific Plan Area. However, development proposed in the Specific Plan is less than what was contemplated by the General Plan and is therefore consistent with the stormwater rates and volumes anticipated in the General Plan.

Development within the Specific Plan Area would be required to comply with the requirements of all applicable rules and regulations, including the NPDES Construction General Permit, which would reduce the effects of construction and operational activities on water quality.

Construction

Extensive soil removal during the construction period may cause erosion and temporary impacts to water quality. As previously identified, any new development that would disturb more than 1 acre of soil would be required to obtain the NPDES Construction General Permit, which requires development and implementation of a SWPPP, which would include BMPs to eliminate contact of rainfall and stormwater runoff with sources of pollution. Compliance with this permit would ensure that impacts related to new development under the Specific Plan are less than significant.

Operation

During operation of any new project within the Specific Plan Area, changes to the amount of stormwater infiltration that occurs on the site would have the potential to affect long-term water quality by increasing the amount of pollutants that are discharged from the site. However, implementation of permanent stormwater quality features as and implementation of post-

[43] Federal Emergency Management Agency (FEMA). FEMA Flood Map Service Center. Website: https://msc.fema.gov/portal/search?AddressQuery=Fresno%2C%20CA#searchresultsanchor. Accessed September 5, 2022.

[44] State of California Governor's Office of Emergency Services. 2015. MyHazards. Website: https://myhazards.caloes.ca.gov. Accessed September 5, 2022.

construction BMPs as required under the NPDES Permit would ensure that no stormwater discharge requirements are violated.

Additionally, implementation of General Plan Policies POSS-6-b, PU-5-a through PU-5-c, PU-7-a through PU-7-f, RC-6-e through RC-6-h, NS-3-e, and NS-3-i would reduce long-term project impacts associated with water quality standards and wastewater discharge requirements to less than significant levels. For example, General Plan Policy NS-3-I requires that new development implement conditions of approval as project mitigation as recommended by the FMFCD. Three locations within the Specific Plan Area were identified by FMFCD as potential areas for mitigation. Individual future developments would comply with project mitigation as required by the General Plan and FMFCD.

Future development would be required to prepare, implement, and be consistent with the NPDES Permit, as well as continued implementation of General Plan and Specific Plan policies, which would reduce project operational impacts associated with water quality standards and wastewater discharge requirements to less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than significant impact. Implementation of the proposed project would result in the use of less groundwater than anticipated by the General Plan because the Specific Plan would include less development than what was contemplated for the Specific Plan Area by the General Plan as described in the Project Description. Therefore, the groundwater demand of new development in the Specific Plan Area has been accounted for by the General Plan.

As discussed above, the Specific Plan Area is underlain by the Kings Groundwater Subbasin. The City's water supply is made up of approximately 47 percent groundwater and 53 percent surface sources. The Kings Subbasin has been identified as critically overdrafted basin by the Department of Water Resources (DWR). However, the City has invested in other water supplies such as surface water, recycled water and conservation, and groundwater levels in the Kings Subbasin have begun to recover.[45] Groundwater is recharged through natural recharge, subsurface inflow, and intentional recharge. Natural recharge in the City was about 24,970 acre-feet per year (AFY) in 2020. Subsurface inflow into the aquifer below the City was estimated at about 47,510 AFY in 2020. The City has averaged over 60,000 AFY the previous five years with the exception of 2021 and 2022 and plans to gradually increase recharge by about 540 AFY each year. However, during wet years the City will recharge more water when it is available to allow the City to draw on additional groundwater during dry years.[46] According to the 2020 Urban Water Management Plan (UWMP), which plans for the full buildout of the General Plan, the City has enough projected supply to meet demand in normal years, single dry years, and multiple dry year scenarios through 2045. Under single dry year and multiple dry year scenarios, groundwater recharge is reduced.[47] Thus, assuming all water allocations are available to the City, the available supply of groundwater and surface water would be sufficient because the

[45] City of Fresno. 2021. 2020 Urban Water Management Plan. July.
[46] Ibid.
[47] Ibid.

proposed project would result in less development for the Specific Plan Area than accounted for in the General Plan.

Additionally, the proposed project would implement General Plan Objective RC-6, Policies RC-6-a through RC-6-e and RC-6-I, Objective RC-7, Policies RC- 7-a through RC-7-h, Policy PU-7-d, Policy PU-7-d, Objective PU-8, and Policies PU-8-a and PU-8-g, which would reduce the potential for groundwater overdraft impacts.

Water demand for the Specific Plan Area is within the projected water demands for General Plan buildout in a normal year and dry year scenarios, and therefore impacts on groundwater supplies would be less than significant.

c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) result in substantial erosion or siltation on- or off-site;

Less than significant impact. As previously discussed, regulatory requirements such as the City's grading plan check process, the FMFCD Storm Drainage and Flood Control Master Plan, and the NPDES Construction General Permit would reduce the impacts of construction activities on drainage patterns and erosion.[48]

Development within the Specific Plan Area would be required to comply with the City's grading plan check process. The grading plan check process is a review process that requires anyone who develops property to properly grade their property in accordance with the CBC, submit a grading plan showing the proposed grading of the development, obtain approval of the FMFCD indicating conformance of the grading plan with the FMFCD, and obtain coverage under the NPDES Construction General Permit and comply with the requirements of the permit, including developing an erosion control site plan. Therefore, short-term construction impacts associated with grading land or erosion would be less than significant.

The proposed project would also implement the approved General Plan Policies POSS-6-b, NS-3-a, NS-3-b, NS-3-d, NS-3-e, NS-3-i, and Objective NS-3, which would reduce long-term project impacts associated with alteration of grading patterns or creeks or streams and erosion to a less than significant level. General Plan Policy RC-5.2 also requires an erosion and sedimentation control plan and runoff control measures to prevent erosion on construction sites. Therefore, with the implementation of relevant General Plan Policies, and compliance with the NPDES Construction General Permit program and other applicable City, State, and federal regulations regarding construction and grading, the proposed project would have a less than significant impact.

[48] City of Fresno Planning and Development Department Building and Safety Services Division. 2021. Grading Plan Process. Website: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2021/09/GRADING_PLAN_REQUIREMENTS_2021.pdf. Accessed July 6, 2022.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less than significant impact. As previously discussed, future development under the Specific Plan could include ground-disturbing activities, which could change existing surface drainage patterns and increase the potential for flooding, particularly during storm events. Temporary, ground-disturbing construction activities that substantially compact the development site soils could increase runoff volumes that could result in flooding on or off the construction site.

Regulatory mechanisms in place that would reduce the impacts of construction activities on drainage patterns that could result in flooding on or off the construction site include compliance with the City's grading plan check process, the Storm Drainage and Flood Control Master Plan, and the NPDES Construction General Permit. Discussion of these regulatory processes is included in the previous section's discussion of erosion and siltation. Compliance with these required regulations would reduce the project construction impacts on drainage patterns and flooding on and off the construction site to less than significant levels.

Operationally, future development under the proposed project has the potential to increase the amount of paved, impervious surfaces within the Specific Plan Area. However, development proposed in the Specific Plan is less than what was contemplated by the General Plan and is therefore consistent with the stormwater rates and volumes anticipated in the General Plan.

Objective NS-3 and Policies NS-3-a, NS-3-b, NS-3-e, NS-3-h, and NS-3-i of the approved General Plan were designed to reduce flooding impacts. Implementation of the grading plan check process, and compliance with General Plan policies would ensure that surface runoff and long-term project flooding impacts associated with alteration of grading patterns are less than significant.

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less than significant impact. Continued implementation of the General Plan is projected to increase the impervious surface area within the City and its SOI. The proposed project would redevelop a number of vacant parcels to other uses. While the proposed project has the potential to increase impervious surface and, as such, increase the amount of stormwater runoff, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan. FMFCD has identified potential areas for mitigation within the Specific Plan Area. Individual future developments would comply with project mitigation as required by the General Plan and FMFCD.

Additionally, the proposed project includes future storm drain improvements in California Avenue between Cedar and Chestnut Avenues and the detention basin to the south of the Specific Plan Area. A 25-foot-wide storm drain easement shall be dedicated by APNs 480-080-03 and -05 (along California Avenue west of Chestnut Avenue) at such time as development occurs for a future 36-inch storm drain

pipeline. No encroachments into the easement would be permitted, including, but not limited to, foundations, roof overhangs, swimming pools, and trees.

Participation in the NPDES Permit process would reduce impacts to surface waters to acceptable levels, and long-term project impacts to surface or groundwater quality would not exceed acceptable levels. Continued implementation of the approved General Plan Policies NS-3-a, NS-3-b, NS-3-e, NS-3-h, NS-3-i, and POSS-6-b, along with preparation, implementation, and participation in the NPDES Permit process, would reduce project-specific impacts on water quality associated with the significant increase in stormwater runoff. Additionally, Chapter 6, Article 7, Urban Storm Water Quality Management and Discharge Control, of the Fresno Municipal Code establishes provisions regarding stormwater discharges to ensure the health, safety, and general welfare of citizens and protect the water quality of watercourses and water bodies by reducing pollutants in urban stormwater discharges to the maximum extent practicable and by effectively prohibiting non- stormwater discharges to the storm drain system.[49] Because development associated with the proposed project would result in less development within the Specific Plan Area as compared to what was considered in the General Plan, and future development would comply with General Plan policies and the NPDES Permit requirements, the proposed project would have a less than significant impact on stormwater drainage system capacity or stormwater quality.

(iv) impede or redirect flood flows?

Less than significant impact. Constructing buildings in floodplains puts those structures in danger of repeated flooding.

FEMA prepares Flood Insurance Rate Maps (FIRMs) to map flood zones in order to assist communities with floodplain management regulations and flood insurance requirements. FEMA has prepared multiple FIRMs for the City that show floodplain zones throughout Fresno and surrounding areas. According to the FIRMs that include the Specific Plan Area, the Specific Plan Area is not located in an area that has been identified as a 100-year flood zone. Additionally, implementation of the approved General Plan includes Objective NS-3 and Policies NS-3-a, NS-3-b, NS-3-f, and NS-3-h through NS-3-m to address potential flood impacts. Compliance with federal, State, and local regulations and requirements to prevent development within the 100-year floodplain would reduce impacts to a less than significant level. Thus, the proposed project would have a less than significant impact on flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than significant impact. As discussed above, the Specific Plan Area is not located in a 100-year flood zone and is not within a Tsunami Emergency Response Planning Zone. A seiche is a "standing" wave oscillating in a body of water. This phenomenon occurs in large bodies of water such as bays and lakes. A seiche may occur in any semi- or fully enclosed body of water. They can be caused by strong

[49] City of Fresno. 2022. Fresno Municipal Code. Chapter 6 Municipal Services and Utilities, Article 7, Urban Storm Water Quality Management and Discharge Control.

winds and earthquakes.[50] The nearest body of water capable of producing a seiche is Big Dry Creek Dam and Reservoir, over 9 miles northeast of the Specific Plan Area. Implementation of the Specific Plan would not introduce new land uses near the reservoir that could be inundated. Additionally, this is a relatively small reservoir, and it would not be subject to strong oscillations during an earthquake event. Further, the Noise and Safety Element of the approved General Plan includes Objective NS-2 and Policies NS-2-a, NS-2-b, and NS-2-d that would minimize potentially hazardous conditions posed by geologic and soils risks. Therefore, the proposed project would have a less than significant impact with respect to release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. Impacts would be less than significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than significant impact. As previously discussed, the Specific Plan Area is within the jurisdiction of the NKGSA. In November 2019, the NKGSA adopted the North Kings Groundwater Sustainability Plan (GSP) with the sustainability goal to ensure that by 2040, the Kings Groundwater Subbasin is being managed in a sustainable manner to maintain a reliable water supply by balancing water demand with available water supply. The North Kings GSP determined that the NKGSA will reach sustainability by 2040 if groundwater flows from within the NKGSA to neighboring Groundwater Sustainability Agencies (GSAs) and basins are reduced, and projects are developed to mitigate present and future projected impacts.[51] Implementation of the Specific Plan would not conflict with or obstruct implementation of projects and management actions included in the North Kings GSP. Furthermore, development under the proposed project would be required to comply with the NPDES program and other local requirements, ensuring that impacts related to consistency with a water quality control plan or groundwater management plan would be less than significant.

Mitigation Measures

None required.

[50] National Oceanic and Atmospheric Administration (NOAA). 2022. What is a seiche? Website: https://oceanservice.noaa.gov/facts/seiche.html. Accessed September 6, 2022.

[51] North Kings Groundwater Sustainability Agency (NKGSA). 2019. Groundwater Sustainability Plan. November 21.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.11 Land Use and Planning *Would the project:*				
a) Physically divide an established community?	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

Environmental Setting

The overall purpose of the Specific Plan is to refine the vision for the Specific Plan Area established in the General Plan. As previously discussed, the Specific Plan includes proposed land use changes that would reclassify some parcels to match uses currently on the ground that are likely to remain for the foreseeable future. These changes would facilitate revitalization of vacant lands or facilities along the Cesar Chavez Corridor, reduce oversized parking lots near the Maple and Butler intersection, and develop publicly controlled underutilized land near the Cedar Avenue and California Avenue intersection. The Specific Plan would also create higher intensity mixed-use infill along priority corridors and at key opportunity sites, strengthen neighborhoods that provide a range of office types, and include office, clean tech, and other non-nuisance employment generating uses that provide a buffer between industrial neighborhoods.

The Specific Plan Area sits on 2,067 acres of land. While the proposed project increases the amount of land designated for Residential–Medium Density, Residential–Medium High Density, Employment–Office, and Public Facility, development consistent with the proposed project would reduce the total amount of the development in the Specific Plan Area compared to what was contemplated by the General Plan.

Would the project:

a) Physically divide an established community?

Less than significant impact. The physical division of an established community typically refers to the construction of a linear feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local bridge that would impact mobility within an existing community or between a community and outlying area. The Specific Plan does not contemplate or authorize any such physical changes to an established community.

As discussed in Section 1, Project Description, the proposed project increases the amount of land designated for medium density residential, office uses, and public facilities and reduces the amount of land designated for commercial and industrial uses as well as vacant land. The Specific Plan does not propose or approve specific development; rather, the Specific Plan provides a framework for the cohesive development of the Specific Plan Area. In addition, the Specific Plan includes general goals and policies which will regulate future development. Implementation of the proposed project would allow for planned development and growth while promoting the emergence of new communities.

The proposed project would not alter development patterns or activities and would not include the addition of new roadways, which precludes the possibility of dividing an established community. Therefore, the proposed project would not physically divide an established community and impacts would be less than significant.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than significant impact. A significant impact would occur if the proposed project would conflict with various federal, State, and local plans, policies, and regulations. While the proposed project increases the amount of land designated for Residential – Medium Density, Residential – Medium High Density, Employment – Office and Public Facility, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan. The proposed project would be consistent with the General Plan; therefore, it would be consistent with various federal, State, and local plans, policies, and regulations. Therefore, potential conflicts with land use plans, policies, and regulations would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.12 Mineral Resources *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☒	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

Environmental Setting

The Surface Mining and Reclamation Act of 1975 (SMARA) is the primary California law concerning mineral resources, including sand, gravel, and building stone which are important for commercial purposes. Because of the economic importance of mineral resources, SMARA limits new development in areas with significant mineral deposits. SMARA also requires State Geologists to classify specified areas into Mineral Resource Zones (MRZs). According to the General Plan, most areas outside of the San Joaquin and Kings River Resource Areas have been designated as MRZ-3 by the California Department of Conservation Division of Mines and Geology (CDMG). The Specific Plan Area is located in an area designated as MRZ-3.[52] The MRZ-3 designation represents areas that may contain, but are not proven to contain, economically recoverable mineral resources. The Specific Plan Area is not designated as an area of significant mineral deposits, but it is approximately 8.19 miles southeast of MRZ-1 and MRZ-2 areas located along the San Joaquin River Corridor containing known mineral occurrences of undetermined mineral resource significance.[53] The MRZ-1 designation represents an area where adequate information indicates that no significant mineral deposits are present, or where

[52] Fresno County. 2000. Fresno County General Plan Background Report, Figure 7-9 Generalized Mineral Resource Zone Classification Website:https://www.fresnocountyca.gov/files/sharedassets/county/v/1/vision-files/files/8398-background_report_june04.pdf. Accessed December 31, 2024. .

[53] Fresno County. 2000. Fresno County General Plan Background Report, Figure 7-10 Mineral Resource Zone Designated Lan Along San Joaquin River. Website:https://www.fresnocountyca.gov/files/sharedassets/county/v/1/vision-files/files/8398-background_report_june04.pdf. Accessed January 16, 2025. .

it is judged that little likelihood exists for their presence. The MRZ-2 designation represents areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high liklihood exists for their presence. There are no mineral resource recovery sites within the Specific Plan Area, which is located to the east and southeast of Downtown Fresno, and is surrounded by urbanized areas as well as unincorporated County agricultural lands to the east. According to the Fresno County General Plan, the Kings River area is another area rich with mineral deposits and that is currently being used for mining operations and mineral extraction, with lands in the area primarily classified as MRZ-2.[54] The Kings River is approximately 11.30 miles east of the Specific Plan Area.

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

Less than significant impact. As described above, the Specific Plan Area is not designated as an area of significant mineral deposits, indicating that no significant mineral resources are present. While areas to the north and east of the Specific Plan Area are classified as MRZ-2 (where known mineral occurrences of undetermined mineral resource significance are present), the Specific Plan Area is already developed and surrounded by urban and agricultural land use so future mineral deposit designations would not affect development. Therefore, development of the proposed project would not result in the loss of availability of known mineral resources and impacts would be less than significant.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Less than significant impact. The Specific Plan Area is on developed land to the east and southeast of Downtown Fresno and as described above, there are no mineral resource recovery sites within the Specific Plan Area. The Specific Plan Area is not designated as an area of significant mineral deposition and is already developed and surrounded by urban and agricultural land uses, so future mineral deposit designations would not affect development. Additionally, as described above, areas to the north and east of the Specific Plan Area are designated MRZ-2 and are located along the San Joaquin River and Kings River. Any future development within the Specific Plan Area would comply with General Plan objectives and policies, including Objective RC-10 which aims to conserve aggregate mineral resources identified by the Division of Mines and Geology. Furthermore, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan. Therefore, implementation of the proposed plan would not result in the loss of availability of a locally important mineral resource recovery site, and impacts would be less than significant.

Mitigation Measures

None required.

[54] Fresno County. 2000. Fresno County General Plan Background Report, Pages 7-64 to 7-66. Website: https://www.fresnocountyca.gov/files/sharedassets/county/v/1/vision-files/files/8398-background_report_june04.pdf. Accessed January 16, 2025.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.13 Noise *Would the project result in:*				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

Setting

Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing. Most of the sounds that we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. Noise is typically generated by transportation, specific land uses, and ongoing human activity.

The standard unit of measurement of the loudness of sound is the dB. The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3 dB or less are only perceptible in laboratory environments. A change of 3 dB is the lowest change that can be perceptible to the human ear in outdoor environments, while a change of 5 dBA is considered to be the minimum readily perceptible change to the human ear in outdoor environments.

Since the human ear is not equally sensitive to sound at all frequencies, the dBA was derived to relate noise to the sensitivity of humans, as it gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for a number of various sound level metrics, including the L_{dn} and the CNEL, both of which represent how humans are more sensitive to sound at night. In addition, the L_{eq} is the average sound energy of time-varying noise over a sample period and the L_{max} is the maximum instantaneous noise level occurring over a sample period.

Regulatory Framework

Fresno General Plan

The following are the General Plan noise policies applicable to the proposed project:

Policy NS–1–a Desirable and Generally Acceptable Exterior Noise Environment. Establish 65 dBA L_{dn} or CNEL as the standard for the desirable maximum average exterior noise levels for defined usable exterior areas of residential and noise-sensitive uses for noise but designate 60 dBA L_{dn} or CNEL (measured at the property line) for noise generated by stationary sources impinging upon residential and noise-sensitive uses. Maintain 65 dBA L_{dn} or CNEL as the maximum average exterior noise levels for non-sensitive commercial land uses and maintain 70 dBA L_{dn} or CNEL as maximum average exterior noise level for industrial land uses, both to be measured at the property line of parcels where noise is generated which may impinge on neighboring properties.

Policy NS–1–b Conditionally Acceptable Exterior Noise Exposure Range. Establish the conditionally acceptable noise exposure level range for residential and other noise-sensitive uses to be 65 dBA L_{dn} or require appropriate noise reducing mitigation measures as determined by a site-specific acoustical analysis to comply with the desirable and conditionally acceptable exterior noise level and the required interior noise level standards set in Table 9–2 [Table 13].

Policy NS–1–c Generally Unacceptable Exterior Noise Exposure Range. Establish the exterior noise exposure of greater than 65 dBA L_{dn} or CNEL to be generally unacceptable for residential and other noise-sensitive uses for noise generated by sources in Policy NS–1–a, and study alternative less noise-sensitive uses for these areas if otherwise appropriate. Require appropriate noise reducing mitigation measures as determined by a site-specific acoustical analysis to comply with the generally desirable or generally acceptable exterior noise level and the required 45 dBA interior noise level standards set in Table 9–2 [Table 13] as conditions of permit approval.

Policy NS–1–f Performance Standards. Implement performance standards for noise reduction for new residential and noise-sensitive uses exposed to exterior community noise levels from transportation sources above 65 dBA L_{dn} or CNEL, as shown on Figure NS–3: Future Noise Contours, or as identified by a project-specific acoustical analysis based on the target acceptable noise levels set in Table 9–2 [Table 13] and Policies NS–1–a through NS–1–c.

Policy NS–1–l Mitigation by New Development. Require an acoustic analysis where new development of industrial, commercial or other noise generating land uses (including transportation facilities such as roadways, railroads, and airports) may result in noise levels that exceed the noise level exposure criteria established by Tables 9–2 and 9–3 [Table 13 and Table 14] to determine impacts, and require developers to mitigate these impacts in conformance with Tables 9–2 and 9–3 [Table 13 and Table 14] as a condition of permit approval through appropriate means. Noise mitigation measures may include:

- The screening of noise sources such as parking and loading facilities, outdoor activities, and mechanical equipment.
- Providing increased setbacks for noise sources from adjacent dwellings.
- Installation of walls and landscaping that serve as noise buffers.
- Installation of soundproofing materials and double–glazed windows.
- Regulating operations, such as hours of operation, including deliveries and trash pickup.
- Alternative acoustical designs that achieve the prescribed noise level reduction may be approved by the City, provided a qualified Acoustical Consultant submits information demonstrating that the alternative designs will achieve and maintain the specific targets for outdoor activity areas and interior spaces. As a last resort, developers may propose to construct noise walls along roadways when compatible with aesthetic concerns and neighborhood character. This would be a developer responsibility, with no City funding.

Policy NS–1–j Significance Threshold. Establish, as a threshold of significance for the City's environmental review process, that a significant increase in ambient noise levels is assumed if the project would increase noise levels in the immediate vicinity by 3 dBA L_{dn} or CNEL or more above the ambient noise limits established in this General Plan Update.

Policy NS–1–o Sound Wall Guidelines. Acoustical studies and noise mitigation measures for projects shall specify the heights, materials, and design for sound walls and other noise barriers. Aesthetic considerations shall also be addressed in these studies and mitigation measures such as variable noise barrier heights, a combination of a landscaped berm with wall, and reduced barrier height in combination with increased distance or elevation differences between noise source and noise receptor, with a maximum allowable height of 15 feet. The City will develop guidelines for aesthetic design measures of sound walls, and may commission area wide noise mitigation studies that can serve as templates for acoustical treatment that can be applied to similar situations in the urban area.

Table 13: Transportation (Non-aircraft) Noise Source

Noise-Sensitive Land Use[1]	Outdoor Activity Areas[2] CNEL/L_{dn} dB	Interior Spaces	
		CNEL/L_{dn} dB	CNEL/L_{dn} dB[3]
Residential	65	45	—
Transient Lodging	65	45	—
Hospitals, Nursing Homes	65	45	—
Theaters, Auditoriums, Music Halls	—	—	35
Churches, Meeting Halls	65	—	45
Office Buildings	—	—	45
Schools, Libraries, Museums	—	—	45

Notes:
CNEL = Community Noise Equivalent Level
dB = decibel
L_{dn} = day/night average sound level
[1] Where the location of outdoor activity areas is unknown or is not applicable, the exterior noise level standard shall be applied to the property line of the receiving land use.
[2] As determined for a typical worst–case hour during periods of use.
[3] As determined for a typical worst–case hour during periods of use.
Source: Fresno General Plan, Noise and Safety Element. 2014.

Table 14: Stationary Noise Sources

Category	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly Equivalent Sound Level (L_{eq}), dB	50	45
Maximum Sound Level (L_{max}), dB	70	65

Notes:
dB = decibel
L_{dn} = day/night average sound level
L_{max} = maximum noise/sound level
[1] The Department of Development and Resource Management Director, on a case-by-case basis, may designate land uses other than those shown in this table to be noise-sensitive and may require appropriate noise mitigation measures.
[2] As determined at outdoor activity areas. Where the location of outdoor activity areas is unknown or not applicable, the noise exposure standard shall be applied at the property line of the receiving land use. When ambient noise levels exceed or equal the levels in this table, mitigation shall only be required to limit noise to the ambient plus 5 dB.
Source: Fresno General Plan, Noise and Safety Element. 2014.

City of Fresno Municipal Code

Chapter 10, Article 1 (Noise Regulations), of the Fresno Municipal Code establishes excessive noise guidelines and exemptions. The following portions of the Municipal Code are applicable to the proposed project:

SEC. 10–102: Definitions

(b) Ambient Noise. "Ambient noise" is the all–encompassing noise associated with a given environment, being usually a composite of sounds from many sources near and far. For the purpose of this ordinance, ambient noise level is the level obtained when the noise level is averaged over a period of 15 minutes, without inclusion of the offending noise, at the location and time of day at which a comparison with the offending noise is to be made as shown on Table 7 [Table 15]. Where the ambient noise level is less than that designated in this section, however, the noise level specified herein shall be deemed to be the ambient noise level for that location.

Table 15: Ambient Noise Levels

District	Time	Sound Level Decibels
Residential	10:00 p.m. to 7:00 a.m.	50
Residential	7:00 p.m. to 10:00 p.m.	55
Residential	7:00 a.m. to 7:00 p.m.	60
Commercial	10:00 p.m. to 7:00 a.m.	60
Commercial	7:00 a.m. to 10:00 p.m.	65
Industrial	anytime	70

Chapter 15, Article 25 (Performance Standards), of the Fresno Municipal Code establishes noise and vibration performance standards. The following portions of the Municipal Code are applicable to the proposed project:

SEC. 15–2506 Noise

The provisions of this section apply to noise sources resulting from and relating to new development or the expansion of a use or activity. Section 15–2506 establishes noise exposure thresholds from transportation–related noise sources for new noise-sensitive land use development. The maximum allowable exterior noise level for noise-sensitive land uses is 65 dBA L_{dn}/CNEL, and the maximum allowable interior noise level for noise-sensitive land uses is 45 dBA L_{eq}.

Section 15–2506 also establishes land use compatibility standards for new development proposed near transportation noise sources. For example, environments with traffic noise levels ranging up to 65 dBA L_{dn}/CNEL are considered satisfactory for new residential or similar noise-sensitive land use development and may be permitted without requiring noise attenuation. Environments with traffic noise levels between 65 dBA and 70 dBA CNEL would require analysis and integration of noise reduction measures in the project design. Environments with traffic noise levels between 70 dBA and 75 dBA CNEL would require a site-specific acoustical study

and implementation of noise attenuation measures. Environments with traffic noise levels above 75 dBA CNEL are not acceptable for new residential or similar noise-sensitive development.

Section 15–2506 further establishes noise performance standards for stationary noise sources. The daytime noise performance standards are 50 dBA L_{eq} (hourly) and 70 dBA L_{max}; and the nighttime standards are 45 dBA L_{eq} (hourly) and 60 dBA L_{max}.

SEC. 15–2507 Vibration

No vibration shall be produced that is transmitted through the ground and is discernible without the aid of instruments by a reasonable person at the lot lines of the site. Vibrations from temporary construction, demolition, and vehicles that enter and leave the subject parcel (e.g., construction equipment, trains, trucks, etc.) are exempt from this standard.

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than significant with mitigation incorporated. The analysis below discusses both potential construction and operational noise impacts.

Temporary Construction Noise Impacts

A significant impact would occur if project-related, noise-producing construction activities result in a substantial temporary increase in ambient noise levels in excess of the established standards. The City's Noise Ordinance identifies that construction, repair, or remodeling work accomplished pursuant to a building, electrical, plumbing, mechanical, or other construction permit issued by the City or other governmental agency, or by site preparation and grading, are exempt from the noise performance standards of the Noise Ordinance provided such work takes place between the hours of 7:00 a.m. and 10:00 p.m. on any day except Sunday.

Development that could occur from implementation of the Specific Plan is expected to result in construction activities within the Specific Plan Area. Noise impacts from construction activities would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities.

For future development projects, temporary short-term noise impacts are related to noise generated during site preparation, grading, and construction activities. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on-site. Thus, the noise levels vary as construction progresses. Despite the variety in the types and sizes of construction

equipment, similarities in the dominant noise sources and patterns of operation allow construction noise ranges to be categorized by work phase.

The site preparation phase, which includes excavation and grading activities, generates the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery and compacting equipment, such as bulldozers, draglines, backhoes, front loaders, roller compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings.

Development projects that could occur with implementation of the Specific Plan would be expected to require the use of some of the loudest pieces of construction equipment. For example, the maximum noise level generated by bulldozers would generate 85 dBA L_{max} at 25 feet, the maximum noise level generated by graders is approximately 85 dBA L_{max} at 25 feet, and large vibratory rollers produce noise levels of up to 85 dBA L_{max} at 25 feet. Each doubling of sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, a reasonable worst–case combined noise level during this phase of construction would be 90 dBA L_{max} at a distance of 50 feet from the acoustical center of a construction area. This would result in a reasonable worst–case hourly average of 86 dBA L_{eq}. The acoustical center reference is used because construction equipment must operate at some distance from one another on a project site and the combined noise level as measured at a point equidistant from multiple sources operating simultaneously would represent the worst–case noise levels.

There are no site-specific development plans; however, project development in the Specific Plan Area could result in the potential for relatively high single event construction noise resulting in temporary substantial increases in ambient noise levels in the vicinity of an active construction site, potentially resulting in exceedance of the City's established construction noise standards. As noted previously, the City's Noise Ordinance identifies that construction, repair, or remodeling work accomplished pursuant to a building, electrical, plumbing, mechanical, or other construction permit issued by the City or other governmental agency, or to site preparation and grading, are exempt from the noise performance standards of the Noise Ordinance provided such work takes place between the hours of 7:00 a.m. and 10:00 p.m. on any day except Sunday.

Therefore, mitigation is required to reduce this potential impact. Restrictions on permissible hours of construction and requirements to prepare a construction noise mitigation plan that includes implementation of best management noise reduction measures, would ensure that potential temporary construction noise impacts would comply with the City's construction noise standards and these temporary construction noise impacts would be reduced to less than significant.

Therefore, implementation of MM NOI–1a and MM NOI–1b, would ensure that temporary construction noise impacts would be reduced to less than significant.

Operational Mobile Source Noise Impacts

A significant impact would occur if project–generated traffic would result in a substantial increase in ambient noise levels compared with those that would exist without the proposed project. The City

does not define "substantial increase" or specific thresholds related to mobile source noise impacts; therefore, for purposes of this analysis, a substantial increase is based on the following criteria. A characteristic of noise is that audible increases in noise levels generally refer to a change of 3 dBA or more as this level has been found to be barely perceptible to the human ear in outdoor environments. A change of 5 dBA is considered the minimum readily perceptible change to the human ear in outdoor environments. Therefore, for purposes of this analysis, a significant impact would occur if the proposed project would cause the CNEL to increase by any of the following:

- 5 dBA or more even if the CNEL would remain below normally acceptable levels for a receiving land use.
- 3 dBA or more, thereby causing the CNEL to exceed normally acceptable levels for a receiving land use.

A characteristic of noise is that a doubling of sound sources with equal strength is required to result in a perceptible increase (defined to be a 3 dBA or greater) in noise levels. As is identified in the Final Traffic Study (see Appendix E) prepared by Stantec for this project, the Specific Plan would not result in any changes to the roadway segment peak-hour levels of service. In addition, the anticipated trip generation with implementation of the Specific Plan would result in a reduction of 8,102 total average daily trips compared to the trips that would be generated with development anticipated under the General Plan. Development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan. Therefore, implementation of the Specific Plan would not result in any increase in traffic noise levels compared to the traffic noise levels that will occur with the level of development anticipated under the General Plan. Therefore, project-related traffic noise impacts on off-site receptors would be less than significant.

Operational Stationary Source Noise Impacts

A significant impact would occur if operational noise levels generated by stationary noise sources associated with development projects within the Specific Plan Area would exceed the noise performance standards of Section 15–2506 of the Municipal Code.

Development projects that could occur with implementation of the Specific Plan would include new stationary noise sources. These stationary noise sources could involve a wide spectrum of uses and activities, including various industrial uses, commercial operations, agricultural production, school playgrounds, high school football games and marching bands, HVAC units, generators, lawn maintenance equipment, and swimming pool pumps. These would be potential point sources of noise that could affect noise-sensitive receptors in the Specific Plan Area.

Typical maximum noise levels from truck loading and unloading activity are 65 dBA to 75 dBA L_{max} as measured at 50 feet. These maximum noise levels include noise from associated truck loading/unloading activities, including maneuvering, trailer loading and unloading, backup alarms or beepers, and docking noise. Parking activities including vehicles cruising at slow speeds, doors shutting, or cars starting, would generate noise levels of approximately 60 dBA to 70 dBA L_{max} at 50 feet. Current market-available residential mechanical ventilation equipment has rated operational

noise levels up to 70 dBA L_{eq} at a distance of 3 feet. Current market-available commercial grade mechanical ventilation equipment is rated as having operational noise levels up to 80 dBA L_{eq} at 3 feet from the operating equipment.

These stationary source operational noise levels could exceed the City's noise performance thresholds if they were to occur in areas adjacent to sensitive receptor land uses. Therefore, mitigation would be required to reduce this potential impact. Operational activity noise levels can be mitigated either at the source or at the receiving land use using setbacks, soundwalls, acoustic–rated windows, or by siting loading/parking areas on sides of buildings opposite sensitive receptors (using buildings as shielding). For example, at a distance of 300 feet, unobstructed truck loading activity noise levels would attenuate to below 60 dBA L_{max}, while properly sited structural shielding (building or sound wall) can provide 15 dBA or greater additional noise reduction.

Therefore, implementation of MM NOI–1c, which requires preparation of a stationary source noise reduction plan to identify appropriate design measures, where required, would ensure stationary source operational noise impacts generated by future development projects would be reduced to less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact with mitigation incorporated. This section analyzes both construction and operational groundborne vibration impacts. The City prohibits groundborne vibration that is discernible without the aid of instruments by a reasonable person at the lot lines of the site; however, vibrations from temporary construction activities are exempt from this standard. Therefore, for purposes of this analysis, the Federal Transit Administration (FTA) vibration impact criteria are utilized to analyze construction vibration impacts. The FTA has established industry accepted standards for vibration impact criteria and impact assessment. These guidelines are published in its Transit Noise and Vibration Impact Assessment Manual.

A significant impact would occur if existing structures at the project site or in the project vicinity would be exposed to groundborne vibration levels in excess of levels established by the FTA's Construction Vibration Impact Criteria. Development of the Specific Plan would require the use of construction equipment which are vibration generators.

Short-term Construction Vibration Impacts to Off-site Receptors

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of a construction site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels.

Of the variety of equipment used during construction, impact pile drivers that could be used in the site preparation phase of construction would produce the greatest groundborne vibration levels. Impact pile drivers produce groundborne vibration levels ranging up to 0.644 inch per second (in/sec) peak particle velocity (PPV) at 25 feet from the operating equipment. The heaviest type of mobile

equipment that would produce the highest vibration levels would be a large vibratory roller producing groundborne vibration levels ranging up to 0.201 in/sec PPV as measured at 25 feet.

However, implementation of MM NOI-2, which requires preparation of a Construction Vibration Reduction Plan for any nearby structure, would ensure that these vibration level impacts generated by future development projects would be reduced to a less than significant impact. Furthermore, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan. Therefore, with implementation of MM NOI-2, construction vibration impacts generated by future development projects would be reduced to a less than significant impact.

Operational Vibration Impacts

Based on the proposed types of land uses of the Specific Plan, future related development projects are not anticipated to include any permanent sources of vibration that would expose persons in the project vicinity to excessive groundborne vibration levels, and development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan. In addition, there are no existing significant permanent sources of groundborne vibration located within the Specific Plan development area to which future development projects would be exposed. Therefore, project operational groundborne vibration level impacts would be considered less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No impact. The Fresno Yosemite International Airport is located approximately 1.34 miles northeast of the Plan Area. At this distance, the entire Specific Plan Area is located outside of the airport's 65 dBA CNEL noise contours. Therefore, implementation of the project would not expose persons residing or working in the Plan Area to noise levels from airport activity that would be in excess of normally acceptable standards. Therefore, no impact would occur.

Mitigation Measures

MM NOI–1a **Construction Activity Hours Restriction.** Construction activity which requires a permit issued by the City of Fresno shall be limited to the hours between 7:00 a.m. and 10:00 p.m. on weekdays and Saturdays. Any construction activity outside of these hours must comply with the City's noise performance standards of Section 15.2506 of the Municipal Code.

MM NOI–1b **Construction Noise Reduction Plan.** Prior to the issuance of demolition, grading, and/or construction permits, applicants for individual development projects within 500 feet of noise-sensitive receptors (e.g., residences, hospitals, schools) shall conduct a project-level construction noise analysis to evaluate potential impacts on sensitive receptors. The analysis shall be conducted once the final construction equipment list that will be used for demolition and grading activities is determined.

The project-level noise analysis shall be prepared, reviewed, and approved by the City of Fresno Planning and Development Department Director. If the analysis determines that demolition and construction activities would result in an impact to identified noise-sensitive receptors, then specific measures to attenuate the noise impact shall be outlined in the analysis and reviewed and approved by the City of Fresno Planning and Development Department Director. Specific measures may include, but are not limited to, the following Best Management Practices (BMPs):

- Post a construction site notice near the construction site access point or in an area that is clearly visible to the public. The notice shall include the following: job site address; permit number, name, and phone number of the contractor and owner; dates and duration of construction activities; construction hours allowed; and the City of Fresno Planning and Development Department Director and construction contractor phone numbers where noise complaints can be reported and logged.
- Consider the installation of temporary sound barriers for construction activities immediately adjacent to occupied noise-sensitive structures.
- Restrict haul routes and construction-related traffic to the least noise-sensitive times of the day.
- Reduce non–essential idling of construction equipment to no more than 5 minutes.
- Ensure that all construction equipment is monitored and properly maintained in accordance with the manufacturer's recommendations to minimize noise.
- Fit all construction equipment with properly operating mufflers, air intake silencers, and engine shrouds, no less effective than as originally equipped by the manufacturer, to minimize noise emissions.
- If construction equipment is equipped with back–up alarm shut offs, switch off back–up alarms and replace with human spotters, as feasible.
- Stationary equipment (such as generators and air compressors) and equipment maintenance and staging areas shall be located as far from existing noise-sensitive land uses, as feasible.
- To the extent feasible, use acoustic enclosures, shields, or shrouds for stationary equipment such as compressors and pumps.
- Shut off generators when generators are not needed.
- Coordinate deliveries to reduce the potential of trucks waiting to unload and idling for long periods of time.
- Grade surface irregularities on construction sites to prevent potholes from causing vehicular noise.
- Minimize the use of impact devices such as jackhammers, pavement breakers, and hoe rams. Where possible, use concrete crushers or pavement saws rather than hoe rams for tasks such as concrete or asphalt demolition and removal.
- The final noise reduction measures to be implemented and their associated details shall be determined by the construction–level noise analysis. The final noise reduction measures shall be included on all construction and building documents and/or construction management plans and submitted for verification to the City; implemented by the construction contractor through the duration of the construction phase; and discussed at the pre-demolition, -grade, and/or –construction meetings.

MM NOI–1c **Stationary Noise Source Noise Reduction Plan.** Prior to issuance of building permits, the property owner/developer shall be responsible for implementing the following measures to limit operational stationary noise source impacts:

- Any proposed development projects that include unshielded parking areas within 175 feet, or unshielded truck loading docks within 300 feet, or unshielded mechanical ventilation equipment systems within 35 feet of a noise-sensitive receptor, shall demonstrate compliance with Municipal Code Section 15–2506 by submitting a site-specific acoustic study. These reports shall demonstrate that the project incorporates sufficient noise attenuation features, if needed, to meet the City of Fresno's exterior/interior noise performance standards. The individual project owner/developer shall submit the acoustic study to the Planning Director for review and approval. Upon approval by the City, the proposed acoustical design features shall be incorporated into the proposed development. Noise reduction design features may include, but are not limited to, locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or sound walls) or by using equipment that has a quieter rating.

MM NOI–2 **Construction Vibration Reduction Plan**

Prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that during grading and construction the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related vibration impacts:

- For any future development projects that would necessitate the use of pile driving within 200 feet of an off-site structure, the applicant shall submit a Construction Vibration Reduction Plan that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for the impacted structure.
- For any future development projects that would necessitate the use of large vibratory rollers within 30 feet of an off-site structure, or the use of other heavy construction equipment within 15 feet of an off-site structure, the applicant shall submit a Construction Vibration Reduction Plan that identifies specific techniques, such as the depth and location of temporary trenching that would reduce potential vibration impacts to less than significant for the impacted structure.
- The individual project owner/developer shall submit the Construction Vibration Reduction Plan to the Planning and Development Department Director for review and approval prior to issuance of building permits. Upon approval by the City, the construction vibration reduction measures shall be incorporated into the construction documents.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.14 Population and Housing *Would the project:*				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

Environmental Setting

The City experienced significant growth from 2000 to 2010, adding 6,700 residents per year, a population increase of 16 percent.[55] According to the California Department of Finance, the City of Fresno had a population of 542,206 as of April 1, 2020.[56] The Fresno General Plan projects that the City of Fresno will add 76,000 housing units for a total of 267,000 units and an additional 226,000 residents by buildout in 2035.[57]

The General Plan includes a range of policies designated to accommodate this future growth, including policies to enhance the character of neighborhoods and districts and provide a diversity of districts, neighborhoods, and housing types to meet the affordable housing needs of Fresno's communities. General Plan Goals UF-1-d and UF-1-e emphasize the opportunity for a diversity of districts, neighborhoods, and housing types. The City has also made significant efforts to support housing needs for low-income residents. General Plan Objective H-2 commits the City to assist in the development of adequate housing to meet the needs of extremely low-, very low-, low-, and moderate-income households.

[55] City of Fresno. 2014. Fresno General Plan, Introduction, page 1–23. Website: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp_Consolidated-GP-10-13-2022_compressed.pdf. Accessed December 31, 2024.
[56] California Department of Finance. 2020. Report E-5, Population and Housing Estimates for Cities, Counties, and the State. Website: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/ Accessed December 31, 2024. .
[57] City of Fresno. 2014. Fresno General Plan, Introduction, page1–21. Website: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp_Consolidated-GP-10-13-2022_compressed.pdf. Accessed December 31, 2024.

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than significant impact. Presently, the Specific Plan Area includes approximately 30,624 people, which is approximately 6.8 percent of the City's total population, and approximately 9,150 homes, which is approximately 4.8 percent of the City's housing units. At buildout of the proposed project, the Specific Plan Area could include up to approximately 18,849 homes; however, this number represents the maximum number of dwelling units permitted in the Specific Plan Area. The actual number of dwelling units at buildout would likely be less. Given the City's average household size of approximately 2.97 persons per household,[58] the Specific Plan Area is anticipated to have up to approximately 56,000 residents at buildout. Conservatively, the proposed project could increase the number of dwelling units in the Specific Plan Area by approximately 9,699 and increase the number of residents by approximately 28,806 people.

As previously discussed, the growth generated by the Specific Plan was anticipated by the General Plan. At its buildout, the General Plan anticipated that it would add 76,000 housing units for a total of 267,000 units and an additional 226,000 residents. The growth projected for the Specific Plan Area is within planned growth for the City. Furthermore, it is important to note that development consistent with the proposed project would reduce the total amount of the development in the Specific Plan Area compared to what was contemplated by the General Plan. Additionally, the proposed project does not propose any extension of roads or major infrastructure projects that would indirectly create unplanned growth. Thus, impacts would be less than signifcant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less than significant impact. As discussed above, the proposed project would increase the number of homes in the Specific Plan Area by up to 9,699 dwelling units and increase the number of residents by approximately 28,806 people. Additionally, the proposed project would create a more diverse range of housing in the Specific Plan Area. Therefore, it would not result in the displacement of substantial numbers of existing people or housing. Moreover, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan. As a result, the construction of replacement housing would not be necessary due to the development of a net increase of new housing units and potential impacts would be reduced to a less than significant level.

Mitigation Measures

None required.

[58] United States Census Bureau. 2020. QuickFacts: Fresno City, California. Website: https://www.census.gov/quickfacts/fresnocitycalifornia. Accessed January 3, 2025.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.15 Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

Environmental Setting

The City provides public facilities and services to its residents that will support existing and future development. Public services include fire and police protection, education, parks and recreation, and other public facilities such as libraries.

Fire Protection

The FFD provides the following services within the City limits: fire prevention, fire suppression, hazardous material mitigation, rescue, and emergency medical services. The FFD serves a population of more than 540,000 in the City and the Fig Garden Fire Protection District (over 128 square miles) with 21 fire stations, including the Airport Rescue Fire Fighting (ARFF) station. The FFD staffs 27 fire companies, consisting of 19 engines, five ladder trucks, and three squads.[59] There is one FFD station within the Specific Plan Area located at 1428 South Cedar.[60] Station 8 houses an engine company and

[59] City of Fresno. 2022. Fire Suppression. Website: https://www.fresno.gov/fire/fire-suppression/. Accessed January 2, 2025.
[60] City of Fresno. 2022. Station Address. Website: https://www.fresno.gov/fire/station-locations/. Accessed January 2, 2025.

is the home of the FFD Communications Team. Station 8's first-in district covers the Fresno Fairgrounds and Fresno Pacific University.[61]

Police Protection

The Fresno Police Department (FPD) provides the City with police protection services, including uniformed patrol response to both emergency and non-emergency calls for service, crime prevention, pro-active tactical crime enforcement, and investigation of crimes utilizing District Detectives.[62] The FPD operates out of five policing districts: Northeast, Northwest, Central, Southwest, and Southeast. The Specific Plan Area falls entirely within the Southeast Policing District. The Southeast Policing District is located south of Ashlan Avenue (east of Clovis Avenue), south of Clinton Avenue between Fourth Street and Clovis Avenue, east of SR-99 (south of Church Avenue) to the southern City limit.[63] In addition to the Fresno Police Headquarters, located at 2323 Mariposa Mall, the FPD operates five police stations within the City:[64]

- Southwest: 1211 Fresno Street, Fresno, CA 93706
- Southeast: 1617 South Cedar Avenue, Fresno, CA 93702
- Northeast: 1450 East Teague Avenue, Fresno, CA 93720
- Northwest: 3781 North Hughes Avenue, Fresno, CA 93705
- Central: 3502 North Blackstone, Suite 201, Fresno, CA 93726

Schools

The Specific Plan Area falls entirely within FUSD.[65] The FUSD serves more than 74,000 students and operates 64 elementary schools, 15 middle schools, eight high schools, four alternative schools, and three special education schools.[66] The FUSD has a maximum enrollment capacity of 78,648 students while FUSD (charter) has a maximum enrollment of 2,247 students. Between 2019 and 2020, FUSD had a total enrollment of 73,381.[67] Eight FUSD schools are located within the Specific Plan Area, which include two middle schools, five elementary schools, and one high school.[68] The Specific Plan Area also contains Fresno Pacific University and three community facilities offering child care.

Parks and Other Public Facilities

The City provides residents with several types of parks and facilities. Park types in the General Plan are classified as follows: pocket park, neighborhood park, community park, regional park, and trail/greenway/parkway.[69] The General Plan states that the City's parkland standard is 3 acres per 1,000 residents for Pocket, Neighborhood, and Community parks. There are currently 50.8 acres of

[61] City of Fresno. 2022. Station Address. Website: https://www.fresno.gov/fire/station-locations/. Accessed January 2, 2025.
[62] City of Fresno General Plan, 2014. Chapter 6: Public Utilities and Services. December.
[63] City of Fresno. 2022. Policing District Locator. Website: https://www.fresno.gov/police/#police-district-locator.Accessed January 2, 2025.
[64] Ibid.
[65] City of Fresno General Plan, 2014. Chapter 5: Parks, Open Space, and Schools. Figure POSS-3: Schools and School Districts. December.
[66] Fresno Unified School District (FUSD). 2022. History of Fresno Unified. Website: https://www.fresnounified.org/history/. Accessed September 1, 2022.
[67] Ed Data. 2024. Fresno Unified. Website: https://www.ed-data.org/district/Fresno/Fresno-Unified. Accessed January 9, 2025.
[68] Fresno Unified School District (FUSD). 2025. School Locator. Website: https://apps.fresnounified.org/schoollocator. Accessed January 2, 2025.
[69] City of Fresno General Plan, 2014. Chapter 5: Parks, Open Space, and Schools. December.

parkland within the Specific Plan Area, with a ratio of 1.68 acres of park per 1,000 residents, above the current City average of 1.06 (pocket, neighborhood, and community parks) but below the General Plan goal of 3 acres per 1,000 residents.[70] A majority of the Specific Plan Area is within walking distance (0.5 mile) of a park or open space, with the exception of the neighborhoods around the western and southeastern boundary of the Specific Plan Area.[71] Additional recreational facilities can be found at many of the 12 schools located within the Specific Plan Area. The City's park and recreation facilities are maintained by the Parks, After School, Recreation, and Community Services (PARCS).[72] The Mosqueda Community Center is located within the Plan Area at 4670 East Butler Avenue.[73]

The City is served by the Fresno County Library system. The Fresno County Library system is part of the San Joaquin Valley Library System (SJVLS), a cooperative network of 10 public library jurisdictions in the counties of Fresno, Kern, Kings, Madera, Mariposa, Merced, and Tulare.[74] Fresno County Public Library provides collections and services through its Central Resource Library and 34 branches. The Mosqueda Branch Library is within the Specific Plan Area, and the Sunnyside Regional Library is approximately 0.95 mile to the east.[75]

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less than significant impact. The proposed project would be located east and southeast of Downtown Fresno, which is served by the FFD. As discussed above, the Specific Plan Area includes one fire station. Location of fire stations will become more dependent on density and availability rather than "running distances" between fire stations. Because implementation of the proposed project would result in an increased demand for fire protection services, fire stations will require commensurate increases in firefighter staffing and facilities and equipment. However, this increase in demand can be met with additional staffing requirements at the existing fire stations that serve the Specific Plan Area. It would not result in the need to construct additional government facilities. Moreover, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan.

Additionally, development projects within the Specific Plan Area would be required to comply with the Municipal Code, which requires each development to pay a Fire Facilities Fee in order to mitigate

[70] City of Fresno. 2021. Public Draft Central Southeast Area Specific Plan. April.
[71] City of Fresno. 2021. Public Draft Central Southeast Area Specific Plan Figure 5-1 Park Facilities within a Half Mile Radius. April.
[72] City of Fresno. 2022. Parks, After School, Recreation and Community Services. Website: https://www.fresno.gov/parks/. Accessed January 2, 2025.
[73] City of Fresno. 2022. Parks, Trails and Facilities. Visiting Our Parks. Website: https://www.fresno.gov/parks/parks-trails-facilities/#tab-1. Accessed January 2, 2025. .
[74] Fresno County Public Library. 2022. About the Library. Website: https://fresnolibrary.org/about/index.html. Accessed September 2, 2022.
[75] Fresno County Library. 2022. Map of Fresno County and Branches. Website: https://fresnolibrary.org/branch/county.html. Accessed January 2, 2025.

the impacts on fire protection facilities caused by future development in the City. Payment of the appropriate development impact fees would offset the construction and acquisition costs of required fire facility improvements.

Therefore, because development associated with the proposed project would amount to less development than was considered by the General Plan and because any future development under the proposed project would undergo individual environmental review, as well as pay the appropriate development impact fees, the proposed project would have a less than significant impact associated with the provision of fire protection services.

b) Police protection?

Less than significant impact. As detailed above, the proposed project area is served by FPD. The Specific Plan Area falls entirely within the Southeast Policing District with one police station located within the Specific Plan Area at 1617 South Cedar Avenue. The City uses a minimum level of service of 1.5 officers per 1,000 residents. As growth occurs with the Specific Plan Area, FPD may require additional personnel and additional facilities to provide adequate police protection services. Development projects within the Specific Plan Area would be subject to the Municipal Code, which requires each development to pay a Police Facilities Fee in order to mitigate the impacts on police protection services caused by future development within the City. Payment of the appropriate development impact fees would offset the construction and acquisition costs of required police facility improvements. Lastly, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan.

Therefore, because development associated with the proposed project would amount to less development than was considered by the General Plan and because any future development under the proposed project would undergo individual environmental review, as well as pay the appropriate development impact fees, the proposed project would have a less than significant impact associated with the provision of police protection services.

c) Schools?

Less than significant impact. As discussed above, the proposed project is located entirely within the FUSD. Based on the existing capacities of FUSD, including the charter schools and the projected additional dwelling units from the proposed project, students generated by the proposed project would not exceed FUSD's maximum enrollment capacity. As of 2022, the FUSD projects that approximately 300 single-family-units and 800 multiple-family units will be constructed in the district in the next five years. FUSD has a student generation rate of 0.625 students per single-family unit, and 0.405 students per multiple-family unit. Therefore, the FUSD projects enrollment of an additional 511.5 students over the next five years.[76] Implementation of the proposed project would result in additional residential development. This would generate additional students who would attend

[76] Fresno Unified School District (FUSD). 2022. Development Fee Justification Study. Website: https://facilities.fresnounified.org/wp-content/uploads/FUSD-Fee-Study-2022.pdf. Accessed October 3, 2022.

schools within the FUSD. However, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan. Furthermore, all development would be subject to State-mandated development fees in compliance with SB 50 requirements. Section 12-805, Dedication and Fees, of the Municipal Code allows for school districts within the City to negotiate school impact fees with developers per square footage for residential units in order to fund school improvements. As such, future projects under the proposed project would be required to comply with the provision of school developer fees for new or altered facilities, and new or expanded school facilities would be funded by fees collected by future development projects. Additional school resources would also continue to be funded by an increase in tax revenue as a result of future population growth. In addition, future school facilities would be required to undergo individual environmental review in accordance with CEQA. Therefore, impacts of the proposed project related to student generation and the potential need for additional school facilities would be less than significant.

d) Parks?

Less than significant impact. Implementation of the proposed project would result in the redevelopment and development of residential, office, mixed-use and other land uses and would potentially increase the City's residential population. This projected growth in the Specific Plan Area would result in an increased demand for parks and recreational facilities.

The Parks Master Plan was updated in 2017 pursuant to General Plan Parks, Open Space and Schools Element Policy POSS-1-b. The Fresno General Plan states that the City's parkland standard is 3 acres per 1,000 residents for Pocket, Neighborhood, and Community parks, with an aspirational goal of 5 acres per 1,000 residents for all parks throughout the City if additional funding for regional parks and trails is identified. There are currently 50.8 acres of parkland within the Specific Plan Area, with a ratio of 1.68 acres of park per 1,000 residents, above the current City average of 1.06 (pocket, neighborhood, and community parks) but below the General Plan goal of 3 acres per 1,000 residents. A majority of the Specific Plan Area is within walking distance (0.5 mile) of a park or open space with the exception of the neighborhoods around the western and southeastern boundary of the Plan. Parks are distributed throughout the Specific Plan Area in the form of two community parks (Calwa and Mosqueda), and several smaller neighborhood parks nestled among low-density residential areas.

The proposed project would include improvements to existing parks as well as conceptual locations for new parks, open spaces, and/or recreational facilities. Future development in the Specific Plan Area would be subject to Specific Plan Goal P-1.1, which promotes an increase in the amount of parkland in the Specific Plan Area to ensure all residents are within a 5-minute walk of a park or open space.

Additionally, future development projects within the Specific Plan Area would be required to comply with the Municipal Code, which requires each development to pay a Park Facilities Fee in order to mitigate the impacts on park facilities caused by future development in the City. Payment of the appropriate development impact fees would offset the construction and acquisition costs of required park facility improvements. However, the provision of new or physically altered park facilities proposed under the Plan could result in adverse environmental impacts. The construction or

expansion of park facilities would be required to undergo environmental review to meet the requirements of CEQA.

Therefore, because development associated with the proposed project would amount to less development than was considered by the General Plan and because any future development under the proposed project would undergo individual environmental review, as well as pay the appropriate development impact fees, the impacts associated with the proposed project would be considered less than significant.

e) Other public facilities?

Less than significant impact. As discussed above, the Specific Plan Area is currently served by a number of park and recreation facilities, as well as the Mosqueda Community Center and the Mosqueda Branch Library. Implementation of the proposed project would result in the redevelopment and development of residential, office, industrial, mixed-use and other land uses, and would potentially increase the City's residential population. However, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan. In order to meet the increased demand for neighborhood and regional parks and other recreational facilities, the proposed project includes several goals to improve and provide parks, open space, and recreational facilities as well as improve connectivity between residential areas and local and regional destinations such as schools and community centers. This includes Specific Plan Policy P-1.1 which proposes to build new parks, open spaces, and recreational facilities, prioritizing underserved areas, and Policy P-2.1 which aims to renovate and upgrade existing park facilities to support the recreational, physical, and social needs of residents. However, future development would be subject to General Plan policies and the Municipal Code, and all future development would be subject to CEQA environmental review. Therefore, the proposed project would have a less than significant impact.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.16 Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

Setting

As previously discussed, the City provides residents with several types of parks and facilities. Park types in the General Plan are classified as follows: pocket park, neighborhood park, community park, regional park, and trail/greenway/parkway.[77] The General Plan states that the City's parkland standard is 3 acres per 1,000 residents for Pocket, Neighborhood, and Community parks, with an aspirational goal of 5 acres per 1,000 residents for all parks throughout the City, if additional funding for regional parks and trails is identified. The Specific Plan Area currently has 50.8 acres of parkland, with a ratio of 1.68 acres of park per 1,000 residents, above the current City average of 1.06 (pocket, neighborhood, and community parks) but below the General Plan goal of 3 acres per 1,000 residents.[78] A majority of the Specific Plan Area is within walking distance (0.5 mile) of a park or open space, with the exception of the neighborhoods around the western and southeastern boundary of the Plan Area.[79] Additional recreational facilities can be found at many of the 12 schools located within the Plan Area. The City's park and recreation facilities are maintained by the PARCS Department.[80]

[77] City of Fresno General Plan, 2014. Chapter 5: Parks, Open Space, and Schools. December.
[78] City of Fresno. 2021. Public Draft Central Southeast Area Specific Plan. April.
[79] City of Fresno. 2021. Public Draft Central Southeast Area Specific Plan Figure 5-1 Park Facilities within a Half Mile Radius. April.
[80] City of Fresno. 2022. Parks, After School, Recreation and Community Services. Website: https://www.fresno.gov/parks/. Accessed January 2, 2025.

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than significant impact. Development under the proposed project would result in additional residential and nonresidential development throughout the Specific Plan Area which would result in population growth. The projected growth would result in an increased demand for parks and recreational facilities. However, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan.

As previously discussed, the proposed project would include improvements to existing parks as well as conceptual locations for new parks, open spaces, and/or recreational facilities. Future development in the Specific Plan Area would be subject to Specific Plan Goal P-1.1, which promotes an increase in the amount of parkland in the Specific Plan Area to ensure all residents are within a 5-minute walk of a park or open space. Specific Plan Policy P-1.1 recommends that the proposed project develop approximately 40 additional acres of parkland and open space to the meet the City's ratio.

Future individual development projects within the Specific Plan Area would be required to comply with Sections 12-4.701 through 12-4.706 of the Fresno Municipal Code, which requires each development to pay a Park Facilities Fee in order to mitigate the impacts on park facilities caused by future development in the City. Therefore, the proposed project would have a less than significant impact on existing recreational facilities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less than significant impact. Development under the proposed project would result in additional residential and nonresidential development throughout the Specific Plan Area. However, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan. Future development under the proposed project would include additional parks and recreational facilities. As previously discussed, Specific Plan Policy P-1.1 proposes to build new parks, open spaces, and recreational facilities, prioritizing underserved areas while Policy P-2.1 aims to renovate and upgrade existing park facilities to support the recreational, physical, and social needs of residents. As previously discussed, development under the proposed project would be required to comply with General Plan objectives and policies related to parks. Future specific development projects within the Plan Area would be assessed on an individual basis to determine their impact with respect to recreational facilities. Therefore, the proposed project would have a less than significant impact with respect to the construction or expansion of recreational facilities.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.17 Transportation *Would the project:*				
a) Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☒	☐	☐

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

Environmental Setting

The following analysis is based on the VMT Analysis Memorandum dated August 16, 2022, prepared by LSA and included in Appendix E.

Changes to the CEQA Guidelines were adopted in December 2018 to implement SB 743. Guideline 15064.3, which describes criteria for evaluating a project's transportation impacts, provides that VMT is generally "the most appropriate measure of transportation impacts," and that except for roadway capacity projects, a project's effect on traffic delays "shall not constitute a significant environmental impact." These provisions went into effect July 1, 2020.

While Guideline 15064.3 governs a lead agency's assessment of traffic impacts under CEQA, it does not preclude a discussion of Level of Service (LOS) for informational purposes or other traffic analysis based on general plan or zoning standards, or on other agency policies. Therefore, while this

Recirculated Draft IS/MND does not include an analysis of LOS, Appendix E[81] does provide this analysis for informational purposes only. As outlined in Appendix E, the 18 roadway segments analyzed are forecast to operate at acceptable levels under the General Plan with Circulation Element conditions based on the City's LOS standards and the proposed project would not result in any changes to the roadway segment peak-hour levels contained within the General Plan. Pursuant to CEQA Guideline 15064.3, the City can use this analysis to evaluate traffic impacts in support of General Plan consistency, apart from CEQA's evaluation of environmental impacts.

Street Network

The Specific Plan Area encompasses approximately 14 city blocks in the southeast portion of the City. The Specific Plan Area is bordered by Belmont Avenue to the north, Fourth Street to the west, Church Avenue to the south, and Peach Avenue to the east.

East Cesar Chavez Boulevard and Belmont Avenue are arterial roads running east–west through the Specific Plan Area. Cedar Avenue, Peach Avenue, and Chestnut Avenue are arterial roads running north and south through the Specific Plan Area.

Bicycle Facilities

As described in the Specific Plan, the Specific Plan Area has a very limited bicycle and trail network and one of the lowest bike ridership rates as well as some of the highest concentration areas for bicycle and vehicle collisions in the City. The Specific Plan Area has two continuous bike lanes along Cesar Chavez Boulevard, which connects to Downtown, and along Chestnut Avenue, but they do not provide any buffer from fast-moving vehicular traffic. Trails, or Class I bike paths, are multiuse pathways separated from vehicle traffic and shared between bicyclists and pedestrians. Currently, there is one trail segment in the northern part of the Specific Plan Area along McKenzie Avenue between Willow and Clovis Avenues.

Bicycle facilities consist of the following four classifications:

- **Bike Paths (Class I)** are often referred to as shared-use paths or trails, or multiuse paths, which are off-street facilities that provide exclusive use for non-motorized travel, including bicyclists and pedestrians. Class I facilities are typically 10- to 12-foot-wide concrete/asphalt paved surfaces with 2-foot-wide shoulders. Bike paths have minimal cross flow with motorists and are typically located along landscaped corridors. Bike paths can be utilized for both recreational and commute trips. These paths provide an important recreational amenity for bicyclists, pedestrians, dog walkers, runners, skaters, and all residents using other non-motorized forms of travel.
- **Bike Lanes (Class II)** are designated on-street facilities that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists. On-street bikes lanes are typically 5 feet wide

[81] The Final Traffic Study, prepared by Stantec, dated February 15, 2022, references the General Plan Program EIR, which was decertified by court order in 2024, and the traffic analysis and underlying data remain independently valid. The study does not rely on the Program EIR's impact determinations; rather, it refers to the adopted General Plan land use assumptions (2035 buildout) as the basis for modeling and provides a comparison to expected conditions. This approach ensures the analysis reflects current planning assumptions without incorporating conclusions from the decertified EIR.

and are adjacent to motor vehicle traffic. Bike lanes are intended to alert drivers about the predictable movements of bicyclists and provide adequate space for comfortable bicycle riding. Current City standards require Class II bike lanes on all new Collectors and Arterials; many existing Collectors are already constructed with Class II bike lanes.

- **Bike Routes (Class III)** are on-street pavement markings or signage that connect the bicycle roadway network. Class III bike routes can be utilized to connect bicycle lanes or paths along corridors that do not provide enough space for dedicated lanes on low-speed and low-volume streets.
- **Separated Bikeways (Class IV)** are designated on-street bicycle facilities separated by a physical boundary such as a vertical curb, a painted buffer with flexible posts, parked cars, a landscape area, or a fixed barrier. Separate Bikeways (Class IV), also called cycle tracks, are typically 7 feet wide with 3-foot-wide shoulders and can include one-way or two-way lanes, accommodating a single direction of travel or both. Cycle tracks can be utilized along streets with high vehicular volumes and speeds and located in areas with fewer driveways.

Pedestrian Network

The pedestrian network in the Specific Plan Area currently has long block lengths, wide streets, unmarked and unsignalized intersections, and few street trees. While most streets have sidewalks, there are gaps in the sidewalk network in the areas near the northern and southern limits of the Specific Plan Area.

Transit Facilities

Fresno Area Express (FAX) provides transit service in the Specific Plan Area, as well as adjacent communities in the City of Fresno. FAX operates 18 bus routes throughout the City, with six routes serving the Specific Plan Area (Routes 1, 22, 26, 33, 38, and 41). Routes 1 and 38 operate at 10- and 15-minute peak period frequencies respectively, with the rest operating at 30-minute frequencies on weekdays and reduced frequencies on weekends.

Local Regulations

City of Fresno Active Transportation Plan.

The City's Active Transportation Plan (ATP), adopted in March 2017, provides a comprehensive guide outlining the vision for active transportation in Fresno. This plan lays out specific goals to improve bicycle and pedestrian access and connectivity in Fresno. These goals include the following:

- Equitably improve the safety and perceived safety of walking and bicycling in Fresno;
- Increase walking and bicycling trips in Fresno by creating user-friendly facilities;
- Improve the geographical equity of access to walking and bicycling facilities in Fresno; and
- Fill key gaps in Fresno's walking and bicycling networks.

General Plan Policy MT-1-g: Complete Streets Concept Implementation.

Provide transportation facilities based upon a Complete Streets concept that facilitates the balanced use of all viable travel modes (pedestrians, bicyclists, motor vehicle and transit users), meeting the

transportation needs of all ages, income groups, and abilities and providing mobility for a variety of trip purposes, while also supporting other City goals.

General Plan Policy MT-2-l: Region-Wide Transportation Impact Fees.
Continue to support the implementation of metropolitan-wide and region-wide transportation impact fees sufficient to cover the proportional share of a development's impacts and need for a comprehensive multimodal transportation system that is not funded by other sources.

General Plan Policy MT-4-c: Bikeway Linkages.
Provide linkages between bikeways, trails and paths, and other regional networks such as the San Joaquin River Trail and adjacent jurisdiction bicycle systems wherever possible.

General Plan Policy MT-4-d: Prioritization of Bikeway Improvements.
Prioritize bikeway components that link existing separated sections of the system, or that are likely to serve the highest concentration of existing or potential cyclists, particularly in those neighborhoods with low vehicle ownership rates, or that are likely to serve destination areas with the highest demand such as schools, shopping areas, recreational and park areas, and employment centers.

General Plan Policy MT-5-a: Sidewalk Development.
Pursue funding and implement standards for development of sidewalks on public streets, with priority given to meeting the needs of persons with physical and vision limitations; providing safe routes to school; completing pedestrian improvements in established neighborhoods with lower vehicle ownership rates; or providing pedestrian access to public transportation routes.

General Plan Policy MT-5-b: Sidewalk Requirements.
Assure adequate access for pedestrians and people with disabilities in new residential developments per adopted City policies, consistent with the California Building Code and the Americans with Disabilities Act.

General Plan Policy MT-5-d: Pedestrian Safety.
Minimize vehicular and pedestrian conflicts on both major and non-roadways through implementation of traffic access design and control standards addressing street intersections, median island openings and access driveways to facilitate accessibility while reducing congestion and increasing safety. Increase safety and accessibility for pedestrians with vision disabilities through the installation of Accessible Pedestrian Signals at signalized intersections.

Would the project:

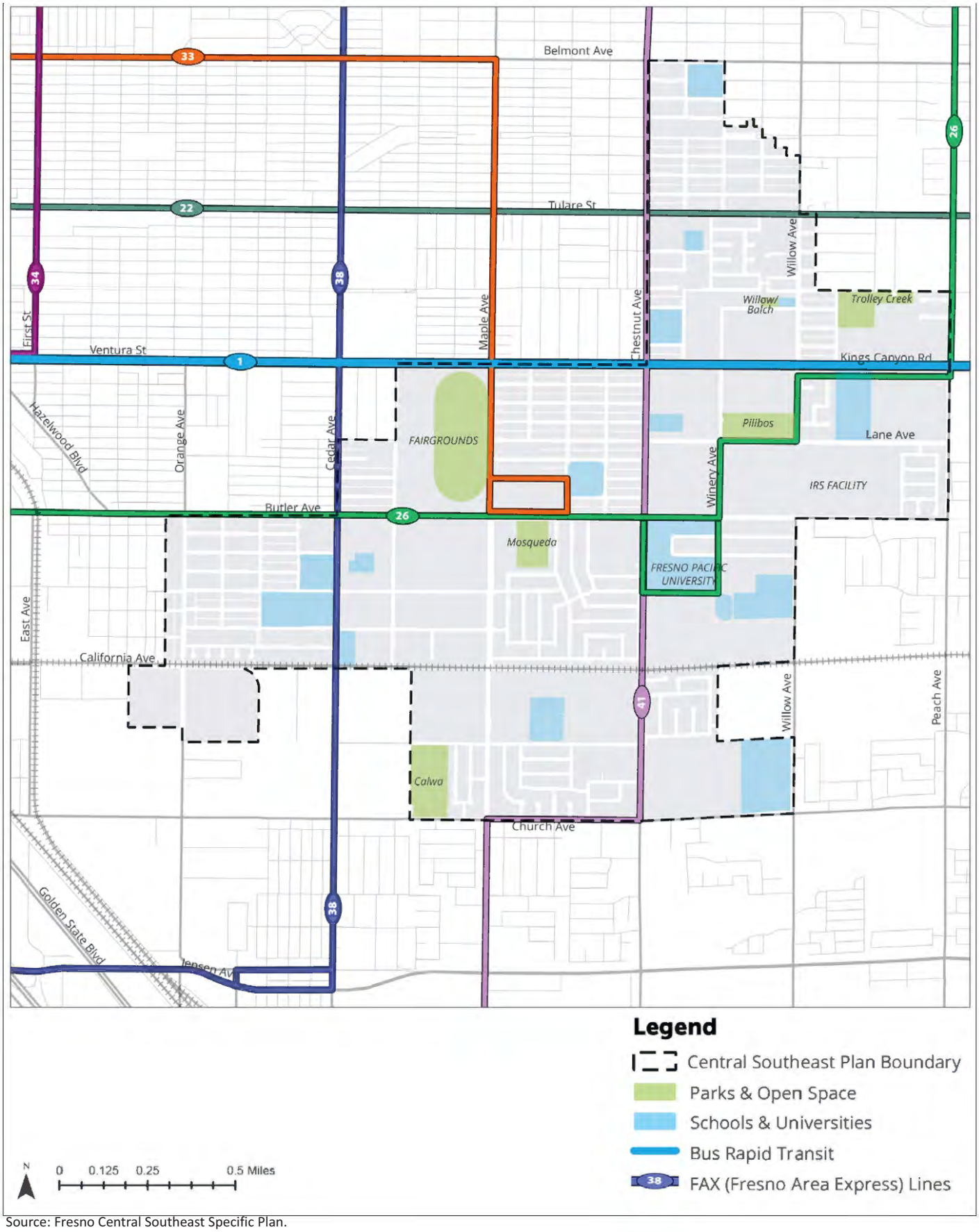
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than significant impact. This section assesses whether the proposed project would be consistent with applicable regional and local transportation programs, plans, ordinances, and policies that were summarized above. The proposed project would not conflict with the City's adopted ATP.

Transit Facilities

The proposed project includes strategies to improve multimodal connections to local transit stops in and around the Specific Plan Area, as well as street design recommendations to encourage increased transit ridership. For example, Exhibit 8 illustrates the existing transit network in the Specific Plan Area. Specific Plan Policy T-6.1 supports pedestrian and bicycle improvements that would increase access to transit stops. Policy T-6.2 encourages protected, well-lit, and attractive bus stops and amenities along bus routes. Therefore, the proposed project would comply with General Plan Policy MT-1-g, described above, and impacts to transit facilities would be less than significant.

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Source: Fresno Central Southeast Specific Plan.

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Exhibit 8
Existing and Proposed Transit Network

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Bicycle Facilities

Exhibit 9 illustrates the existing and proposed bicycle network. As depicted, the Specific Plan proposes Class I through Class IV bicycle facilities along several streets within the Plan Area. This would be consistent with General Plan Policies MT-4-c and MT-4-d and therefore, impacts to bicycle facilities would be less than significant.

Pedestrian Facilities

As described above, the pedestrian network in the Specific Plan Area is currently insufficient. The Specific Plan proposes Policy T-3.1 to implement traffic calming measures around parks and schools and Policy T-3.2 to install crossing enhancements at priority intersections. Policy T-4.1 requires the City to identify gaps and build sidewalks to complete the pedestrian network and Policy T-4.2 requires the City to prioritize street furnishings and other pedestrian amenities along key corridors to create a better pedestrian experience. Exhibit 10 illustrates the proposed pedestrian network and identifies several intersections as priorities for improvements. It also illustrates proposed sidewalks where they are currently missing. These pedestrian improvements would be consistent with General Plan Policies MT-5-a, MT-5-b, and MT-5-d, described above. Therefore, impacts to pedestrian facilities would be less than significant.

Because site-specific designs for transit, bicycle, and pedestrian facilities have not been developed, there are no specific details to review and assess impacts on pedestrian, bicycle, and transit facilities. As part of the standard development review process, the City would require all future proposed development of parcels to go through a review of pedestrian, bicycle, and transit facilities in the area surrounding the individual development project to ensure that future developments do not conflict with existing or planned facilities supporting those travel modes. All pedestrian, bicycle, and transit facilities proposed would be designed using the appropriate design standards. Furthermore, per General Plan Policy MT-2-i, developers of future projects in the Specific Plan Area would be required to pay proportional share impact fees to fund a comprehensive multimodal transportation system. The impact on these facilities would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less than significant impact. The primary components of Section 15064.3 include:

- Identifies VMT (amount and distance of automobile traffic attributable to a project) as the most appropriate measure of transportation impacts;
- Declares that a project's effect on automobile delay shall not constitute a significant environmental impact (except for projects increasing roadway capacity);
- Creates a rebuttable presumption of no significant transportation impacts for (a) land use projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor, (b) land use projects that reduce VMT below existing conditions, and (c) transportation projects that reduce or have no impact on VMT;

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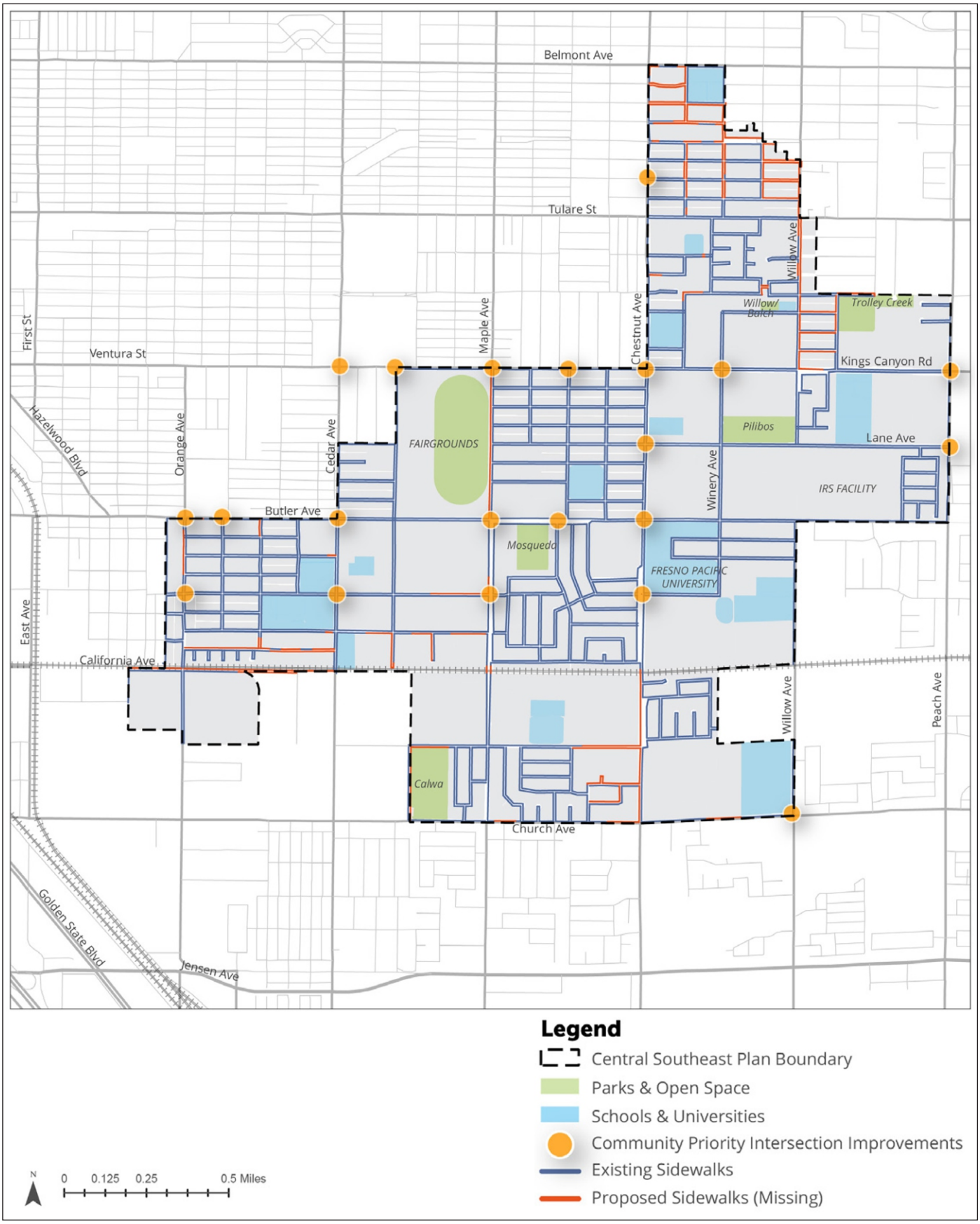


Source: Fresno Central Southeast Specific Plan.

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Exhibit 9
Proposed Bicycle Network

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Source: Fresno Central Southeast Specific Plan.

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Exhibit 10
Proposed Pedestrian Network

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- Allows a lead agency to qualitatively evaluate VMT if existing models are not available; and
- Gives lead agencies discretion to select a methodology to evaluate a proposed project's VMT but requires lead agencies to document that methodology in the environmental document prepared for the proposed project (Governor's Office of Planning and Research [OPR's] technical advisory provides recommendation on preferable methodology).

The Vehicle Miles Traveled Analysis Memorandum prepared by LSA analyzes VMT resulting from the proposed project using the criteria set forth in the City's CEQA Guidelines for VMT Thresholds.[82] The City's VMT guidelines require that, for land use plans, the proposed project's VMT per capita and VMT per employee under forecast/cumulative scenario be compared to the corresponding base year VMT per capita/employee to determine whether the proposed project would have a significant VMT impact.

The City's threshold for a significant VMT impact is 14.0 VMT per capita and 22.3 VMT per employee, 13 percent below the County's existing average VMT. The estimated VMT for 2035 including the entire Specific Plan Area and regional VMT Metrics *without* implementation of the proposed project would be 9.2 VMT per capita and 20.7 VMT per employee. The estimated VMT for 2035 including the entire Specific Plan Area and Regional VMT Metrics *with* implementation of the proposed project would be 8.7 VMT per capita and 20.4 VMT per employee. The VMT for the proposed project with implementation would be below the City's significance thresholds (14.0 VMT per capita and 22.3 VMT per employee) and would be less than the no-project scenario. Additionally, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan. Additionally, future development projects would be required to comply with the City's VMT Guidelines and new VMT Reduction Program, including completing project-level evaluations to determine project-specific VMT impacts if they do not screen out under the City's thresholds. Therefore, impacts would be less than significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than significant impact. The proposed project does not approve or entitle any specific development, and specific project design is unknown at this time. Development consistent with the proposed project would undergo individual design review at the time of application and additional project-specific environmental review may be required. It is not anticipated that development would substantially increase hazards due to a geometric design feature or incompatible uses because the City would require design review of proposed future developments for consistency with applicable regulations and General Plan policies that are designed to ensure safety. This would eliminate any such hazards. The impacts would be less than significant.

d) Result in inadequate emergency access?

Less than significant impact with mitigation incorporated. The proposed project may require temporary lane closures or detours during construction activity of future development projects.

[82] City of Fresno. June 2020. CEQA Guidelines for Vehicle Miles Traveled Thresholds.

However, all lane closures or detours would be coordinated with the police and fire departments to ensure that access to existing businesses and through circulation are maintained as well as emergency access. The construction contractor would provide signage, cones, and/or flag persons as deemed necessary through a project-specific Construction Management Plan (CMP) to ensure adequate emergency access. All development would be required to prepare a CMP to demonstrate to the City and the associated police and fire departments that emergency access would be maintained at all times during construction. Therefore, preparation of a CMP is incorporated as MM TRANS-4.

Furthermore, operation of future development projects resulting from implementation of the Specific Plan could result in an increased amount of vehicle traffic, which could impact emergency access. However, the City would require review of proposed future developments for consistency with applicable regulations that secure adequate emergency access. Moreover, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan. Therefore, impacts would be less than significant with mitigation incorporated.

Mitigation Measures

MM TRANS-4 At the time of planning application submittal, the project applicant shall prepare a Construction Management Plan (CMP) that will specify traffic controls required to maintain adequate circulation and access throughout the Central Southeast (CSE) Specific Plan Area. At least one lane shall remain open in each direction during construction and access to all existing businesses shall be maintained. This plan shall be subject to approval by the jurisdictional police and fire departments prior to commencement of construction.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.18 Utilities and Service Systems *Would the project:*				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

Environmental Setting

The City provides residents with potable water, sewage collection and treatment, and solid waste pickup while the FMFCD provides storm drainage and flood control. The City's Department of Public Utilities—Water Division manages and operates the City's water system and delivers drinking water to approximately 500,000 urban residential, commercial, and industrial customers in over 114 square

miles of the City, as well as many County islands within the City's SOI.[83] The City relies on groundwater from the North Kings Subbasin, surface water and recycled water. Water production in the City has consisted of 100 percent groundwater prior to the commissioning of the City's first Surface Water Treatment Facility (SWTF) in 2004. Since 2004, the City has invested in expanding its surface water treatment capabilities and now has three SWTFs that provide approximately half of all potable water demands in the service area.[84] Recycled water is not yet utilized in the Specific Plan Area but is planned and would be provided by the City.

The City's Wastewater Management Division (WMD) provides wastewater collection, conveyance, treatment, and reclamation services for residential, commercial, and industrial sewer customers in the Fresno-Clovis metropolitan area. The wastewater collection system consists of approximately 1,600 miles of pipes which convey over 60 million gallons of wastewater per day. Almost all wastewater generated in the metropolitan area travels to the Fresno-Clovis Regional Wastewater Reclamation Facility (RWRF).[85] The RWRF includes preliminary, primary, secondary, and tertiary treatment units with disinfection with a permitted treatment capacity of 91.5 million gallons per day to secondary standards and 5 million gallons per day to tertiary standards.[86,87]

As discussed previously in Section 2.10, Hydrology and Water Quality, the FMFCD has primary responsibilities for managing local stormwater runoff in the Fresno metropolitan area and the Plan Area. Most stormwater in the City drains to urban stormwater basins, where the water is retained to attenuate peak flow runoff and recharge stormwater or is pumped to local irrigation canals for conveyance away from the municipal areas. Stormwater capture and infiltration are considered an integral component of natural groundwater recharge.[88]

The City's Solid Waste Management Division is responsible for the collection of residential solid waste, recyclables, green waste, and Operation Clean Up for approximately 116,000 residential customers. The City had also granted exclusive franchise agreements for the collection of large multi-family developments, commercial and industrial solid waste, recyclables, and green waste to two franchise haulers: Allied Waste Services (formerly Republic Services), which is responsible for servicing the northern portion of the City, and Mid Valley Disposal, which is responsible for the southern portion of the City.[89] Ashlan Avenue is the dividing line between the two service areas; therefore, the Specific Plan Area is located fully within the Mid Valley Disposal service area.[90] Garbage disposed of in the City 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

[83] City of Fresno. 2022. About DPU. Website: https://www.fresno.gov/publicutilities/about-dpu/. Accessed September 6, 2022.
[84] City of Fresno. 2021. 2020 Urban Water Management Plan. July.
[85] City of Fresno. 2022. Sewer and Wastewater. Website: https://www.fresno.gov/publicutilities/sewer-wastewater/. Accessed September 6, 2022.
[86] City of Fresno. 2021. 2020 Urban Water Management Plan. July.
[87] City of Fresno. 2022. Sewer and Wastewater. Website: https://www.fresno.gov/publicutilities/sewer-wastewater/. Accessed September 6, 2022.
[88] City of Fresno. 2021. 2020 Urban Water Management Plan. July.
[89] City of Fresno. Multi-Family & Commercial Collection Service. Website: https://www.fresno.gov/publicutilities/trash-disposal-recycling/multi-family-commercial-services/#:~:text=Multi%2DFamily%20&%20Commercial%20Collection%20Service,6%20cubic%20yards%20in%20size. Accessed January 16, 2025.
[90] City of Fresno. 2022. Department of Public Utilities, Trash Disposal & Recycling, Multi-Family & Commercial Services. Website: https://www.fresno.gov/publicutilities/trash-disposal-recycling/multi-family-commercial-services/. Accessed December 19, 2022.

to the American Avenue Landfill, which has been operated by the County since 1993. It is estimated that the landfill will be able to continue operation until 2031 when it expected to reach capacity and close.[91] The American Avenue Landfill has a permitted capacity of 36,700,000 cubic yards and a max permitted throughput of 2,200 tons per day.[92]

The City receives its natural gas and electricity from PG&E. PG&E owns and maintains gas and electrical service and transmission lines, as well as several electrical substations, within the General Plan Planning Area. Telecommunication services are provided by multiple providers, with Verizon being the largest provider of cellular and fixed telephone services.[93]

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than significant impact. According to the Specific Plan, utility providers currently serving existing needs in the Specific Plan Area have plans in place to serve future needs in accordance with the General Plan. Future projects facilitated by the proposed project would be evaluated for project-specific impacts to utilities and service systems at the time they are proposed. Moreover, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan; therefore, creating less demand on utilities and services than was previously anticipated. Therefore, the proposed project would have a less than significant impact with respect to the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities.

The need for new or expanded water, wastewater, storm drainage, electricity, gas and telecommunication facilities are addressed below.

Water

The City's 2020 UWMP provides potable and nonpotable water demand projections through 2045 for normal water use. The demand for potable water is projected to be 167,947 AFY in 2045, while demand for nonpotable water, which would be used for groundwater recharge, is projected to be 73,500 AFY. This represents a total demand of 241,447 AFY. The 2020 UWMP projects a "reasonably available volume" of 357,330 AFY in 2045, exceeding the projected demand.[94] Because the proposed project contains less development than anticipated in the General Plan, the proposed project would

[91] City of Fresno. 2022. Solid Waste Facilities. Website: https://www.fresno.gov/publicutilities/trash-disposal-recycling/solid-waste-facilities/#tab-2. Accessed September 6, 2022.

[92] California Department of Resources Recycling and Recovery (CalRecycle). 2019. SWIS Facility/Site Activity Details. Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/4535?siteID=352. Accessed September 6, 2022.

[93] Federal Communications Commission. 2024. FCC National Broadband Map. Website: https://broadbandmap.fcc.gov/area-summary/fixed?version=dec2022&zoom=4&br=r&speed=100_20&tech=1_2_3_4_5_6_7_8,. Accessed January 16, 2025.

[94] City of Fresno. 2021. 2020 Urban Water Management Plan. July.

not require the construction of additional water facilities. The impact of future development on potable water infrastructure would be assessed on an individual basis for specific projects.

Wastewater

As discussed above, the City's WMD provides wastewater collection and treatment services to the City, including the Specific Plan Area. The WMD manages and maintains approximately 1,600 miles of gravity sewer lines up to 84-inches in diameter, 15 active lift stations, and associated force mains. Nearly all of the wastewater generated within the sewer service area is conveyed to the City's RWRF for treatment. The City's 2015 Wastewater Collection System Master Plan (CSMP) Update identified 2015 wastewater flows and projected wastewater flows at General Plan buildout. In general, wastewater consists of Base Wastewater Flow (BWF) and Wet Weather Flow (WWF). BWF is flow generated by routine water usage in the residential, commercial, business and industrial sectors of the collection system. WWF includes stormwater inflow, trench infiltration, and wet weather ground water infiltration. Peak Wet Weather Flow (PWWF) is the highest observed hourly flow that occurs following the design storm event. The City's BWF is projected to roughly double from 64.1 million gallons per day (mgd) to 129.9 mgd by buildout, whereas the PWWF is projected to increase from 123.9 mgd to about 202.4 mgd by buildout (an increase of approximately 63 percent). Therefore, the City's PWWF to BWF peaking factor is projected to decrease from roughly 1.93 to 1.56, which is relatively low for sanitary sewer collection systems.[95]

The CSMP Update concluded that, in general, the City's existing collection system has sufficient capacity to convey current PWWFs without exceeding the established flow depth criterion. However, there are a few areas where capacity restrictions lead to flow depths that exceed allowable levels. The 2015 CSMP Update identified improvements to address current and future deficiencies in the sewer collection system. The majority of improvements are driven by future development, which consist of new sewers that serve future growth or improvements to existing facilities that are needed to serve future growth. When fully implemented, the capital projects will allow the conveyance of PWWFs to the RWRF during buildout conditions. The primary impact identified within the Plan Area was the Orange Avenue trunk sewer main. The needed capacity improvements consist of replacing approximately 6,050 feet of 36-inch diameter pipeline with a new 42-inch diameter sewer on segments of 8th Street, Woodward Avenue, and Orange Avenue in the Specific Plan Area. No major sewer pipeline structural deficiencies were identified within the Specific Plan Area.

The approved General Plan includes several policies to address wastewater generation and reduction of wastewater flows including PU-7-a, PU-7-b and PU-7-f. In addition, continual update of the Sewer System Management Plan and CSMP and capital improvement projects would serve to ensure that wastewater flows would be accommodated.[96] The impact of future development on wastewater infrastructure would be assessed on an individual basis for specific projects. Additionally, because the proposed project contains less development than anticipated in the General Plan, the proposed project would not require the construction of additional wastewater facilities.

[95] City of Fresno. 2015. Wastewater Collection System Master Plan Update. September.

[96] City of Fresno. 2009. Revised 2019. Sewer System Management Plan. Website: https://www.fresno.gov/wp-content/uploads/2023/03/2019RevisionoftheSewerSystemManagementPlan.pdf. Accessed January 16, 2025.

Stormwater

As previously discussed, the Specific Plan Area is within the FMFCD. According to the Specific Plan, California Avenue between Cedar Avenue and Chestnut Avenue and the detention basin to the south of the Plan Area have been identified for future storm drain improvements. A 25-foot-wide storm drain easement shall be dedicated by APNs 480-080-03 and 05 (along California Avenue west of Chestnut Avenue) at such time as development occurs for a future 36-inch storm drain pipeline. No encroachments into the easement would be permitted, including, but not limited to, foundations, roof overhangs, swimming pools, and trees. The FMFCD approved the 2016 District Services Plan which addresses flood control, and local stormwater drainage. It is continually updated to take into account the addition of new impervious surface, including impervious surfaces resulting from the continued implementation of the approved General Plan.[97] The impact of future development on stormwater infrastructure would be assessed on an individual basis for specific projects.

Electricity, Gas, and Telecommunication

As discussed above, the Specific Plan Area would receive its natural gas and electricity from PG&E. Telecommunication services are provided by multiple providers; however, Verizon is the largest provider of cellular and fixed telephone services. Future development under the proposed project would likely connect to existing electric, natural gas and telecommunication facilities. Should the creation of new or relocated electric, natural gas and telecommunications facilities be required, construction would be subject to compliance with the City's and service provider's regulations and standard conditions for new construction-related to infrastructure improvements. These regulations and conditions would require construction of gas and electric lines to include BMPs that require construction areas to minimize dust generation, limit construction noise to daytime hours to limit impacts to sensitive receptors and use modern equipment to limit emissions. In addition, such work would be subject to compliance with applicable regulations and standard conditions of approval for construction projects, including City permits/review for construction (e.g., grading permits, private development review, encroachment permits, etc.). The impact of future development resulting from constructing new or relocating electric, natural gas and telecommunication facilities would be assessed on an individual basis for specific projects.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than significant impact. New residential, commercial, mixed use, and industrial land uses in the Planning Area would increase demand for water. As previously discussed, total demand for 2045 is projected to be 241,447 AFY. The 2020 UWMP projects a "reasonably available volume" of 357,330 AFY in 2045, exceeding the projected demand. Further, supply and demand comparisons for normal-water-year, single-dry-water-year, and five-consecutive-year drought-period scenarios show that there are sufficient water supplies to serve future development.[98] Because the proposed project contains

[97] Fresno Metropolitan Flood Control District. 2020. Notice of Subsequent Project within the Scope of the Subsequent Environmental Impact Report for the 2016 District Services Plan Update: Basin 'CF' Groundwater Recharge and Flood Control Project (SCN: 1999111132). Website: https://files.ceqanet.opr.ca.gov/192224-10/attachment/F2ugSAoi8X8c0sP-IWbsUovLbFFx3y3XsSqnvHiD8Y_rBv3m0mxyUm-QkDwG5-56kXrg42oo8jg9yJff0. Accessed January 16, 2025.

[98] City of Fresno. 2021. 2020 Urban Water Management Plan. July.

less development than anticipated in the General Plan, the proposed project would not require the construction of additional water facilities.

The impact of future development on water service reliability during normal, dry, and multiple dry years would be assessed on an individual basis for specific projects. Therefore, implementation of the proposed project would have a less than significant impact related to water supplies.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than significant impact. The 2015 CSMP Update identified improvements to address current and future deficiencies in the sewer collection system. The majority of improvements are driven by future development, which consist of new sewers that serve future growth or improvements to existing facilities that are needed to serve future growth. When fully implemented, the capital projects would allow the conveyance of PWWFs to the RWRF during buildout conditions. The primary impact identified within the Specific Plan Area was the Orange Avenue trunk sewer main. The needed capacity improvements consist of replacing approximately 6,050 feet of 36-inch diameter pipeline with a new 42-inch diameter sewer on segments of 8th Street, Woodward Avenue, and Orange Avenue in the Specific Plan Area. The Specific Plan identified no major sewer pipeline structural deficiencies within the Specific Plan Area. Furthermore, utility providers currently serving the Specific Plan Area have plans in place to serve future needs in accordance with the General Plan. Therefore, the proposed project would have a less than significant impact on the adequacy of the wastewater treatment provider's capacity to serve the Plan Area.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than significant impact. New residential, commercial, mixed use, and industrial land uses in the Specific Plan Area would increase the amount of solid waste generated by residents and businesses. As discussed above, the City's Solid Waste Management Division is responsible for the collection of residential municipal solid waste in the Specific Plan Area. Mid Valley Disposal is responsible for the collection of solid waste, recyclables, and green waste for large multi-family, commercial, and industrial developments in the Planning Area. The American Avenue Landfill has a permitted capacity of 36,700,000 cubic yards and a maximum permitted throughput of 2,200 tons per day. However, the landfill is expected to close in 2031.

Continued development under the approved General Plan would result in the generation of approximately 2,223 tons of solid waste per day. Based on the estimated closure dates of the American Avenue Landfill in 2031 there is a potential for additional landfill capacity needed to accommodate future development under the proposed project. However, AB 939 mandates the reduction of solid waste disposal in landfills, and the City is currently achieving a 71 percent diversion rate (based on 2009 data) which is anticipated to increase due to a Fresno City Council resolution that commits the City to a Zero Waste goal by 2025. Because the proposed project contains less development than

anticipated in the General Plan, the proposed project would not generate more solid waste than anticipated by the General Plan.

Additionally, all future development under the proposed project would be consistent with General Plan Objective PU-9 and Policies PU-9-a through PU-9-e and would be evaluated by the City to determine whether the proposed development could contribute solid waste to a landfill that is at capacity until additional capacity is provided. Thus, the impact of future development with respect to constructing new solid waste infrastructure would be assessed on an individual basis for specific projects. As such, the proposed project would have a less than significant impact on solid waste capacity of local infrastructure.

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Less than significant impact. As previously discussed, the Solid Waste Management Division is responsible for the collection of residential solid waste in the Specific Plan Area, and Mid Valley Disposal would be responsible for the collection of solid waste, recyclables, and green waste for large multi-family, commercial, and industrial developments in the Specific Plan Area. Construction and operational activities that generate solid waste are handled, transported, and disposed of in accordance with applicable federal, State, and local regulations pertaining to municipal waste. In accordance with the approved General Plan, solid waste would continue to be handled, transported, and disposed of according to all applicable federal, State, and local regulation pertaining to municipal waste disposal. The City currently has a number of provisions that require or promote recycling and waste reduction. Development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan. This would result in a lesser impact related to solid waste than what would have occurred under the development scenario considered in the General Plan. Therefore, the proposed project would have a less than significant impact with regard to compliance with federal, State, and local management and reduction statutes and regulations related to solid waste.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.19 Wildfire *If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project:*				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Environmental Evaluation

Introduction

As noted in the Project Description, the land use designations of the Specific Plan are consistent with the General Plan buildout assumptions; however, this Specific Plan proposes changing the land use designation for some of the Specific Plan Area's parcels, which would require the General Plan Land Use map to be amended. These proposed land use designation changes would reduce the total amount of development compared to what was contemplated by the General Plan for the Specific Plan Area.

Environmental Setting

The City consists largely of urbanized or working agricultural land and lacks steep slopes, thus wildfire threats are minimal. Although the City is near to high and very high fire hazard designated areas, the City is largely categorized as little or no threat or moderate fire hazard, which is largely attributed to paved areas. The Specific Plan Area is in an urbanized area, located just to the east and southeast of Downtown Fresno, and is characterized by a blend of older single-family and multi-family housing developments, industrial facilities, public facilities, vacant land, and commercial areas. Further, according to CAL FIRE's Fire Hazard Severity Zone (FHSZ) Viewer, the City does not contain any lands

within the State Responsibility Area (SRA) or lands classified as Very High Fire Hazard Severity Zone (VHFHSZ) within the LRA.[99,100]

Would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than significant impact. The California Emergency Services Act requires cities to prepare and maintain an emergency plan for natural, manmade, or war-caused emergencies that result in conditions of disaster or in extreme peril to life. According to the General Plan, the City does have an adopted Emergency Operations Plan (EOP); however, the EOP does not designate evacuation routes. The Noise and Safety Element of the General Plan addresses emergency events, including those associated with wildfire hazards. Objectives PU-2 and PU-3 of the General Plan relate to maintaining the level of fire protection and emergency service level objectives in the City. While the proposed project does not include any specific plans for development, future construction under the proposed project would be required to comply with the California Fire Code (CFC). Further, design and construction or alteration of roadways would be consistent with applicable State and City standards for roadway widths, turning radii, and sightlines and would not impair emergency response or emergency evacuation. Therefore, the proposed project would have a less than significant impact on an adopted emergency response plan or emergency evacuation plan.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less than significant impact. As previously discussed, the Specific Plan Area does not contain any lands within the SRA or lands classified as VHFHSZ within the LRA.[101] According to the Noise and Safety Element of the General Plan, the City's high temperatures and sunlight during summer months combined with low rainfall could exacerbate wildfire risk by drying and pre-heating combustible material, which would encourage the spontaneous combustion of such material. Additionally, the City's estimated maximum wind speed is 70 miles per hour (mph), which could also exacerbate wildfire risks. However, given that the City is largely urbanized and paved, wildfire threats in the City are minimal. Further, rural agricultural lands located outside of the city limits lack steep topographies, thus the risk of the uncontrolled spread of wildfire is limited. Finally, the Specific Plan Area itself is in an urbanized area, located just to the east and southeast of Downtown Fresno, and is surrounded by existing development. Therefore, the proposed project would have a less than significant impact on wildfire risk and the spread of associated pollutants.

[99] California Department of Forestry and Fire Protection (CAL FIRE). 2025. Fire Hazard Severity Zones in State Responsibility Area. Website: https:// calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed July 30, 2025.

[100] County of Fresno. 2018. Fresno County Multi-Jurisdictional Hazard Mitigation Plan, Fresno Annex. Website: https://www.fresno.gov/wp-content/uploads/2023/03/FresnoCountyHMPFinal.pdf. Accessed July 30, 2025.

[101] Ibid.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less than significant impact. Future development under the proposed project may require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk. Therefore, future discretionary projects facilitated by the proposed project would be evaluated for project-specific wildfire impacts at the time they are proposed. As previously discussed, the Specific Plan Area is located in a developed, urban area within the City and in its existing state is characterized by single-family and multi-family housing developments, industrial facilities, public facilities, vacant land, and commercial areas. The Specific Plan Area is currently served by multiple utility providers. Water and sewer services are provided by the City of Fresno; stormwater drainage systems are constructed and maintained by the FMFCD; irrigation water is supplied by the Fresno Irrigation District (FID); electricity and gas utilities are provided by PG&E; and telephone, fiber, and cable service is provided by Verizon/AT&T/Comcast/Xfinity. Utility providers currently serving existing needs in the Specific Plan Area have plans in place to serve future needs in accordance with the Fresno General Plan.[102] Future development facilitated by the proposed project would be evaluated for project-specific wildfire impacts at the time they are proposed. Should any future development under the proposed project require the construction of associated infrastructure, the installation and maintenance of said infrastructure would comply with applicable local, State, and federal requirements, including the CBC and CFC. Therefore, the proposed project would have a less than significant impact on infrastructure that may exacerbate fire risk or impacts to the environment.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less than significant impact. As previously discussed, the City is relatively flat with agricultural lands outside of the City limits also lacking steep slopes. The Specific Plan Area is largely categorized as little or no threat or moderate fire hazard, with no lands within the SRA or lands classified as VHFHSZ within the LRA.[103] As discussed in Section 2.7, Geology, Seismicity, and Soils, because of its flat topography, the City and the Specific Plan Area are not considered to be in area which could be impacted by landslides. Further, the Specific Plan Area is not located within a 100-year flood zone.[104] Therefore, the proposed project would have a less than significant impact.

Mitigation Measures

None required.

[102] City of Fresno. 2021. Public Draft Central Southeast Area Specific Plan. April.
[103] California Department of Forestry and Fire Protection (CAL FIRE). 2022. FHSZ Viewer. Website: https://egis.fire.ca.gov/FHSZ/. Accessed September 11, 2022.
[104] City of Fresno General Plan, 2014. Chapter 9: Noise and Safety. Figure NS-17: Existing Flood Plains. December.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.20 Mandatory Findings of Significance				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Environmental Evaluation

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less than significant impact with mitigation incorporated. The proposed project would involve the construction of new residential and nonresidential land uses and the implementation of a range of mitigation and actions designed to reduce impacts. With implementation of proposed mitigation measures (MM AIR-1a, MM AIR-1b, MM AIR-1c, MM AIR-2a, MM AIR-2b, MM AIR-2c, AIR-2d, AIR-2e, AIR-2f, AIR-2g, AIR-2h, MM BIO-1a, MM BIO-1b, MM BIO-1c, MM BIO-1d, MM BIO-2a, MM BIO-2b, MM BIO-2c, MM BIO-3a, MM BIO-3b, MM CUL-1, MM CUL-2 MM CUL-3, MM GHG-2a, MM GHG-2b, and MM GHG-2c), impacts to air quality, biological resources, cultural resources, and GHG emissions would also be reduced to less than significant levels. While unlikely, there is the potential to uncover undiscovered archaeological, paleontological or human remains in the course of construction activities on-site, and accordingly the cultural resources mitigation identified above and MM GEO-6 would be required to avoid the accidental destruction or disturbance of previously undiscovered cultural resources. Overall, with implementation of these mitigation measures, the proposed project

would not substantially degrade the quality of the environment and associated impacts would be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than significant impact with mitigation incorporated. The proposed project is a document that provides a vision for growth and development in the Central Southeast Fresno community over the next 20 to 30 years. This long-range planning document addresses a wide range of topics including affordable housing, jobs and economic development, transportation, parks and open space, and a healthy environment. As the proposed project is a policy-level document, it does not include any specific development proposals. The Specific Plan proposes changing land use designations for some of the Specific Plan Area's parcels, which would require an amendment to the General Plan Land Use map. Potentially significant impacts related to aesthetics, air quality, biological resources, cultural resources, geology and soils, noise, and transportation would be mitigated to less than significant levels with the implementation of MM AES-4a, MM AES-4b, MM AES-4c, MM AES-4d, MM AES-4e, MM AIR-1a, MM AIR-1b, MM AIR-1c, MM AIR-2a, MM AIR-2b, MM AIR-2c, AIR-2d, AIR-2e, AIR-2f, AIR-2g, AIR-2h, MM BIO-1a, MM BIO-1b, MM BIO-1c, MM BIO-1d, MM BIO-2a, MM BIO-2b, MM BIO-2c, MM BIO-3a, MM BIO-3b, MM CUL-1, MM CUL-2, MM CUL-3, MM GEO-1a, MM GEO-1b, MM GEO-6, MM GHG-2a, MM GHG-2b, MM GHG-2c, MM NOI-1a, MM NOI-1b, MM NOI-1c, MM NOI-2, and MM TRANS-4. Overall, with the implementation of these mitigation measures, impacts associated with the proposed project would be less than significant. The implementation of other projects in the City would be required to demonstrate regulatory compliace and implement similar mitigation measures, as applicable. Therefore, the proposed project would not have impacts that are individually limited, but cumulatively considerable.

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

Less than significant impact. Compliance with existing regulations and implementation of the City of Fresno standard permit conditions, as well as implementation of MM GEO-1a, MM GEO-1b, MM NOI-1a, MM NOI-1b, MM NOI-1c, and MM NOI-2, would ensure that the proposed project, and future development consistent with the proposed project, would not result in substantial adverse effects on human beings, including effects related to air pollution, seismic and geologic hazards, hazardous materials, flooding and natural disasters, or noise and vibration. Therefore, impacts associated with the proposed project would be less than significant.

Mitigation Measures

Implement MM AES-4a, MM AES-4b, MM AES-4c, MM AES-4d, MM AES-4e, MM AIR-1a, MM AIR-1b, MM AIR-1c, MM AIR-2a, MM AIR-2b, MM AIR-2c, AIR-2d, AIR-2e, AIR-2f, AIR-2g, AIR-2h, MM BIO-1a, MM BIO-1b, MM BIO-1c, MM BIO-1d, MM BIO-2a, MM BIO-2b, MM BIO-2c, MM BIO-3a, MM BIO-3b, MM CUL-1, MM CUL-2, MM CUL-3, MM GEO-1a, MM GEO-1b, MM GEO-6, MM GHG-2a, MM GHG-2b, MM GHG-2c, MM NOI-1a, MM NOI-1b, MM NOI-1c, MM NOI-2, and MM TRANS-4.

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Appendix A:
Existing Conditions Report

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Central Southeast Area Specific Plan

Fresno, California

Existing Conditions Report

January 2018

City of FRESNO

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Introduction

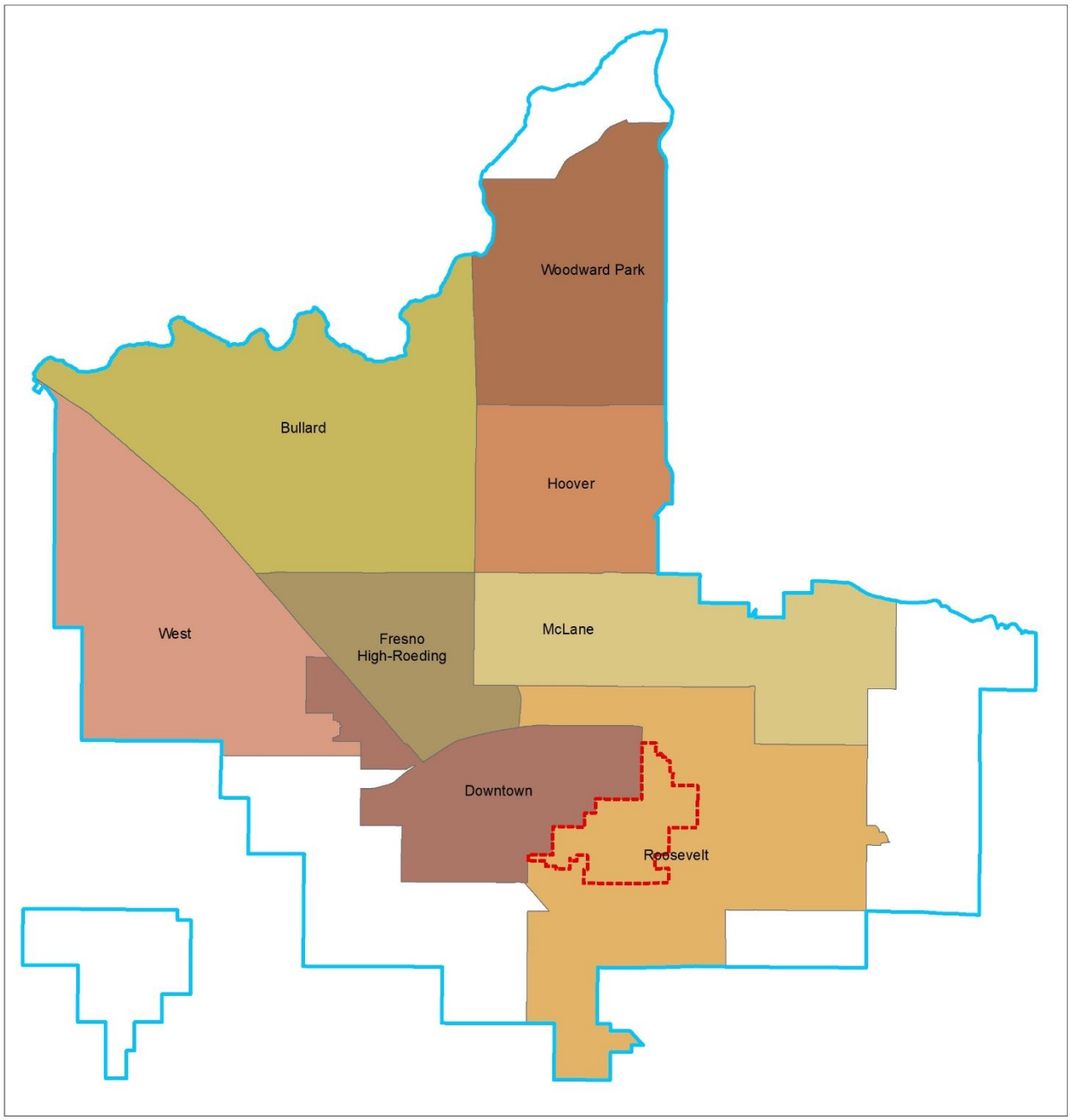
Overview

This Existing Conditions Report is an initial step in the Central Southeast Area Specific Plan process. It provides a description of the plan area as it is today. Existing land uses, economic conditions, circulation, infrastructure and environmental factors are included. It lays the groundwork for the Central Southeast Specific Plan (the "Plan").

The Plan will be a long-range planning document that provides a vision for growth and development in the community over the next 20- to 30-years. It will address a wide range of topics that impact the quality of life in the community, including affordable housing, jobs and economic development, transportation, parks and open space, and a healthy environment. The Plan will include a vision, policies, and if needed, development standards that will balance new development and preservation of the existing community identity.

Project Area

The Central Southeast Specific Plan area covers over 2,200 acres (3.4 square miles) just east and southeast of downtown, bounded by Belmont Ave to the north, S Orange Ave to the west, E Church Ave to the south, and S Peach Ave to the east. This diverse area is characterized by a mix of suburban housing developments, industrial uses, public facilities, and vacant land. The area includes 30,624 people and 9,150 homes. The first two context maps on the proceeding pages show community and specific plan boundaries within the City. The following two maps on pages 6 and 7 show the Specific Plan project area map and aerial imagery.

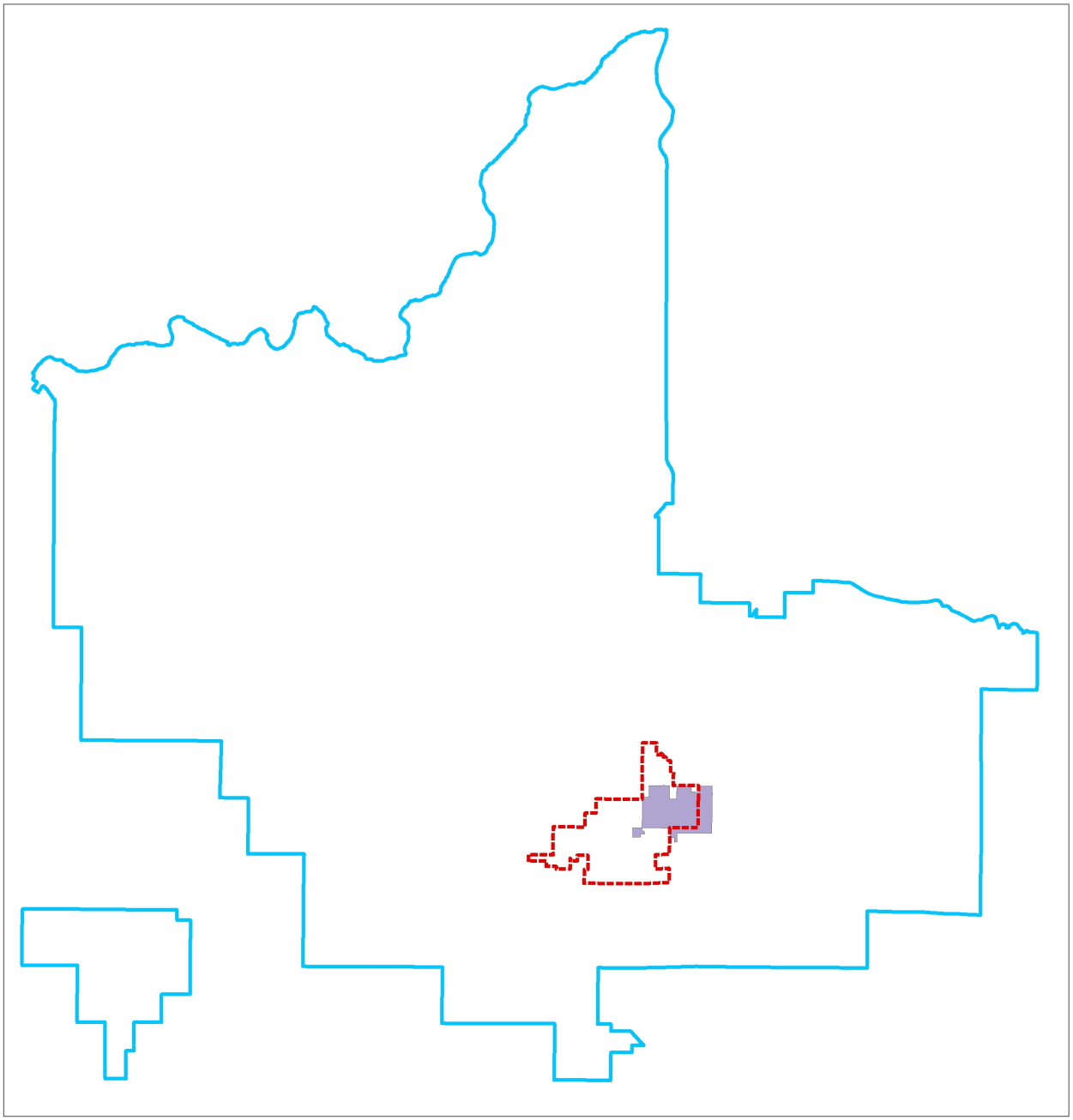


Fresno Community Plans

Central Southeast Fresno Specific Plan

Legend

- City of Fresno Boundary
- Central Southeast Plan Boundary
- Bullard
- Downtown
- Fresno High-Roeding
- Hoover
- McLane
- Roosevelt
- West
- Woodward Park



Fresno Specific Plans

Central Southeast Fresno Specific Plan

Legend

City of Fresno Boundary

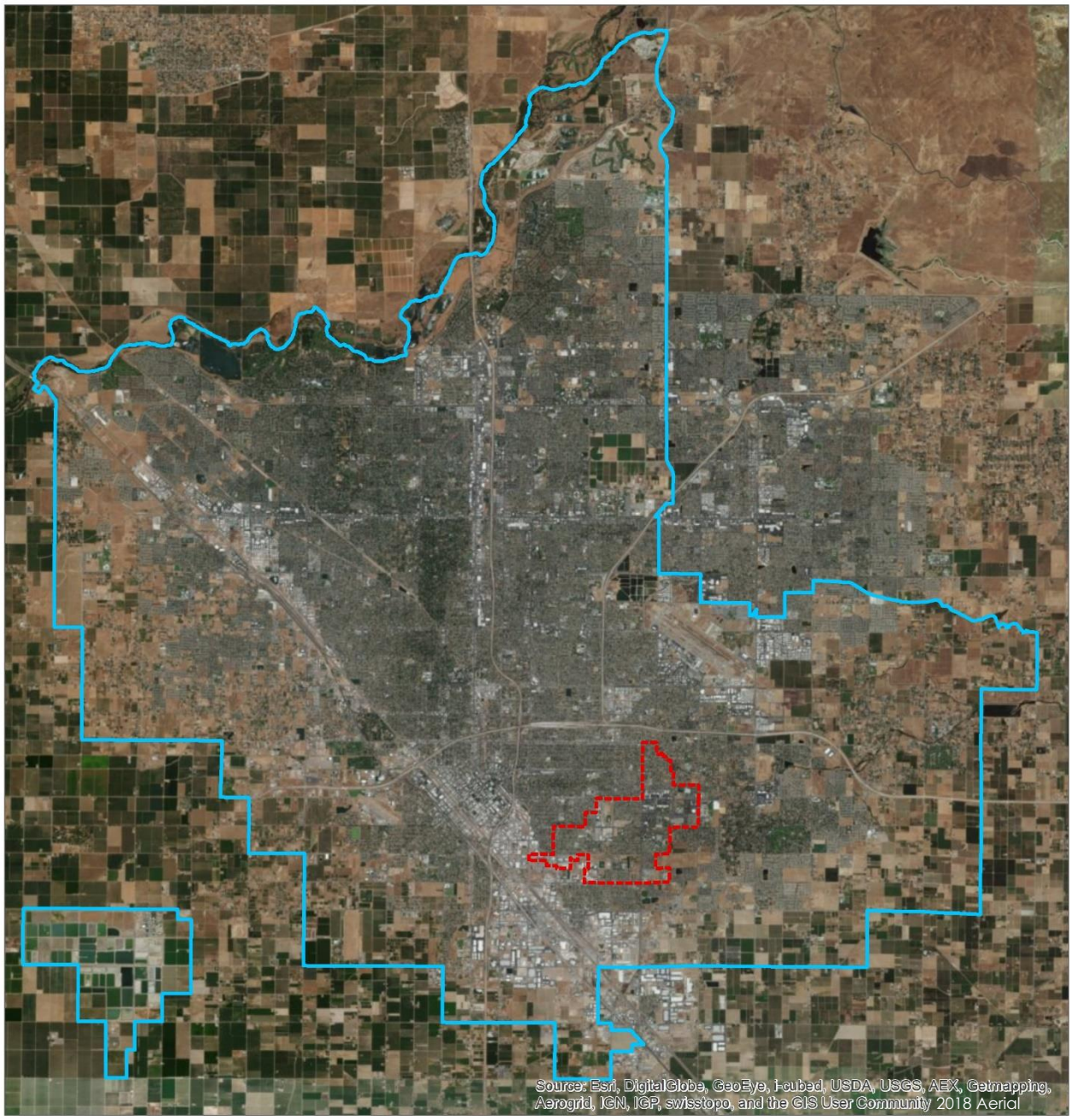
Butler/Willow Specific Plan

Central Southeast Plan Boundary

SPECPLANNM

N

0 0.75 1.5 3 Miles



City of Fresno Aerial

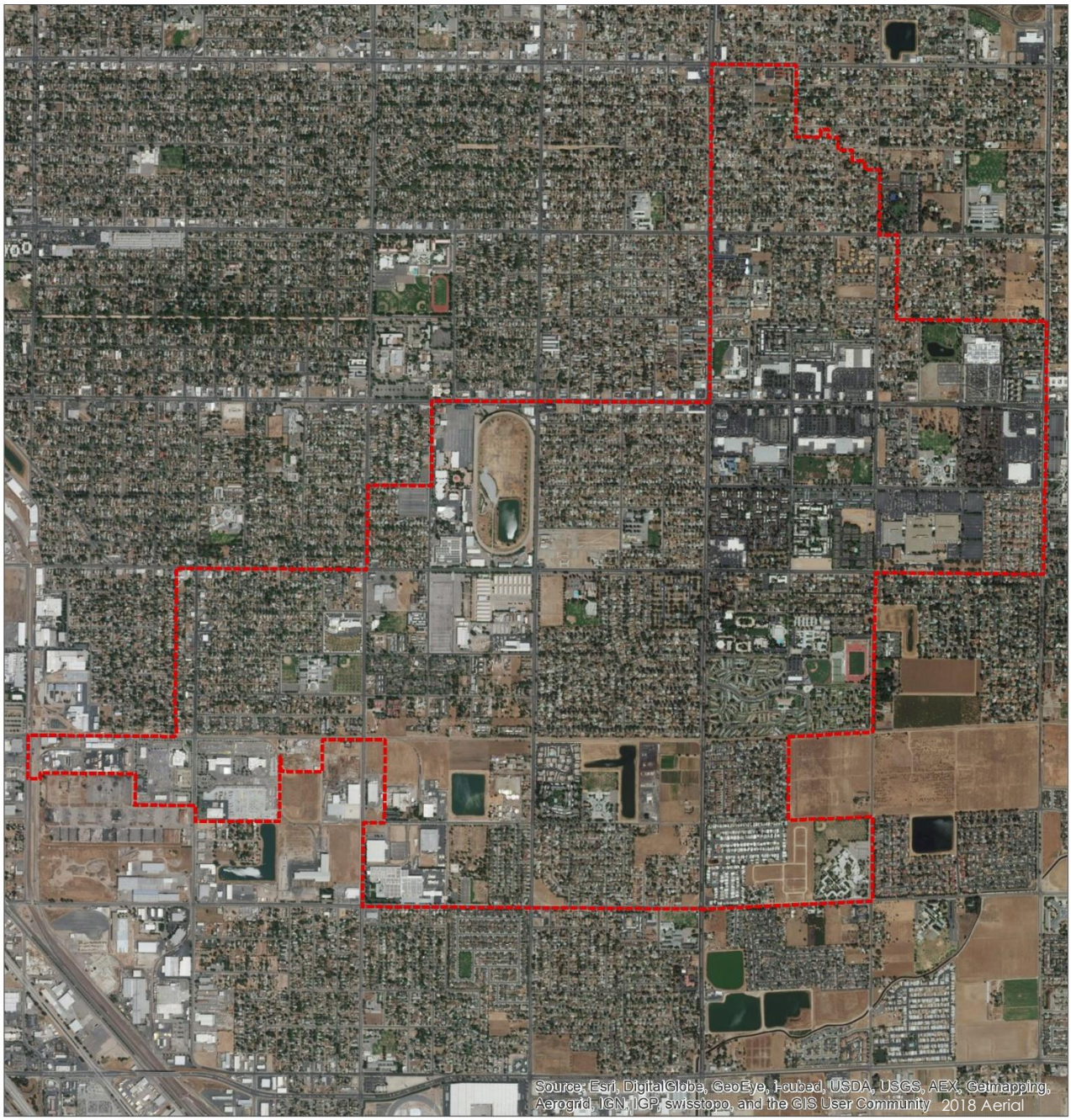
Central Southeast Fresno Specific Plan

Legend

City of Fresno Boundary

Central Southeast Plan Boundary

N 0 0.75 1.5 3 Miles



CSE Fresno Aerial

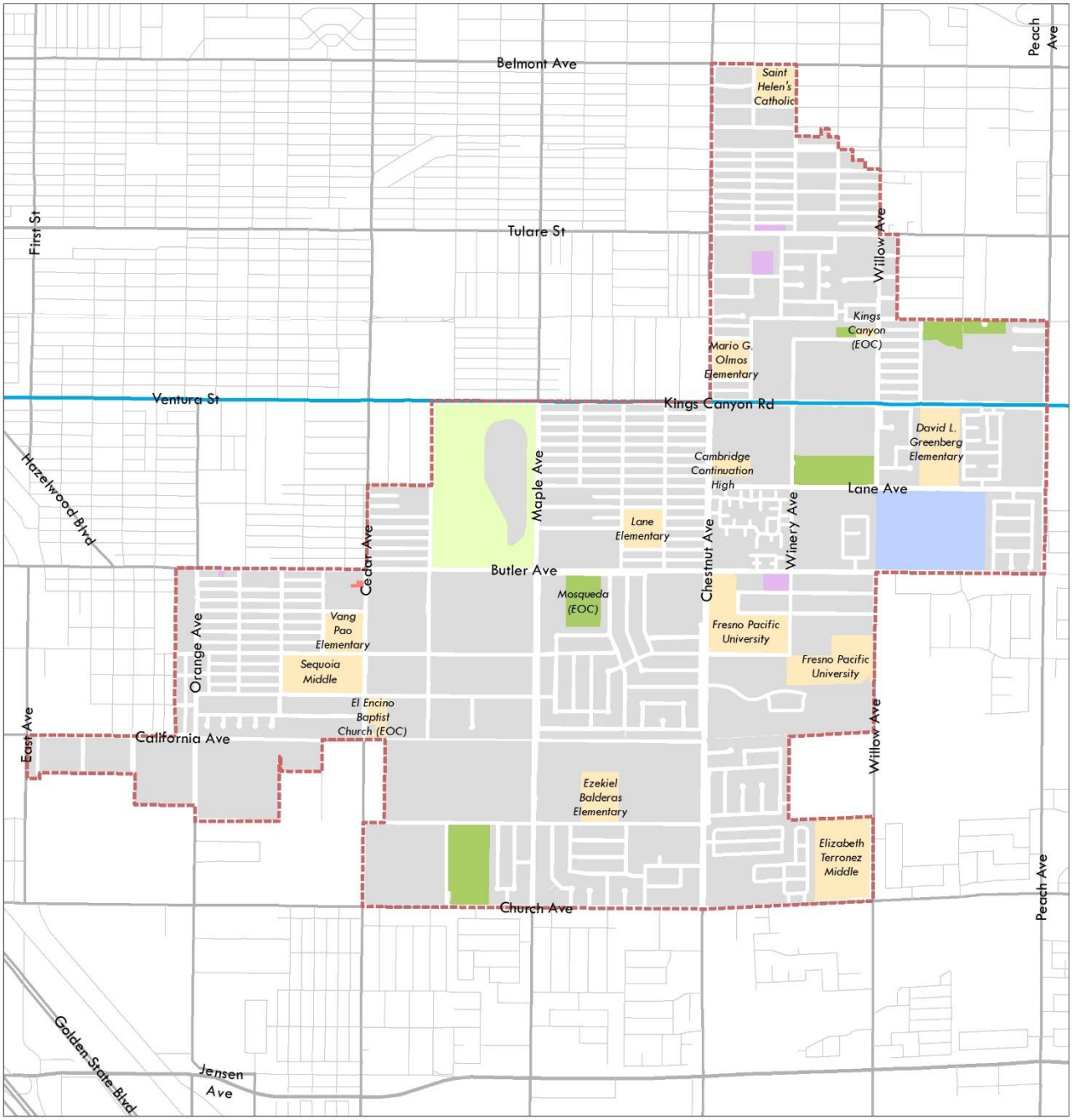
Central Southeast Fresno Specific Plan

Legend

Central Southeast Plan Boundary

N

0 0.125 0.25 0.5 Miles



CSE Fresno Project Area

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Bus Rapid Transit
- Parks
- Fairgrounds
- Schools
- Churches
- Fire Station
- IRS

N 0 0.125 0.25 0.5 Miles

Specific Plan Purpose

A Specific Plan is a long-range planning document that local governments use to implement the general plan. Specific Plans bring together detailed policies and regulations to guide future city actions in a specific geographic area – in this case, Central Southeast Fresno. The Specific Plan must address zoning, infrastructure investments and implementation programs. The plan will be developed and implemented by the City of Fresno.

The Plan will focus on physical improvements and, to a lesser degree, provision of public services in Central Southeast Fresno. These include the following:

- Housing
- Retail + Services
- Roads, sidewalks and bicycle facilities
- Transit service and access
- Parks, open space and recreational facilities
- New uses and programs that enhance economic development and allow a diversity of jobs
- Infrastructure improvements including water, sewer and storm water
- Public services including police and fire

There are other topics and issues that are critical to the community that will be addressed to a lesser degree in the Specific Plan. These topics include:

- Access to health care and public health
- Schools and the quality of education
- Air quality
- Social equity
- Crime & crime prevention

The Plan will focus on topics where there is a strong connection between physical improvements and how they impact quality of life.

The Central Southeast Specific Plan offers a special opportunity to help shape the future of Central Southeast Fresno. Based on feedback from the community and elected officials, the area could benefit from infrastructure and mobility improvements, increased access to parks and open space, development of vacant lots, and the revitalization of key commercial corridors such as Ventura/Kings Canyon Rd. The Specific Plan will help shape the places where residents live, work, shop and play, prioritize public services, and infrastructure investments, and guide the types and intensity of new development in Southeast Fresno.

Project Timeline



Contents of this Report

The report provides background information about the current conditions in the Specific Plan area and is organized into the following topic areas:

1. Introduction

This chapter provides a brief overview of the Central Southeast Area in Fresno, purpose of the Specific Plan, the project timeline, and Existing Conditions Document itself. It also contains a broad summary of the topics covered in this report.

2. Land Use and Urban Design

This chapter looks at the existing land use, general plan use and zoning in the project area. It contains a policy framework overview and the relationship of this area with respect to other plans. The urban character of the project site is broken down into place types and each place is analyzed based on physical form and characteristics.

3. Economic and Market Indicators

This chapter provides a broad overview of key socioeconomic and real estate market trends relevant to the Fresno Central Southeast Area Specific Plan (CSE Fresno or Study Area). It includes demographic and socio-economic, housing, and employment trends along with commercial real estate market analysis.

4. Circulation

This section describes the existing transportation network within the Central Southeast Area of the City of Fresno. It identifies areas of deficiency within the existing network due to poor level of service (LOS), connectivity and safety and provides opportunities for improvements.

5 Utilities

This section addresses the existing conditions related to utilities and service systems. The topics of water, wastewater, drainage/flood control, solid/hazardous waste are discussed in detail in this section.

6 Environment & Cultural

This Existing Conditions Report describes the environmental conditions in the project area including air quality, noise, hazards and greenhouse gas emissions. It addresses existing cultural resources like buildings, objects, features, structures, or locations with historic or cultural value. It also includes a federal, state and local regulatory framework and the considerations for the CSESP Plan Area.

7 Health and Equity Factsheet

This illustrated factsheet is intended to provide a quick overview of the demographic trends, such as race, education, income, health data, such as asthma ER visits, obesity, and environmental data like CalEnviroscreen, and pollution burden in the Central Southeast Area.

Data Sources

Unless otherwise noted, all maps used data provided by the City of Fresno.

Land Use and Urban Design Analysis

Prepared by Sargent Town Planning and Raimi+ Associates

Introduction

This existing conditions report has been prepared to provide an overview of the existing land uses, existing development patterns, and existing plans for Fresno's Central Southeast Area. This information will provide the foundation for an updated vision, policies and regulations in the new Central Southeast Area Specific Plan (CSESP).

The report begins with an overview of the existing planning policy framework for the area, including policies from the Fresno General Plan, Zoning Ordinance, and a number of other relevant specific plans and area plans.

That is followed by a map and summary of Existing Land Uses, and a series of maps and descriptions of residential, non-residential, and public/civic facilities. This analysis includes not only land use but also discussion of existing urban patterns and community design characteristics, framed in terms of "existing place types." It is anticipated that the Specific Plan will be based on "place type" designations, very similar to those previously defined for the recently adopted and immediately adjacent Downtown Neighborhoods Specific Plan (DNSP). Such place types represent "composite designations" that address land use and development intensity, and that also address the physical pattern, scale and design character of new development, to help ensure that new development is compatible with and reinforces existing neighborhood character while evolving each area and each place toward the future land uses and community design envisioned for the Plan Area.

Completing the report is a map and summary of Existing General Plan Designations, and a map and summary of Existing Zoning.

Policy Framework

This section provides an overview of the policy and planning context for the CSESP area, including policy direction specific to the Plan Area. This includes relevant City of Fresno planning documents and regulations such as the General Plan, Development Code, and nearby area plans, as well as relevant city-wide planning efforts such as the Active Transportation Plan and Parks Master Plan.

Overall, the General Plan and Development Code contain very little policy direction specific to Central Southeast Fresno, with the exception of guidance for BRT corridors such as Ventura/Kings Canyon Rd. There are two existing area plans that encompass or overlap with the CSESP area – the Roosevelt Community Plan and Butler/Willow Area Specific Plan. However, both plans were

recommended to be amended or repealed by the General Plan as they are no longer relevant or would not be considered best practices based on current conditions and standards.

The Downtown Neighborhoods Specific Plan, adopted in 2016, forms the northwestern boundary of the CSESP area. The CSESP is considered a continuation of that planning effort and as such, many of the land use and transportation recommendations for Ventura/Kings Canyon Rd, Maple, Butler, and Cedar Avenues should be incorporated into the plan. Additionally, recent city-wide planning efforts such as the Active Transportation Plan and Parks Master Plan contain some guidance for central southeast Fresno that should be considered and potentially included in the mobility and open space frameworks of the CSESP. Table 1 below summarizes each plan and its relevance to the CSESP plan area.

Table 1: Policy Framework

Name	Date/ Status	Purpose/Relevance	Policy Direction Specific to CSESP
Fresno General Plan	December 2014	The Fresno General Plan articulates a vision for the City for the next 35+ years (General Plan Horizon 2035, General Plan Buildout beyond 2050) and presents a set of policies and implementation actions to achieve that vision, centered around a theme of resilience. It sets the direction for development standards found in the Citywide Development Code. Portions of the CSESP project area fall within the Ventura/Kings Canyon BRT Corridor growth area.	The General Plan contains limited policy direction specific to the CSESP project area. The following guidance related to the larger Ventura/Kings Canyon BRT corridor growth area should be considered and potentially incorporated into the plan. **Ventura/Kings Canyon BRT corridor:** • Develop the corridor with areas of multi-family housing facing directly on the street and retail centers integrated with housing at the one-mile and half-mile road intersections • Create more intense sub-regional mixed-use development at certain intersections, such as the Clovis Ave • Transform Ventura\Kings Canyon Rd west of Chestnut Ave into a “Main Street” environment with 1-2 story retail, office and minimal multi-family housing. • Encourage active ground floor frontages
Downtown Neighborhoods Community Plan (DNCP)	October 2016	The DNCP forms the northwestern boundary of the CSESP project area and no area of Central Southeast is in the DNCP. The DNCP is intended to guide successful regeneration of Downtown Fresno and its surrounding neighborhoods, including southeast Fresno. The Plan lays out the community’s long-term goals for the area and provides policies concerning	The CSESP should consider and potentially incorporate overlapping recommendations from the DNCP, including: • Revitalize the principle, auto-oriented corridors in Southeast with mixed-use development • Add new neighborhood-serving commercial and more intensive mixed-use nodes of development near major intersections • Promote pedestrian-oriented buildings that face and are accessed from the

Name	Date/ Status	Purpose/Relevance	Policy Direction Specific to CSESP
		land use and development, transportation, the public realm of streets and parks, infrastructure, historic resources, and health and wellness. The plan acts as an extension of the general plan, with a more detailed focus on the downtown.	street, especially along Belmont Avenue, Kings Canyon Road, and Tulare Avenue. • Preserve single-family character of the residential neighborhoods and add modest infill with the introduction of house-like multi-family buildings (duplexes, triplexes, bungalow courts, rowhouses, etc.) • Reclaim alleys through the introduction of rear-yard carriage houses. • Introduce road diets on Belmont, Maple, and Butler Ave. • Prioritize Cedar Avenue as a pedestrian corridor • Plant more street trees • Introduce smaller and more distributed open spaces • Maintain compatibility between corridor buildings/activities and adjacent SFR. • Construct strategically located, quality commercial/retail/mixed-use centers at: Tulare and Chestnut, Butler and Cedar • Work with the Fresno Unified School District to establish joint-use agreements to share school facilities • Create a pedestrian improvement plan for the Southeast Neighborhoods that includes a detailed list of improvements to key community destinations (such as Mosqueda Park)
Citywide Development Code	December 2016	Citywide Development Code contains the standards and requirements for development and land use activity.	The updated Development Code established new zoning designations, permitted uses, and development standards that should be applied to the plan area to create the land use framework of the Specific Plan.
Fulton Corridor Specific Plan (FCSP)	October 2016	The FCSP does not overlap with the CSESP area, but is located in the downtown just west of the project area. The FCSP includes detailed goals, policies, and actions for the revitalization of the heart of Downtown and its seven subareas: the Fulton District, the Mural District, South Stadium,	The FCSP contains recommendations for several key corridors, namely Tulare St and Ventura/Kings Canyon Rd, that continue from downtown into the CSESP project area. Specific recommendations include: • Reconstruct Tulare Street between California Avenue and R Street as a complete street with wide sidewalks, on-street parking, bike lanes, and vehicular travel lanes to accommodate safer multimodal access through Downtown and to the High-Speed Rail and Amtrak

Name	Date/ Status	Purpose/Relevance	Policy Direction Specific to CSESP
		Chinatown, the Civic Center, Armenian Town/ Convention Center, and the Divisadero Triangle. It is more detailed than the DNCP and provides a detailed implementation.	Stations from the Edison and Southeast neighborhoods • Improve Ventura Ave with new sidewalks, new street trees, new pedestrian-scaled street lights, and bike lanes in some locations
Butler/Willow Area Specific Plan	June 1971	The Butler/Willow Area Specific Plan falls within the CSESP project boundary. This Plan articulates zoning and circulation recommendations for the 564-acre area surrounding the Internal Revenue Service Center. Specially, it seeks to protect the rural-suburban qualities of the area.	Many of the recommendations in the Butler/Willow Area Specific Plan have either been implemented or are no longer relevant due to current conditions and best practices.
Fresno General Plan 2015-2023 Housing Element	April 2017	The Fresno General Plan Housing Element provides a coordinated and comprehensive strategy for promoting the production of safe, decent, and affordable housing for all community residents. It identifies housing needs and problems, and implementation programs to achieve community goals.	The Housing Element contains limited policy direction specific to the CSESP project area. It does include some general information on housing conditions in Southeast Fresno, such as: • Southeast includes several zip codes with the highest population of developmental disabled individuals • Southeast/Roosevelt community area contains a high percentage of housing units needing rehabilitation (8.5%)
Roosevelt Community Plan (RCP)	April 1992	The CSESP project is fully encompassed within the RCP Area. The RCP identifies and addresses issues and concerns adversely affecting the Roosevelt/SE Fresno community's growth and vitality, outlines the need for and impacts of new public facilities, and provides recommendations to stimulate the development of well-balanced quality neighborhoods.	Most of the RCP is outdated or has been retracted since its adoption. Several recommendations may still be relevant to the CSESP area, such as: • Protect Peach and Butler Ave as scenic streets • Focus new multi-family housing along major transportation corridors • Establish a Boulevard Area (BA) Overlay District with a minimum 20-foot landscaped setback along Kings Canyon Road east of Chestnut • Expand Mosqueda Community Park and add several new community and neighborhood parks • Preserve single-family residential neighborhoods established with moderate to large sized lots, to provide a transition

Name	Date/ Status	Purpose/Relevance	Policy Direction Specific to CSESP
			between low and medium density residential areas • Consider the relocation of Valley Medical Center to the City's Central Area • Consider joint use of the existing Fairgrounds facility with City Parks and Recreation
Fresno Active Transportation Plan (ATP)	March 2017	The Fresno ATP outlines a vision for active transportation in Fresno. The plan includes a roadmap for creating a complete, safe, and comfortable network of trails, sidewalks, and bikeways that serves all residents of Fresno. It includes priority projects and phasing.	The ATP contains a comprehensive bicycle, pedestrian, and trail network for the Southeast area. The following conditions and recommendations should be considered and potentially incorporated into the transportation framework of the CSESP: • The densest bicycle collision areas include Ventura Avenue – Kings Canyon Road: Cedar Avenue to Armstrong Avenue • The densest pedestrian collision areas include Ventura Avenue – Kings Canyon Road: Cedar Avenue to Peach Avenue • Develop Ventura/Kings Canyon as a BRT corridor • Install new Class II bikeways along Butler Ave and all of the N/S streets through the project area, and a Class III bikeway around FPU along S Winery and E Hamilton Ave. Designate Butler Ave, Maple Ave, Church Ave, and Lane Ave as priority bikeways. • Install new sidewalks in subdivision(s) at Butler and Peach, along the east side of the fairgrounds, and adjacent to Terronez Middle School, as well as other gaps scattered around the project area. Designate Ventura/Kings Canyon, Butler, Chestnut, and Cedar Avenues as priority pedestrian corridors. • Install crossing improvements at Kings Canyon/Peach Ave, and around Sequoia Middle School
Fresno Parks Master Plan (Final)	December 2017	The Fresno Parks Master Plan is intended to guide the growth and management of Fresno's park system into the future. It includes a vision, assesses park needs/gaps, and identifies future improvements.	The Parks Master Plan provides limited policy direction specific to the CSESP area. It does include an assessment of park conditions in Southeast Fresno and recommends Mosqueda Park as a priority park for improvement.

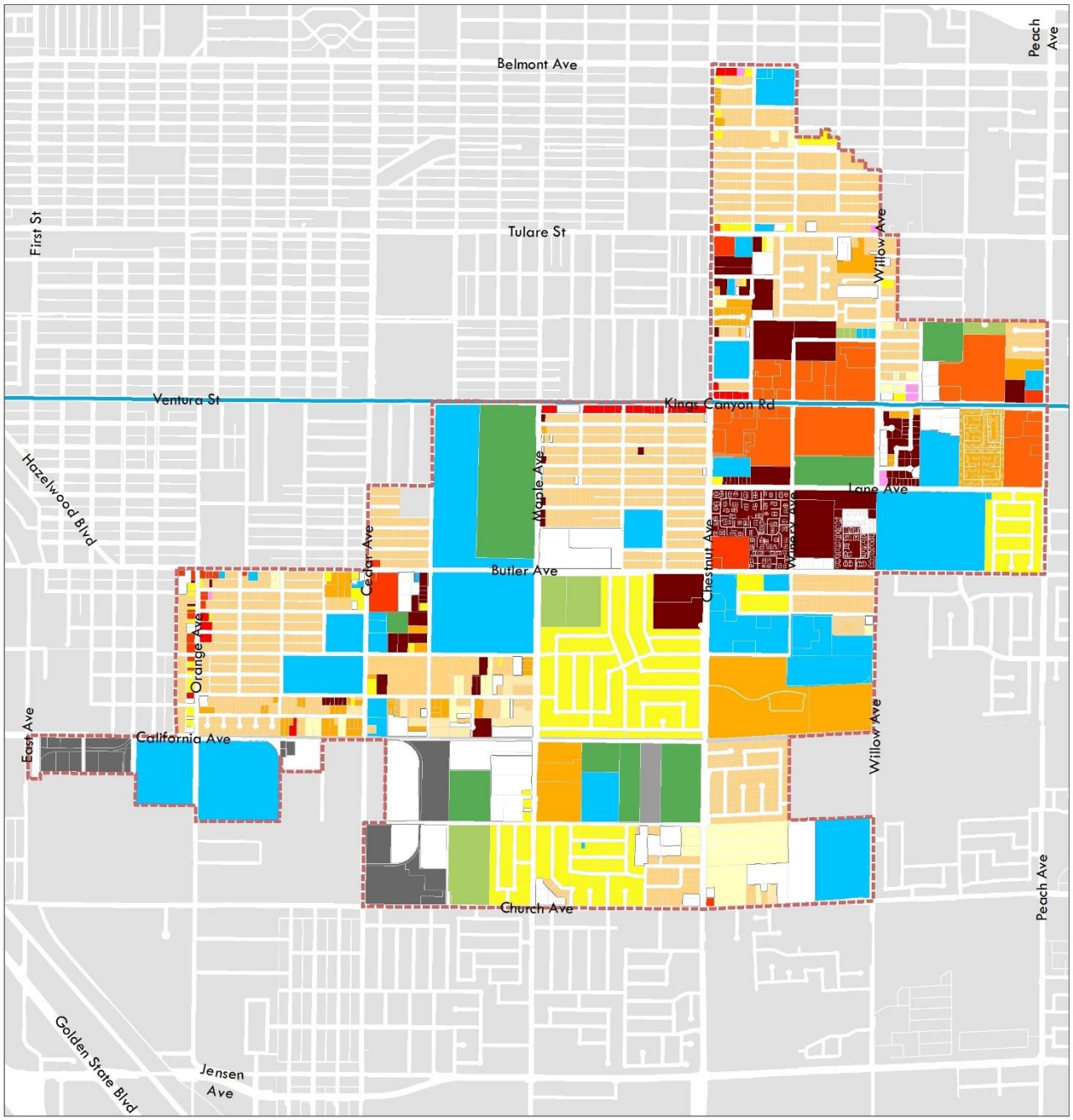
Existing Land Use

Existing uses in the CSESP area include a mix of suburban housing developments, public facilities, strip shopping centers, industrial uses, and vacant land. The maps on the proceeding pages show existing land uses by parcel in the Plan Area and approximately a half mile surrounding the project boundary, respectively. Table 2 below provides a breakdown of acreage and percentages for each existing land use.

Predominate land uses on the ground are medium-density residential (21.5%), public facilities (20.4%), medium-low density residential (9.7%), and vacant land (8.6%). The vast majority of commercial uses are located along Ventura/Kings Canyon (community commercial), with very limited neighborhood and general commercial uses along Orange and Butler Avenues. Most of the community commercial uses are in the form of strip shopping centers and include a mix of discount stores, fast food restaurants, and regional commercial retailers such as Walmart, Home Depot, and Big Lots, with a few smaller independent shops and restaurants scattered throughout. Office uses in the Plan Area are limited to just a few small parcels on either side of Ventura/Kings Canyon Rd.

Table 2: Existing Land Uses in the Plan Area

Existing Land Use	Area in Acres	% of Total
Residential - Rural	12.2	0.7%
Residential - Low Density	18.1	1.0%
Residential - Medium Low Density	173.3	9.7%
Residential - Medium Density	384.9	21.5%
Residential - Medium High Density	130.9	7.3%
Residential - High Density	134.2	7.5%
Residential - Mobile Home Park	27.6	1.5%
Commercial - Community	114.9	6.4%
Commercial - General	11.1	0.6%
Commercial - Neighborhood	22.1	1.2%
Commercial - Office	2.7	0.1%
Commercial - Parking	4.9	0.3%
Employment - Heavy Industrial	56.2	3.1%
Employment - Light Industrial	9.3	0.5%
Open Space	119.6	6.7%
Park	39.9	2.2%
Public Facilities	366.5	20.4%
Railroad	10.6	0.6%
Vacant	153.7	8.6%
Grand Total	**1792.5**	**100.0%**



Existing Land Use

Central Southeast Fresno Specific Plan

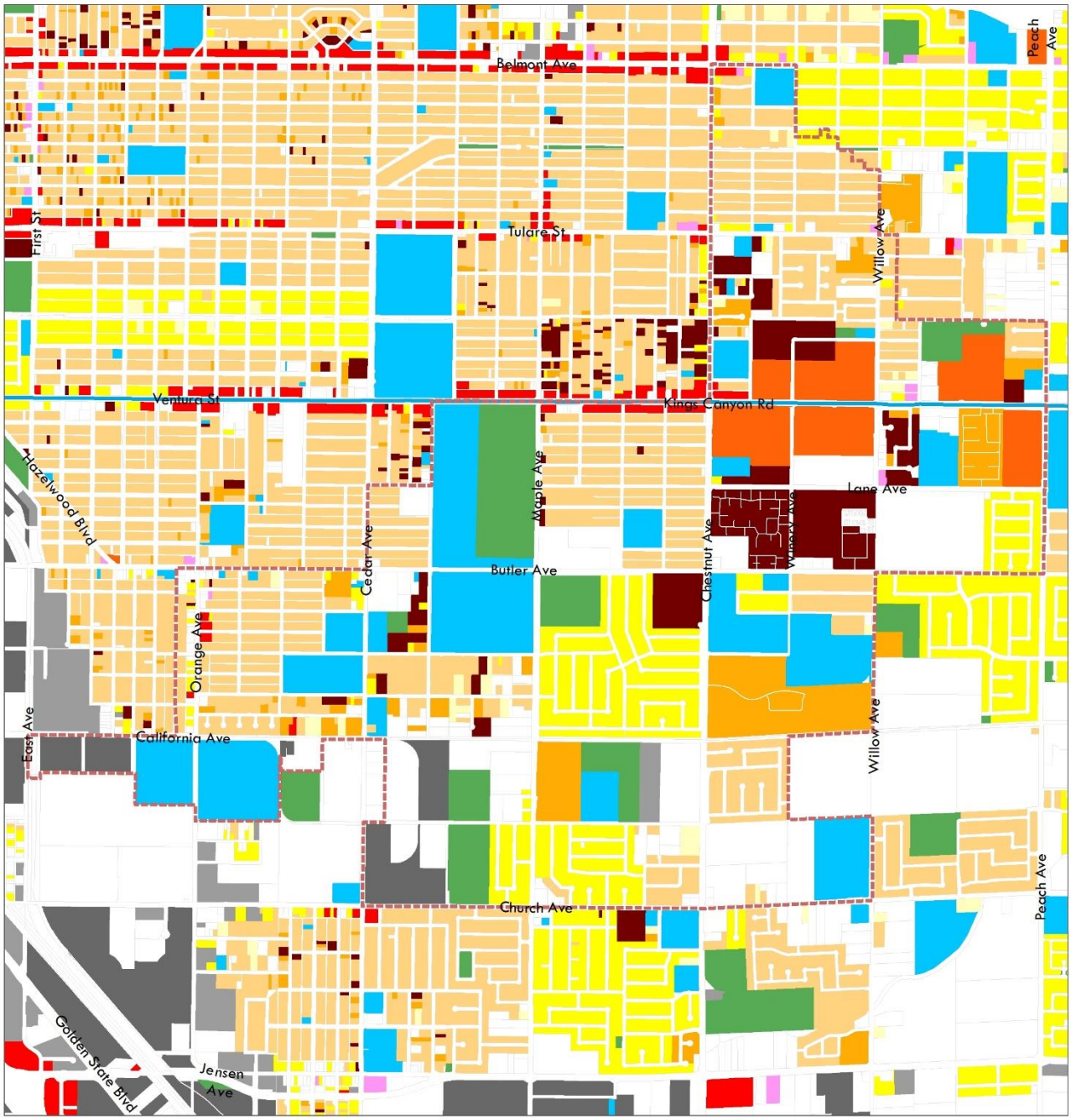
Legend

Central Southeast Plan Boundary
Bus Rapid Transit

Consolid_E

Commercial - Community
Commercial - General
Commercial - Neighborhood
Commercial - Office
Commercial - Parking
Employment - Heavy Industrial
Employment - Light Industrial
Open Space
Park
Public Facilities
Residential - High Density
Residential - Low Density
Residential - Medium Density
Residential - Medium High Density
Residential - Medium Low Density
Residential - Mobile Home Park
Residential - Rural
Vacant
rail

N
0 0.125 0.25 0.5 Miles



Existing Land Use- Context

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Bus Rapid Transit

Consolid_E

- Commercial - Community
- Commercial - General
- Commercial - Neighborhood
- Commercial - Office
- Commercial - Parking
- Employment - Heavy Industrial
- Employment - Light Industrial
- Open Space
- Park
- Public Facilities
- Residential - High Density
- Residential - Low Density
- Residential - Medium Density
- Residential - Medium High Density
- Residential - Medium Low Density
- Residential - Mobile Home Park
- Residential - Rural
- Vacant
- rail

N

0 0.125 0.25 0.5 Miles

Place Types and Design Character

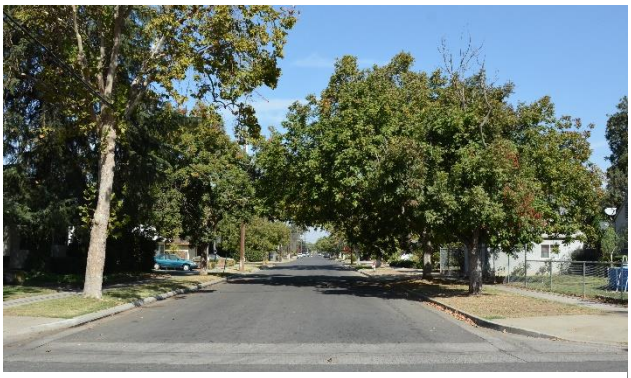
This analysis of the existing urban patterns and design character of the Central Southeast Area is organized in terms of physical "place types", which characterize these places according to their mix and intensity of land uses as well as by the predominant development patterns and community design characteristics.

Immediately adjacent to the CSESP area, the Downtown Neighborhoods Community Plan (DNCP) was developed to improve the urban form and land use, open space and streetscapes, infrastructure, natural and cultural resources, and health and wellness for the Downtown and surrounding neighborhoods. Given the bordering proximity of DNCP and the CSESP areas the CSESP will be organized on place-types similar to those that organized the DNCP.

Accordingly, this existing conditions analysis classifies the existing development within the CSESP area as a series of "existing place types". These are based on the observed land use and community design patterns in the area, including older "traditional neighborhoods", newer "suburban housing tracts", older "highway-commercial retail", newer "suburban shopping centers", "workplace industrial" areas of different vintages, a variety of open space types, vacant sites that represent key opportunities for infill development and neighborhood completions, and public amenities such as schools, churches and community centers.

Each existing place type is a composite of the existing mixes of land uses and intensities, the block patterns and street network connectivity, streetscape and open space design character, and building form and character. The vision for future change – and the policies, strategies and regulations developed to achieve that vision – will be structured as adjustments, refinements and completions of the existing development patterns.

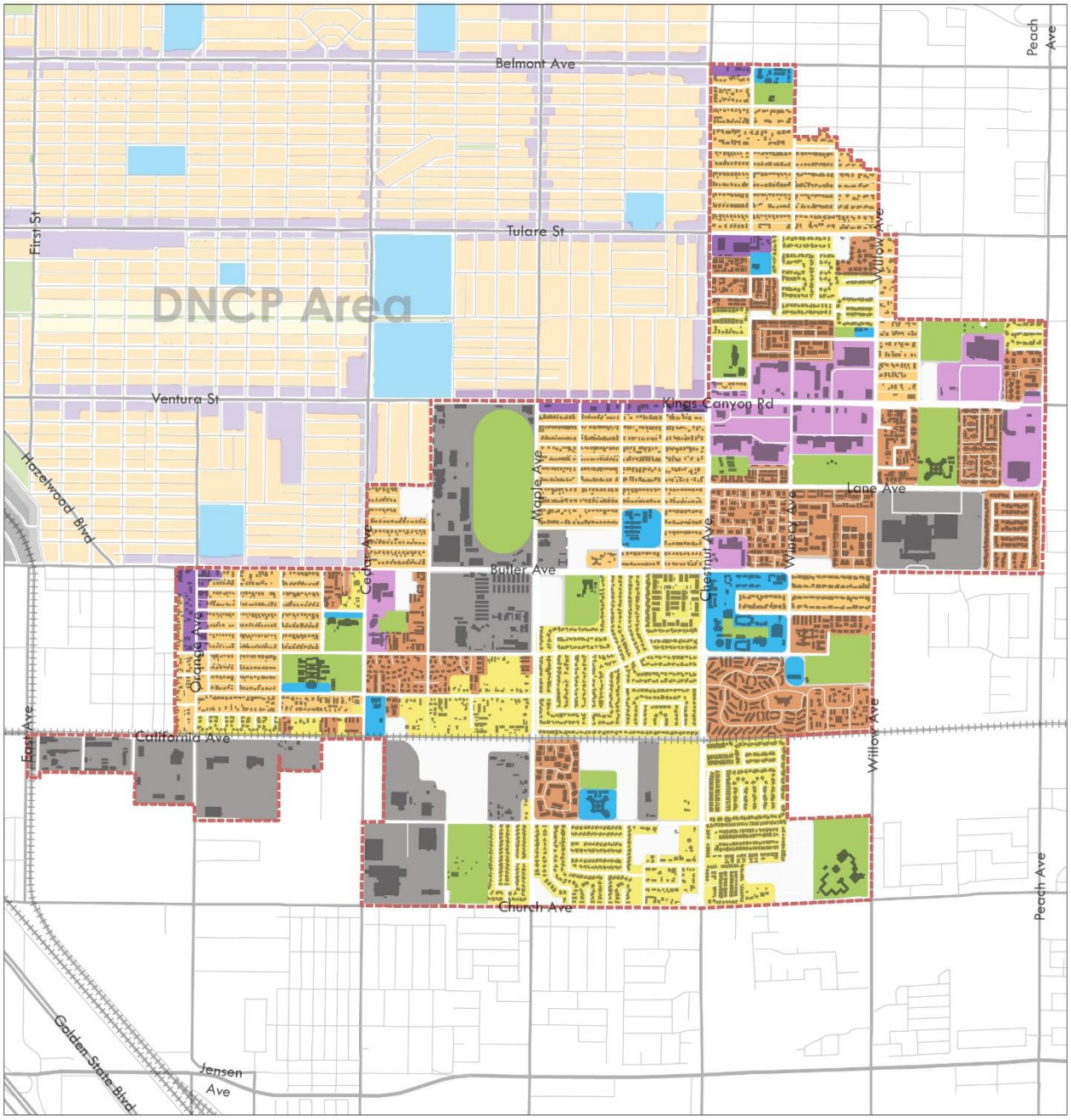
The simplest overview of existing urban structure is that major north-south and east-west streets organize the area into ½ mile by ½ mile square "neighborhoods", consisting of mostly single-family housing with areas of multi-family housing. Commercial services and employment centers are located mainly along major east-west avenues, and civic facilities are distributed throughout the area. The map on the following page shows this pattern as a series of "place types", which are described in the following pages.



Example of a typical residential street



Bus Rapid Transit stops along Kings Canyon Rd. aim at improving transit efficiency throughout Fresno.



Place Types

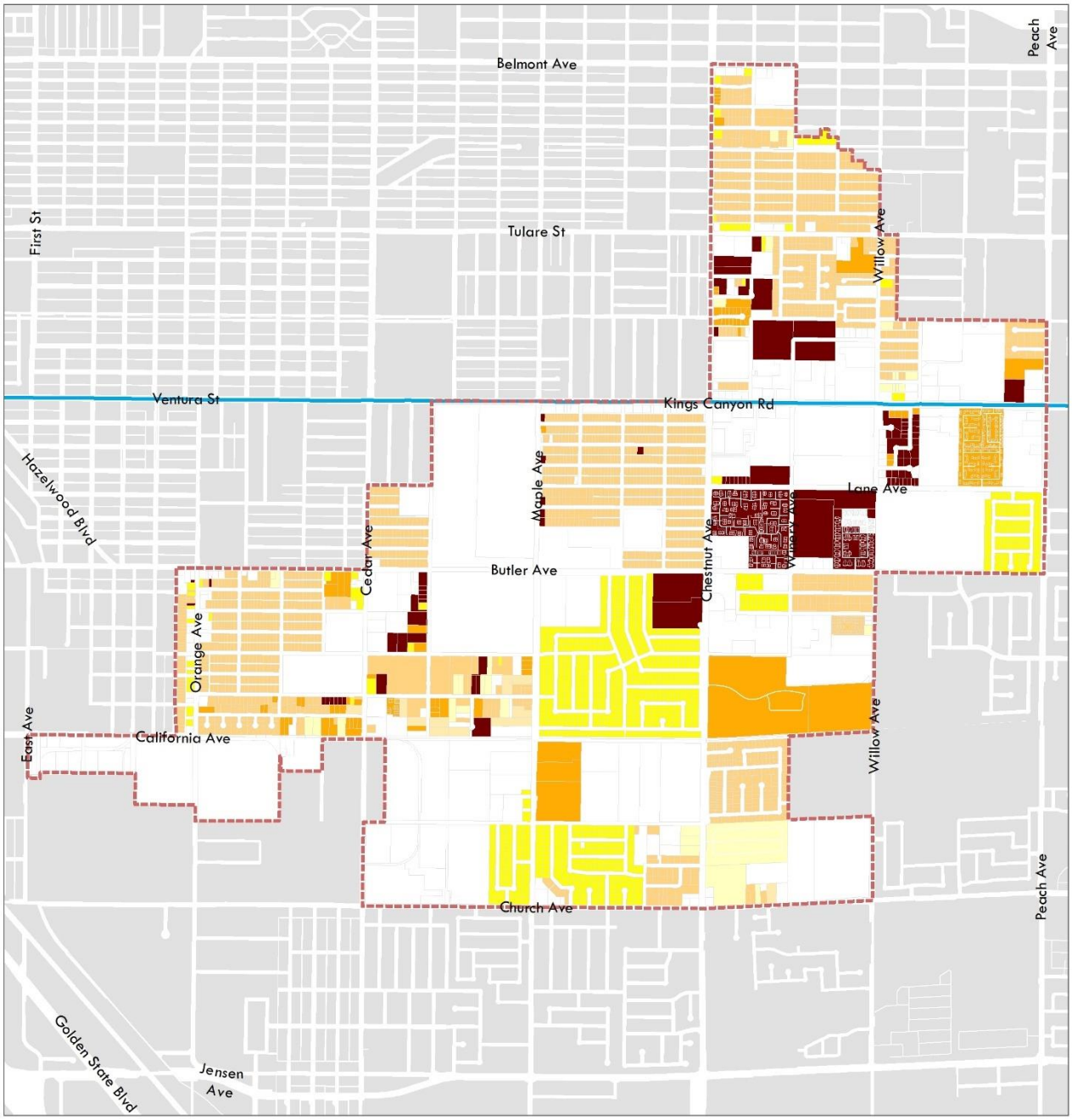
Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Open Space
- Commercial Corridor
- Suburban Commercial
- Traditional Neighborhood
- Suburban Housing Tract
- Suburban Apartment Project
- Workplace Industrial
- Public Amenities
- Undeveloped Land

Existing Residential Uses

Approximately half of the Plan Area currently consists of residential land uses. Existing residential uses by parcel are shown in the map on the next page. Low and medium-density residential uses, mainly in the form of single-family homes, are found throughout the Plan Area, with higher density residential uses generally located on either side of Ventura/Kings Canyon Rd between Chestnut and Peach Avenues. Multi-family housing comprises less than a third of the residential uses in the Plan Area and generally consists of 1-2 story garden style apartments.



Existing Land Use - Residential

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Bus Rapid Transit

Consolid_E

- Commercial - Community
- Commercial - General
- Commercial - Neighborhood
- Commercial - Office
- Commercial - Parking
- Employment - Heavy Industrial
- Employment - Light Industrial
- Open Space
- Park
- Public Facilities
- Residential - High Density
- Residential - Low Density
- Residential - Medium Density
- Residential - Medium High Density
- Residential - Medium Low Density
- Residential - Mobile Home Park
- Residential - Rural
- Vacant
- rail

N 0 0.125 0.25 0.5 Miles

Traditional Neighborhood Place Type

Land Use and Intensities

These neighborhoods reflect a traditional early- to mid- 20th century neighborhood pattern of single family houses built within rectangular blocks formed by a simple rectangular grid of streets (see map on proceeding page). Most but not all of these are currently classified as Residential-Medium Density.

Block Pattern and Connectivity

These neighborhoods are structured by an interconnected street pattern with majority of blocks split by alleys. Block structure, streetscape and building setbacks are quite consistent throughout these neighborhoods, providing environments conducive to pedestrian and bicycle movement by the completeness of the network, lower vehicular speeds, and general presence of comfortable sidewalks. While the design of these neighborhoods is walkable, many of them lack nearby neighborhood centers that include retail conveniences, recreational open space, schools and other amenities of daily living. A number of the neighborhood streets lack sidewalks due to the development standards at the time of construction. In some cases, where the streetscape character is semi-rural, housing densities are low, and vehicular speeds are low, the lack of sidewalks may not be a problem, and in other cases future addition of sidewalks would be desirable.

Building Form and Character

Buildings found in these neighborhoods are characterized by single family houses – many single story – on fairly large lots, consisting of single-family houses that have been built on a traditional interconnected street network. The houses are typically modest in size, have moderate and consistent setbacks from the street with stand-alone garages at mid or rear of the lot with alley access, if available. Most automobile access – even to lots served by alleys – is currently provided from the street due to the abandonment or closure of alleys. Many front yards are enclosed with chain link or metal fences.

Opportunities

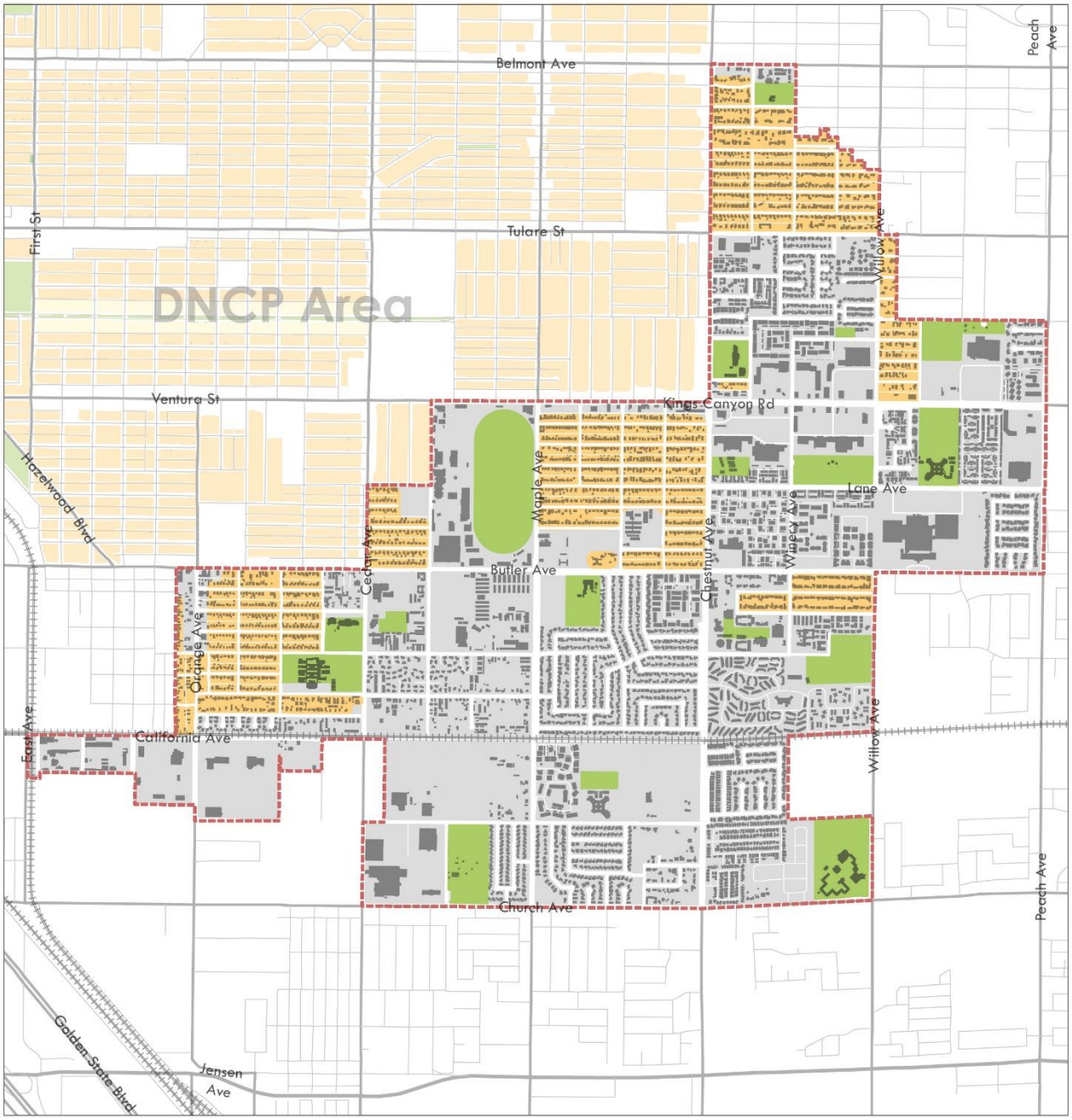
A number of opportunities exist throughout these neighborhoods including the cleanup and reactivation of alleys, infilling vacant lots, restoring missing or broken sidewalk connections, improving streetscapes (trees, planter strips, street lighting), among others.



Example of typical house character found throughout traditional neighborhoods



Example of a residential streetscape providing shaded sidewalks, street parking and narrower roadways



Place Type - Traditional Neighborhood

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Open Space
- Traditional Neighborhood

Suburban Housing Tract Place Type

Land Use and Intensities

These neighborhoods are characterized by single-family houses, typically organized around closed networks of internal streets (some gated and some not) with limited connections to adjoining major avenues and adjacent neighborhoods. Many of these internal networks include cul-de-sacs and long blocks that limit pedestrian and bicycle movement within and to and from the neighborhood. Existing land use designations for these places include Suburban Residential Rural, Residential Medium-Low, Residential Medium, and Residential Medium-High.

Block Pattern and Connectivity

Most of these suburban housing tracts are organized by a street and block pattern that created property value by isolating and disconnecting most lots from surrounding streets and neighborhoods. Key street network characteristics include limited points of access, low levels of connectivity and dead-end streets. Blocks are typically irregular in shape, size and tend to be long with limited throughways and inconsistent landscaping.

Building Form and Character

Houses in these neighborhoods include single-family houses from small to large on lots from small to large, and mobile and manufactured homes. Setbacks vary from moderate to deep, and street frontages range from landscape-dominant to house-dominant to garage/driveway dominant.

Opportunities

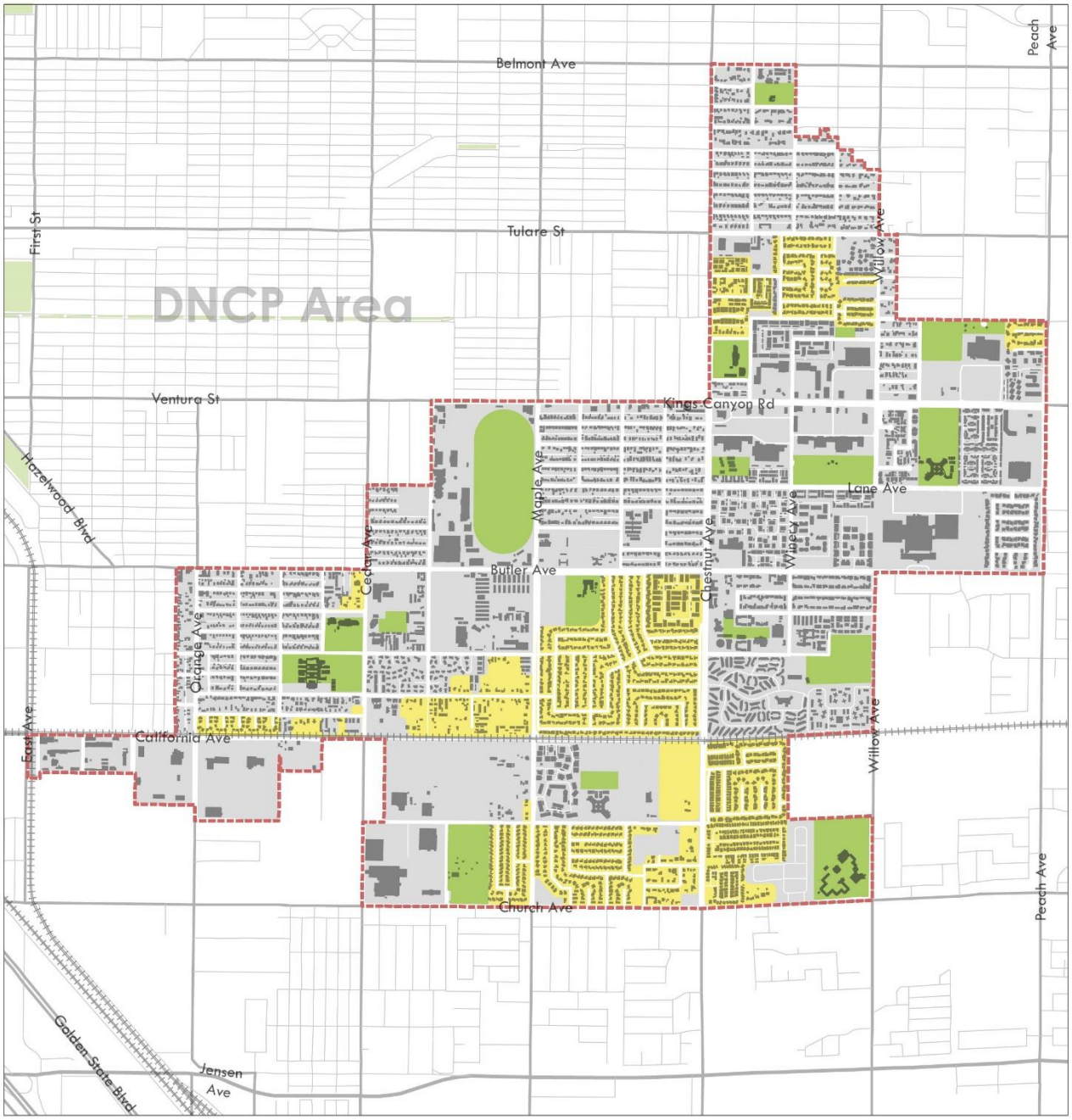
Greatest opportunities in these places are likely to be focused on providing targeted new connections for pedestrians and bicyclist to improve access to adjoining neighborhoods, schools, parks, shops and other amenities. Creating a more interconnected network in the CSESP area can catalyze community and commercial activity in existing or new Neighborhood Centers.



Example of a suburban housing tract



Example of a cul-de-sac single-family neighborhood



Place Type - Suburban Housing Tract

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Open Space
- Suburban Housing Tract

N 0 0.125 0.25 0.5 Miles

Suburban Apartment Project Place Type

Land Use and Intensities

These areas are characterized by multi-family apartment buildings, typically organized around internal private open spaces, streets or parking lots, with and without carports. Many of these projects are gated and turn their backs to the main avenues, and in some cases buildings face the main avenues but are cut off from them by security fences and walls. Existing land use designations for these areas include primarily Residential Medium-High Density and Residential High Density.

Block Pattern and Connectivity

Blocks are typically very large in these areas, with circulation provided by private streets and parking lots and private open spaces. Connections to the City street network are limited and sometimes gated, offering limited opportunities for pedestrian or bicycle access to adjoining neighborhoods or community amenities.

Building Form and Character

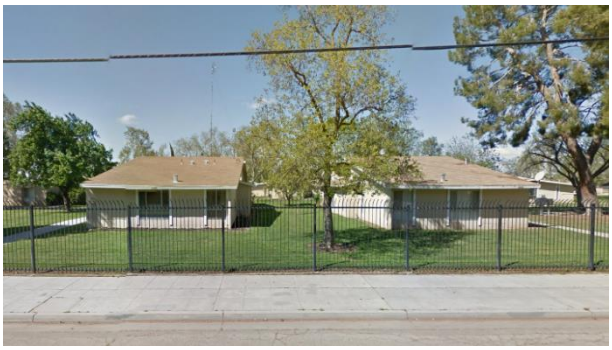
Apartment buildings range from one to two stories. Some are "house form" with pitched roofs and architecture related to houses, but many are larger boxy buildings with a scale very different from houses. Setbacks and frontage conditions vary, but property line walls and fences of some sort are typical.

Opportunities

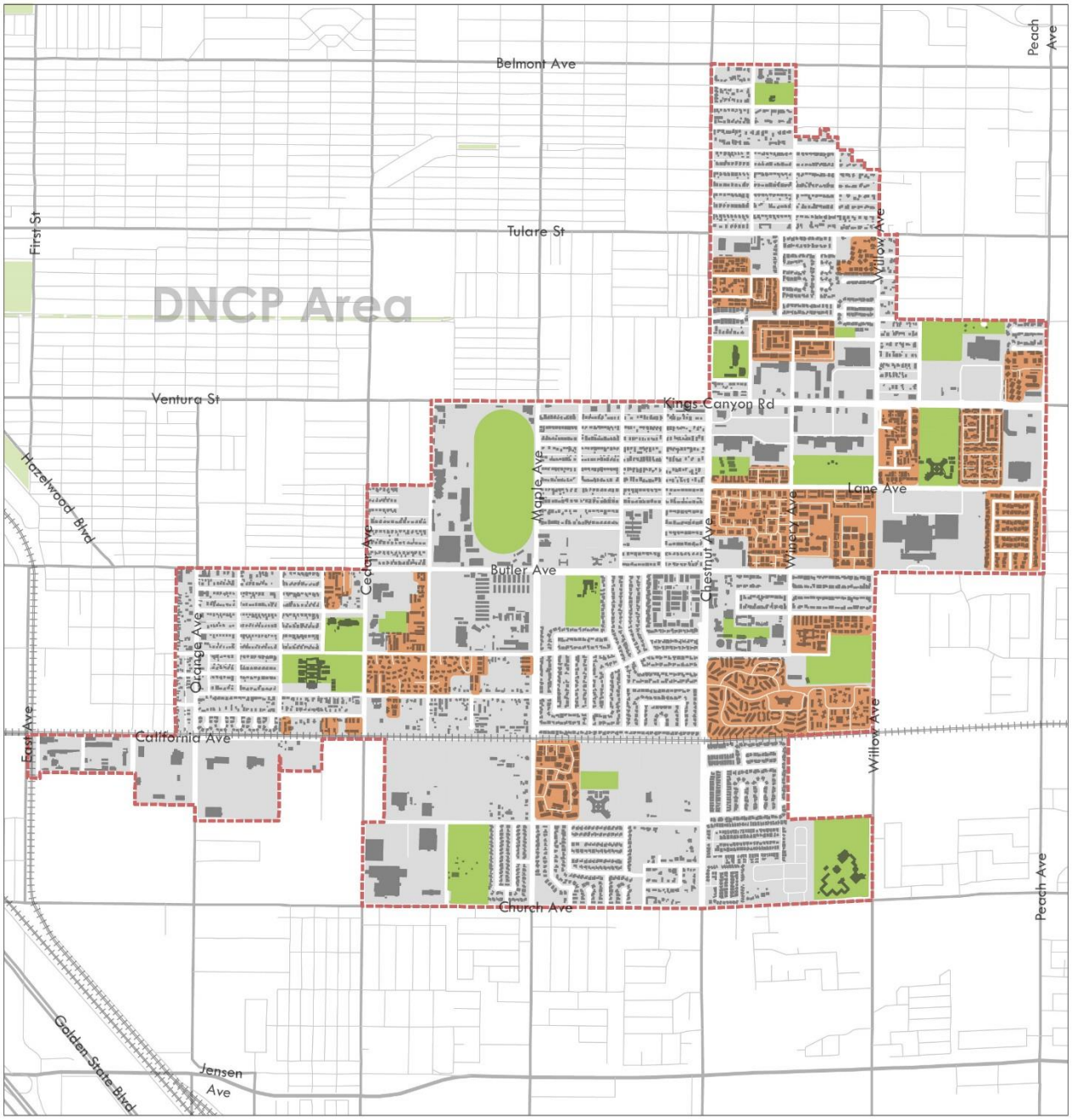
Opportunities for improvement in these places probably focus on improved pedestrian and bicycle connections to adjoin single- or multi-family developments and neighborhoods, nearby public parks, schools, shops and other neighborhood amenities.



Example of a gated suburban apartment project along Winery Avenue



Example of multi-family residential



Place Type - Suburban Apartment Project

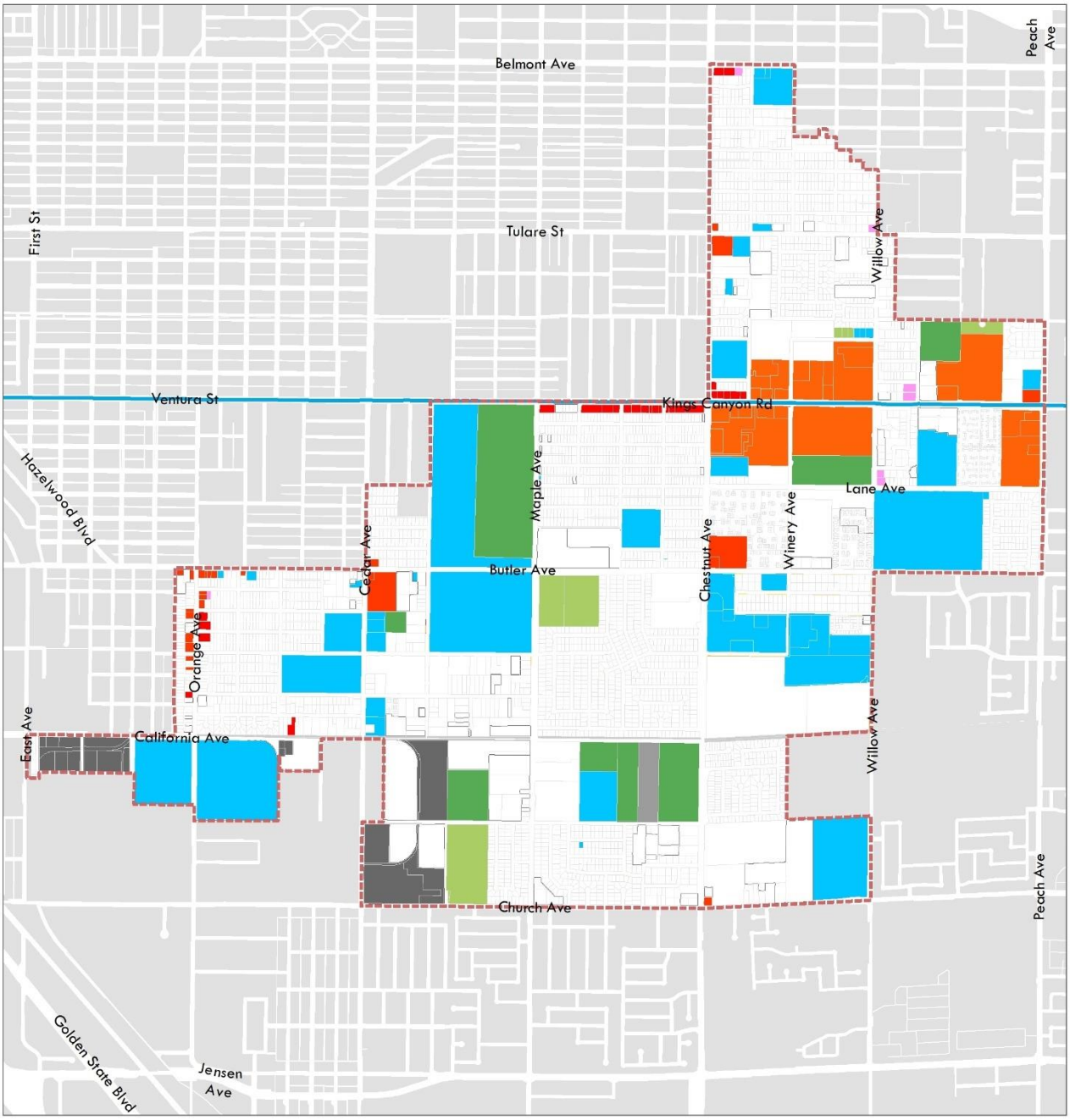
Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Open Space
- Suburban Apartment Project

Existing Non-Residential Uses

The map on the next page displays existing non-residential land uses in the Plan Area. Commercial uses are focused along Ventura/Kings Canyon Rd, Butler, and Orange Avenues. A limited number of industrial parcels are clustered near the southern boundary of the Plan Area between California and Church Avenues. There are a large number of public/institutional facilities and parks/open space scattered throughout central and southern portion of the Plan Area, including the Fairgrounds, Fresno Pacific University, an IRS facility, and several public schools.



Existing Land Use - Non Residential

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Bus Rapid Transit

Consolid_E

- Commercial - Community
- Commercial - General
- Commercial - Neighborhood
- Commercial - Office
- Commercial - Parking
- Employment - Heavy Industrial
- Employment - Light Industrial
- Open Space
- Park
- Public Facilities
- Residential - High Density
- Residential - Low Density
- Residential - Medium Density
- Residential - Medium High Density
- Residential - Medium Low Density
- Residential - Mobile Home Park
- Residential - Rural
- Vacant
- rail

N

0 0.125 0.25 0.5 Miles

Highway Commercial Place Type

Land Use and Intensities

This place type is strip-commercial and semi-rural retail primarily along main east-west avenues, with low intensity activity despite the high traffic volume on these main avenues.

Block Pattern and Connectivity

Located on major arterials such as Kings Canyon Rd. and intersecting collectors such as Orange Ave., Highway Commercial typically lines these streets and intersections, and back up to existing neighborhoods and alleys.

Building Form and Character

Buildings are primarily one-story retail buildings with varying setbacks and are generally strip-commercial in character. Some front the street directly with on-street parallel parking in front, others retain the older rural "pull in parking", from which customers back out directly into the street, and others have front parking lots with internal access drives. Front setbacks vary in depth but for the most part they are filled with pavement and parking.

Opportunities

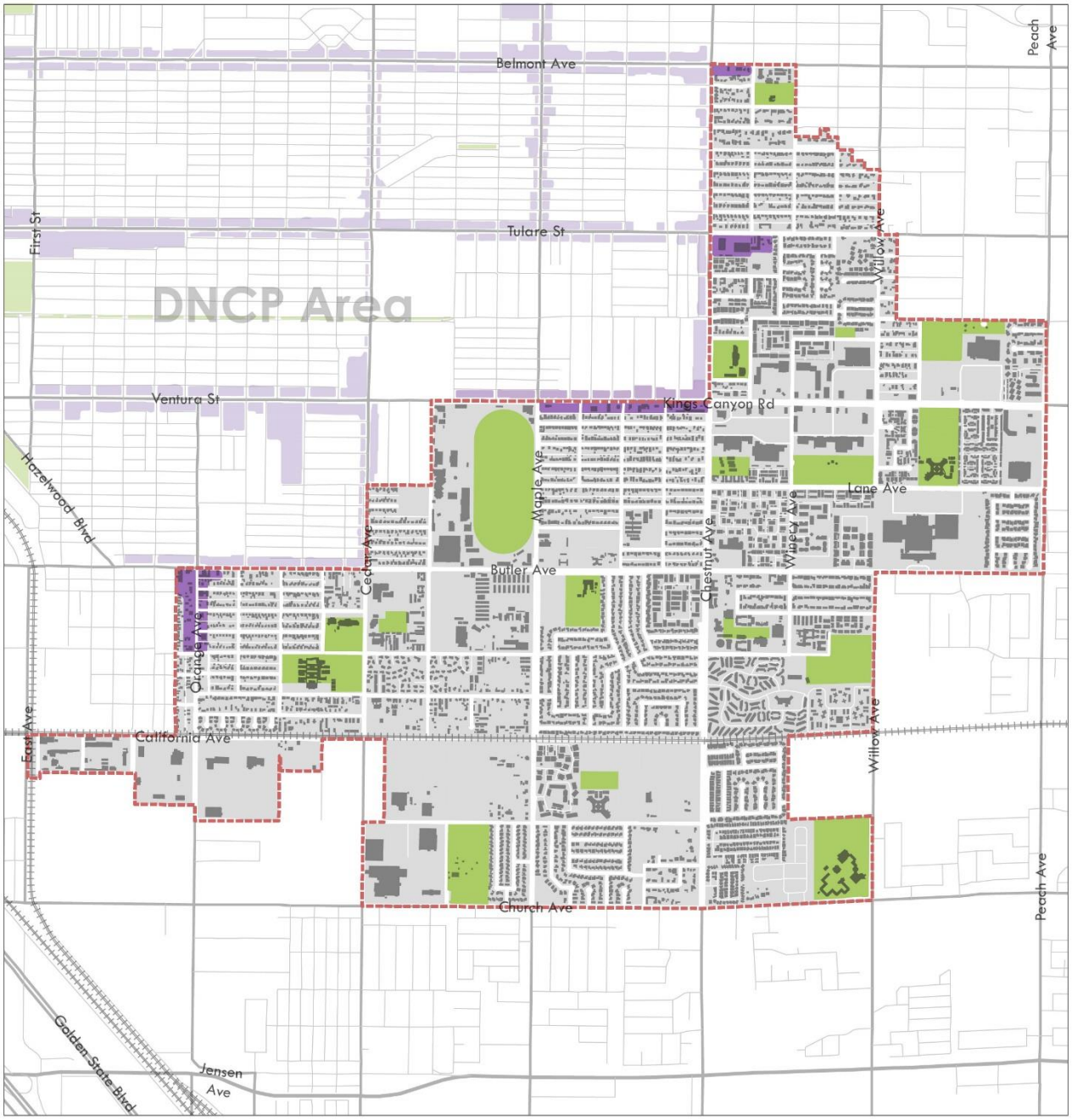
Key opportunities to improve these commercial corridors include infilling the vacant and abandoned parcels, renovating facades, and focusing infill development around selected intersections in the form of more complete, more walkable neighborhood centers that are better connected to adjoining neighborhoods. Such centers would include an expanded range of commercial and civic amenities, and over time could expand to include mixed-use, multi-story buildings and infill multi-family and attached single-family housing. By providing more attractive on-street parking and parking lots beside or behind buildings, these corridors can become more attractive, useful and walkable. Pedestrian-friendly amenities such as complete and shaded sidewalks, better street lighting, planted medians and frequent crosswalks can help revitalize existing centers and provide public transit nodes along the corridors.



Example of a high-volume arterial street with semi-rural and suburban commercial activity



Example of varying and inconsistent setbacks that break up cohesion along the corridor



Place Type - Highway Commercial

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Open Space
- Highway Commercial

N 0 0.125 0.25 0.5 Miles

Suburban Commercial Place Type

Land Use and Intensities

These larger suburban commercial centers – most are currently classified as Commercial Community – provide concentrations of larger retail and restaurant organized around large parking lots. Automobile access is prioritized with very limited access on foot or by bicycle, either from the main avenue or from adjoining neighborhoods.

Block Pattern and Connectivity

These centers are typically located in very large- blocks, most of which is devoted to surface parking. Access is typically provided by private Drive Lanes.

Building Form and Character

Buildings in this place type are typically large, one-story boxes with deep setbacks filled with parking lots that separate most of the buildings from the street. Pedestrian circulation is typically limited to walkways along the fronts of the buildings and around parking lot edges.

Opportunities

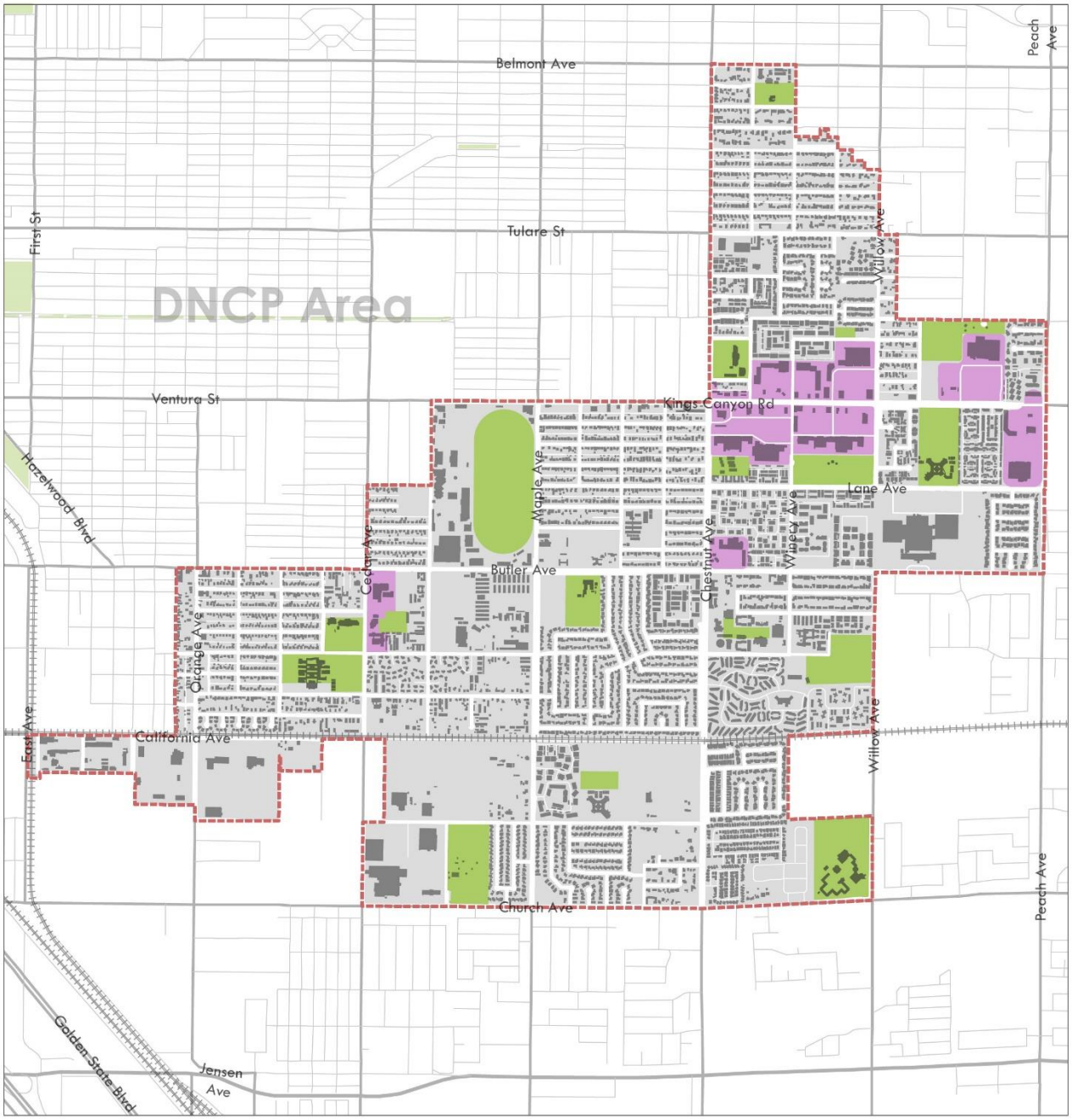
Many of these commercial destinations reach full use-capacity only a few times per year, meaning their large parking lots are underutilized most of the time. This provides an opportunity for new infill development -including reactivation of streets by adding new street-fronting commercial infill along major streets. In some cases there are opportunities to provide new secondary connections from these centers into adjoining properties or neighborhoods to facilitate multi-modal access.



Example of a suburban shopping center drive lane, serving as a limited point of access into and within the center



Example of a typical suburban shopping center parking lot



Place Type - Suburban Commercial

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Open Space
- Suburban Commercial

N 0 0.125 0.25 0.5 Miles

Workplace Industrial Place Type

Land Use and Intensities

This place type is characterized by one-story, low intensity industrial and office buildings, frequently surrounded by parking lots and ranging in character from suburban to rural. Despite its use and designation for industrial activities, this place type is in many cases immediately adjacent to residential neighborhoods or public use facilities, including open spaces and playing fields. Existing land use designations include Employment-Heavy and Employment-Light Industrial, and Public Facilities.

Block Pattern and Connectivity

These parcels are typically situated within large, irregular blocks with limited safe pedestrian connectivity, and in some cases constrained access by all modes. Some parcels in the southwest portion of the Plan Area are still served by heavy rail.

Building Form and Character

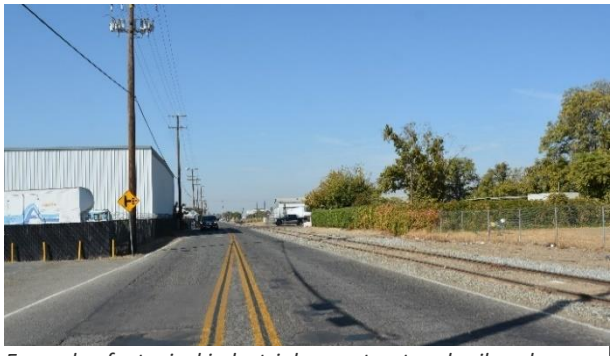
Buildings are standalone warehouses and service buildings with large footprints, deep setbacks, and industrial in character and are surrounded by outdoor storage, parking or other uses.

Opportunities

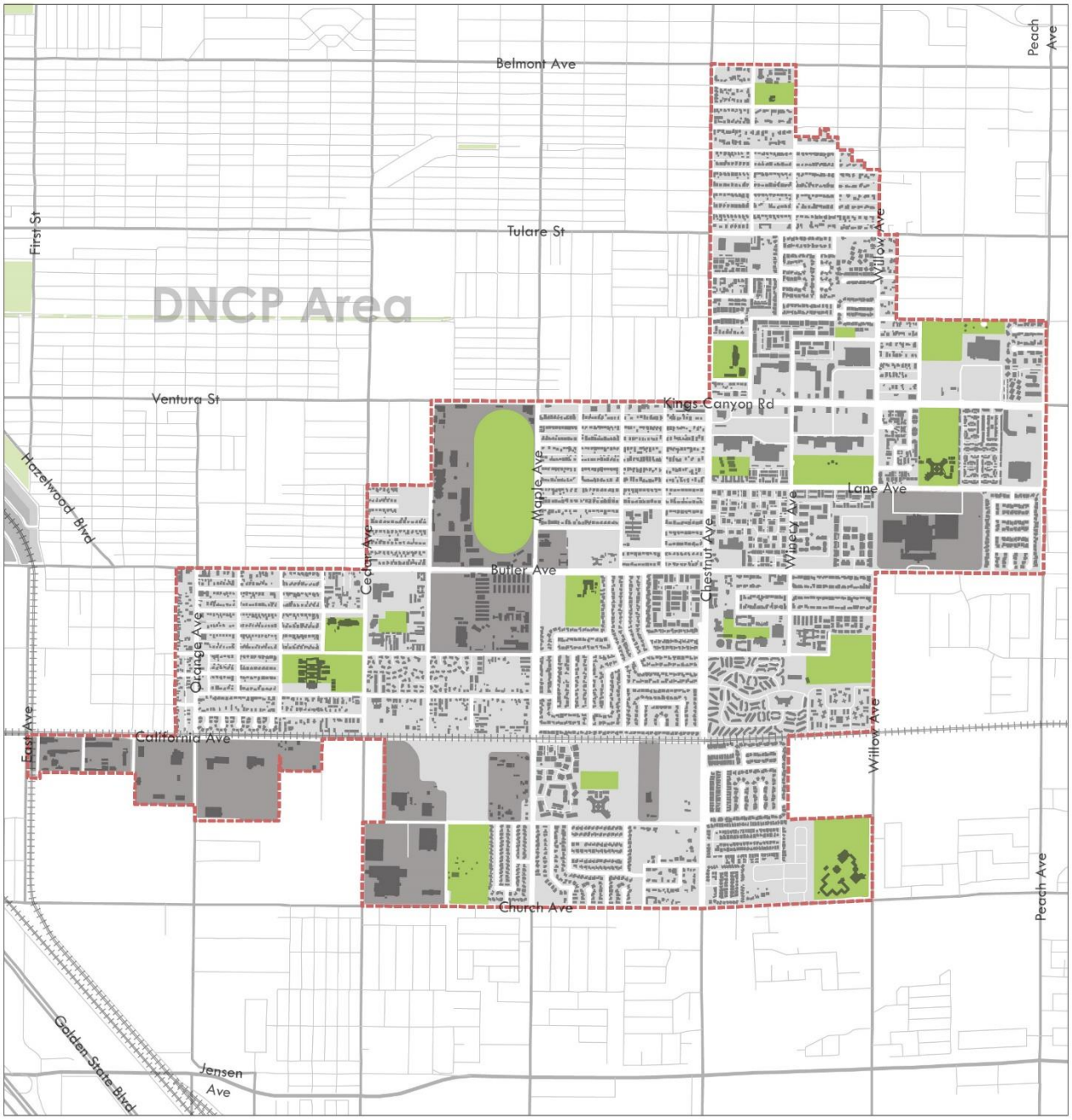
While some of these properties are heavily utilized by thriving businesses, many very low intensity and outdated facilities that might likely be replaced by newer light industrial, R&D and office facilities. As this occurs – and particularly when new uses are less noxious than older, heavier industrial uses – there are opportunities to connect new employment centers to existing and future neighborhoods and centers, to enable better multi-modal access to jobs, and access from the employment centers to shops, restaurants and services.



Example of an industrial area in proximity to a residential neighborhood along California Avenue



Example of a typical industrial area street and railroad



Place Type - Workplace Industrial

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Open Space
- Workplace Industrial

N 0 0.125 0.25 0.5 Miles

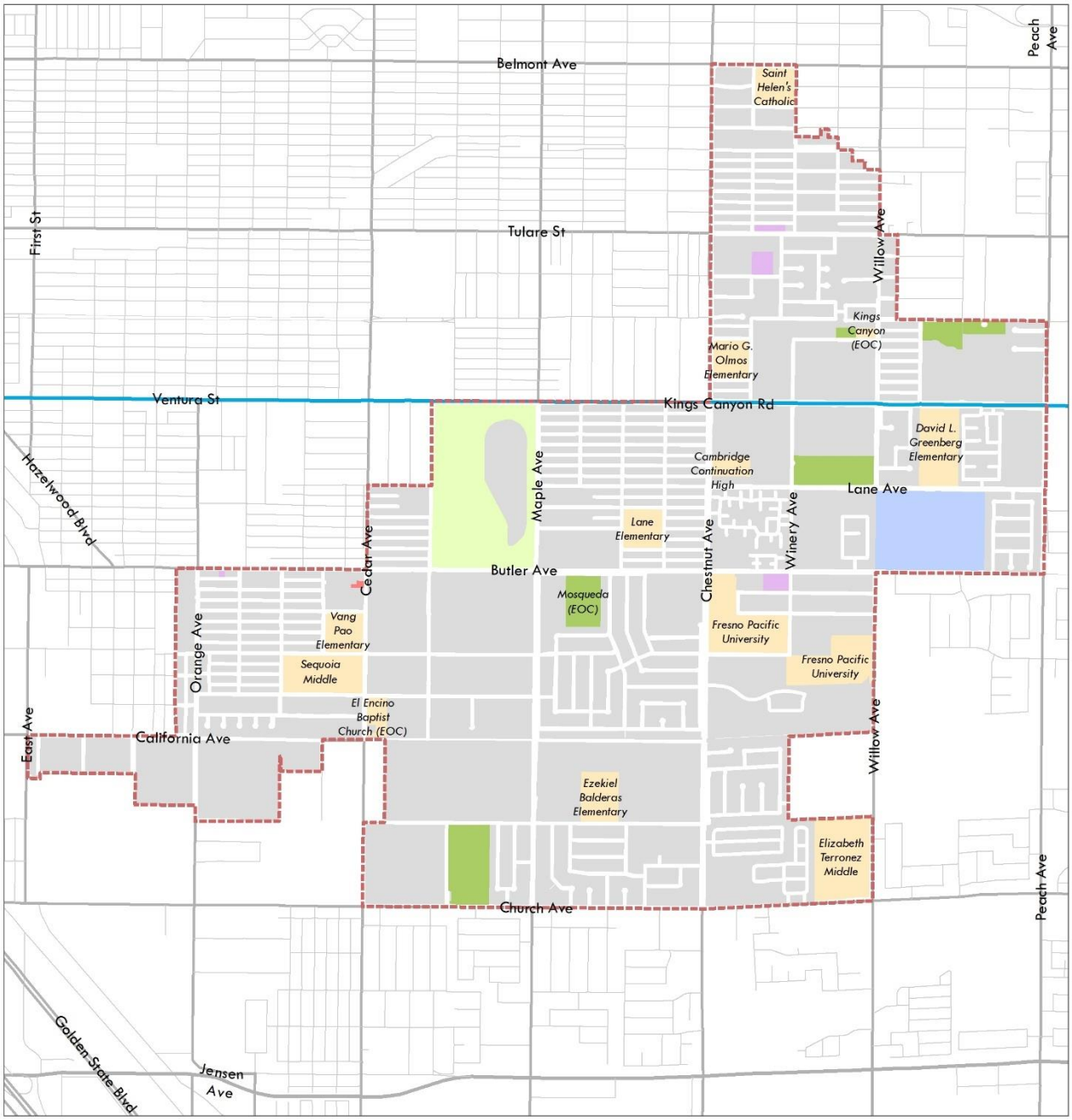
Public Facilities

The map on the next page focuses specifically on public facilities in the Plan Area. Approximately one quarter of the Plan Area consists of public facilities and parks/open space, as described below:

- Notable community facilities and services in the Plan Area include the Fairgrounds, the Mosqueda and Calwa Community Centers, Fresno Pacific University, and several public elementary, middle, and high schools. Additional public and institutional facilities in the area include an IRS facility, one fire station, and three churches.
- Parks are distributed throughout the Plan Area in the form of several community center parks (CALWA and Mosqueda), and smaller pocket parks nestled amongst low-density residential areas.
- Open spaces in Plan Area are limited to several ponding basins and the Fairgrounds (see Existing Open Spaces map), which is predominately hardscaped and inaccessible to the public for most of the year
- Additional recreational facilities can be found at many of the twelve schools located within the Plan Area (see Table 3). Currently two schools, Elizabeth Terronez Middle School and Vang Pao Elementary, have joint use agreements with the City to enable public use of their facilities.

Table 3: Schools in the Plan Area

School	Type	Level
Ezekiel Balderas Elementary	Public school	Elementary
Mario G. Olmos Elementary	Public school	Elementary
Cambridge Continuation High	Public school	High
Elizabeth Terronez Middle	Public school	Middle
David L. Greenberg Elementary	Public school	Elementary
Fresno Pacific University	Private university	University
Lane Elementary	Public school	Elementary
El Encino Baptist Church (EOC)	Head start	Head start
Mosqueda (EOC)	Head start	Head start
Vang Pao Elementary	Public school	Elementary
Saint Helen's Catholic	Private school	Elementary
Sequoia Middle	Public school	Middle
Kings Canyon (EOC)	Head start	Head start



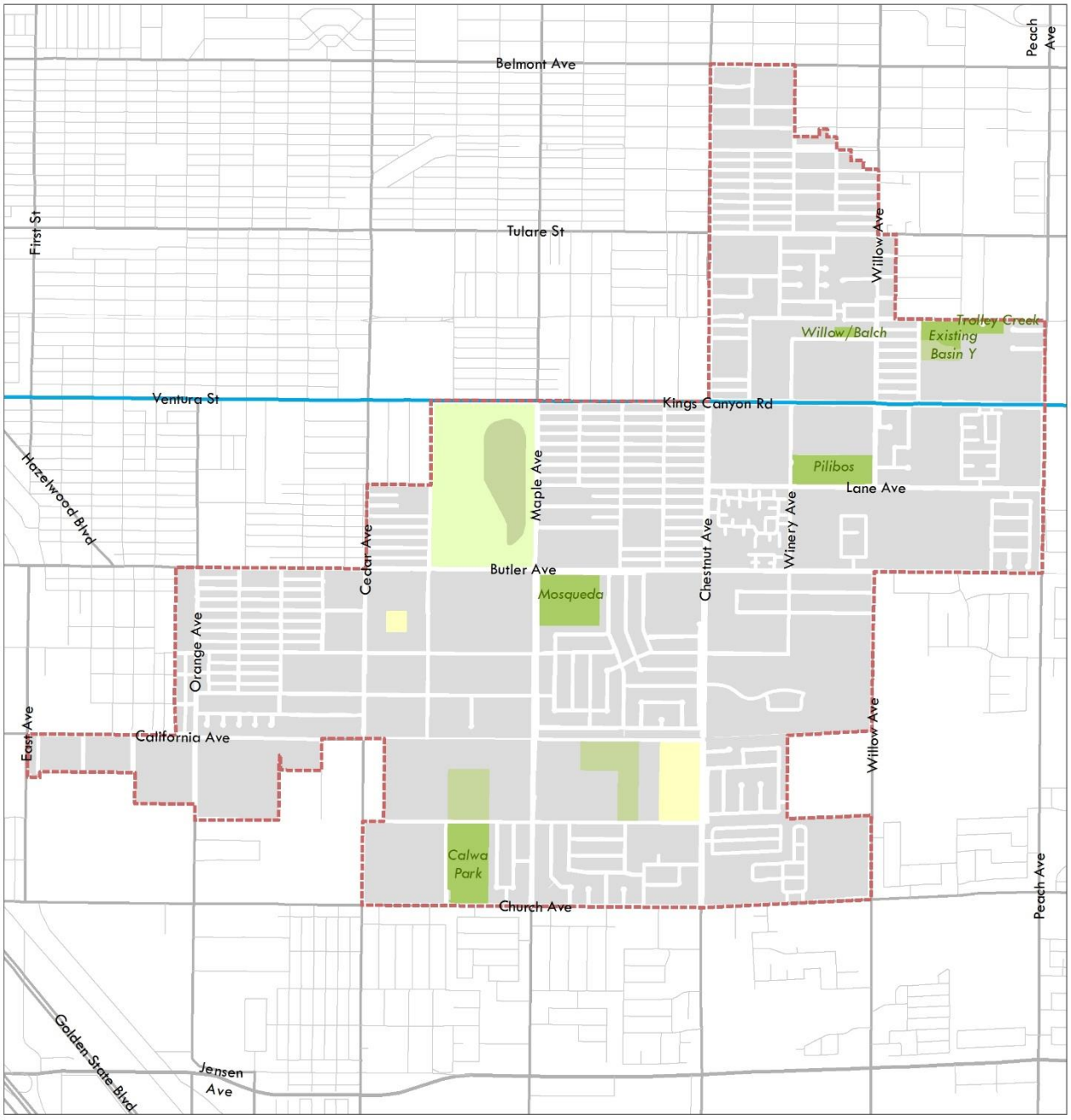
Existing Public Facilities

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Bus Rapid Transit
- Parks
- Fairgrounds
- Schools
- Churches
- Fire Station
- IRS

N 0 0.125 0.25 0.5 Miles



Existing Open Spaces

Central Southeast Fresno Specific Plan

Park Facilities

There are 50.79 acres of park land within the CSESP project area, with a ratio of 1.68 acres of park per 1,000 residents, above the current City average of 1.06 (pocket, neighborhood and community parks) but below the General Plan goal of 3 acres per 1,000 residents. Table 4 lists all of the parks within the Plan Area. Most of the parks in the Plan Area are in "fair condition," indicating some mechanical/equipment defects that require major repair and/or replacement. Additional park issues include crime/safety, accessibility problems, and lack of shade structures and adult programming. Mosqueda Park has been identified as a priority park for improvement (Fresno Parks Master Plan, 2017)

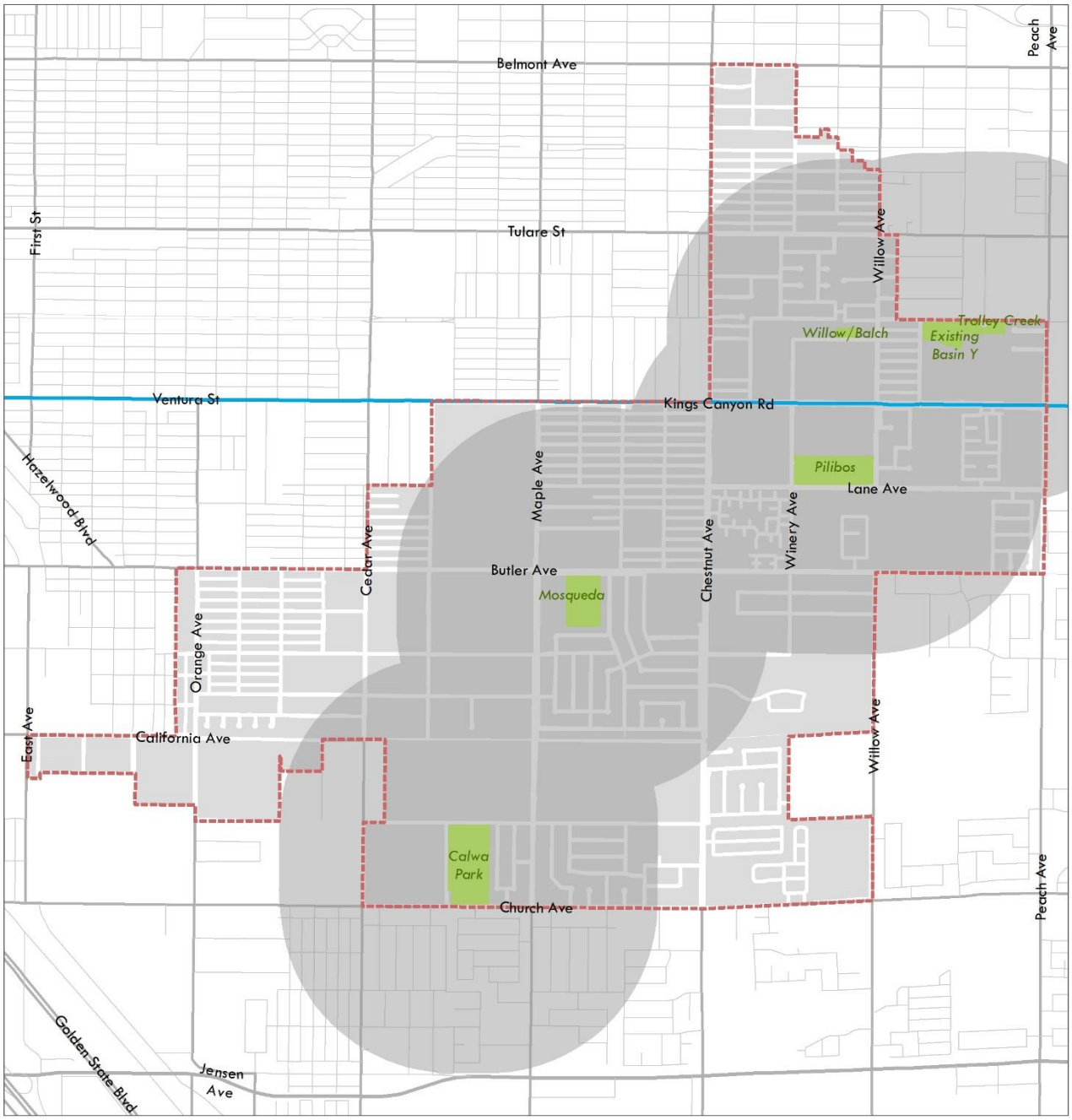
A majority of the Plan Area is within a half-mile of a park or open space (see Park Facilities – Half Mile Radius map), with the exception of the neighborhoods around the southeastern boundary of the plan. Vacant parcels present opportunities to add new park space and the City could target vacant parcels outside of the quarter mile buffer. As seen in the Park Facilities & Vacant Parcels – Quarter Mile Radius map, there a fair number of vacant parcels located outside of the quarter mile buffer of an existing park, indicating the potential to add new parks so that a greater number of residents are within a quarter mile of a park.

Table 4: Parks in the Plan Area

Park Name	Acreage	Park Classification	Agency	Condition	Amenities
Mosqueda	10.02	Community	City of Fresno PARCS Department	Fair	1-Parking lot, 1-Baseball/softball field (lighted), 2-Basketball courts (lighted), 1-BBQ, 5-Bench, 5-Bike rack, 4-Bleachers, 1-Drinking fountains, 6-Picnic tables, 1-playground (non-shaded), 5-Restroom (mens/womens), 1-BMX park (above-ground), 1-Swimming pool, 2-tennis courts (lighted), 1-playground (non-shaded), 1-signage (rules & regs), 1-Monument sign, 5-Trash receptacles, and 1-Recreation center
Pilibos	13.22	Community	City of Fresno PARCS Department	Fair	1-Parking lot, 8-BBQ, 1-Bench, 1-Bike rack, 4-Bleachers, 1-Drinking fountains, 17-Picnic tables, 2-playground (non-

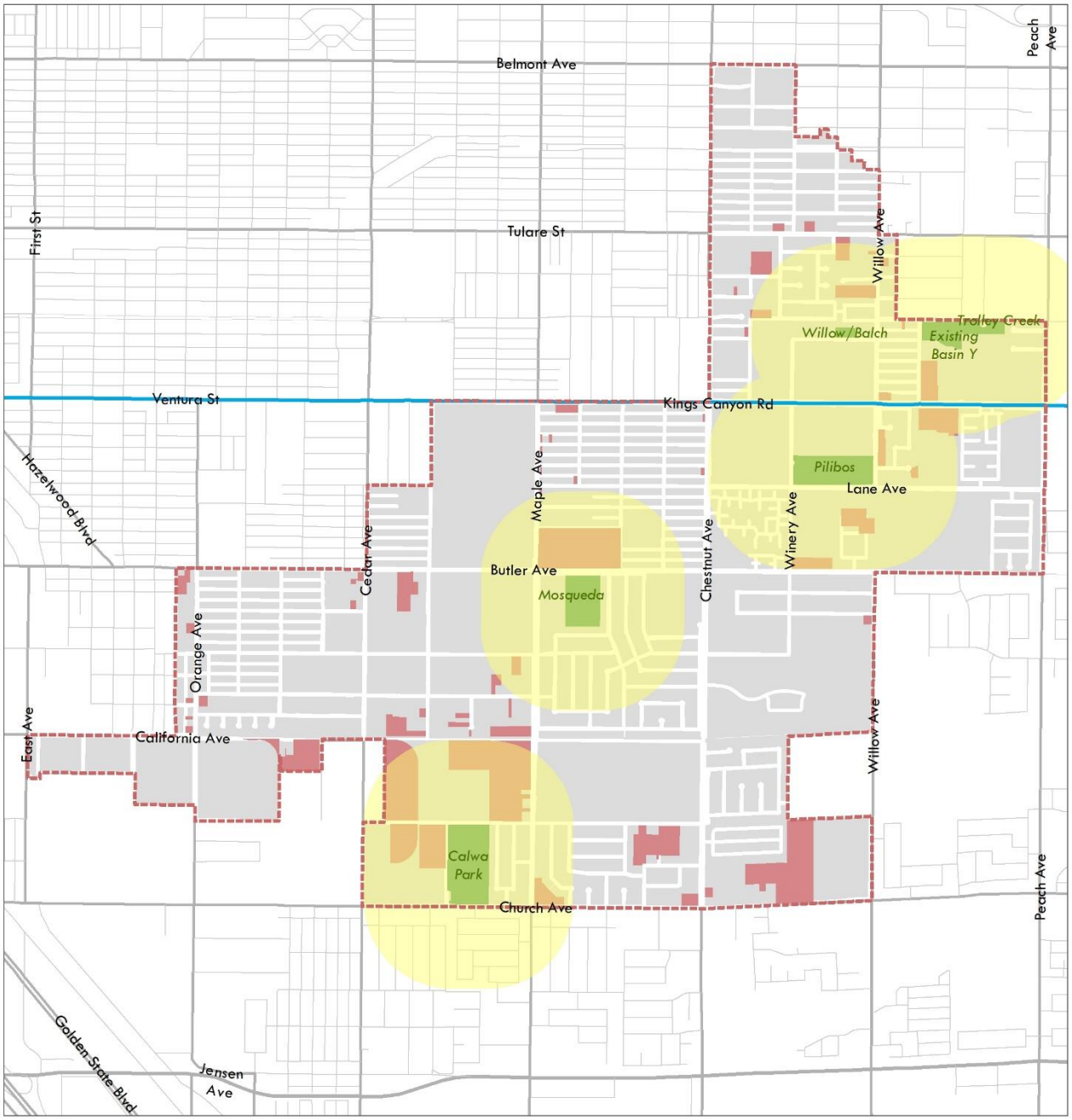
Park Name	Acreage	Park Classification	Agency	Condition	Amenities
					shaded), 2-Ramadas, 1-Restroom (mens/womens), 4-Soccer fields (lighted), 1-signage (rules & regs), 1-Monument sign, 3-Trash receptacles
Trolley Creek	3.07	Neighborhood	City of Fresno PARCS Department	Good	4-BBQ, 2-Ramadas, 6-Bench, 1-Bike rack, 4-Bleachers, 2-Drinking fountains, 3-playground (non-shaded), 1-Restroom (mens/womens), 1-signage (rules & regs), 1-Monument sign, 5-Trash receptacles, 1-Shade structure, and 1-Amphitheater/stage.
Willow/Balch	1.14	Pocket	City of Fresno PARCS Department	Fair	3-BBQ, 1-Bench, 1-Drinking fountain, 2-Playground (non-shaded), 1-Signage (rules & regs), 1-Monument sign, 1-Trash receptacle
Ponding Basin Park Y	4.98	Neighborhood	FMFCD Ponding Basin Parks	Fair	Accessible path
Calwa Park	18.35	Community	Calwa Recreation Park District	Unknown	3-Soccer/baseball, 1-Soccer, 2.5-Basketball, 1-Community Center, 1-Pool, 3-Play structure, 5-picnic shelters, 2-Restroom (mens/womens)
Total:	**50.79**				

Note: Sunnyside Park, a 4.27-acre neighborhood park is located just outside the CSESP area at Butler and Peach Ave.



Park Facilities- Half Mile Radius

Central Southeast Fresno Specific Plan



Park Facilities & Vacant Parcels- Quarter Mile Radius

Central Southeast Fresno Specific Plan

Legend
- Central Southeast Plan Boundary
- Bus Rapid Transit
- Parks
- Quarter Mile Radius
- Vacant Parcels

N 0 0.125 0.25 0.5 Miles

Public Amenity Place Type

Land Use and Intensities

This place type includes schools and universities, churches, community centers and other amenities found within the CSESP area. They are generally of low intensity and in most cases, are adjacent to open spaces and parks. Most are currently designated as Public Facilities.

Block Pattern and Connectivity

Public Amenities tend to be situated along collector streets, but can also be found integrated into existing neighborhood blocks. Some of these facilities occupy one or more large blocks in campus form– for example Fresno Pacific University and other schools – with connectivity provided mainly by an internal network of private streets and other open spaces. Other parks and community facilities fit within the block pattern of the neighborhood they serve, with access provided by the neighborhood street network. Despite their zoning and place type designation, some of these facilities have limited public access open due to safety concerns or intermittent use patterns.

Building Form and Character

Buildings vary in character and size depending on their use and location. Most are of moderate to large size with fairly deep setbacks and are occasionally surrounded by surface parking. Buildings that are integrated into existing neighborhoods tend to be more reflective in size and character of their immediate context.

Opportunities

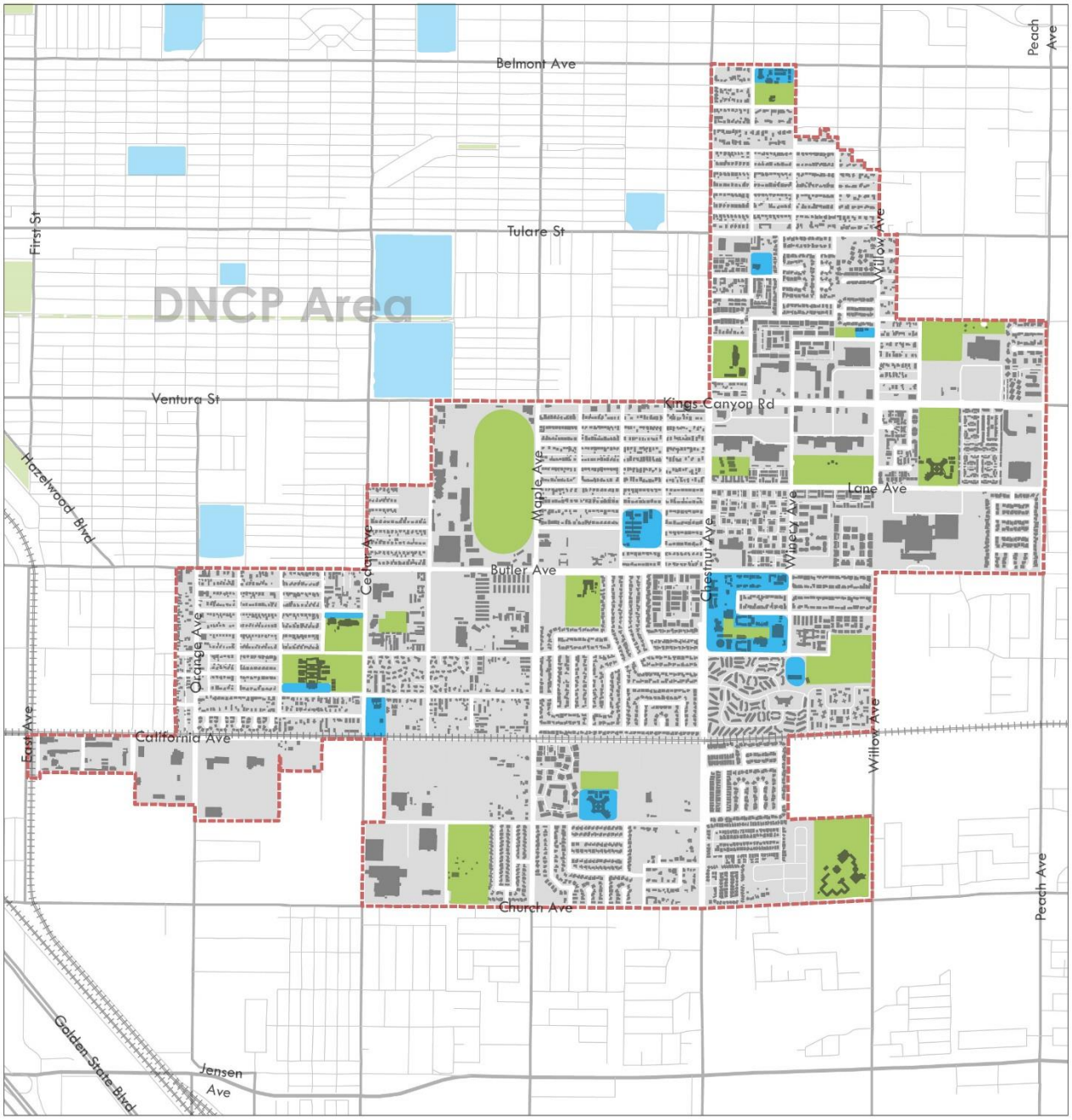
Key opportunities for enhancing Public Amenities include a focus on circulation and connectivity, frontage enhancements and stronger public realm integration. A number of schools have incomplete pedestrian and bike route connections within adjacent neighborhoods that would be better served with streetscape improvements including shaded sidewalks, lighting, landscaped medians and more frequent crosswalks.



Sequoia Middle School is one of seven public schools in the CSESP area



Maintained open spaces are a much-needed community resource



Place Type - Public Amenities

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Open Space
- Public Amenities

Large Vacant Parcels for Infill Development

Vacant parcels are shown on the following page. Overall there are over 150 acres, or almost 10% of the total Plan Area, that are substantially vacant land. The large number of vacant sites in the study area provide opportunities for new residential and commercial development, which is anticipated to catalyze improvements to the Plan Area. Vacant sites could also be purchased for additional public facilities, including parks and open spaces.

- Most of the larger vacant parcels (over 1-2 acres in size) are located in the southern, industrial portion of the Plan Area between California and Church Avenues.
- In addition, land uses like the fairgrounds (approximately 70 acres) are used only for a short duration during the year, and are otherwise vacant or underutilized. This presents an opportunity to consider joint use of the Fairgrounds facility for temporary uses and/or recreational activities.

While not displayed on the map, there is an Internal Revenue Service (IRS) facility at the corner of Butler and Willow Avenue in the process of moving out. This 48-acre parcel is well-suited for redevelopment given its size and proximity to several parks and schools, as well as BRT and retail amenities along Ventura/Kings Canyon Rd.

Vacant parcels within the Plan Area will be developed over time and it is vital to set a strategic plan for their future potential. Appropriate future infill development can better connect existing neighborhoods, commercial centers, open spaces, schools and other public facilities. It can allow for a mix of housing types and enable strategically-located centers that offer amenities at walkable and bikeable distances within existing neighborhoods.

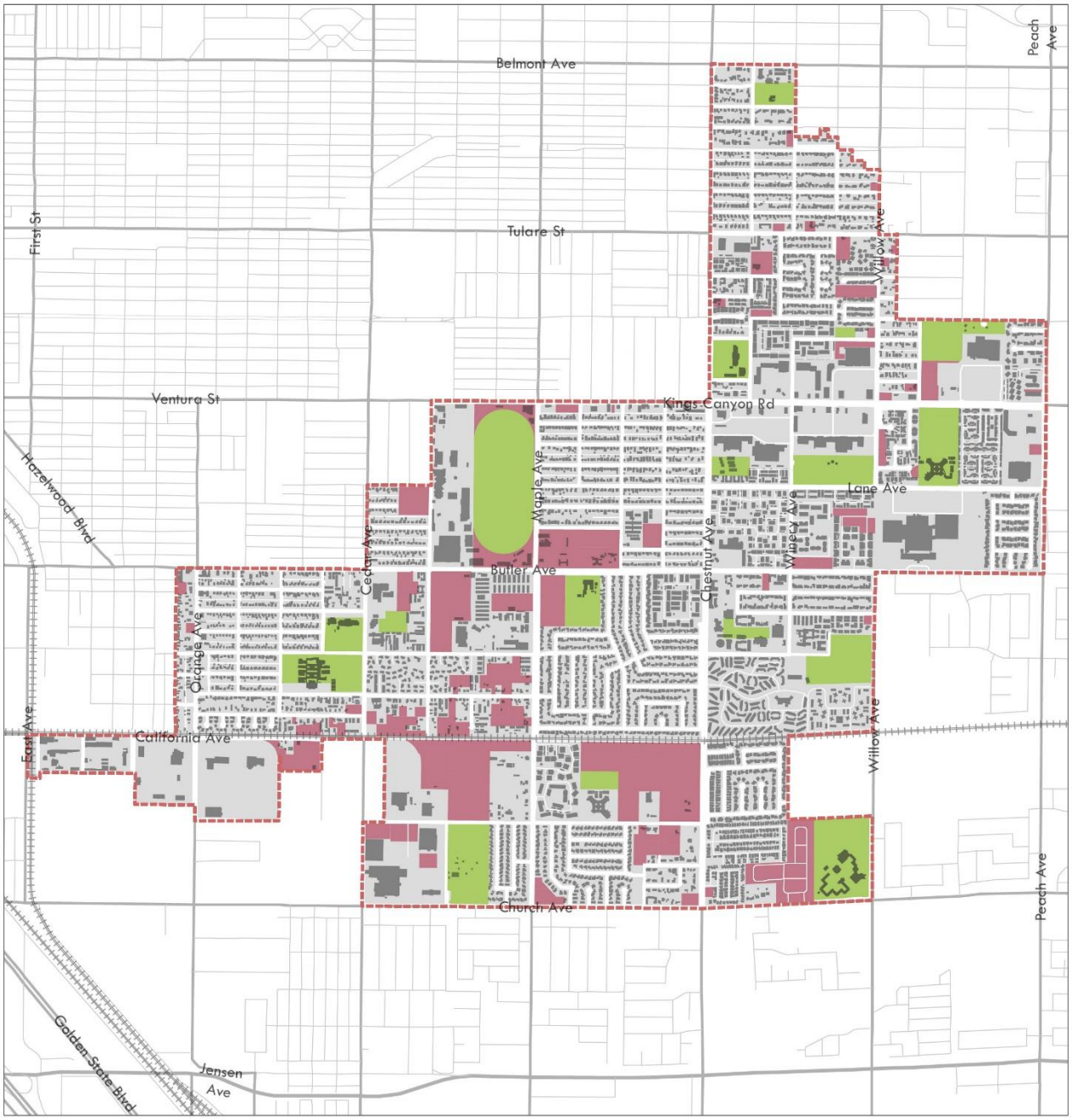
In addition to large infill sites, there are a number of smaller-scale opportunities for improving existing urban form and character. The northeast and northwest corners of the fairgrounds along Kings Canyon Rd. have the potential to transform this commercial corridor, reactivate the intersections and serve as anchor points for commercial and social activity.



Example of a large vacant parcel along Sierra Vista Ave.



Vacant parcel along Kings Canyon Rd.



Infill Opportunity Sites

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Open Space
- Infill Opportunity Sites

General Plan Land Use

The City updated their General Plan in December of 2014, including revisions to their land use designations and density/intensity regulations for each. The updated General Plan focuses on infill and reinvestment in existing neighborhoods and growth along key corridors such as Ventura/Kings Canyon Rd. The General Plan Land Use Designations map shows the General Plan land uses in the project area. A table of the acreages, percentages, and density/intensity ranges for each General Plan land use designation in the Plan Area can be found in Table 5 below.

Predominate General Plan land uses in the Plan Area are medium-density residential (26.4%), public facilities (22.7%), medium-high density residential (16.3%), and corridor/center mixed use (9.9%). Public facilities and parks/open spaces are generally consistent with what is currently on the ground today. For residential, office, industrial, and commercial uses, the General Plan envisions the following for the Plan Area:

- Horizontal and vertical mixed-use development with retail along the ground floor and residential or office uses above along Ventura/Kings Canyon
- A limited amount of community commercial and office uses along Butler and Orange Avenues
- Re-designation of some of the existing multi-family housing around Butler and Chestnut Avenues from high density to medium-high density residential to match what is currently on the ground
- Medium-high density residential infill, generally along Cedar, Butler, and Chestnut Avenues
- Light and heavy industrial uses concentrated in the southern portion of the Plan Area, south of Church Avenue, filling in existing vacant parcels

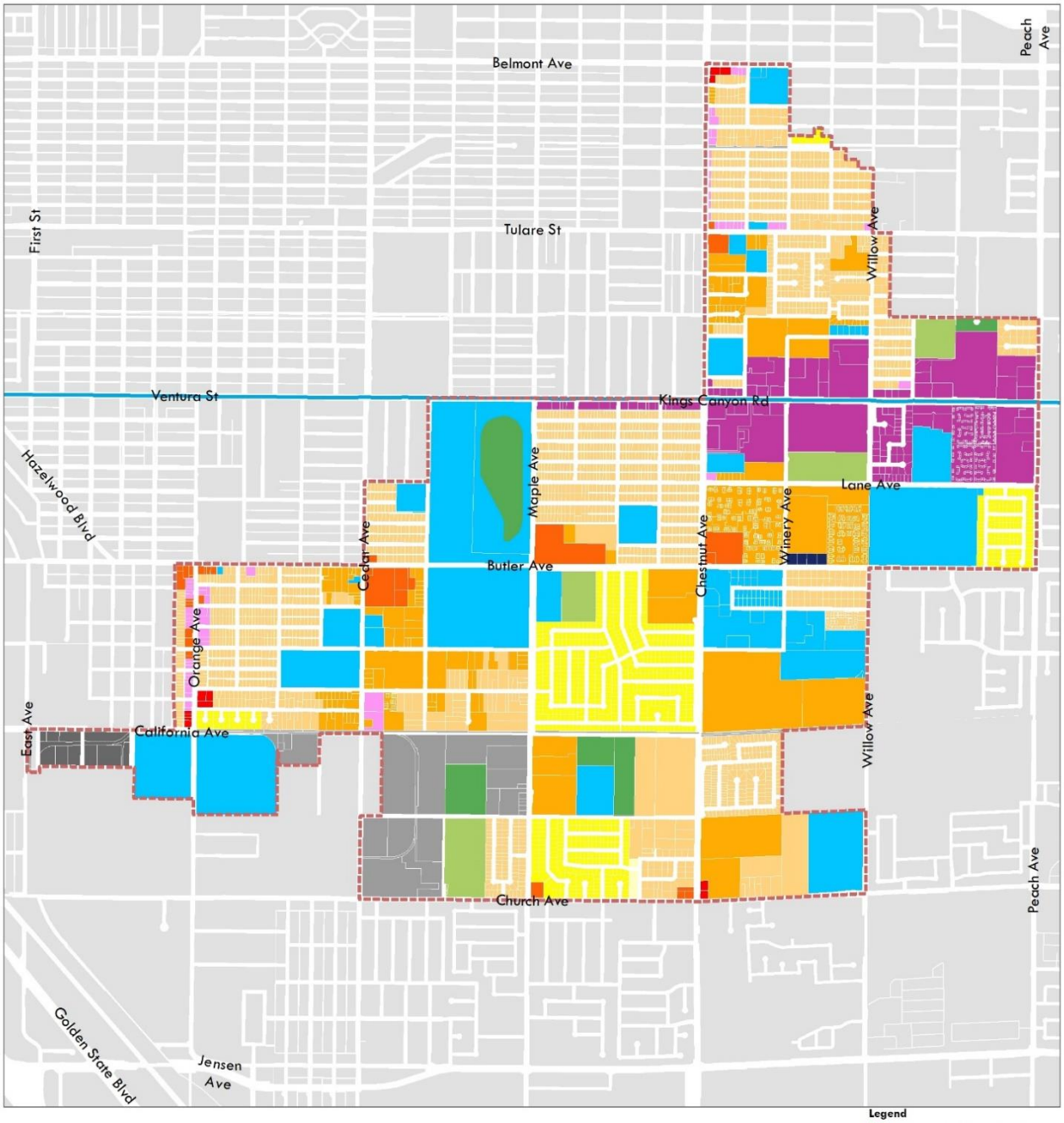
Table 5: General Plan Land Uses in the Plan Area

General Plan Designation	Area in Acres	% of Total	Density/ Intensity	Description
Residential - Low Density	1.8	0.1%	1 - 3.5 du/acre	Large lot residential development
Residential - Medium Low Density	145.7	8.1%	3.5 - 6 du/acre	Single-family detached housing

General Plan Designation	Area in Acres	% of Total	Density/ Intensity	Description
Residential - Medium Density	474.0	26.4%	5 - 12 du/acre	Intended for areas with predominantly single-family residential development, but permitted uses also accommodate a mix of housing types, including small-lot starter homes, zero-lotline developments, duplexes, and townhouses.
Residential - Medium High Density	293.2	16.3%	12 - 16 du/acre	Mix of single-family residences and townhomes, garden apartments, and multi-family units intended to support a fine-grain, pedestrian scale.
Commercial - Community	38.9	2.2%	FAR 1.0	Commercial development that primarily serves local needs such as convenience shopping and small offices. Allowed uses include medium-scale retail, office, civic and entertainment uses, supermarkets, drug stores and supporting uses.
Commercial - General	4.3	0.2%	FAR 2.0	Range of retail and service uses that are not appropriate in other areas because of higher volumes of vehicle traffic and potential adverse impacts on other uses. Strip malls fall into this designation. Allowed uses include: building materials, storage facilities with active storefronts, equipment rental, wholesale businesses, and specialized retail not normally found in shopping centers.
Commercial - Office	18.1	1.0%	FAR 2.0	Administrative, financial, business, professional, medical, and public offices. Mainly intended to apply to existing office uses on smaller lots, generally located on arterial roadways. Retail uses limited to business services, food services, and convenience goods for those who work in the area.

General Plan Designation	Area in Acres	% of Total	Density/ Intensity	Description
Corridor - Center Mixed Use	177.4	9.9%	16 - 30 du/acre FAR 1.5	Horizontal and vertical mixed-use development in multiple story buildings along key circulation corridors where height and density can be easily accommodated. Primary uses are ground-floor retail and upper-floor residential or offices, with personal and business services and public and institutional space as supportive uses.
Neighborhood Mixed-Use	2.6	0.1%	12 - 16 du/acre FAR 1.5	Requires a minimum of 50 percent residential uses and provides for mixed-use districts of local-serving, pedestrian-oriented commercial development, such as convenience shopping and professional offices in two- to three-story buildings. Development is expected to include ground-floor neighborhood retails uses and upperlevel housing or offices, with a mix of small lot single family houses, townhomes, and multi-family dwelling units on side streets, in a horizontal or vertical mixed-use orientation. Built form is expected to be small-scale, pedestrian-oriented and walkable. Automobile-oriented uses are not permitted.
Employment - Heavy Industrial	16.5	0.9%	FAR 1.5	Broad range of industrial uses including manufacturing, assembly, wholesaling, distribution, and storage activities. Small-scale commercial services and ancillary office uses are also permitted.
Employment - Light Industrial	98.4	5.5%	FAR 1.5	Diverse range of light industrial uses, including limited manufacturing and processing, research and development, fabrication, utility equipment and service yards, wholesaling, warehousing, and distribution activities. Small-scale retail and ancillary office uses are also permitted.
Open Space	53.3	3.0%	NA	Intended for undeveloped park lands and permanent open spaces in the community,

General Plan Designation	Area in Acres	% of Total	Density/ Intensity	Description
				including environmentally-sensitive lands, waterways, and wetlands. may include trails and other low-impact public recreational uses, ponding basins, riverbottoms/riverbeds, and airport approach/clear zones.
Park	50.7	2.8%	NA	Intended to maintain areas for active and passive public parks and multi-purpose trails, including outdoor and indoor recreation such as playing fields, trails, playgrounds, community centers, and other appropriate recreational uses. The PR district may include ponding basins or airport approach/clear zones if developed for, programmed, and actively used as recreation fields.
Public Facility	406.8	22.7%	NA	Public or quasi-public facilities, including City facilities, utilities, schools, health services, corporation yards, utility stations, and similar uses. Accessory retail uses and services, including food facilities and childcare, are permitted.
Railroad	11.6	0.6%	NA	Railroad parcels
Total	**1793.4**	**100%**		

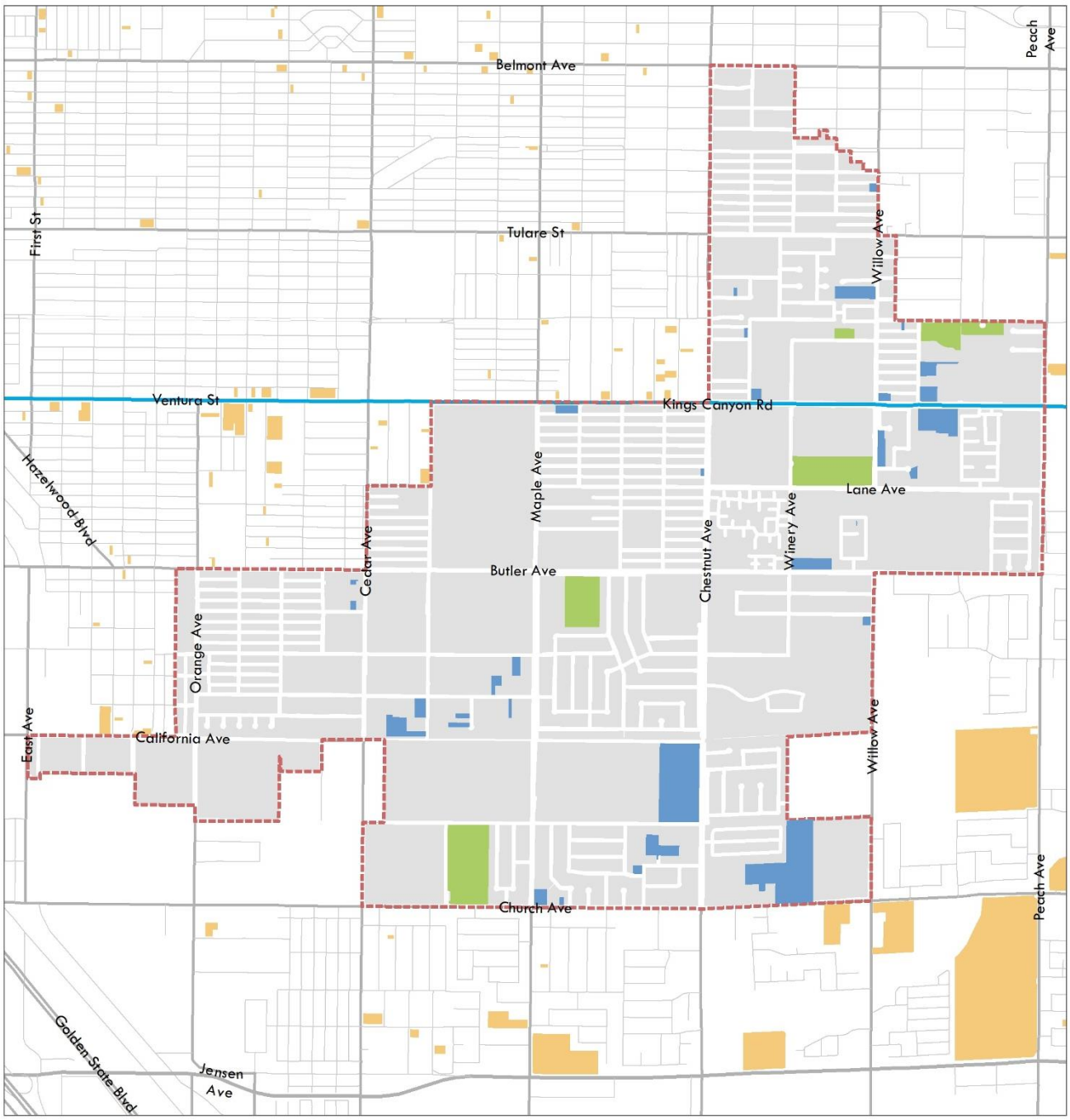


General Plan Land Use Designations

Central Southeast Fresno Specific Plan

Housing Element

The Fresno General Plan 2013-2023 Housing Element identifies vacant parcels and other opportunity sites for infill housing development. The map on the proceeding page highlights sites put forward in the Housing Element, both within and outside of the project area.



Housing Element Sites 2013-2023

Central Southeast Fresno Specific Plan

Zoning

The City of Fresno adopted a new Development Code in December 2015, establishing new zoning districts, permitted uses, development standards, and procedures to align with the updated General Plan. The zoning designations and map is consistent with the General Plan land use designations and map (see Zoning map). A table of the acreages, percentages, and density/ intensity ranges for each zoning district can be found in Table 6 below.

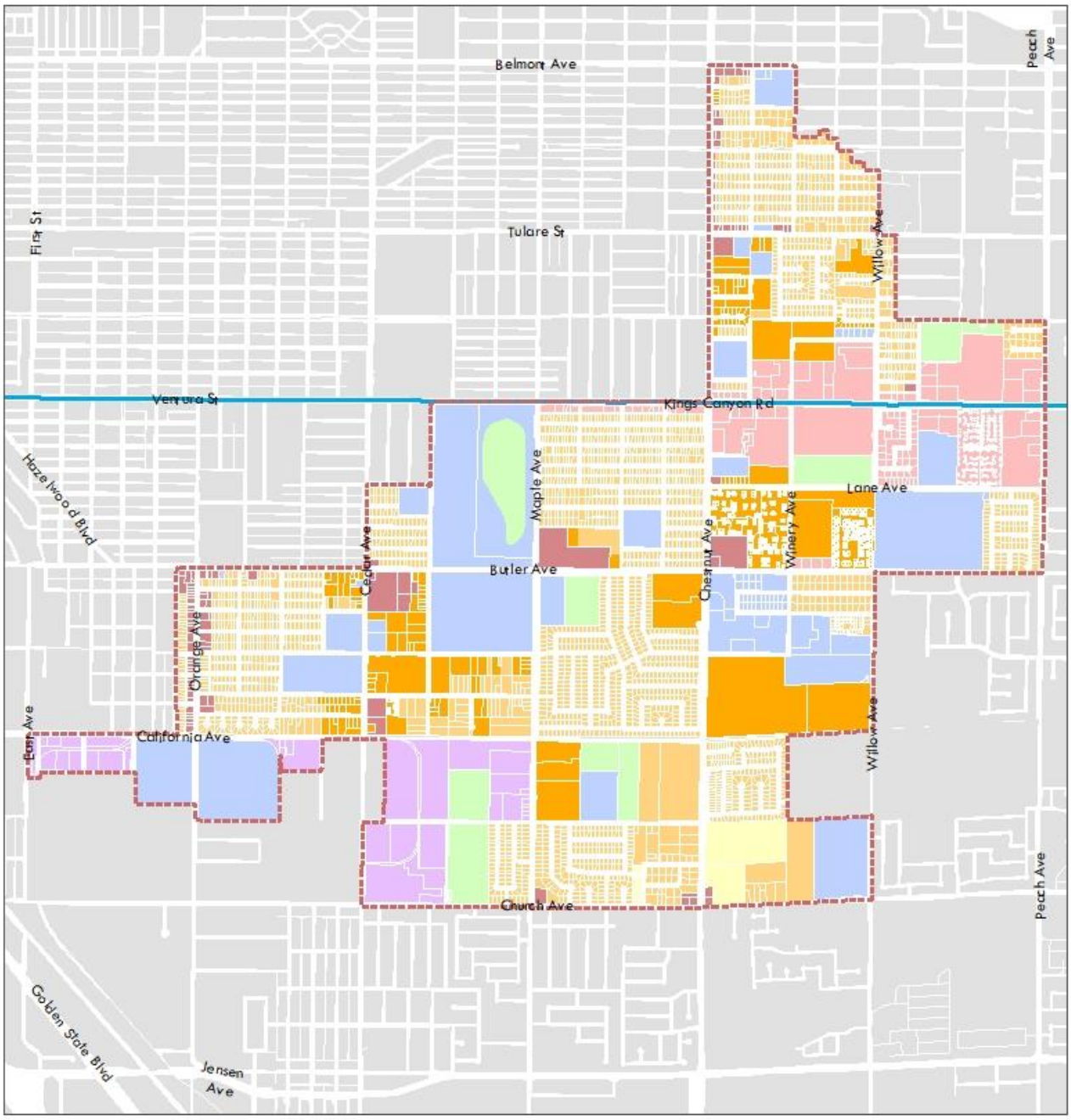
Table 6: Zoning Designations in the Plan Area

Zoning Designation	Area in Acres	% of Total	Density/ Intensity	Description
Residential Single-Family, Low Density	1.8	0.1%	1 - 3.5 du/acre	Large lot residential development
Residential Single-Family, Medium Low Density	145.7	8.1%	3.5 - 6 du/acre	Single-family detached housing
Residential Single-Family, Medium Density	473.7	26.4%	5 - 12 du/acre	Intended for areas with predominantly single-family residential development, but permitted uses also accommodate a mix of housing types, including small-lot starter homes, zero-lotline developments, duplexes, and townhouses.
Residential Multi-Family, Medium High Density	265.8	14.8%	12 - 16 du/acre	Mix of single-family residences and townhomes, garden apartments, and multi-family units intended to support a fine-grain, pedestrian scale.
Mobile Home Park	27.6	1.5%	NA	Manufactured homes within a mobile home park
Commercial Community	38.9	2.2%	FAR 1.0	Commercial development that primarily serves local needs such as convenience shopping and small offices. Allowed uses include medium-scale retail, office, civic and entertainment uses, supermarkets, drug stores and supporting uses.

Zoning Designation	Area in Acres	% of Total	Density/ Intensity	Description
Commercial General	4.3	0.2%	FAR 2.0	Range of retail and service uses that are not appropriate in other areas because of higher volumes of vehicle traffic and potential adverse impacts on other uses. Strip malls fall into this designation. Allowed uses include: building materials, storage facilities with active storefronts, equipment rental, wholesale businesses, and specialized retail not normally found in shopping centers.
Corridor/Center Mixed Use	177.4	9.9%	16 - 30 du/acre FAR 1.5	Horizontal and vertical mixed-use development in multiple story buildings along key circulation corridors where height and density can be easily accommodated. Primary uses are ground-floor retail and upper-floor residential or offices, with personal and business services and public and institutional space as supportive uses.
Neighborhood Mixed Use	2.6	0.1%	12 - 16 du/acre FAR 1.5	Requires a minimum of 50 percent residential uses and provides for mixed-use districts of local-serving, pedestrian-oriented commercial development, such as convenience shopping and professional offices in two- to three-story buildings. Development is expected to include ground-floor neighborhood retails uses and upper level housing or offices, with a mix of small lot single family houses, townhomes, and multi-family dwelling units on side streets, in a horizontal or vertical mixed-use orientation. Built form is expected to be small-scale, pedestrian-oriented and walkable. Automobile-oriented uses are not permitted.
Office	18.1	1.0%	NA	Administrative, financial, business, professional, medical, and public offices. Mainly intended to apply to existing office uses on smaller lots, generally located on

Zoning Designation	Area in Acres	% of Total	Density/ Intensity	Description
				arterial roadways. Retail uses limited to business services, food services, and convenience goods for those who work in the area.
Heavy Industrial	18.4	1.0%	FAR 1.5	Broad range of industrial uses including manufacturing, assembly, wholesaling, distribution, and storage activities. Small-scale commercial services and ancillary office uses are also permitted.
Light Industrial	98.7	5.5%	FAR 1.5	Diverse range of light industrial uses, including limited manufacturing and processing, research and development, fabrication, utility equipment and service yards, wholesaling, warehousing, and distribution activities. Small-scale retail and ancillary office uses are also permitted.
Open Space	53.3	3.0%	NA	Intended for undeveloped park lands and permanent open spaces in the community, including environmentally-sensitive lands, waterways, and wetlands. May include trails and other low-impact public recreational uses, ponding basins, riverbottoms/riverbeds, and airport approach/clear zones.
Park and Recreation	50.7	2.8%	NA	Intended to maintain areas for active and passive public parks and multi-purpose trails, including outdoor and indoor recreation such as playing fields, trails, playgrounds, community centers, and other appropriate recreational uses. The PR district may include ponding basins or airport approach/clear zones if developed for, programmed, and actively used as recreation fields.

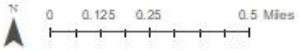
Zoning Designation	Area in Acres	% of Total	Density/ Intensity	Description
Public and Institutional	406.8	22.7%	NA	Public or quasi-public facilities, including City facilities, utilities, schools, health services, corporation yards, utility stations, and similar uses. Accessory retail uses and services, including food facilities and childcare, are permitted.
Railroad	10.9	0.6%	NA	Railroad parcels
Total	**1794.7**	**100%**		



Zoning

Central Southeast Fresno Specific Plan





Economic and Market Indicators

Prepared by Economic & Planning Systems, Inc.

Introduction

This chapter provides a broad overview of key socioeconomic and real estate market trends relevant to the Fresno Central Southeast Area Specific Plan (CSESP or Plan Area). It is designed to serve as background information and to support a discussion of critical long-term planning and policy issues that will be investigated in more depth in subsequent phases of the study process.

The information is presented in a series of tables and figures supported with a brief description of key issues and implications. Initial findings regarding economic development and revitalization potential for the CSESP are presented in the next section, and more detailed analysis on targeted CSESP areas and conclusions will be developed as the Specific Plan process proceeds.

The primary purpose of the economic analysis in the context of the Specific Plan is to ensure that the goals, policies, and land use alternatives of the document are realistic and achievable over the long term. Specifically, the economic analysis will inform the following interrelated Specific Plan issues:

- **Economic Development**: What economic sectors should the City seek to target and how can those sectors improve economic outcomes in the CSESP area?
- **Land Use Development Feasibility**: What are the economic or financial impediments affecting real estate investment in the CSESP? Are there key opportunity sites or neighborhoods well positioned to accommodate economic development objectives?
- **Implementation Considerations**: What policy interventions and incentives will facilitate growth in targeted economic sectors? What policies or actions might the City take to facilitate development or redevelopment of key opportunity sites?

Preliminary findings are offered below, with supporting technical analysis and data provided in the subsequent sections.

Summary of Findings

Presented in detail in the sections to follow, the Project Team's review of the CSESP area demographics, housing and employment trends, and commercial real estate indicators generate the following initial findings with implications for future study and planning efforts.

1. **The CSESP struggles economically and is characterized by high rates of poverty and unemployment.** The CSESP boundary was established specifically to capture this concentration of economically disadvantaged neighborhoods, and several higher performing neighborhoods abut the Plan Area. Within the Plan Area, median household incomes are well below City averages, as are educational attainment levels. The CSESP area populace is notably younger than the remainder of the City but is more likely to report health concerns and limited access to healthcare. Overall, economic opportunities and achievements in the Plan Area appear more limited than in the City as a whole, but the Plan Area may benefit from and leverage economic opportunities presented by proximate, higher performing neighborhoods.

2. **Socioeconomic dynamics in the CSESP are mirrored in the Plan Area's sluggish real estate market.** Home and rental values in the CSESP are well below City averages, home ownership rates are low, and housing cost burdens are significant. Residential real estate transaction activity is light, affected by low population and household growth, particularly relative to rates observed on a citywide basis. Commercial real estate markets demonstrate low vacancies, but the absence of new deliveries and limited upward pressures on lease rates suggest that demand for new space is low to nonexistent. Overall, economic activity and growth in the CSESP area appears to be quite constrained – focused primarily around a few major retail nodes along the Kings Canyon Corridor. Moreover, the expected departure of the Plan Area's single largest employer, the Internal Revenue Service tax processing center, will result in the loss of around 3,000 workers, roughly one-third of CSESP area jobs.

3. **While employment opportunities in the CSESP do not appear to align with the labor force characteristics of a substantial proportion of Plan Area's employed residents, industrial nodes in nearby neighborhoods bolster job opportunities for Plan Area's residents.** Employment activity in the CSESP is focused primarily on the retail, health care and social assistance, retail trade, and accommodation and food services sector, and many of these jobs are held by non-CSESP area residents. Employed residents of the Plan Area show greater concentrations of employment in the manufacturing sector and many work in areas proximate to the CSESP area or elsewhere in the City. However, overall labor force participation rates are somewhat lower than the City as a whole, further contributing to lower household income levels for the Plan Area.

4. **Despite heavy concentrations of retail activity in the CSESP and expected continued strength in specialized retail markets, future revitalization efforts should target diversification of economic activity and employment opportunities.** Kings Canyon Road is a major retail corridor and the locus of much of the newer construction and economic activity in the CSESP area. This area will likely continue to offer a strong retail presence, particularly for retail opportunities that provide specialized ethnic offerings not available in other areas of the City. However, nationwide trends relative to the decline of bricks and mortar retail coupled with indications that the CSESP real estate sector is weakening, highlight the need to diversify commercial offerings and economic opportunities in the Plan Area. Expanding job opportunities in the CSESP area could have carryover effects for the residential real estate market, offering the potential to bolster the housing market and potentially creating demand for new housing products.

5. **Economic development and business attraction efforts should be focused on those uses and industry sectors gaining traction in the CSESP (and elsewhere) and that will contribute to labor force development.** Industry employment data as well as local and national trends offer insight regarding potential industry sectors that may be well positioned to locate in the CSESP area and contribute to revitalization and economic diversification efforts. CSESP revitalization efforts should focus on bolstering and creating opportunities in health care and personal services; educational services; data processing and call centers; and manufacturing, warehousing, and distribution uses.

    a. **Health care and personal services are in significant demand** throughout the nation as the Baby Boomer generation ages. While the future of the Affordable Care Act is uncertain, it and the associated Medicaid expansion have had the effect of further increasing demand for health services. Health care and personal services employment has demonstrated growth in the CSESP and these growth patterns are expected to continue. Location of medical clinics, skilled nursing facilities, adult daycare, and other healthcare and personal services proximate to aging and otherwise medically needy populations should be a focus of CSESP planning efforts.

    b. **Educational services provide important institutional uses that can contribute to improvements in the built environment and offer critical opportunities for workforce development.** While a site outside of the CSESP area has been identified for a future community college campus, attraction of other educational service providers to the Plan Area should be a cornerstone of future economic development efforts. Trade schools and smaller scale certificate programs focused on the medical, construction, energy, information technology, and other industries offer critical workforce development opportunities that will improve the Plan Area and the City's ability to attract businesses reliant on those skills. The availability of bus rapid transit along the Kings Canyon corridor positions this area well to accommodate in-commuting students.

c. **Data Processing and Call Center activities are a primary focus of ongoing economic development efforts in the City**. Reliant upon adequate fiber optic and broadband service as well as a seismically stable environment, these industries are a natural fit for the City of Fresno and its workforce. The CSESP may be able to attract some of these uses, and the IRS tax return processing site may be appropriately repositioned for these uses.

d. **Manufacturing, processing, warehouse distribution and fulfillment centers are a primary source of employment for CSESP area residents.** Sites appropriate for expansion of these uses are limited as they generally need to be in excess of 100 acres with easy access to major freeways and other modes of transportation. However, to the extent that sites suitable for a subset of industrial users are identified, the City should continue efforts to attract those users. The CSESP's proximity to areas of the City designated and targeted for these uses will bolster employment opportunities for CSESP employment as they provide critical opportunities aligned with current workforce characteristics.

6. **As part of the CSESP planning process, City and Project Team should identify opportunity sites appropriate to accommodate targeted industry sectors**. Planning and revitalization efforts should focus on identifying and positioning sites appropriate to accommodate desired uses, paying particular attention to access, land use adjacencies, infrastructure needs, and site configuration. Among other efforts, City staff will need to work assertively to identify potential re-use opportunities for the IRS facility, overcoming challenges associated with the site's location well away from major transportation corridors and within a predominantly residential neighborhood.

7. **Infrastructure investments should be calibrated to attracting desired users and facilitating the provision of "shovel-ready" development sites.** The opportunity site analysis should consider deficiencies in terms of access and infrastructure and identify critical improvements to ameliorate such deficiencies. Infrastructure improvements should be prioritized relative to the economic development opportunity presented.

8. **Other economic incentives are available to attract private sector investment and should be considered as part of an overall policy and public-private partnership strategy.** The City may consider implementation of a number of infrastructure financing mechanisms to effect needed infrastructure investments and defray costs of development to incentivize private sector investment. To the extent that the City controls any opportunity sites, property disposition strategies can help to mitigate risk and uncertainty to the degree needed to attract private investment. Overall, economic development policies should focus on cost and development risk reduction as a primary means to improve the private investment environment in the CSESP.

Future CSESP planning efforts will build upon the findings and conclusions presented herein to develop specific economic development, land use policies and revitalization strategies based in part on the findings presented in this report. The sections to follow provide additional technical details and data regarding the basis for these findings. Key economic and real estate market indicators presented below are organized by the following categories:

- Demographic and Housing Trends
- Employment and Commute Trends
- Commercial Real Estate Market Indicator
  - Retail Uses
  - Office Uses
  - Industrial Uses

Demographic and Housing Trends

This section offers a summary of demographic characteristics and an evaluation of housing trends intended to establish a baseline understanding of socioeconomic dynamics in the CSESP area relative to the City of Fresno as a whole. As documented by the trends presented below, socioeconomic trends in the Plan Area contribute to slow population and household growth, low household incomes and home values, low home ownership rates, and higher housing cost burdens relative to the City at large.

Demographic and Socioeconomic Indicators

The CSESP area represents an economically disadvantaged section of the City occasionally marked by areas of disinvestment and blight. It is important to note that the Plan Area boundary was established specifically to capture neighborhoods demonstrating these characteristics with the goal of improving economic outcomes for this population. With that in mind, this evaluation recognizes that the data and trends reported below exclude proximate, higher performing neighborhoods. As the planning process proceeds, the economic and demographic analysis should be understood within the context of the influence of and opportunities associated with these adjacent neighborhoods. Socioeconomic and demographic characteristics of the CSESP are detailed in full elsewhere and summarized below to provide context for the real estate and economic analysis:

- More than 60 percent of CSESP area residents identify as Hispanic/Latino as compared to approximately 47 percent citywide. Residents identifying as White comprise 8 percent of CSESP population as compared to 30 percent citywide.

- Incomes in the CSESP area are well below that of the City as a whole. Of the approximately 7,600 households in the Plan Area, more than 60 percent earn less than $35,000 per year. The median household income in the Plan Area is just under $26,000, as compared to more than $45,000 for the entire City. More than 50 percent of households in the CSESP fall below the poverty line. Citywide, approximately 30 percent of households are impoverished.

- More than 47 percent of CSESP area residents did not finish high school, and fewer than 8 percent have attained a college degree. This is substantially lower than educational attainment levels observed citywide, where less than 15 percent of the population does not have a high school diploma and more than 12 percent have a college degree.
- Nearly 34 percent of the Plan Area residents are under the age of 18 years, with roughly 9 percent over the age of 65 years. Citywide, residents under the age of 18 years comprise only 28 percent of the population, and those over the age of 65 years comprise nearly 12 percent of the citywide population.
- While the CSESP area generally is younger than the rest of the City, health outcomes are somewhat worse, with Plan Area residents more likely to report fair or poor health, obesity, and no health insurance coverage.

Population and Household Growth

Population and household growth estimates in the CSESP has lagged behind City growth levels over the last 7 years. Estimates shown in **Table 1**, in the CSESP, total population and households have grown at rates less than 1 percent, whereas citywide population growth over that same timeframe is nearly 6 percent, with households growing at a rate of just under 5 percent. Persons per household in the CSESP are higher than that of the City as a whole – at 3.8 persons per household versus 3.1 for the City. Persons per household trends for both the Plan Area and the City have remained stable over time.

Table 1: Population and Household Trends

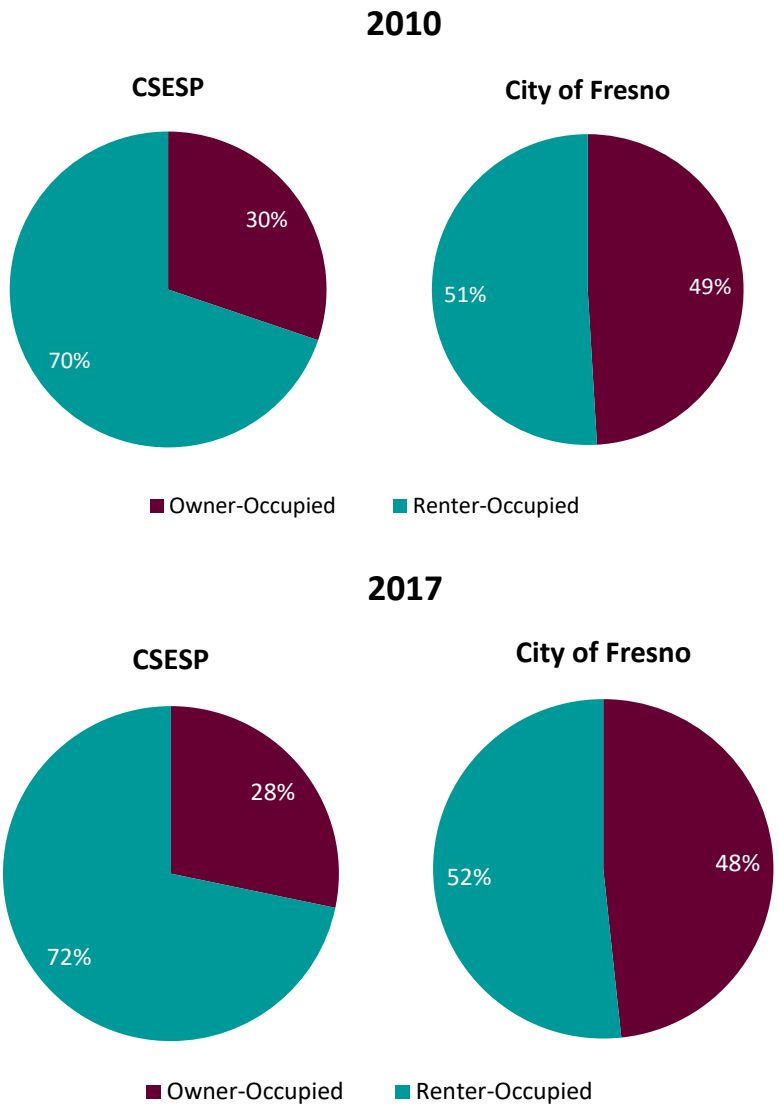
Item	CSESP			City of Fresno		
	Population	Households	Persons/HH	Population	Households	Persons/HH
Year						
2010	27,347	7,565	3.6	496,113	158,868	3.1
2011	27,376	7,572	3.6	500,221	159,942	3.1
2012	27,603	7,635	3.6	504,363	161,267	3.1
2013	27,832	7,698	3.6	508,540	162,602	3.1
2014	28,062	7,762	3.6	512,751	163,948	3.1
2015	28,294	7,826	3.6	516,996	165,306	3.1
2016	28,529	7,891	3.6	521,278	166,675	3.1
2017	27,553	7,614	3.6	525,594	166,542	3.2
Growth (2010 - 2017)						
Number	206	49		29,481	7,674	-
% Change	0.8%	0.6%		5.9%	4.8%	
Avg. Annual Change	0.1%	0.1%		0.8%	0.7%	

Sources: ACS, 2011-2015 retrieved in 2017; U.S. Census Bureau, Census 2010 Summary File 1. ESRI forecasts for 2017; and EPS.

Residential Tenure

Between 2010 and 2017, the share of owner-occupied homes in the CSESP area declined slightly and remained generally stable for the City – see **Figure 1**. Rates of home ownership are substantially lower in the CSESP– only 28 percent of homes are owner-occupied as compared to 48 percent citywide. Shown in **Table 2**, the percentage of single-family (detached and attached) housing units in the Plan Area comprises just 40 percent of the total housing inventory, whereas for the City of Fresno, single-family housing units comprise 65 percent of total housing inventory. Based on the housing tenure data presented in **Figure 1**, much of this existing single-family housing stock is available on the rental market.

Figure 1: Housing Tenure in the CSESP and City of Fresno (2010 and 2017)



Sources: ACS, 2011-2015 retrieved in 2017; U.S. Census Bureau, Census 2010 Summary File 1. ESRI forecasts for 2017; and EPS.

Table 2: Housing Inventory by Type (2011-2015)

Type	CSESP		City of Fresno	
	No	%	No	%
Single Family Detached	3,061	37%	100,986	63%
Single Family Attached	225	3%	4,711	3%
Multifamily	4,694	57%	51,958	32%
Mobile Home / Other	236	3%	3,817	2%
Total	**8,216**	**100%**	**161,472**	**100%**

Sources: ACS, 2011-2015 retrieved in 2017; U.S. Census Bureau, Census 2010 Summary File 1. ESRI forecasts for 2017; and EPS.

Home Values

Home values in the City have not quite reached pre-recession levels, but have demonstrated substantial recovery, increasing 64.3 percent from the 2012 nadir. While also demonstrating significant improvement over 2012 levels, home values in the CSESP are consistently lower than that of the City of the whole, with values in the Plan Area generally achieving only approximately 80 percent of the citywide average value. See **Figure 2**. It is important to note that there are several neighborhoods adjacent to the CSESP that demonstrate higher home values, and spillover from those areas could benefit revitalization efforts in the Plan Area.

Median Rents

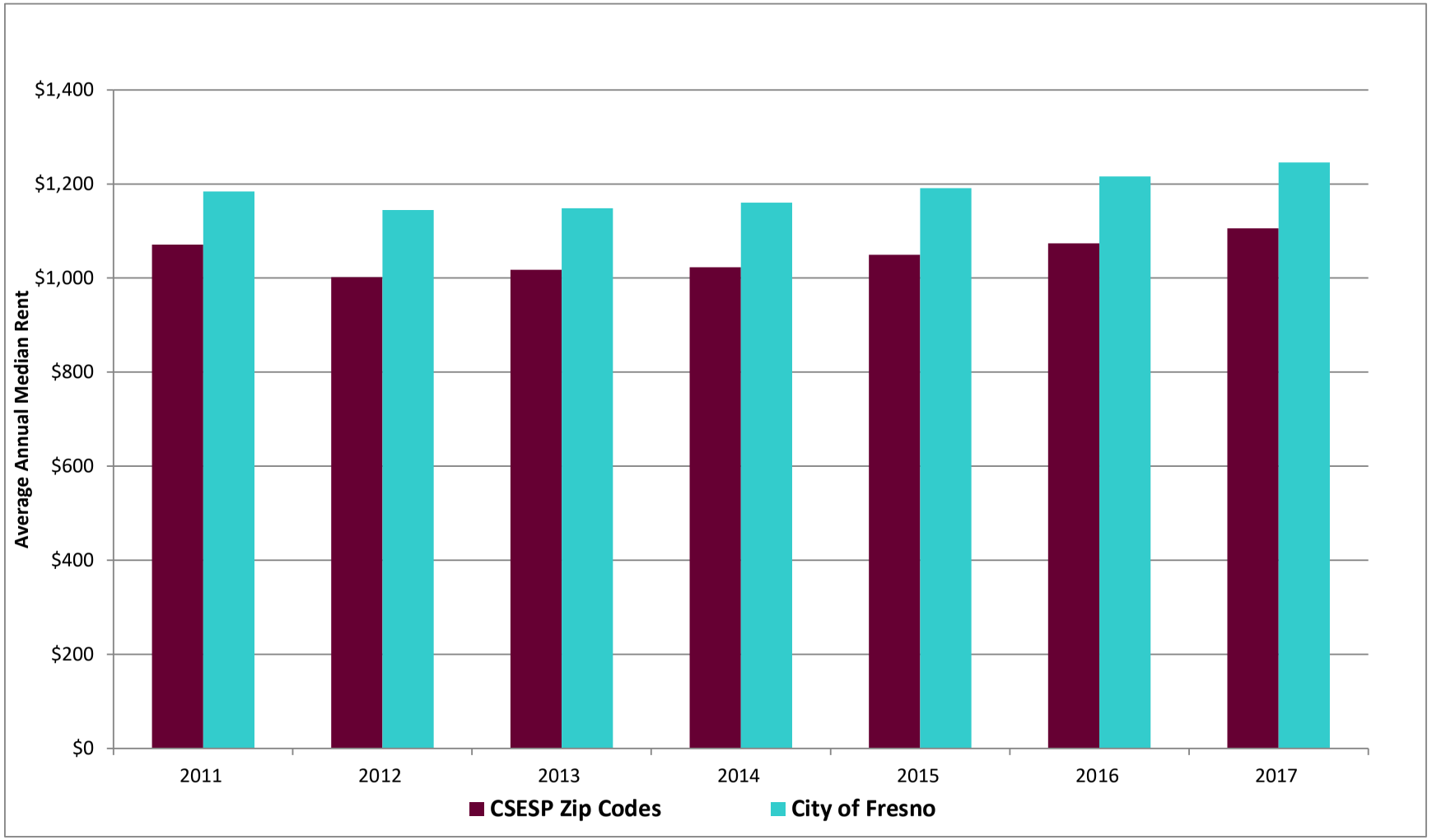
Shown in **Figure 3**, median rents for all rental homes (single-family homes and apartments) have increased slightly over the last several years, demonstrating a 10 percent gain over 2012 levels similar to the City growth of 9 percent. CSESP area rents have generally ranged between 88 and 90 percent of City of Fresno levels. Note that this data, however, is available only at the zip code level, and the CSESP area data includes significant land area outside the Plan Area boundary, including aforementioned higher performing neighboring areas.

Figure 2: Average Annual Home Sales Price



Sources: Zillow; Redfin; and EPS.

Figure 3: Average Annual Median Rent (Single-family Homes and Apartments)



Sources: Zillow; and EPS.

A specific evaluation of multifamily properties shown in **Figure 4** offers additional information regarding the performance of the apartment rental market specifically within the confines of the CSESP area boundary. Apartment lease rates in the Plan Area are notably lower than that of the City as a whole (approximately 70 percent), but have demonstrated growth over the last several years as vacancies have declined. Vacancies are quite low citywide, indicating a tightening rental market, but remain within stable ranges in the Plan Area. While housing inventories appear to be declining citywide, housing supply constraints do not appear prevalent in the CSESP at this time.

Housing Cost Burden

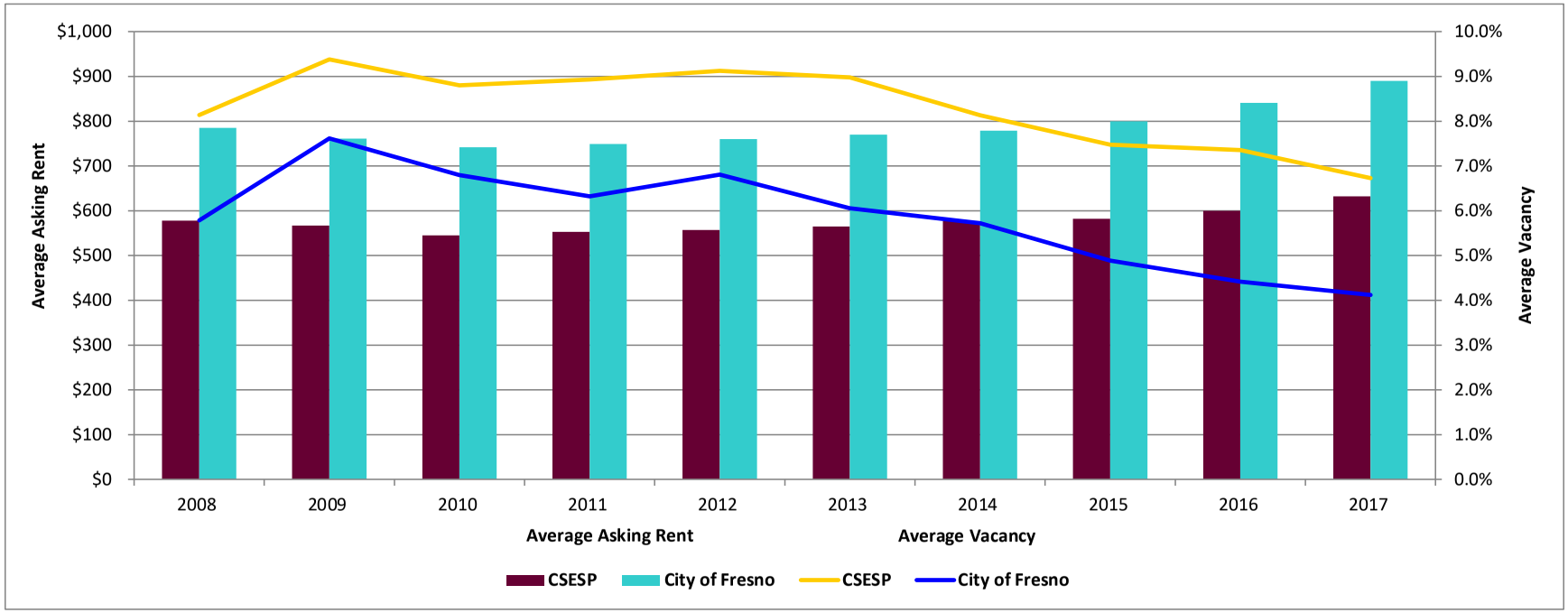
Figure 5 compares the cost burden associated with housing costs experienced by households in the CSESP area versus the City as a whole. As defined by the American Community Survey, a cost burdened household expends 30 percent or more of household income on housing costs (including rent, utilities, mortgage payments, real estate taxes, condominium fees, and insurance). Severely cost-burdened households expend over 50 percent of household income on housing costs.

Roughly 22 percent of households in the City experience housing cost burdens greater than 30 percent of household income. In the Plan Area, however, the rate of severely cost-burdened households is significantly higher than that of the City, at 34 percent and 19 percent respectively.

Residential Turnover

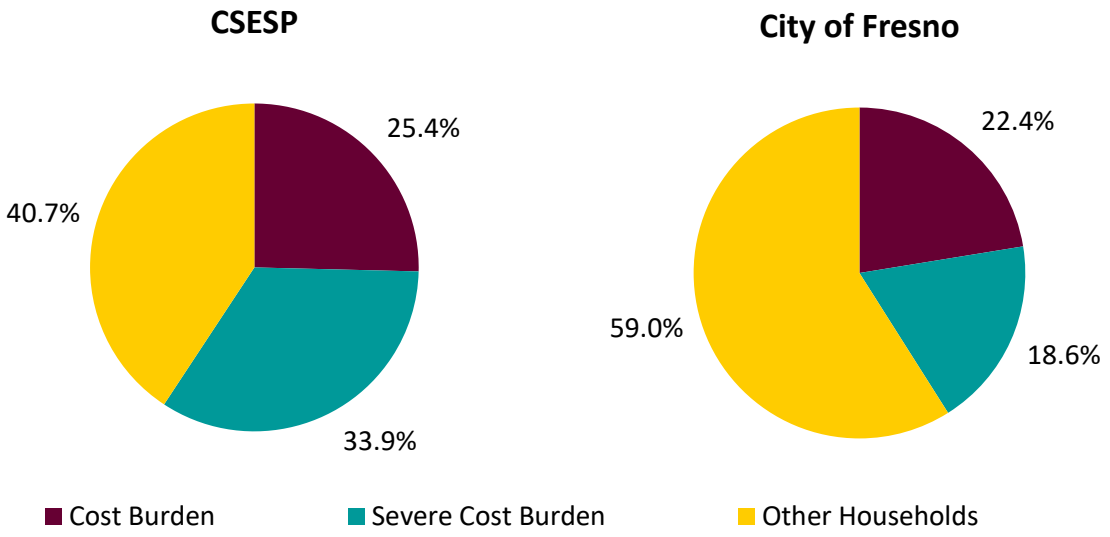
After peaking in 2008, and likely attributable to high rates of foreclosure activity, average annual turnover rates have declined substantially, as seen in **Figure 6.** Standard turnover in residential properties generally averages between 6 and 10 percent – levels below 5.0 percent as seen in the CSESP and the City at large can indicate a tightening housing market. As noted earlier, however, vacancy and price escalation rates do not indicate major supply constraints, and this lack of turnover activity is likely more attributable to generally lower levels of economic activity and wealth creation that would allow renters to access the home ownership market and for home owners to “move-up” and purchase more expensive homes.

Figure 4: Multifamily Performance Indicators



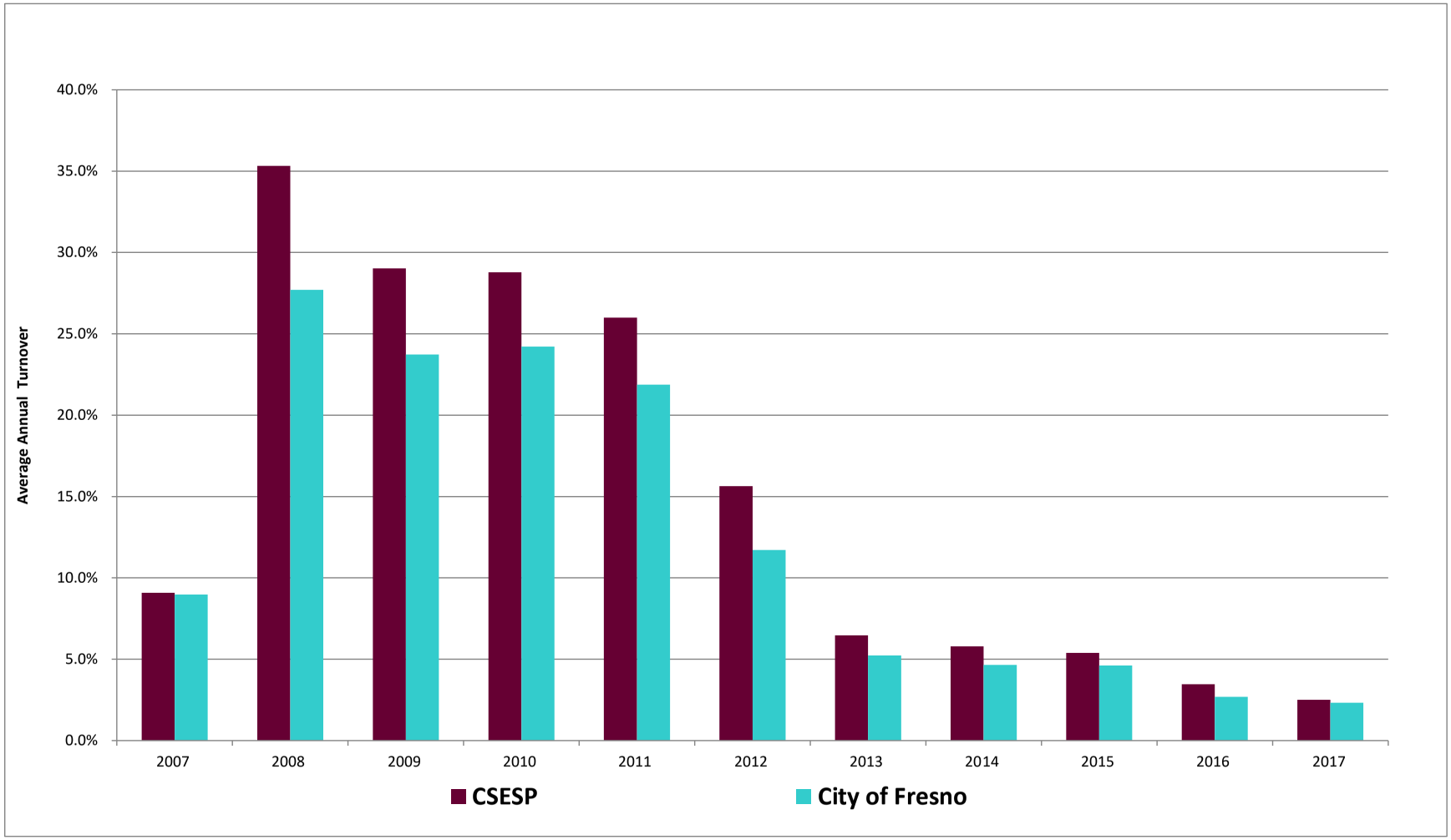
Sources: CoStar data retrieved October 5, 2017; and EPS.

Figure 5: Owner- and Renter-Occupied Housing Costs



Sources: ACS, 2011-2015 retrieved in 2017; U.S. Census Bureau, Census 2010 Summary File 1. ESRI forecasts for 2017; and EPS.

Figure 6: Average Annual Resales



Sources: Zillow; Redfin; and EPS.

Age of Housing Stock

As an older neighborhood, most homes in the CSESP area were constructed before the 1980s, with very little new or replacement housing stock added in the last decade – see **Table 3**. The overall housing stock throughout the City reflects recent new home communities constructed in the northern portion of the City and elsewhere, resulting in a somewhat newer housing stock outside the Plan Area. Overall, however, the City's housing stock is in many cases dated, which has resulted in certain communities, including portions of the Plan Area, falling into a state of disrepair and disinvestment.

Table 3: Age of Housing Stock

	CSESP		City of Fresno	
Year Built	Number	%	Number	%
1939 or earlier	408	5.0%	11,869	6.8%
1940-1949	687	8.4%	9,985	5.7%
1950-1959	1,337	16.4%	21,696	12.4%
1960-1969	1,104	13.5%	18,291	10.5%
1970-1979	1,826	22.4%	33,567	19.3%
1980-1989	1,525	18.7%	26,668	15.3%
1990-1999	434	5.3%	24,919	14.3%
2000-2009	771	9.4%	24,052	13.8%
2010 +	72	0.9%	3,272	1.9%
Total	**8,164**	**100.0%**	**174,319**	**100.0%**
Median Year Built	**1973**		**1978**	

hsg age

Sources: ESRI BAO, ACS 2011-2015; and EPS.

Employment and Commute Trends

The following sections offer additional detail regarding the economic dynamics of the CSESP area, focusing specifically on employment trends – evaluating what jobs exist within the Plan Area and how those jobs align with the workforce living in the Plan Area. By establishing an understanding of the underlying fundamentals of the local economy, the background information provided in this section will help the Project team to establish economic development and diversification strategies as part of future phases of work. Again, it is critical to note that this analysis is calibrated to the confines of the CSESP area boundary, which was constructed specifically to capture economically disadvantaged areas. Future planning efforts, including identifying opportunity sites, also must consider the influence of and opportunities presented by adjacent neighborhoods.

Employment Trends by Sector

CSESP area unemployment rates are somewhat higher and labor force participation rates are somewhat lower than the City as a whole. Average unemployment rates for the Plan Area are approximately 17.1 percent as compared to 14.3 percent for the City. Labor force participation rates are roughly 57 percent for the Plan Area, compared to 62 percent for the City.

Table 4 identifies workers in the Plan Area and the City by industry sector. Major industries in the City include Health Care and Social Assistance, Educational Services, Retail Trade, and Accommodation and Food Services. The CSESP demonstrates similar job concentrations, with a greater intensity of employment activity in the Retail Trade and Educational Services sector. These concentrations are produced by the heavy retail presence in the Plan Area, particularly concentrated on the major retail corridor of Kings Canyon Road, and the presence of Fresno Pacific University within the CSESP.

Table 5 offers additional detail regarding employment trends by industry sector in the CSESP area. As shown, from 2005 to 2015, the CSESP added 1,760 net jobs. Within those jobs, 667 were added in the retail sector, and another 707 were added in the Health Care and Social Assistance sector.

A major Internal Revenue Service tax return processing center is located within the CSESP area, but the associated employees do not appear to be included in the US Census data used to derive the employment data cited herein. It is likely that the associated employees are not recognized by traditional data sources because they are reported based on headquarter or central office location or are not located at the local facility full time. Based on media reports, the tax processing center in Fresno employs approximately 3,000 workers, which represents approximately 30 percent of the Plan Area employment. The IRS has indicated that it plans to close the Fresno tax processing center in 2021, eliminating most of the associated jobs, although employees may be transitioned to other positions in the IRS or to other sites.

Major Employers

Table 6 identifies major employers located in the CSESP – this table identifies those establishments employing more than 100 workers. As expected based on the prior data presented, major employers include educational service providers such as Fresno Pacific University, major retailers such as Vallarta Supermarkets, Walmart, Home Depot, and Winco Foods, and Health Care Services provided by various skilled nursing facilities and other health providers.

The single largest employer in the Plan Area is the Internal Revenue Service, which reportedly employs over 3,000 workers at its tax return processing center located in the Plan Area. The IRS has reported that it intends to close this processing center following the 2021 tax season, which will have major impacts on the employment characteristics of the CSESP area and City.

Table 4: Workers

NAICS		CSESP No.	CSESP %	City of Fresno No.	City of Fresno %	CSESP % of Total
11	Agriculture, Forestry, Fishing and Hunting	57	1%	2,561	1%	2%
21	Mining, Quarrying, and Oil and Gas Extraction	0	0%	4	0%	0%
22	Utilities	0	0%	1,368	1%	0%
23	Construction	6	0%	8,826	4%	0%
31-33	Manufacturing	55	1%	13,049	6%	0%
42	Wholesale Trade	391	6%	8,438	4%	5%
44-45	Retail Trade	1,625	26%	22,191	11%	7%
48-49	Transportation and Warehousing	140	2%	5,876	3%	2%
51	Information	40	1%	3,636	2%	1%
52	Finance and Insurance	44	1%	7,322	3%	1%
53	Real Estate and Rental and Leasing	72	1%	3,633	2%	2%
54	Professional, Scientific, and Technical Services	23	0%	9,060	4%	0%
55	Management of Companies and Enterprises	52	1%	1,932	1%	3%
56	Administration & Support, Waste Management and Remediation	313	5%	14,417	7%	2%
61	Educational Services	1,453	23%	21,812	10%	7%
62	Health Care and Social Assistance	1,303	21%	43,193	20%	3%
71	Arts, Entertainment, and Recreation	112	2%	2,501	1%	4%
72	Accommodation and Food Services	509	8%	19,254	9%	3%
81	Other Services (excluding Public Administration)	64	1%	8,148	4%	1%
92	Public Administration	0	0%	13,950	7%	0%
	Total	**6,259**	**100%**	**211,171**	**100%**	**3%**

Sources: US Census LEHD OnTheMap, 2015; and EPS.

Table 5: CSESP Worker Trends

NAICS		2005 No.	2005 %	2010 No.	2010 %	2015 No.	2015 %	2005-2015 Change	2005-2015 Average Annual Growth
11	Agriculture, Forestry, Fishing and Hunting	16	0%	12	0%	57	1%	41	14%
21	Mining, Quarrying, and Oil and Gas Extraction	0	0%	0	0%	0	0%	0	NA
22	Utilities	19	0%	30	1%	0	0%	(19)	(100%)
23	Construction	57	1%	6	0%	6	0%	(51)	(20%)
31-33	Manufacturing	38	1%	98	2%	55	1%	17	4%
42	Wholesale Trade	369	8%	371	7%	391	6%	22	1%
44-45	Retail Trade	958	21%	1,262	23%	1,625	26%	667	5%
48-49	Transportation and Warehousing	119	3%	63	1%	140	2%	21	2%
51	Information	1	0%	13	0%	40	1%	39	45%
52	Finance and Insurance	46	1%	33	1%	44	1%	(2)	(0%)
53	Real Estate and Rental and Leasing	89	2%	83	1%	72	1%	(17)	(2%)
54	Professional, Scientific, and Technical Services	17	0%	49	1%	23	0%	6	3%
55	Management of Companies and Enterprises	50	1%	52	1%	52	1%	2	0%
56	Administration & Support, Waste Management and Remediation	343	8%	367	7%	313	5%	(30)	(1%)
61	Educational Services	1,274	28%	1,590	28%	1,453	23%	179	1%
62	Health Care and Social Assistance	596	13%	531	9%	1,303	21%	707	8%
71	Arts, Entertainment, and Recreation	110	2%	103	2%	112	2%	2	0%
72	Accommodation and Food Services	196	4%	300	5%	509	8%	313	10%
81	Other Services (excluding Public Administration)	201	4%	622	11%	64	1%	(137)	(11%)
92	Public Administration	0	0%	12	0%	0	0%	0	NA
	Total	**4,499**	**100%**	**5,597**	**100%**	**6,259**	**100%**	**1,760**	**3%**

Sources: US Census LEHD OnTheMap, 2015; and EPS.

Table 6: CSESP Major Employers

Employer	Industry	Number of Employees
Internal Revenue Service [1]	Government	3,000
Fresno Pacific University	Schools-Universities & Colleges Academic	300
Vallarta Supermarkets	Supermarkets and other grocery stores	300
Walmart Supercenter	Department Stores	262
Foods Co.	Supermarkets and other grocery stores	200
Home Depot	Home centers	200
Winco Foods	Supermarkets and other grocery stores	150
Donaghy Sales LLC	Beer and ale merchant wholesalers	135
Greenberg Elementary School	Elementary and secondary schools	125
Twilight Haven	Services for the elderly and disabled	120
Valley Health Care Center	Nursing care facilities, skilled nursing	100
Genesis Health Care LLC	All other ambulatory health care services	100
Lane Elementary School	Elementary and secondary schools	100

Sources: InfoUSA; FresnoBee; and EPS.

[1] This facility is scheduled to cease operations following the 2021 tax season.

Commute Trends

To provide more information related to workforce characteristics and employment commute trends, **Table 7** evaluates the industries in which residents of the CSESP and the City work – actual jobs may be located outside the subject geography. Occupational concentrations mirror that of jobs with the City and the CSESP; however, higher concentrations of manufacturing employment emerge when looking at the occupations of the Plan Area residents. As will be discussed later in this section, a large amount of industrial uses are located proximate to the Plan Area, and this data suggests that a significant portion of CSESP area residents are working at those and other manufacturing facilities outside the Plan Area.

A more detailed analysis of commuting trends within and around the Plan Area reveals that there are more employed residents living in the CSESP area than jobs, which contributes to, but does not fully explain commuting trends. The Plan Area produces a net outflow of employees, with roughly 7,400 employees commuting to jobs outside the CSESP area. Only 3.4 percent of employed residents of the CSESP actually work within the CSESP area and 94.2 percent of jobs in the CSESP are filled by workers residing outside the Plan Area and commuting in daily.

To better understand how commute patterns relate to employment trends and to understand the role that neighborhoods proximate to the CSESP affect economic dynamics, **Table 8** below expands this commute analysis to a 3-mile radius from the approximate center of the CSESP to capture adjacent industrial areas likely heavy in manufacturing and related jobs, as depicted in **Map 1.** Expanding the analysis geography demonstrates a higher proportion of employed residents working in jobs within the area (24.2 percent) but in-commuting still prevails with more than 84 percent of jobs filled by nonresidents.

Further expanding the analysis to the entire City demonstrates a roughly equal split between workers who live and work in the City and those who live in the City but work elsewhere. This data suggest that a much larger proportion of CSESP area residents work within the City, indicating that commute burdens are likely limited. However, the data also suggests that there is a substantial imbalance between the available jobs within the Plan Area and the characteristics of the labor force that lives there. This imbalance is somewhat, but not entirely, ameliorated by job opportunities in adjacent neighborhoods and elsewhere in the City.

Table 7: Employed Residents

NAICS		CSESP No.	CSESP %	City of Fresno No.	City of Fresno %	CSESP % of Total
11	Agriculture, Forestry, Fishing and Hunting	564	8%	7,797	5%	7%
21	Mining, Quarrying, and Oil and Gas Extraction	4	0%	118	0%	3%
22	Utilities	31	0%	1,236	1%	3%
23	Construction	389	5%	7,622	5%	5%
31-33	Manufacturing	893	12%	12,755	8%	7%
42	Wholesale Trade	303	4%	6,889	4%	4%
44-45	Retail Trade	781	11%	17,964	11%	4%
48-49	Transportation and Warehousing	234	3%	5,065	3%	5%
51	Information	78	1%	2,298	1%	3%
52	Finance and Insurance	126	2%	4,666	3%	3%
53	Real Estate and Rental and Leasing	89	1%	2,570	2%	3%
54	Professional, Scientific, and Technical Services	205	3%	6,437	4%	3%
55	Management of Companies and Enterprises	48	1%	1,490	1%	3%
56	Administration & Support, Waste Management and Remediation	467	6%	10,332	6%	5%
61	Educational Services	483	7%	16,787	10%	3%
62	Health Care and Social Assistance	1,214	17%	29,531	18%	4%
71	Arts, Entertainment, and Recreation	97	1%	2,644	2%	4%
72	Accommodation and Food Services	674	9%	14,925	9%	5%
81	Other Services (excluding Public Administration)	264	4%	5,763	3%	5%
92	Public Administration	356	5%	10,476	6%	3%
	Total	**7,300**	**100%**	**167,365**	**100%**	**4%**

Sources: US Census LEHD OnTheMap, 2015; and EPS.

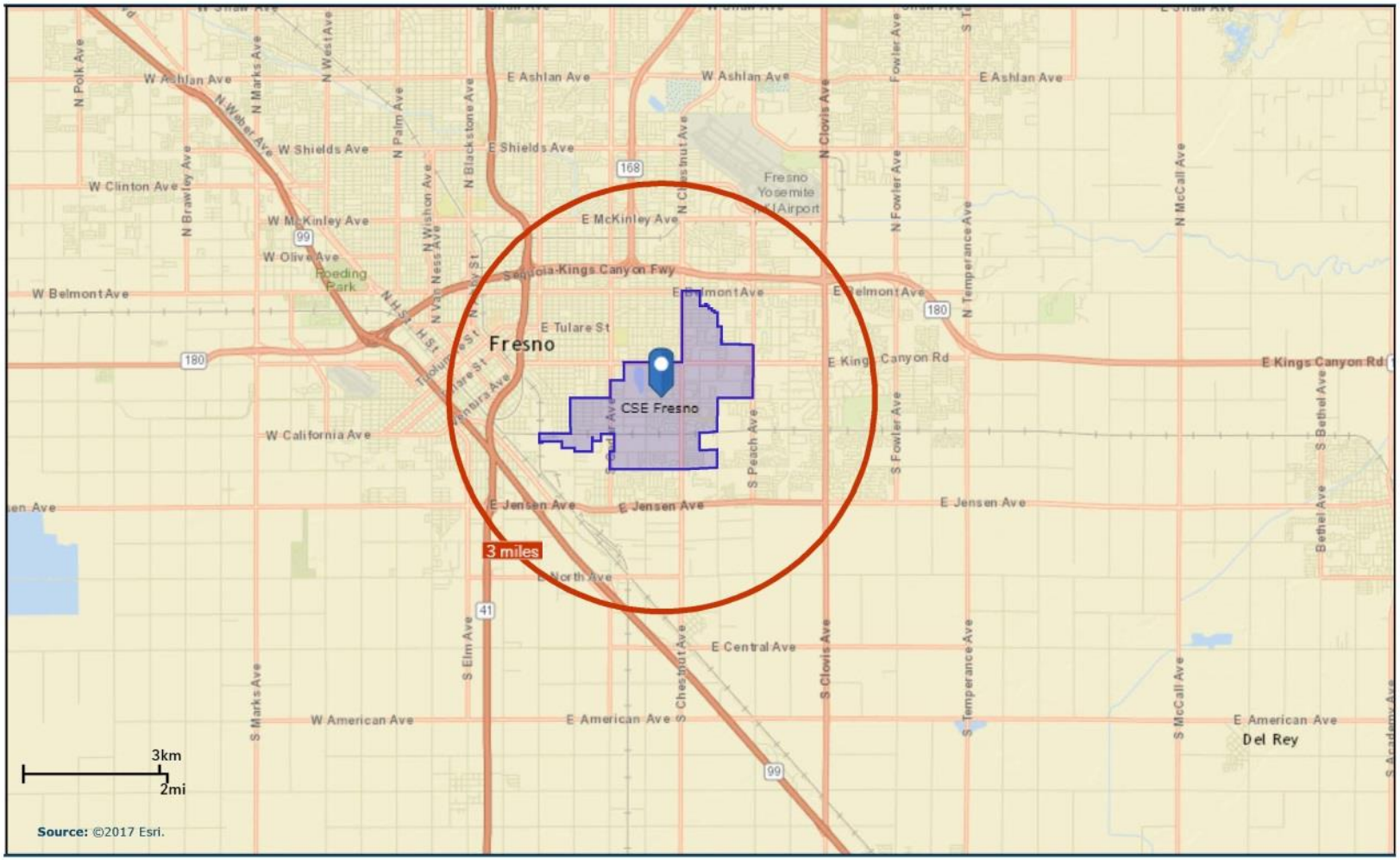
Table 8: Commute Patterns

Item	CSESP				Three-Mile Radius from CSESP Center				City of Fresno			
	2005		2015		2005		2015		2005		2015	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Employed Residents												
Working In Area	263	3.4%	467	5.6%	9,873	24.3%	10,932	24.2%	101,122	61.9%	104,556	56.8%
Working Outside Area	7,374	96.6%	7,863	94.4%	30,765	75.7%	34,203	75.8%	62,221	38.1%	79,535	43.2%
Total	**7,637**	**100.0%**	**8,330**	**100.0%**	**40,638**	**100.0%**	**45,135**	**100.0%**	**163,343**	**100.0%**	**184,091**	**100.0%**
Workers												
Living In Area	263	5.8%	467	7.5%	9,873	16.4%	10,932	15.9%	101,122	53.2%	104,556	49.5%
Living Outside Area	4,234	94.2%	5,792	92.5%	50,224	83.6%	58,005	84.1%	89,122	46.8%	106,615	50.5%
Total	**4,497**	**100.0%**	**6,259**	**100.0%**	**60,097**	**100.0%**	**68,937**	**100.0%**	**190,244**	**100.0%**	**211,171**	**100.0%**

journey

Sources: US Census LEHD OnTheMap, 2015; and EPS.

Map 1: CSESP 3-Mile Radius



Commercial Real Estate Performance Indicators

This section provides an overview of commercial real estate indicators to provide a baseline understanding of real estate market performance in terms of inventory, absorption, vacancies, and lease rates. Specifically, this section evaluates market performance indicators for retail, office and industrial uses within the CSESP. By relating the socioeconomic and demographic characteristics to the performance of commercial real estate market, this information will provide additional context to support the development of viable land use, economic development and diversification strategies.

Retail Market

As shown in **Table 9**, the CSESP area offers slightly more than 1.3 million square feet of retail uses, roughly 4.0 percent of the citywide retail offerings. Inventory throughout the City has been flat over the last 10 years, with little to no new retail construction. Over the last 5 years, retail vacancies in the CSESP have increased substantially, rising to more than 7 percent in 2017 from less than 3 percent in 2012. See **Figure 7**. This level of vacancy falls within acceptable and expected ranges for the retail market, but the increase in vacancies may signal that the retail market is weakening in the CSESP area. A review of historical lease rates in the Plan Area lends support to this conclusion – average lease rates have recently softened substantially.

Table 9: Retail Performance Indicators

Item	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Difference (2008-2017)	Average Annual % Change (2008-2017)
Inventory (Sq. Ft.)												
CSESP	1,227,910	1,230,358	1,313,358	1,313,358	1,313,358	1,312,354	1,312,354	1,312,354	1,312,354	1,312,354	84,444	0.7%
City of Fresno	31,648,994	31,964,357	32,136,930	32,188,937	32,189,617	32,266,743	32,598,542	32,735,928	32,855,638	32,928,845	1,279,851	0.4%
CSESP as a % of the City	**3.9%**	**3.8%**	**4.1%**	**4.1%**	**4.1%**	**4.1%**	**4.0%**	**4.0%**	**4.0%**	**4.0%**	--	--
Inventory (Buildings)												
CSESP	80	81	82	82	82	82	82	82	82	82	2	0.3%
City of Fresno	3,004	3,028	3,033	3,036	3,037	3,045	3,044	3,049	3,057	3,055	51	0.2%
CSESP as a % of the City	**2.7%**	**2.7%**	**2.7%**	**2.7%**	**2.7%**	**2.7%**	**2.7%**	**2.7%**	**2.7%**	**2.7%**	--	--
Vacancy Rate (Percent)												
CSESP	2.9%	4.5%	3.8%	3.5%	2.4%	3.5%	5.5%	5.2%	7.8%	7.5%	4.5%	--
City of Fresno	4.5%	7.7%	8.9%	8.8%	8.5%	8.7%	8.2%	6.8%	6.9%	7.1%	2.6%	--
Net Absorption [2]												
CSESP	15,603	67,868	3,819	3,460	13,851	10,918	(51,708)	(22,036)	(6,912)	(11)	--	--
City of Fresno	18,221	(766,160)	54,508	(384,803)	251,038	(58,119)	519,832	471,772	567,801	(260,717)	--	--
Lease Rate NNN/Sq. Ft./Yr.												
CSESP	$13.21	$10.76	$9.61	$15.37	$16.44	$13.75	$11.51	$15.42	$16.55	$13.64	$0.43	0.4%
City of Fresno	$15.99	$17.84	$14.61	$12.46	$12.20	$12.59	$12.73	$13.15	$12.94	$13.64	-$2.35	(1.8%)

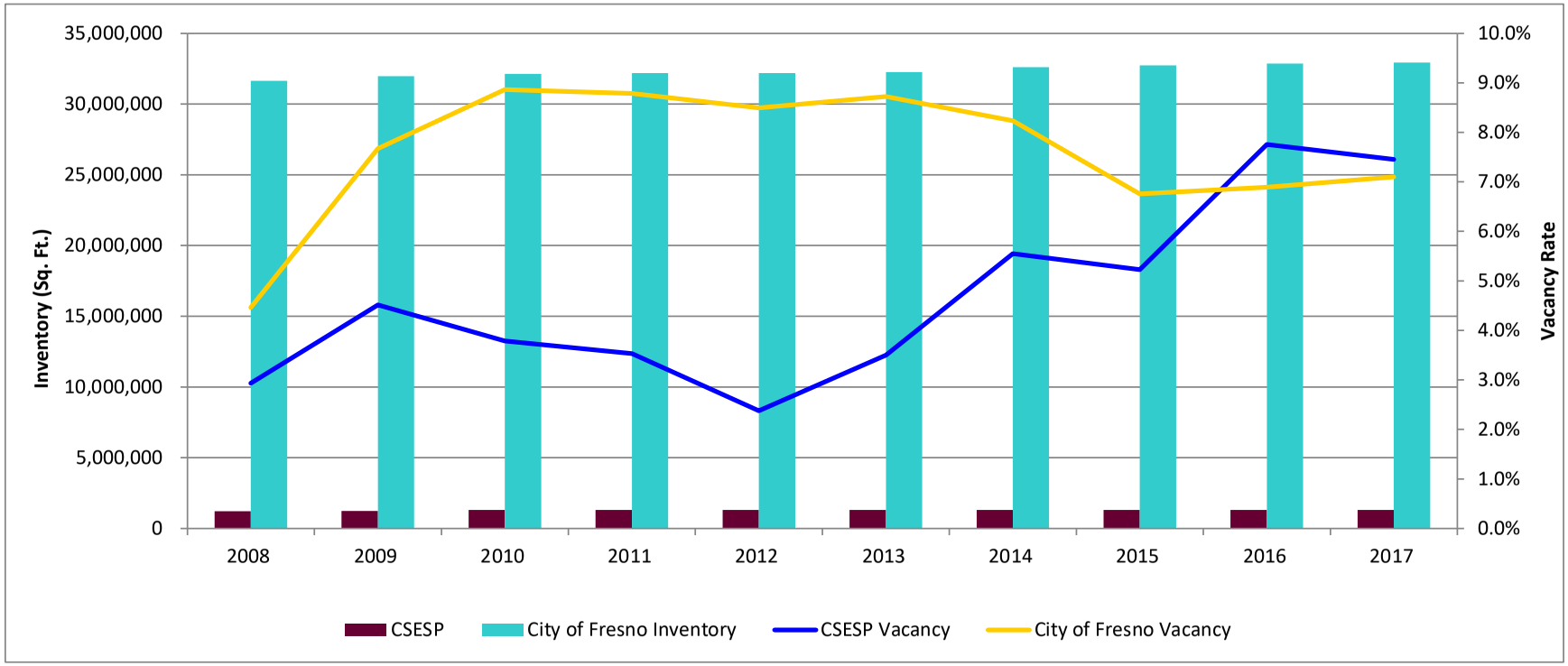
retail trends

Sources: CoStar data retrieved October 5, 2017; and EPS.

[1] Unless otherwise noted, data reflects Q2 of each year.

[2] Net absorption is for the entire calendar year; 2017 is through Q3.

Figure 7: Summary of Retail Performance Indicators



Retail Sales by Category

Table 10 below shows the distribution of retail sales by category for the CSESP area and the City. Note that sales reported are limited to specific retail operations and exclude businesses operating in buildings and storefronts traditionally categorized as retail land uses such as banks and other personal or professional services whose primary business function is not retail sales.

Based on the subset of retail uses identified, Plan Area retail sales comprise approximately 4.0 percent of City totals, with estimated retail sales per square foot of retail inventory roughly equivalent to the City as a whole. Food and beverage stores appear disproportionately represented in the CSESP, comprising more than 47.1 percent of total retail sales. These findings are supported by employment figures, anecdotal evidence, and windshield surveys – several major food and beverage providers are present in the CSESP area and are major area employers (e.g., Vallarta Supermarkets, Winco Foods, etc.) in the Plan Area. The presence of Walmart and Home Depot in the Plan area contribute to a higher concentration of retail sales in the Building Materials and Garden Equipment and General Merchandise sectors, respectively.

While these concentrations suggest the potential underrepresentation of other retail sectors, it is not immediately clear that major retail needs of Plan Area residents are indeed unmet. Current offerings such as Walmart meet a variety of retail needs, which when combined with the offerings of adjacent neighborhoods and other areas of the City, may be adequate to meet the CSESP area resident needs. Future outreach to CSESP area residents should seek to identify resident perceptions of major retail gaps and needs that are inadequately met by retail in the CSESP.

Table 10: Retail in 2016: City of Fresno and CSESP

Item	CSESP					Fresno		
	No. Establish-ments	Sales (in $000)	% of Total Sales	% of Total City Sales	% of City Establish-ments	No. Establish-ments	Sales (in $000)	% of Total Sales
Gasoline Stations	3	$10,326	2.1%	2.2%	2.0%	153	$472,207	4.1%
Home Furnishings & Appliance Stores	4	$7,248	1.5%	1.2%	1.0%	390	$594,051	5.2%
Building Materials & Garden Equipment	4	$73,894	15.4%	8.3%	1.6%	257	$895,500	7.9%
Motor Vehicles and Parts Dealers	7	$8,685	1.8%	0.3%	1.5%	481	$2,902,639	25.5%
General Merchandise	11	$89,948	18.7%	6.4%	7.8%	141	$1,412,715	12.4%
Clothing & Clothing Accessories	13	$7,038	1.5%	1.3%	2.9%	445	$560,020	4.9%
Other Retail	28	$34,624	7.2%	1.9%	2.9%	965	$1,796,015	15.8%
Food & Beverage Stores	30	$226,620	47.1%	13.6%	5.4%	557	$1,665,993	14.6%
Food Services & Drinking Places	37	$22,261	4.6%	2.0%	2.8%	1,315	$1,087,031	9.5%
Total	**137**	**$480,644**	**100.0%**	**4.2%**	**2.9%**	**4,704**	**$11,386,171**	**100.0%**

Sources: InfoUSA; and EPS.

Office Market

With 830,000 square feet of office space, the CSESP area office uses comprise roughly 3.4 percent of all office space offered citywide. Inventories have remained stable over the last decade. Vacancy rates are extremely low in the CSESP – less than 1 percent compared to 11 percent citywide. See **Table 11** and **Figure 8**. It is critical to note, however, that the IRS tax processing center occupies over 500,000 square feet in the CSESP – over 50 percent of the office space offered in the market. The IRS signed a 10 year lease in 2012, the end of which is coincident with the planned closure of the center after the 2021 tax season. This closure will have major implications for the CSESP office market – it will be difficult to identify a single major user with space requirements matching the current IRS campus. Attracting new uses will be hampered by constrained access to the site and incompatible land use adjacencies.

Industrial Market

As shown in **Table 12** the CSESP offers approximately 766,000 square feet of industrial and flexible/research and development (R&D) uses. Representing only 1.2 percent of the overall citywide market, vacancy rates are extremely low, suggesting the potential to attract similar uses. See **Figure 9**. Expanding the market area to include proximate areas highlights the role industrial uses play in the local economy. Expanding the analysis to include proximate neighborhoods (a 3-mile radius from the center of the Plan Area) captures more than 22 million square feet of industrial uses, or close to 40 percent of all industrial uses in the City. Vacancy rates for this area as well as the City remain within stable ranges, with increasing absorption and lease rates over the last several years.

Table 11: Office Performance Indicators

Item	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Difference (2008-2017)	Average Annual % Change (2008-2017)
Inventory (Sq. Ft.)												
CSESP	831,436	831,436	831,436	831,436	831,436	831,436	831,436	831,436	831,436	831,436	0	0.0%
City of Fresno	23,108,928	23,559,870	23,751,281	23,844,006	23,912,306	23,926,395	24,035,397	24,069,476	24,111,815	24,187,810	1,078,882	0.5%
CSESP as a % of the City	**3.6%**	**3.5%**	**3.5%**	**3.5%**	**3.5%**	**3.5%**	**3.5%**	**3.5%**	**3.4%**	**3.4%**	--	--
Inventory (Buildings)												
CSESP	11	11	11	11	11	11	11	11	11	11	0	0.0%
City of Fresno	1,715	1,731	1,742	1,746	1,747	1,749	1,751	1,754	1,759	1,767	52	0.3%
CSESP as a % of the City	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	--	--
Vacancy Rate (Percent)												
CSESP	0.8%	0.8%	0.7%	0.7%	0.4%	0.0%	0.1%	0.1%	0.1%	0.5%	(0.3%)	--
City of Fresno	11.1%	11.5%	13.4%	14.0%	13.4%	13.4%	12.5%	12.3%	11.5%	11.2%	0.1%	--
Net Absorption [2]												
CSESP	480	(600)	1,200	(100)	5,947	0	(1,200)	0	1,200	(2,500)	--	--
City of Fresno	266,784	10,140	(356,941)	(9,506)	196,513	183,443	239,136	108,398	169,667	133,906	--	--
Lease Base Rate/Sq. Ft./Mo.												
CSESP [3]	$12.00	$12.00	$12.00	$12.00	$12.00	-	-	-	-	-	--	--
City of Fresno	$18.48	$17.67	$17.72	$16.75	$16.18	$16.51	$16.27	$16.44	$16.47	$16.79	-$1.69	(1.1%)

office trends

Sources: CoStar data retrieved October 5, 2017; and EPS.

[1] Unless otherwise noted, data reflects Q2 of each year.

[2] Net absorption is for the entire calendar year; 2017 is through Q3.

[3] Lease rate data for the CSESP are not available from CoStar for years 2013 through 2017.

Figure 8: Office Performance Indicators

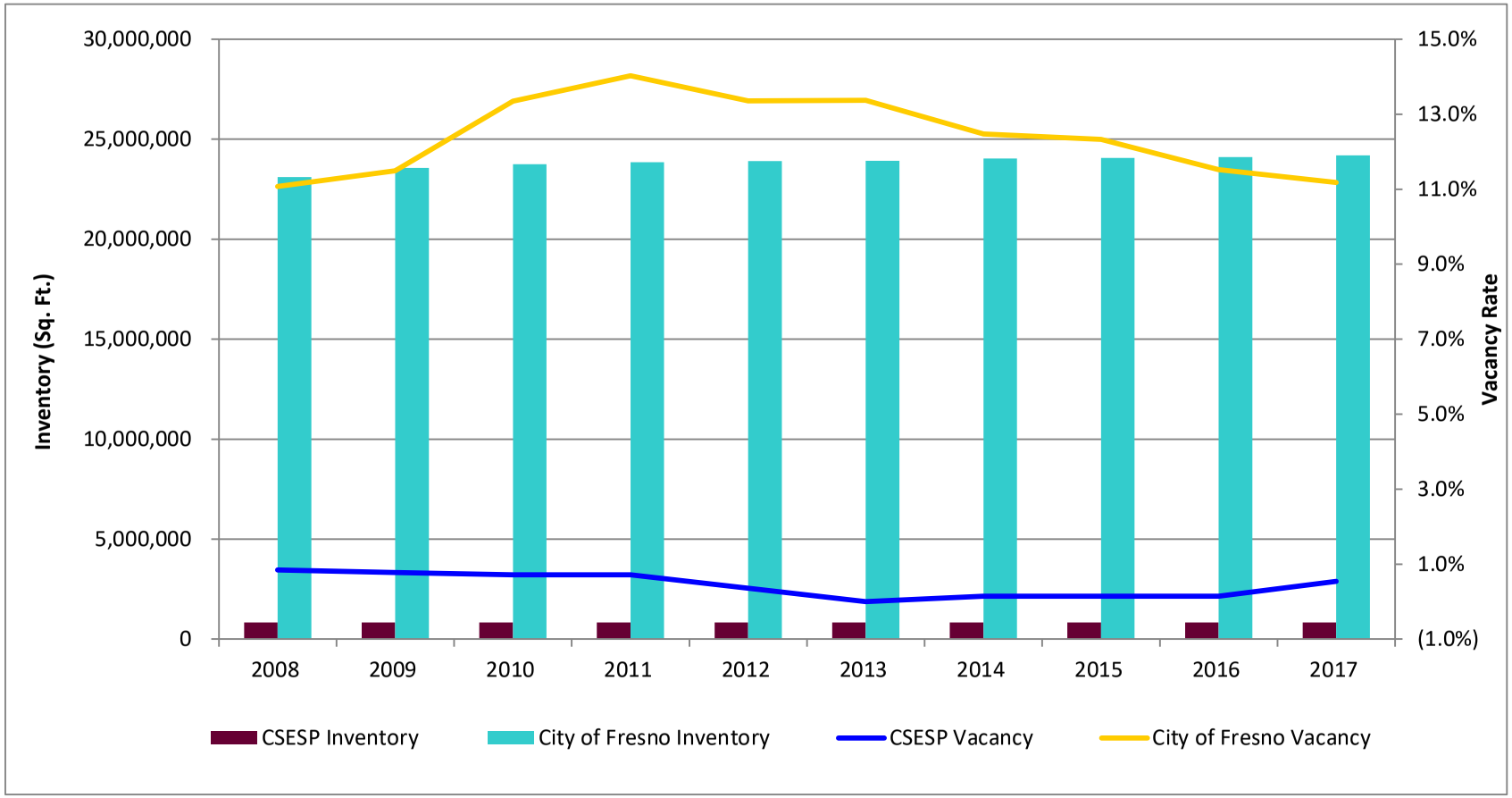


Table 12: Industrial Performance Indicators

Item [1]	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Difference (2008-2017)	Average Annual % Change (2008-2017)
Inventory (Sq. Ft.)												
CSESP	766,244	766,244	766,244	766,244	766,244	766,244	766,244	766,244	766,244	766,244	0	0.0%
CSESP + adjoining areas [2]	23,885,558	23,885,558	23,885,558	23,752,464	23,000,284	22,923,276	22,923,276	22,841,916	22,784,142	22,821,438	(1,064,120)	(0.5%)
City of Fresno	59,674,261	59,804,081	59,436,603	59,301,015	58,589,493	58,814,780	58,836,065	59,682,322	59,798,404	59,955,402	281,141	0.1%
CSESP + adjoining as a % of the City	**40.0%**	**39.9%**	**40.2%**	**40.1%**	**39.3%**	**39.0%**	**39.0%**	**38.3%**	**38.1%**	**38.1%**	--	--
Inventory (Buildings)												
CSESP	23	23	23	23	23	23	23	23	23	23	0	0.0%
CSESP + adjoining areas [2]	880	880	880	878	878	877	877	881	880	881	1	0.0%
City of Fresno	2,370	2,382	2,383	2,382	2,387	2,390	2,392	2,404	2,413	2,420	50	0.2%
CSESP + adjoining as a % of the City	**37.1%**	**36.9%**	**36.9%**	**36.9%**	**36.8%**	**36.7%**	**36.7%**	**36.6%**	**36.5%**	**36.4%**	--	--
Vacancy Rate (Percent)												
CSESP	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	1.4%	--
CSESP + adjoining areas [2]	8.3%	11.9%	11.2%	12.2%	8.4%	7.1%	6.4%	5.4%	4.2%	3.6%	(4.6%)	--
City of Fresno	7.3%	9.2%	10.1%	10.4%	8.6%	7.4%	5.9%	4.8%	4.3%	3.8%	(3.5%)	--
Net Absorption [3]												
CSESP	0	(8,520)	8,520	0	0	0	0	0	0	(10,490)	--	--
CSESP + adjoining areas [2]	173,770	(855,169)	164,022	(361,231)	169,329	235,868	147,003	169,068	212,684	161,292	--	--
City of Fresno	530,416	(1,024,605)	(846,368)	(347,615)	415,865	893,931	908,532	1,435,313	428,936	454,520	--	--
Lease Rate NNN/Sq. Ft./Yr. [4]												
CSESP + adjoining areas [2]	$3.74	$3.32	$3.33	$3.36	$3.47	$3.47	$3.25	$3.32	$4.42	$4.56	$0.82	2.2%
City of Fresno	$4.66	$3.85	$3.77	$3.89	$4.01	$4.14	$3.95	$4.33	$4.90	$5.07	$0.41	0.9%

industrial trends

Sources: CoStar data retrieved November 13, 2017; and EPS.

[1] Unless otherwise noted, data reflects Q4 of each year.

[2] Comprises a three-mile radius from the center of CSESP.

[3] Net absorption is for the entire calendar year; 2017 is through Q3.

[4] CoStar does not have any lease rate information for the CSESP area.

Figure 9: Industrial Performance Indicators



Circulation Networks and Streetscape

Prepared by Sargent Town Planning and Stantec

Introduction

This section describes the existing transportation network within the Central Southeast Area of the City of Fresno. It identifies areas of deficiency within the existing network due to poor level of service (LOS), connectivity and safety and provides opportunities for improvements.

Circulation network and streetscape information was obtained from a variety of sources. The City of Fresno provided information on existing Level of Service and planned improvements. Commuter mode share data was obtained from the US Census Bureau's American Community Survey (2013). Transit routes and ridership were provided by Fresno Area Express (FAX). Collision data was obtained from the Transportation Injury Mapping System (TIMS).

Existing Street Network

Southeast Fresno's existing circulation has been laid out over historically agricultural land and is primarily delineated by major collectors and neighborhood streets. Existing roadways within the CSESP area range from local roads with a single lane in each direction to arterials with up to two through lanes in each direction. Street types include arterials, collectors, neighborhood streets, frontage roads, drive lanes and alleys. All roadways operate acceptably under the City of Fresno traffic impact thresholds. The City's threshold for most of the project area is LOS E; however, the threshold for Kings Canyon is LOS F. The following streets are the closest to existing thresholds, operating at LOS D:

East-West Streets	**Peak Hour**
• Butler Avenue – West of Maple Avenue and East of Chestnut Avenue	AM/PM
• Lane Avenue – Willow Ave to Peach Avenue	AM
• Ventura Street/Kings Canyon Road	PM

North-South Streets	**Peak Hour**
• Cedar Avenue – North of Butler Avenue	PM
• Chestnut Avenue – North of Kings Canyon Road	AM/PM
• Peach Avenue – Butler Avenue to Huntington Avenue	AM
• Maple Avenue	PM
• Willow Avenue – North of Tulare Avenue; Between Lane Avenue and Kings Canyon Road	PM
• Winery Avenue – Between Lane Avenue and Butler Avenue	AM/PM

There are currently no plans for road widening capacity improvements within the CSESP area.

While a majority of the streets form a connective grid, there are a number of breaks in the network, notably on California Ave. between Cedar and Chestnut, and on Willow Ave. between

Butler and Lane Ave. Such breaks are noticeably more common within neighborhoods, particularly those with more suburban development patterns while older, more historic neighborhoods tend to have a fine-grain network that is better connected. Streetscapes vary amongst the street types and while all support auto traffic, there are many key routes lacking landscaping, lighting, appropriate crossings, sidewalks and bike lanes. Having such gaps in the network creates challenges for mobility throughout the Plan Area, particularly for those who are not able to drive including the young and the elderly.

According to the 2013 American Community Survey, the commute to and from work is accomplished for 76% by vehicle alone, 18% carpool, 2% use public transportation, 1% bike and 3% walk. Potential improvements include identifying and (re)connecting key centers of activity, infilling missing sidewalks and bike lanes, providing landscaping and shade, utilizing traffic calming strategies where necessary and setting guidelines ensuring that streets are designed and built to accommodate all residents of the City.

Existing Street Types

As illustrated in the Existing Street Network map on page 5, the Plan Area is interconnected by seven key street types. Arterials and Collectors depicted in dark and light blue, respectively, are the key routes traversing the southeast area and connecting the Neighborhood streets (thick white lines) and the Alleys, Lanes and Frontage Roads (thin white lines). Most existing streets are primarily designed to move a maximum number of vehicles and are often lacking character, connectivity and comfortable environments for pedestrians and cyclists. Despite the challenges, there are opportunities for creating a more interconnected street network between and for each street type and for designing more walkable, pedestrian-friendly streets that support appropriate multi-modal transportation options.

Arterials

Among the prominent arterial streets within the Plan Area is the west-east Ventura St./Kings Canyon Rd. and the north-south Chestnut Ave. These arterials are high-volume streets with 2 travel lanes in each direction, a center median or turning lane and an intermittent Class II bike lane. Frontages range from suburban shopping centers and highway commercial to neighborhood edges.



Kings Canyon Rd. is an example of a high volume Commercial Corridor within the Plan Area

Collectors

Primary collectors within the Plan Area include medium to high volume streets such as Butler, Maple and Orange Avenues. These serve as key connectors to the Downtown area to the west, HWY 99 to the south, HWY 180 to the north and neighboring communities to the east. These streets have limited retail and are typically two travel lanes in each direction at times with a center median or turning lane, occasional frontage roads and limited bicycle and pedestrian facilities.



E. Butler Avenue is a collector street type with an adjacent frontage road

Typical Neighborhood Streets

Neighborhood streets within the Plan Area tend to either be part of a connected or a suburban 'cul-de-sac' development pattern. Most of these low to medium volume streets have one travel lane in each direction with parallel parking and planters on either side of the sidewalk where present. Older, interconnected neighborhood streets tend to provide greater character and a more comfortable environment.



S. Whitney Ave – an example of a typical neighborhood street

Low-volume Neighborhood Streets

Found throughout the Plan Area and other parts of Fresno, these low-volume neighborhood streets are part of an older interconnected neighborhood fabric that is more rural in nature. These streets typically do not have curbs, planters, sidewalks or marked travel lanes. The traffic volume is typically low enough where explicit pedestrian or bicycle facilities may not be necessary.



Grant Ave. is an example of a low-volume neighborhood street

Frontage Roads

Adjacent to larger streets such as Chestnut Ave., these roads serve as low-volume neighborhood access roads. While they provide a buffer from higher volume and higher speed traffic, they expand the right-of-way significantly with imperceptible change in character and limited points of access to the neighborhoods.



Example of a typical frontage road along Chestnut Avenue

Drive Lanes

Drive Lanes are commonly found in the large suburban shopping centers, often serving solely as vehicular access roads between arterials or collectors and the shopping center parking areas. These private lanes typically do not provide pedestrian or bicycle facilities and have limited character and connectivity to the surrounding area.



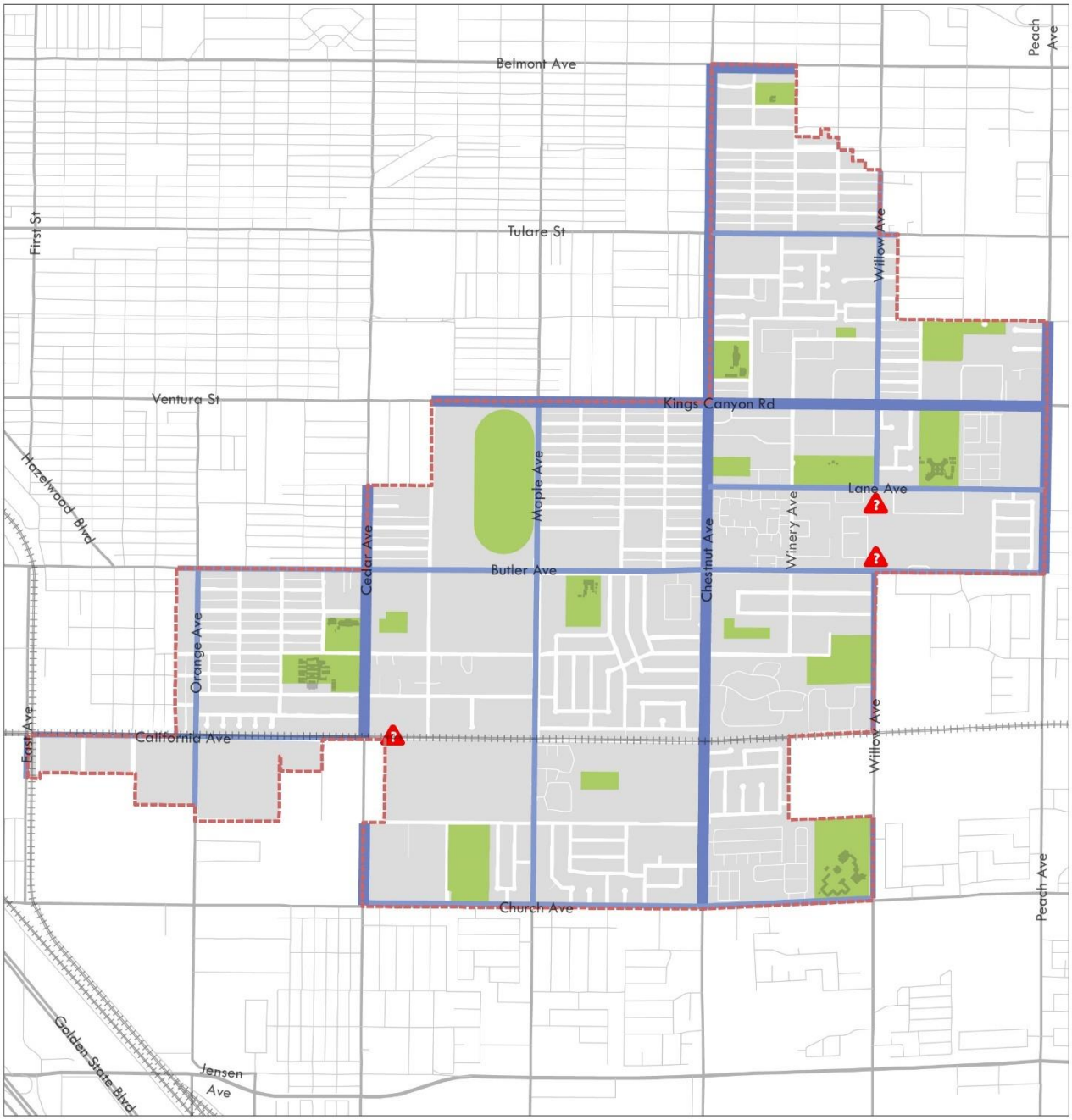
Example of a Drive Lane in large suburban shopping centers

Alleys and Residential Lanes

Found mid-block throughout many of the connective neighborhoods, these alleys have traditionally served as access lanes to utilities, services and rear of lots. Whiles some alleys are still functional, many of them have been in disuse or neglected and due to safety concerns, neighborhood blocks have restricted access to the alleys.



Example of a residential alley



Existing Street Network

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Open Space
- Arterials
- Collectors
- Neighborhood Streets
- Alleys, Frontage Roads and Lanes
- Break in network

N 0 0.125 0.25 0.5 Miles

The Intersections map on the next page depicts the existing control for intersections within the CSESP area. The major signalized corridors include:

- Kings Canyon Road
- Lane Avenue – East of Chestnut Avenue
- Butler Avenue
- Cedar Avenue
- Chestnut Avenue
- Peach Avenue

The General Plan EIR did not analyze intersection level of service. However, it can be inferred that the intersections adjacent to street segments that currently operate at the City's LOS D threshold also operate at LOS D or worse. The City maintains a priority list of intersections that qualify for installation of traffic signals and traffic signal phasing modifications – indications of intersections with operational deficiencies, with pedestrian safety issues, or are located near a school to provide for pedestrian crossing. These intersections include:

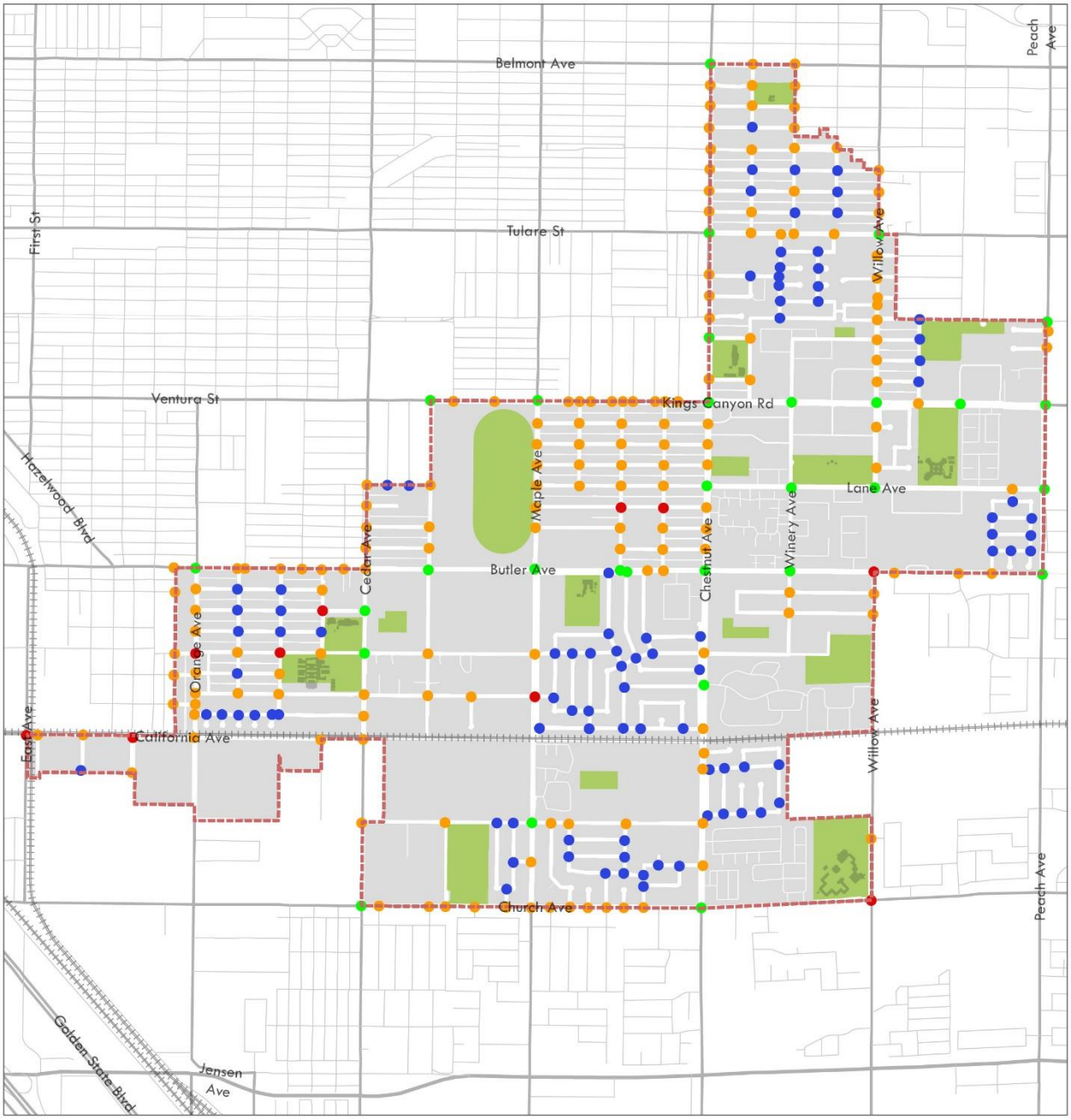
- Cedar Avenue and Woodward Avenue
- Butler Avenue and Eighth Street
- Butler Avenue and Willow Avenue
- Butler Avenue and Cedar Avenue



Hamilton Ave. and Sierra Vista Ave. is a low-volume, uncontrolled residential neighborhood intersection



Example of a large, signalized intersection at Kings Canyon Rd. and Maple Ave.



Intersections

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Open Space
- Uncontrolled Intersection
- Minor Approach Stop Intersection
- Multi-Way Stop Intersection
- Singalized Intersection

N 0 0.125 0.25 0.5 Miles

Existing Bicycle Network

The City of Fresno has recently adopted an Active Transportation Plan (ATP, 2017) that envisions a complete, safe and comfortable network of trails, sidewalks and bikeways that serves all residents of Fresno. Current bicycling facilities are broken down into three classifications, which are identified below. There are 491 miles of bikeways in the City with approximately 1400 proposed miles.

- Class I: Bicycle or multi-use (bicycle-pedestrian) path that is completely separated from vehicle traffic and typically a 10- to 12-foot wide concrete/asphalt-concrete paved surface with two-foot wide shoulders.
- Class II: Designated on-street bicycle lane that is identified with painted pavement striping and signing and is typically at least five feet in width.
- Class III: On-street bicycle route that is designated by signs and markings and utilizes the paved surface shared with a low volume of motorized vehicles.

There are few streets within the study area that include separate bike facilities (see map on the next page). Most are Class II facilities. Class II bike lanes are present on: Kings Canyon Rd. (First St. to East of Chestnut Ave.), Church Ave., Cedar Ave. (Church to Woodward Ave. and Hamilton Ave. to south of Butler Ave.), Willow Ave. (Lane Ave. to Kings Canyon Rd.), Orange Ave. (south of Butler Ave.) and Chestnut Ave. with an ongoing project for Butler Ave. (Hazelwood Ave. to Peach Ave).

The CSESP area has some of the highest concentrated areas for bicycle and vehicle collisions in Fresno (e.g. along Kings Canyon Rd. between Cedar Ave. and Armstrong Ave.; ATP, 2017). The Plan Area has a number of opportunities for addressing safety concerns and expanding the network, including the addition of bike lanes along key streets such as Chestnut, Maple and Butler Avenues and improving connections to and around schools and parks. The challenges associated with adding bike lanes on streets in the CSESP area are the competing street uses, including on-street parking and turn lanes. Streets should be examined on a case-by-case basis, with input from the public regarding priorities.

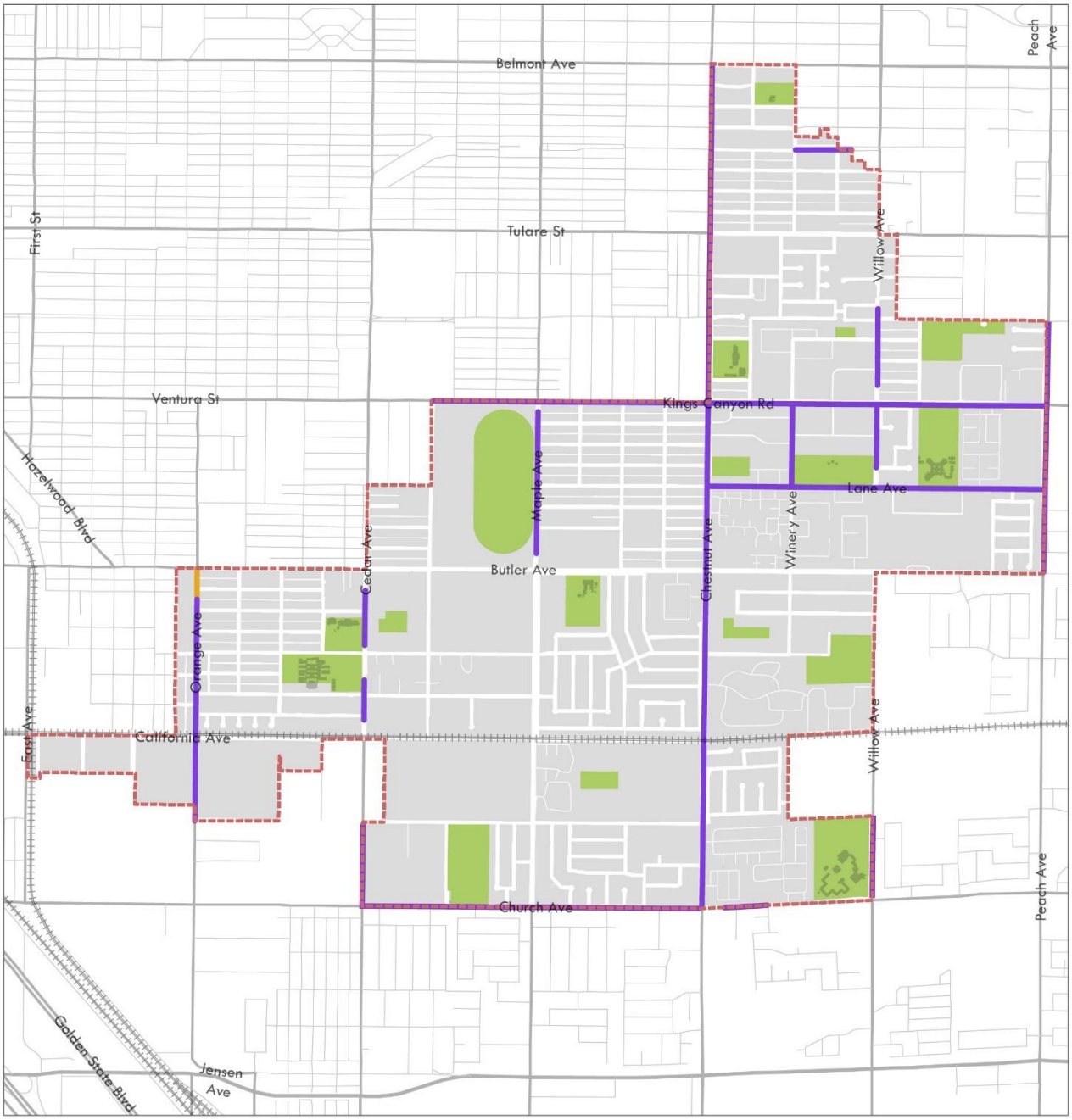
Additionally, the railroad right-of-way along California Avenue, east of Cedar Avenue presents an opportunity for a Class I bike path that should be investigated regarding its feasibility as a regional bike path. Some strategies for improving on-street bikeway travel include traffic calming strategies such as lane width reductions and bulb-outs, buffered or separated bike lanes and completing missing parts of the existing network.



Example of a Class I bike path adjacent to the Plan Area



Example of a Class II bike lane along Chestnut Avenue



Existing Bicycle Facilities

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Open Space
- Class II Bike Lane
- Class III Bike Route

N 0 0.125 0.25 0.5 Miles

Existing Pedestrian Network

In addition to the bicycle network improvement goals as outlined in the ATP, the City of Fresno has also documented existing pedestrian network conditions and has envisioned a number of recommendations to better connect the residents of Fresno. There are currently 2016 miles of existing sidewalks throughout the City of Fresno and 1984 proposed miles to fill in the missing connections in underserved neighborhoods with a focus on pedestrian safety enhancements.

Not unlike the existing bicycle network, the pedestrian network is also lacking connectivity and safety in the Plan Area, ultimately affecting comfort and desire for pedestrian activity. Kings Canyon Rd (Cedar Ave to Peach Ave) is a high-activity commercial corridor that has been identified for having one of the greatest concentrations of pedestrian and vehicle incidents in the City. The Pedestrian Network map on the next page depicts areas of missing sidewalk within the CSESP study area. Most of the missing sidewalks exist in the neighborhoods near the northern and southern limits of the study area. There are several major corridors with missing pedestrian facilities including Willow Avenue (north of Kings Canyon Road), Chestnut Avenue (south of California Avenue) and Maple Avenue (Butler Avenue to Kings Canyon Road).

There are a number of missing sidewalk segments throughout the Plan Area due to insufficient right-of-way from previously annexed county islands, unfavorable topographic conditions or utility conflicts. These segments include several major corridors with missing pedestrian facilities including Willow Ave. (north of Kings Canyon Rd), Chestnut Ave. (south of California Ave.) and Maple Ave. (Butler Ave. to Kings Canyon Rd.). These areas should also be studied to determine the existing constraints and costs to develop a capital program for these facilities. Neighborhoods in the north part of the Plan Area that are missing sidewalks may prefer to not have sidewalks or were developed without them per the applicable standards at the time.

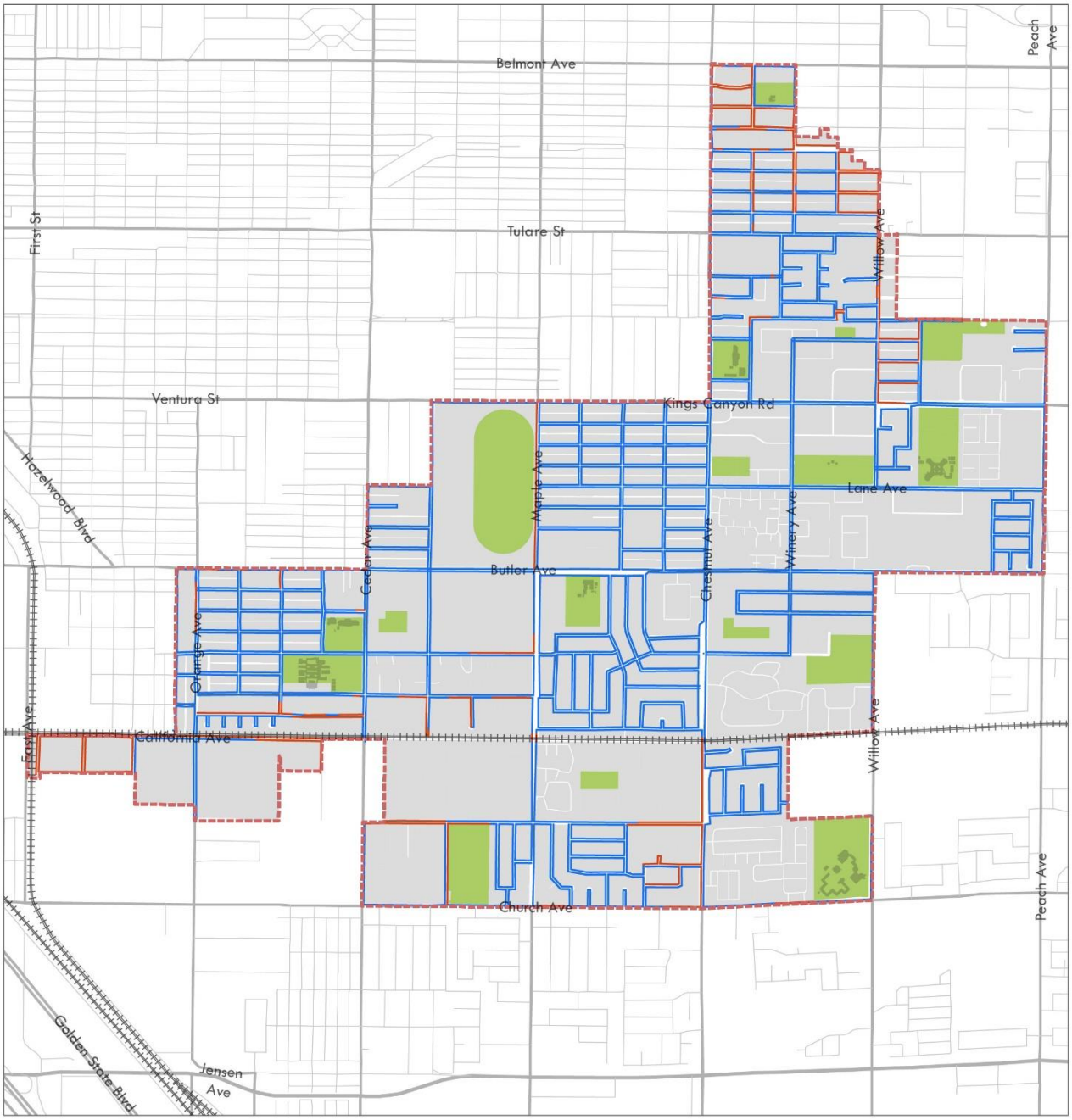
Some strategies for improving the network include filling in sidewalk gaps and/or widening the sidewalks with landscaping and shade for a more comfortable pedestrian experience, providing traffic calming and/or installing bulb-outs to narrow the pedestrian crossing distance. Increasing controlled pedestrian crossing points along the BRT route may also be helpful in crossing such long and wide corridors.



Example of missing and incomplete sidewalk segments along Barton Avenue



Low-volume residential streets such as Laurel Ave. without sidewalks can be found throughout the Plan Area



Pedestrian Network

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Open Space
- Existing Sidewalks
- Missing Sidewalks

N 0 0.125 0.25 0.5 Miles

Existing Transit Routes

City of Fresno's Public Transportation Department currently offers 16 fixed-route bus lines, consisting of a fleet of over 100 alternatively-fueled buses. The Fresno Area Express (FAX) system provided over 10.6 million fixed-route passenger trips in 2016 and is the largest of its kind in the San Joaquin Valley. The Plan Area is currently serviced by FAX and is the primary method of public transportation within Southeast Fresno and the adjacent communities. There are six FAX lines servicing the Plan Area at an average 30-minute weekday service frequency (see map on the next page).

- Route 22 – 30-minute frequency weekday service to and from northwest Fresno.
- Route 26 - 30-minute frequency weekday service to and from north Fresno.
- Route 28 – 20-minute frequency weekday service to and from central Fresno
- Route 33 - 30-minute frequency weekday service to and from southwest Fresno.
- Route 38 – 15 to 30-minute frequency weekday service to and from northeast Fresno.
- Route 41 - 30-minute frequency weekday service to and from west Fresno.

The CSESP area had a combined ridership of 1.08 million in fiscal year (FY) 2015. Ridership has decreased over subsequent years with 1.02 million in FY 2016 and 0.93 million in FY 2017, for an overall decrease of 14% from 2015 to 2017. FAX is currently evaluating their routes for adjustments to bus frequency. A ridership survey will take place in January 2018 that will be the basis of this decision-making.

Additionally, the recently implemented Fresno Area Express Q is the City's Bus Rapid Transit system that services the Plan Area along Kings Canyon Rd. with four stops in each direction. FAX Q runs on a 10-minute frequency at peak time at ½ mile intervals. The BRT route has traffic signal priority and is designed to move through traffic more efficiently by not having to transition in and out of traffic.

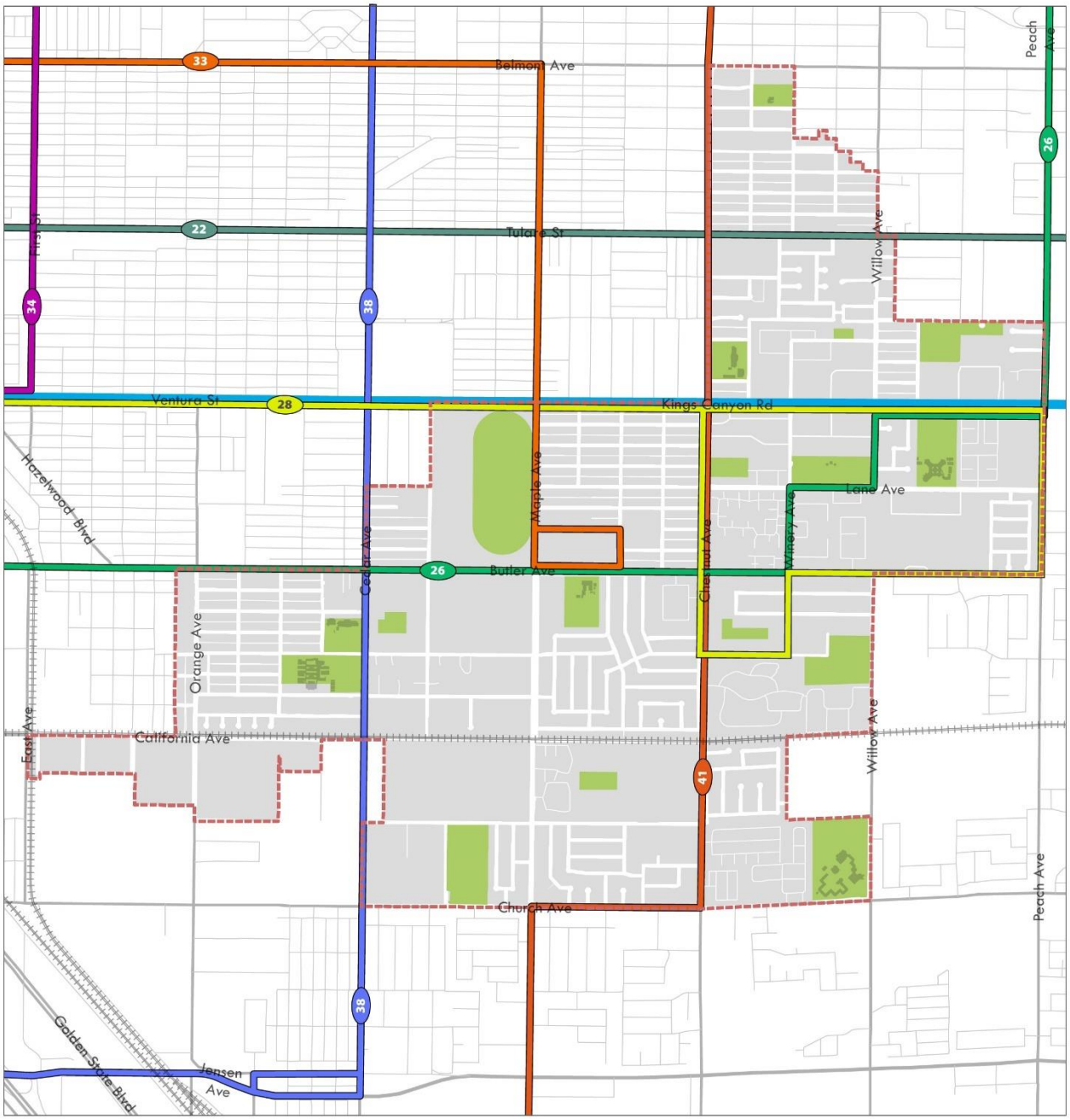
The existing transit system provides future opportunities for prioritizing key neighborhood centers by focusing on areas of highest activity and ensuring proper neighborhood and amenity connections. By strategically locating future connections and development around key intersections, transit hubs and areas of commercial or civic activity, the circulation network can provide easier access to and from the transit services.



BRT Station, recently installed on Kings Canyon Rd.



Fresno Area Express (FAX) offers 16 fixed-route bus lines throughout the city.



Existing Transit Routes

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Open Space
- BusRapitTransit
- FAX Line 22
- FAX Line 26
- FAX Line 28
- FAX Line 34
- FAX Line 38
- FAX Line 41

N 0 0.125 0.25 0.5 Miles

Existing Truck Routes

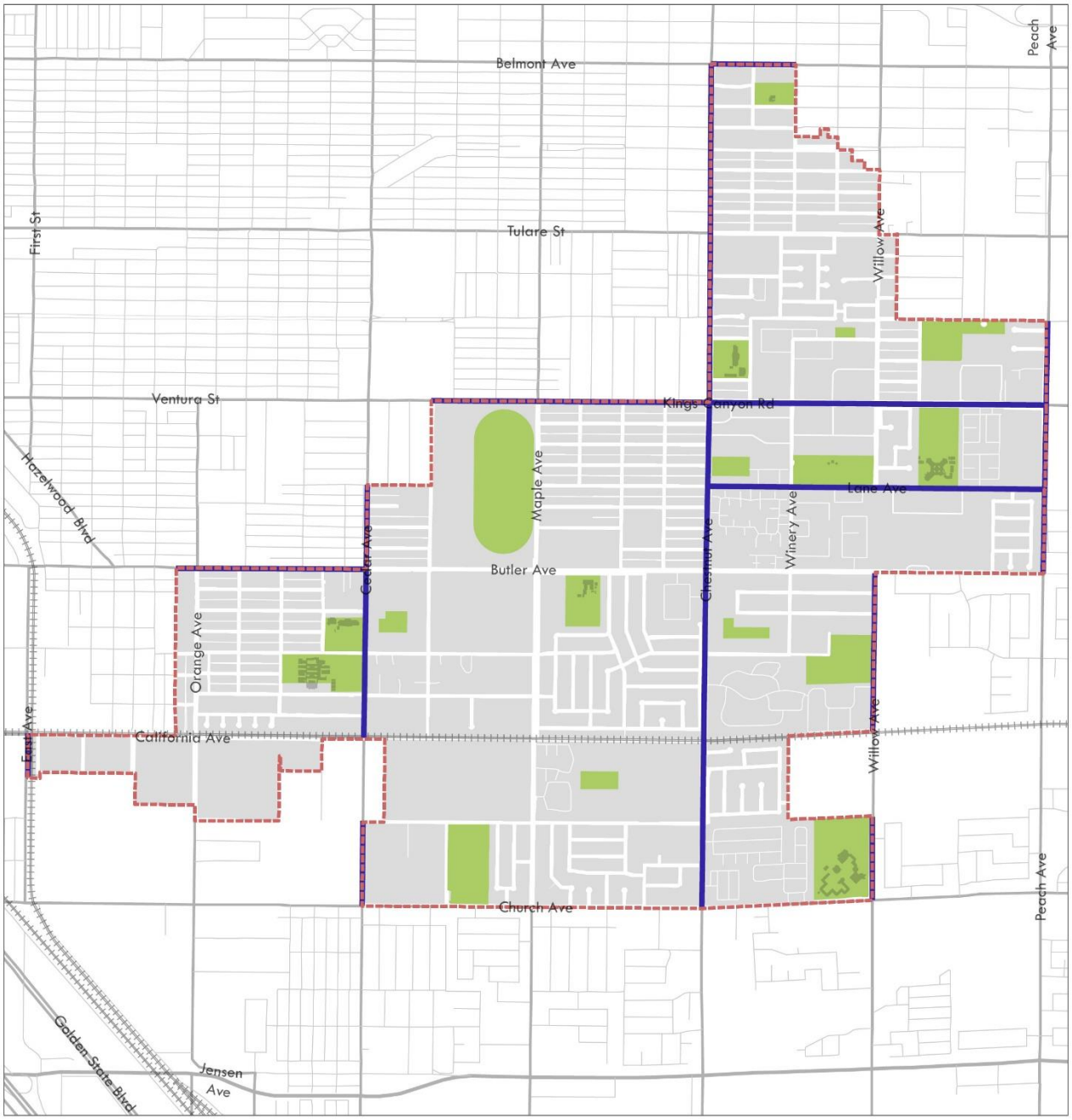
As depicted in the Existing Truck Routes map on the next page, the CSESP study area has a robust truck route system. Kings Canyon Road, Chestnut Avenue, and Cedar Avenue are the major truck routes. Should impacts of commercial vehicles be considered detrimental to the quality of life in particular areas of the CSESP, the community may want to examine alterations to the truck route map in order to more clearly delineate neighborhood and commercial areas.



Majority of collectors such as this residential portion of Maple Ave. are designated as truck routes



Narrower and lower-volume streets such as Willow Ave. are also designated as truck routes



Existing Truck Routes

Central Southeast Fresno Specific Plan

Legend

- Central Southeast Plan Boundary
- Open Space
- Existing Truck Routes

N 0 0.125 0.25 0.5 Miles

Safety

According to the Transportation Injury Mapping System, during the years of 2014-2016 the CSECP Area had a total of 102 collisions, including 4 fatal, 13 involving pedestrians and 11 involving bicycles.

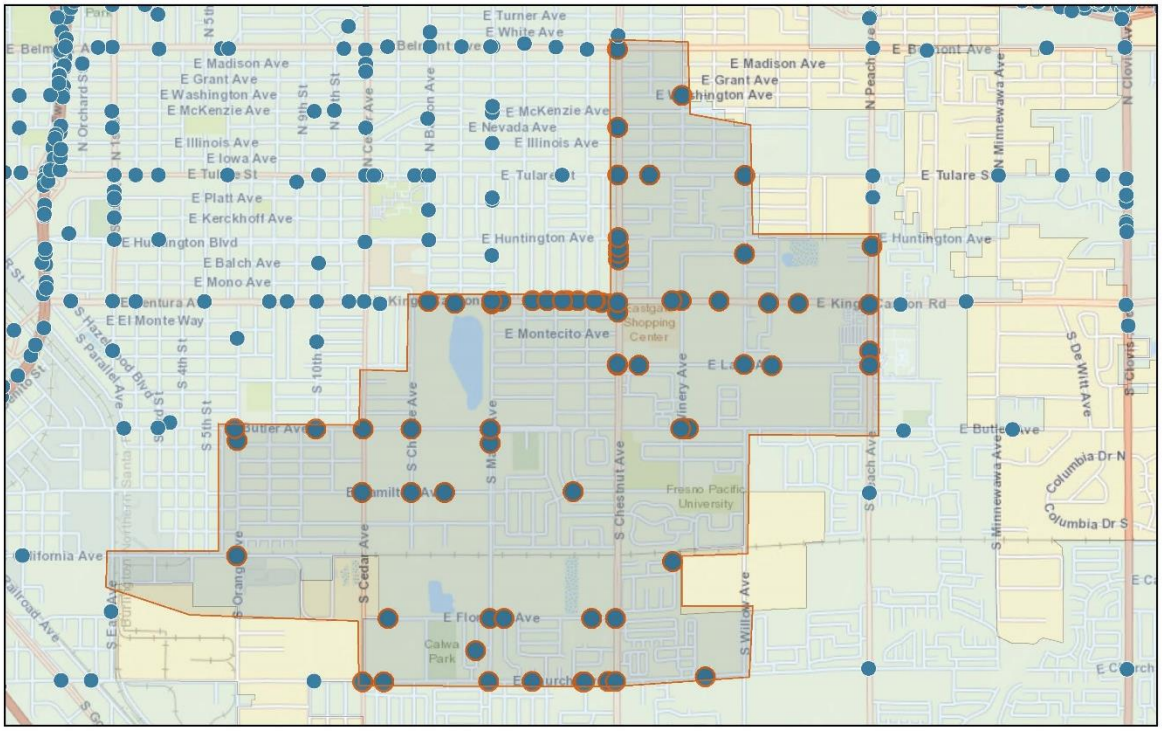
The Statewide Integrated Traffic Records System (SWITRS) GIS Map below illustrates all of the collisions within this area from 2014 to 2016. There are more concentrated areas of collisions on:

- Kings Canyon Road, west of Chestnut Avenue
- Church Street, west of Chestnut Avenue
- Chestnut Avenue, north of Kings Canyon Road

The Collision Locations map on the next page illustrates the location of the fatal collisions and those involving bicycles and pedestrians. The ¾ mile section of King's Canyon Road from Chance Avenue to Chestnut Avenue has the highest concentration of collisions, totaling 2 fatal vehicular collisions, 2 pedestrian collisions (1 fatal) and 5 bicycle collisions. Improvements along this corridor as addressed in the bicycle and pedestrian networks sections should be a focus to improve safety in this area.

Additionally, the intersections of Cedar Avenue at Butler Avenue had 3 pedestrian collisions and Chestnut Avenue at Balch Avenue had 2 pedestrian collisions, one of which was fatal. These intersections should be examined for pedestrian safety improvements.

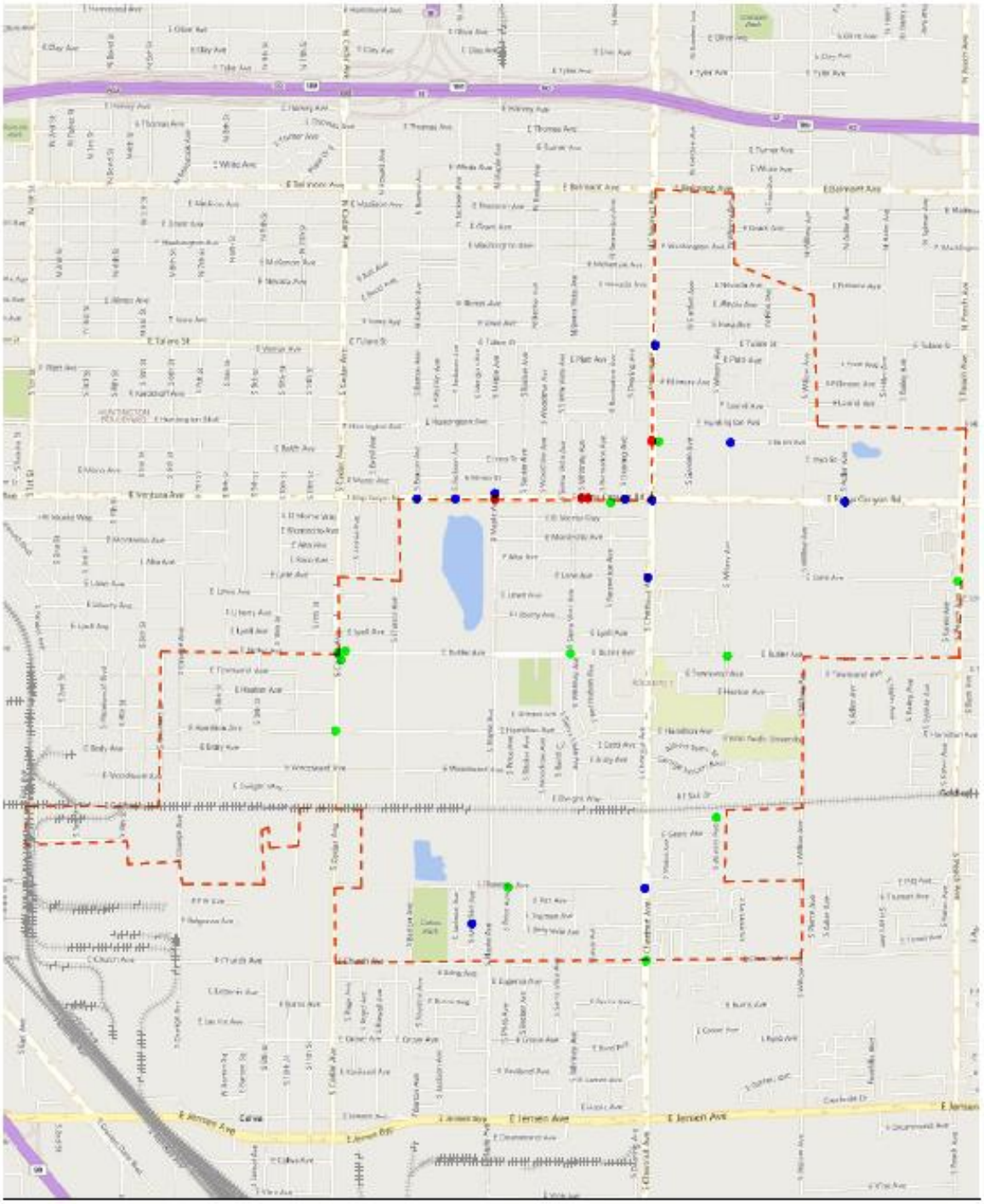
SWITRS GIS Map: Fresno, Fresno 01/01/2014 - 12/31/2016



December 22, 2017
SWITRS Collisions
- Collisions
- Collisions - Selected

1:36,112
0 0.3 0.6 1.2 mi
0 0.35 0.7 1.4 km

Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand),


Collision Locations 2014 - 2016
Central Southeast Fresno Specific Plan
Legend
Central Southeast Plan Boundary
Fatal Collisions
Bicycle Collisions
Pedestrian Collisions

Utilities

Prepared by Stantec

Introduction

This section addresses the existing conditions related to utilities and service systems. The topics of water, wastewater, drainage/flood control, solid/hazardous waste are discussed in detail in this section. Primary information for the utilities and services systems was obtained from various sources. Wastewater information was obtained from the 2015 Wastewater Collection System Master Plan prepared by Carollo. Water facility and supply information was obtained from the 2013 City of Fresno Metropolitan Water Resources Management Plan EIR prepared by West Yost Associates. Storm drainage information was obtained from the 2016 District (Fresno Metropolitan Flood Control District) Services Plan Master Update.

Water

The City of Fresno delivers drinking water to approximately 500,000 residential, commercial, and industrial customers over a 114 square mile area of the city including many county Islands. The City's water supply is made up of approximately 85% groundwater and 15% surface sources.

The City lies within the Kings Sub-basin, which is part of the larger San Joaquin Valley Groundwater Basin, and extracts a majority of water to meet its demands from this underground aquifer. Historically, the groundwater levels in the Fresno area have declined by an average of 1.5 feet per year since 1990. In the past 80 years, the water level has decreased from 30 feet below ground surface to more than 128 feet below ground surface. Groundwater used by the City is replenished by three different methods:

- Natural recharge (approx. 25%) - rainfall, irrigation, canal and stream flows that seep into the soil and replenish the aquifer
- Subsurface inflow (approx. 25%) - movement of groundwater from external sources such as the Sierra Nevada
- Intentional recharge (approx. 50%) - the City's primary recharge facility is Leaky Acres, located just northwest of Fresno-Yosemite International Airport. Other recharge facilities include Fresno Metropolitan Flood Control District (FMFCD) storm drainage basins and the Alluvial Groundwater Recharge System (AGRS) owned and operated by the City of Clovis. The City expects for up to 75% of its groundwater replenishment to come from intentional recharge at buildout.

Historically, the City has pumped 140% of the groundwater it has replenished. Projects such as the Northeast Surface Water Treatment Facility (NESWTF) have reduced this pumping demand.

The City projects that pumping demand will be approximately 85% of replenishment, during normal years at buildout.

The 2010 City of Fresno water consumption estimates by land use are:

- Single Family (74,403 AFY)
- Multi-Family (21,087 AFY)
- Commercial/ Institutional/Government (20,754 AFY)
- Industrial (6,660 AFY)
- Landscape (9,286 AFY)
- Other –Miscellaneous (157 AFY)

The objective of City's water plan update is to provide a sustainable and reliable water supply to meet the demands of the existing and future growth. This will be achieved by:

- Maximizing surface water use
- Replenishing groundwater with surplus surface water, when available
- Increasing water conservation activities
- Using tertiary-treated recycled water

No water distribution system improvements have been identified for the CSESP area.

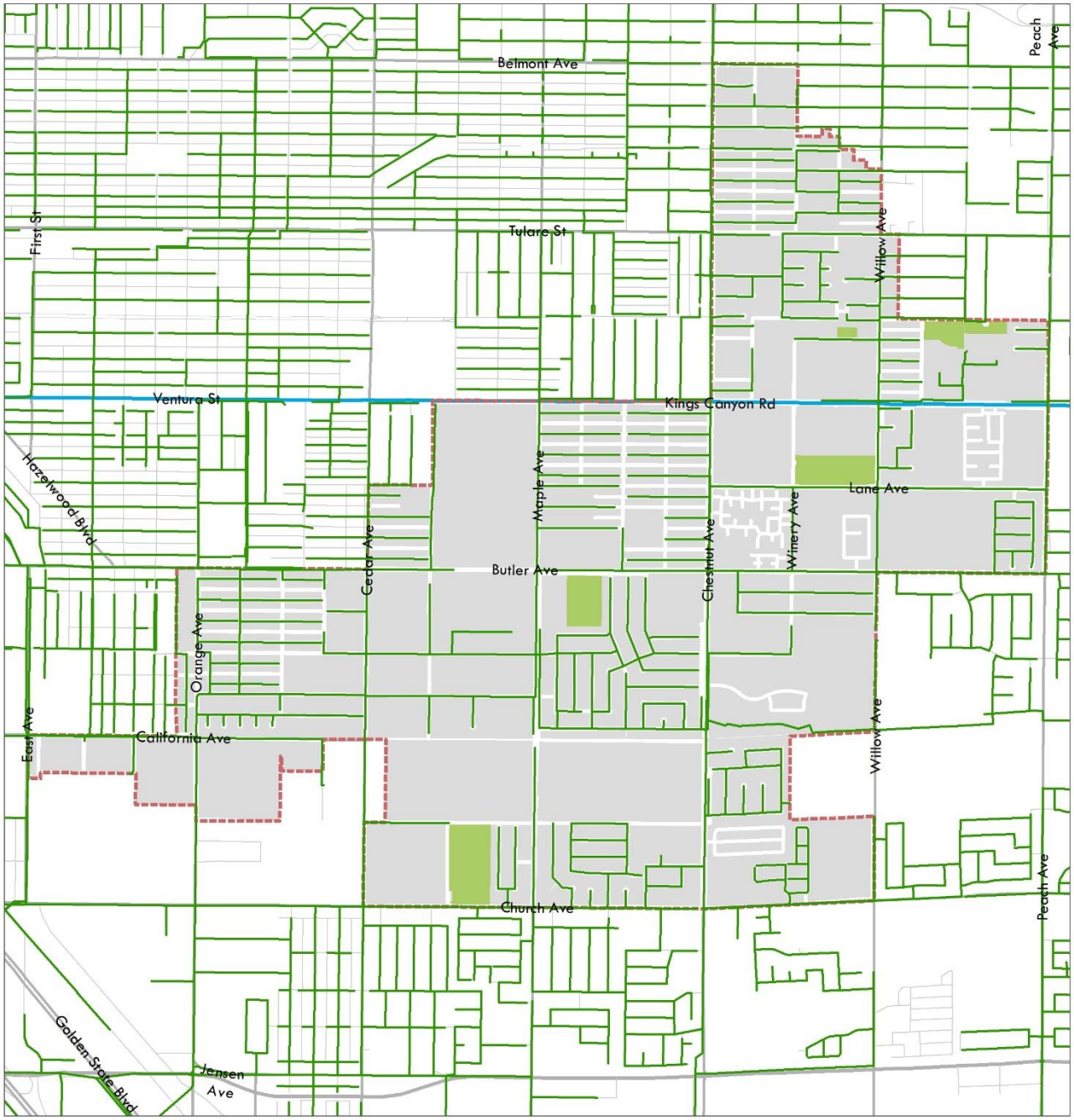
Sewer

The City of Fresno maintains over 1,500 miles of sewer pipes and other sanitary collection system infrastructure like manholes and lift stations. Sewer infrastructure in the Plan Area is illustrated in the map on page 3. The City's 2015 Wastewater Collection System Master Plan Update identified areas in poor condition and/or with current or projected future flow deficiencies, based on City design criteria. The primary impact identified within the CSESP area was the Orange Avenue trunk sewer main. The Orange Avenue trunk is a main sewer artery that conveys flows from the City of Clovis, California State University Fresno (CSUF), and a large area of the central section of the City. The needed capacity improvements consist of replacing approximately 6,050 feet of 36-inch diameter pipeline with a new 42-inch diameter sewer on the following street segments within the CSESP area (see maps on pages 4-6):

- Eighth Street: Tulare Ave. to Woodward Ave.
- Woodward Avenue: Eighth St. to Orange Ave.
- Orange Avenue: Woodward Ave. to California Ave.

The master plan also confirmed that the Gallo Winery facility at Clovis and Olive Avenue has a direct storm drain connection to the sewer system. The study recommended that this direct connection be removed to eliminate capacity impacts currently present in the downstream pipelines, including one within the CSESP area on McKenzie Avenue east of Chestnut Avenue. If the storm drain connection cannot be removed, further analysis will be required to determine capacity improvements for downstream pipelines.

No major sewer pipeline structural deficiencies were identified within the CSESP area.



Infrastructure- Wastewater

Central Southeast Fresno Specific Plan

Legend
- Wastewater Lift Stations
- Wastewater Pipes
- Central Southeast Plan Boundary
- BusRapitTransit
- Parks

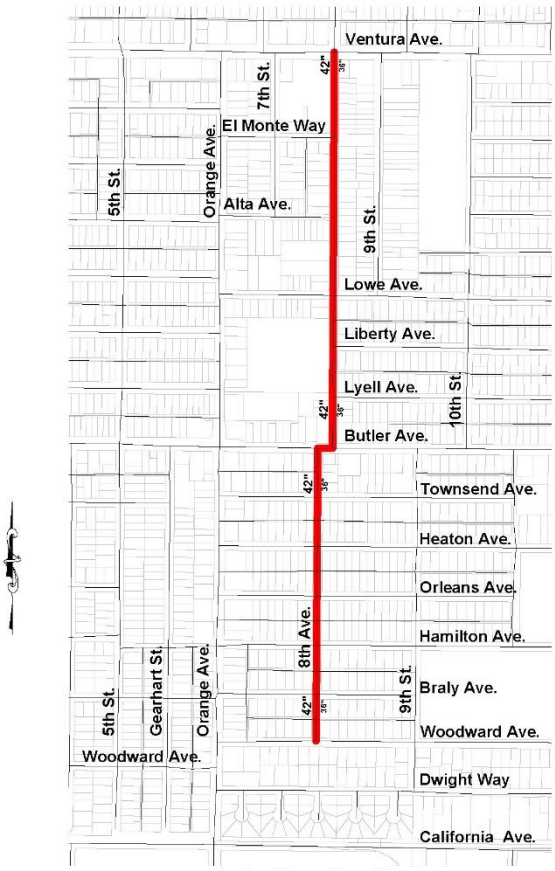
N 0 0.125 0.25 0.5 Miles

Sewer Improvements on Orange Avenue: Tulare Ave to Woodward Ave

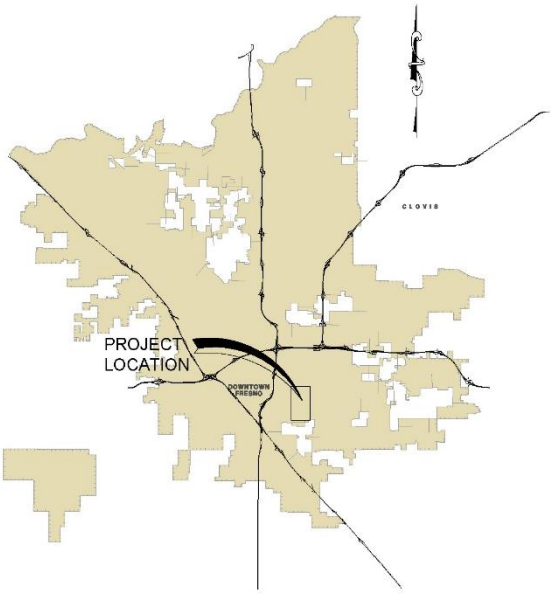
City of Fresno
Wastewater Collection System Master Plan Update
CAPITAL IMPROVEMENT PLAN
PROJECT SHEET

Project:	**C-5A**
Sewer Plat No.	**2759, 2859**
Implementation Phase	**Phase 4 (2031-2035)**
Project Purpose:	Replacement of Existing Sewer Facilities
Project Location:	Eighth Street between Ventura Street and Woodward Avenue

Approximate Project Quantities:
Proposed Diameter: 42"



Project Location Map
1" = 1,000'



Project Vicinity Map
Not to Scale

Project Conditions:
2-Lane Streets
Residential Setting

Project Benefit:
Existing Customers: 83%
Future Development: 17%

Estimated Project Costs:

Estimated Construction Cost:	$2,638,000.00
Estimated Contingencies Cost:	$659,000.00
Estimated Management and Engineering Cost:	$528,000.00
Total Estimated Project Cost:	$3,825,000.00

ENR CCI = 9,835 (20 City Average, July 2014)

Legend:

- **Project Sewer**
- **Street**
- 42" **Proposed Pipe Diameter**
- 36" **Existing Pipe Diameter**

Drawing: P:\213-0242\Site\Exhibits\Project Jobs\213242_(C-5A)ECA-4-REP
Plot by: dmagill Jul 11, 2014 - 3:57pm

Sewer Improvements on Woodward Ave: Eighth St to Orange Ave

City of Fresno
Wastewater Collection System Master Plan Update
CAPITAL IMPROVEMENT PLAN
PROJECT SHEET

Project:	**C-5B**
Sewer Plat No.	**2759, 2859**
Implementation Phase	**Phase 4 (2031-2035)**
Project Purpose:	Replacement of Existing Sewer Facilities
Project Location:	Woodward Avenue between Eighth and Orange Avenues

Approximate Project Quantities:
Proposed Diameter: 42"

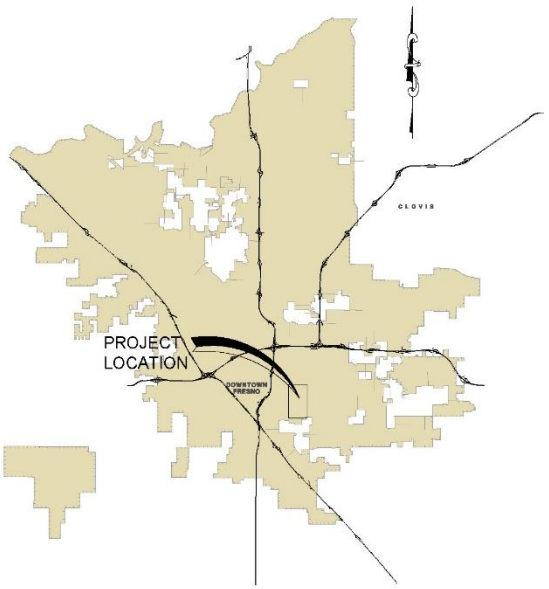
Project Conditions:
2-Lane Streets
Residential Setting

Project Benefit:
Existing Customers: 83%
Future Development: 17%

Estimated Project Costs:

Estimated Construction Cost:	$506,000.00
Estimated Contingencies Cost:	$126,000.00
Estimated Management and Engineering Cost:	$101,000.00
Total Estimated Project Cost:	$733,000.00

ENR CCI = 9,835 (20 City Average, July 2014)



Project Vicinity Map
Not to Scale



Project Location Map
1" = 1,000'

Legend:

	Project Sewer
	Street
42"	**Proposed Pipe Diameter**
36"	**Existing Pipe Diameter**

Drawing: P:\213-0242\Site\Exhibits\Project Jobs\213242_(C-5B)ECA-4-REP
Plot by: dmagill Jul 11, 2014 - 3:58pm

Sewer Improvements on Eighth Street: Woodward Ave to California Ave

City of Fresno
Wastewater Collection System Master Plan Update
CAPITAL IMPROVEMENT PLAN
PROJECT SHEET

Project:	**C-5C**
Sewer Plat No.	**2759, 2859**
Implementation Phase	**Phase 4 (2031-2035)**
Project Purpose:	Replacement of Existing Sewer Facilities
Project Location:	Orange Avenue between Woodward and California Avenues

Approximate Project Quantities:
Proposed Diameter: 42"

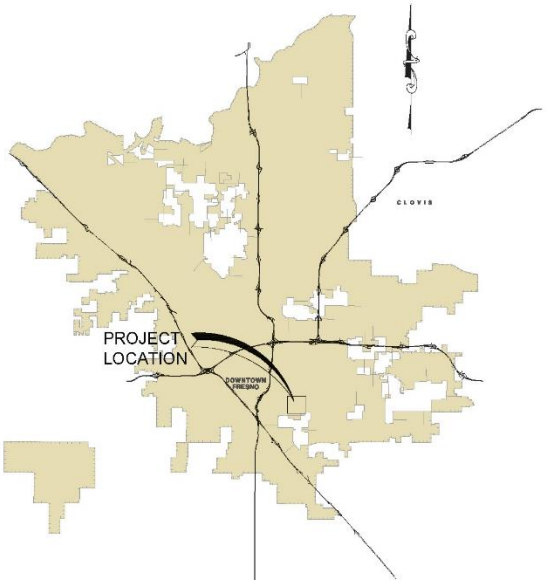
Project Conditions:
2-Lane Streets
Residential Setting

Project Benefit:
Existing Customers: 83%
Future Development: 17%

Estimated Project Costs:

Estimated Construction Cost:	$537,000.00
Estimated Contingencies Cost:	$134,000.00
Estimated Management and Engineering Cost:	$107,000.00
Total Estimated Project Cost:	$778,000.00

ENR CCI = 9,835 (20 City Average, July 2014)



Project Vicinity Map
Not to Scale



Project Location Map
1" = 1,000'

Legend:

	Project Sewer
	Street
42"	**Proposed Pipe Diameter**
36"	**Existing Pipe Diameter**

Drawing: P:\213-0242\Site\Exhibits\Project Jobs\213242_(C-5C)(CA-4-IRE)
Plot by: dmagill Jul 11, 2014 - 3:59pm

Storm Drain

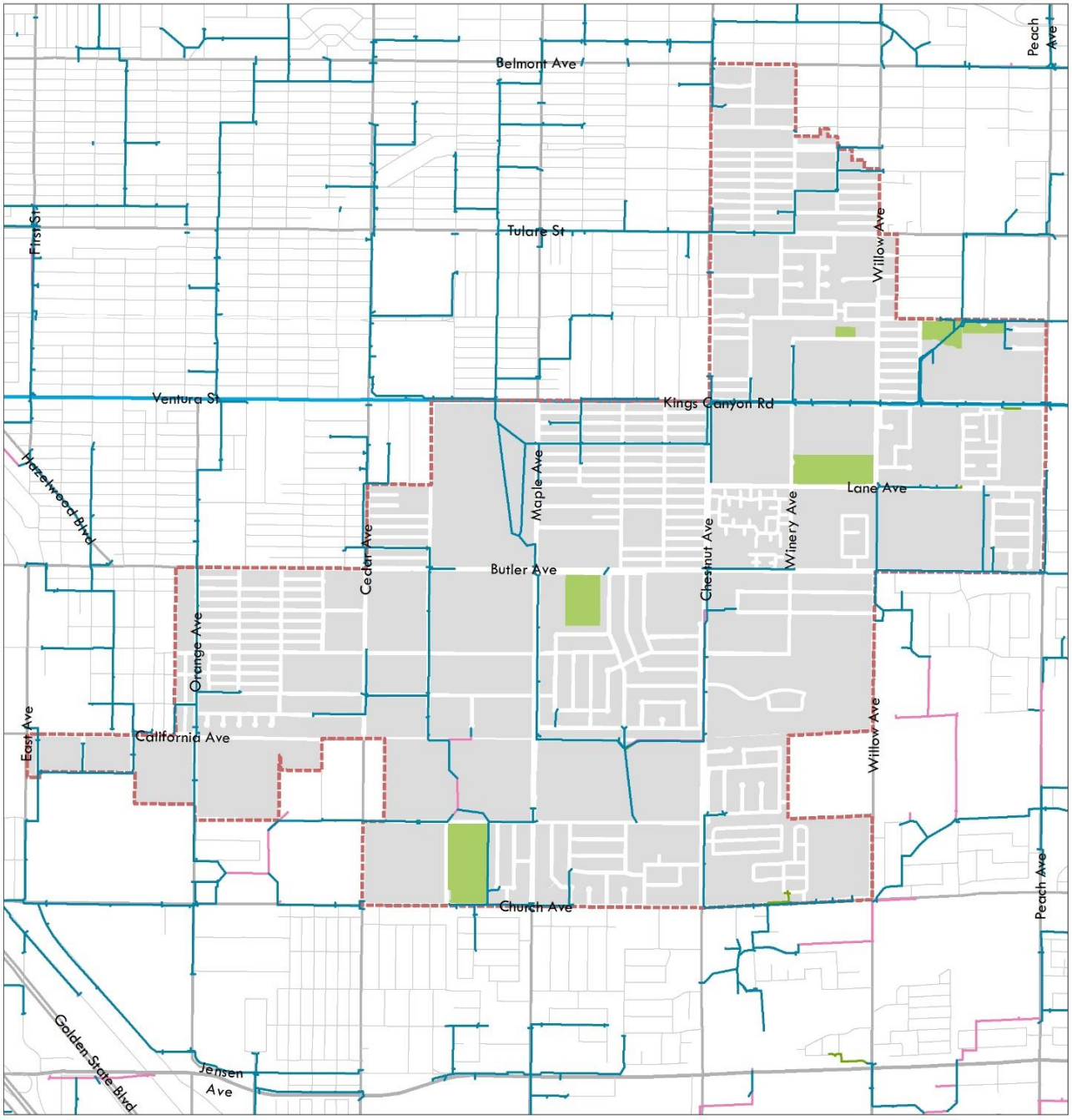
Storm drainage facilities within the Fresno-Clovis Metropolitan area are planned, implemented, operated and maintained by the Fresno Metropolitan Flood Control District (FMFCD). The storm drainage facilities are documented in the Storm Drainage Master Plan (SDMP), which is developed and updated by FMFCD. The stormwater system is shown in the map on the next page. The master plan drainage system for the Planning Area consists of over 130 individual drainage areas or urban watersheds. Drainage area boundaries are determined by geographic and topographic features and the economics of providing storm drainage service to the watershed. The storm drainage facilities within a drainage area consist of storm drain inlets, pipeline, retention basins, urban detention (water quality) basins, and storm water pump stations.

Surface grading improvements such as streets, curbs, gutters, and valley gutters are part of the City of Fresno infrastructure, but the general grading of these features is governed by the SDMP to provide a coherent implementation of drainage within the Planning Area. Storm drain inlets are located at low points in the topography as determined by the SDMP. Pipeline alignments and sizes are also shown on the SDMP. Pipeline alignments are subject to change as development proposals are put forward by development projects. Retention basins and urban detention basins locations and geometry are part of the SDMP as well. Basins are sited in the topographic low point of the drainage area. All of the storm drainage pipelines are directed to the retention and urban detention basins. Retention basins store and percolate storm water from the drainage area. Urban detention basins provide quiescent (still) conditions for the removal or settling out of suspended solids prior to discharge of the storm water to the San Joaquin River.

Funding for storm drainage facilities occurs through the collection of drainage fees assessed on parcels as they develop, through grant funding from the State of California and the Federal Government, through low interest infrastructure improvement bonds, and in the past, through assessment districts. Drainage fees fund the majority of the construction of master plan facilities in newly developing areas. Grants, infrastructure loans, and assessment districts fund the majority of construction in previously developed drainage areas.

The only location within the CSESP area identified for storm drain improvements is

- California Avenue – Between Cedar and Maple and the detention basin to the south (see map on page 9)



Infrastructure- Stormwater

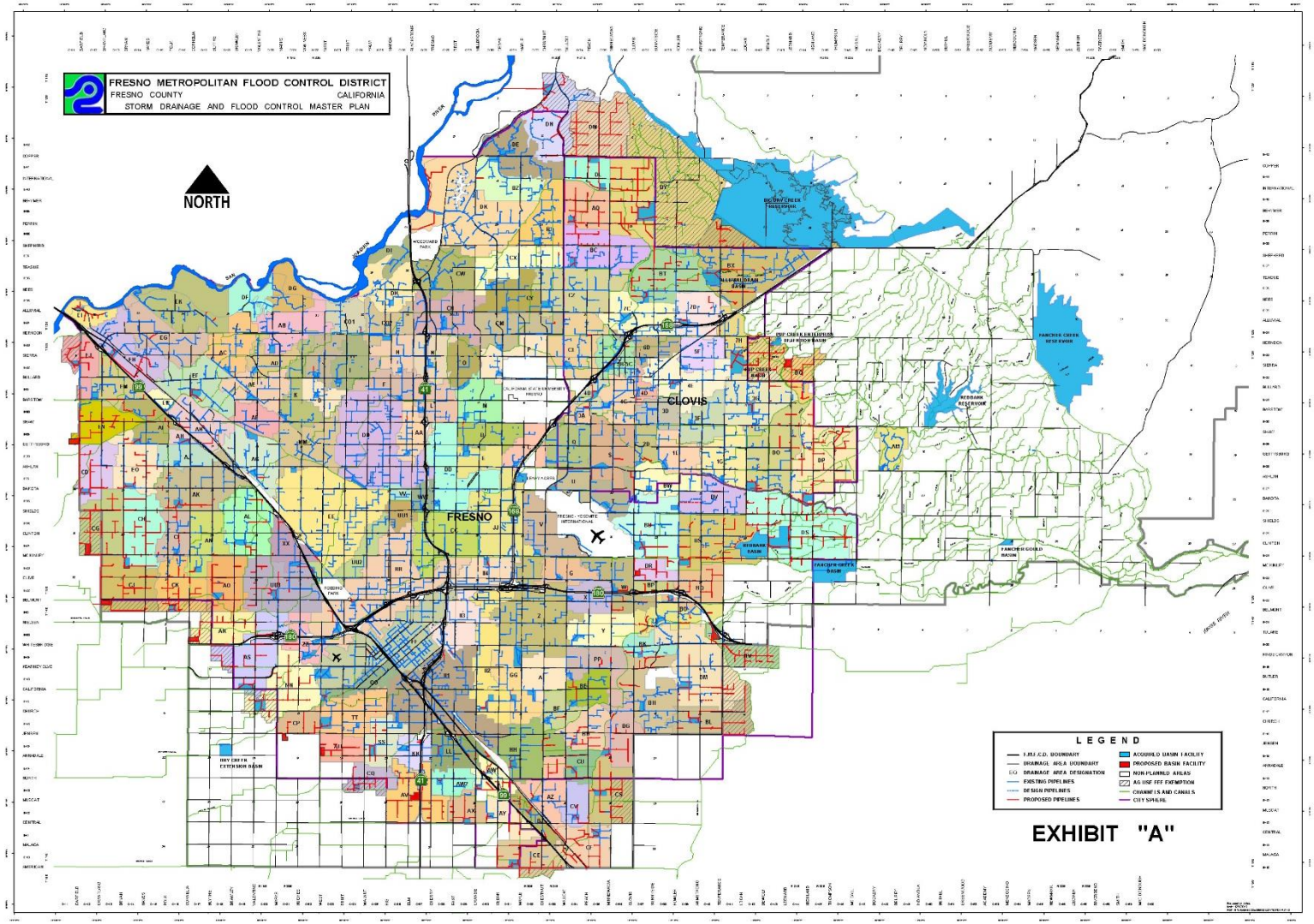
Central Southeast Fresno Specific Plan

Legend

- Stormwater Existing Pipes
- Stormwater Future Pipes
- Stormwater Design Pipes
- Central Southeast Plan Boundary
- BusRapitTransit
- Parks

N 0 0.125 0.25 0.5 Miles

Storm Drain Improvements on California Avenue between Cedar and Maple



Gas/Electrical – PG&E

The Planning Area is located within the Greater Fresno Area service territory. This service area interconnects to the bulk PG&E transmission system by 12 transmission circuits. They include nine 230 kV lines, three 500/230 kv electrical banks, and one 70 kV line. This transmission system connects to the Gates substation in the south. The Greater Fresno area generates approximately 3,987 Megawatts (MW) of electricity through thermo, hydro, solar, and biomass facilities. The largest electrical generating facility is the Helms Pumped Storage Plant that pumps water up and down between two reservoirs located at different elevations. This facility produces and stores up to 1,212 MW of electricity that represents approximately 30 percent of the electricity produced in the Greater Fresno area.

Based on electrical demand factors that were provided by PG&E, the residential demand is approximately 2,610 kWh per person per year and the nonresidential demand is approximately 7,503 kWh per employee per year.

PG&E's natural gas system encompasses approximately 70,000 square miles in Northern and Central California. Approximately 90 percent of the natural gas supply for PG&E is from out-of-state imports. The primary pipeline that extends through California includes Lines 400 and 401 consisting of 725 miles of 36-inch and 42-inch pipelines. These pipelines extend from the TransCanada's system that originates in Canada and extends through Malin, Oregon. In addition, there is Line 300 that consists of 1,004 miles of 34-inch pipeline that extends from four interstate pipelines through Topock, Arizona. The natural gas system includes various storage facilities and compressor stations along the transmission lines.

Based on natural gas demand factors that were provided by PG&E, residential demand is approximately 138 therms per person per year and the non-residential demand is approximately 403 therms per employee per year.

Environment & Cultural

Prepared by First Carbon Solutions and City of Fresno

Introduction

This portion of the existing conditions report provides an overview of the environmental conditions in the Central Southeast Area Specific Plan (CSESP) project area. It discusses the regulatory framework and existing conditions related to cultural resources, air quality, GHG emissions, hazards & hazardous materials, and noise in Fresno to inform and support the CSESP process.

The primary purpose of the environmental analysis is to inform residents, stakeholders, and city staff on the issues that will be addressed in the CSESP and the associated Environmental Impact Report (EIR). It is designed to serve as background information and to support the development of the CSESP and EIR policies that will be investigated in more depth in the subsequent phases of the study process.

Cultural Resources

Cultural resources are buildings, objects, features, structures, or locations with historic or cultural value. Cultural resources typically include buildings or structures that are associated with an event or person that have contributed to the shaping or development of the city; objects, such as Native American artifacts discovered at a particular location or area of the city; or an archaeological, geological, or paleontological artifact, such as fossils. Specifically, cultural resources can be categorized in one of the following groups:

- Historic Resources: Historic resources are associated with the recent past. In California, historic resources are typically associated with the Spanish, Mexican, and American periods in the State's history and are generally less than 200 years old.
- Archaeological Resources: Archaeology is the study of prehistoric human activities and cultures. Archaeological resources are generally associated with indigenous cultures.
- Paleontological Resources: Paleontology is the study of plant and animal fossils.
- Burial Sites: Burial sites are formal or informal locations where human remains, usually associated with indigenous cultures, are interred.

Protection of cultural resources is important in maintaining the historic character of Fresno. The 2014 Fresno General Plan addresses cultural resources primarily in the Historic and Cultural Resources Element (Chapter 8) with policies and programs designed to preserve and protect these important features of the community. In addition, the City government strives to preserve the unique historic character of Fresno through the City's Historic Preservation Commission and Local Register of Historic Resources (Fresno Municipal Code, Chapter 12, Article 16).

NRHP and CRHR Historic Resources and Historical Landmarks

A total of 31 sites in Fresno and the immediate surrounding area are listed in the National Register of Historic Places. These sites include local landmarks such as the Old Fresno Water Tower (1894), the Thomas R. Meux Home (1889) and the streamline modern Tower Theatre (1939). All of the National Register sites are also listed in the California Register of Historical Resources. An additional 4 State Historic Landmarks including Fresno Junior College (1895) are located within the City of Fresno. Only one site, California State Historical Landmark Temporary Detention Camps for Japanese American-Fresno Assembly Center is located within the plan area. This California Historical Landmark is located on the Fresno Fairgrounds. No other sites are located within the boundaries of the CSESP, however potentially eligible structures or properties may exist within the CSESP boundaries.

Fresno Historic Districts and Local Register of Historic Resources

The City of Fresno currently has 4 official historic districts consisting of Chandler Field/Fresno Municipal Airport, Huntington Boulevard, The Porter Tract, and Wilson Island. At least 12 additional districts have been proposed or are under consideration within the downtown or Tower District area. No current or proposed historic districts are located within the CSESP.

The City also maintains a Local Register of Historic Resources that includes buildings, structures, objects, sites and districts that have sufficient integrity and are significant in Fresno's history. As of January 2018, there were 272 individual properties on the Local Register, including the Fresno Buddhist Temple (1920), the Fresno City Hall Annex (1939) and the Helm Building (1914). In addition, the City also has a list of 13 "Heritage Properties." This category is used for properties that may not qualify for inclusion in the National Register of Historic Places or Local Register of Historic Resources, but that still are deserving of recognition and protection. None of these sites are located within the boundaries of the CSESP, however potentially eligible structures or properties may exist within the CSESP boundaries.

Considerations for the CSESP

From the extent of existing policies and practices to ensure the protection of historic and cultural resources, it is clear the City of Fresno places a high value on historic character and resources. Existing policies and regulations for historic resources have largely focused on designated Local and National Register properties and districts; however noteworthy structures, and potential historic districts, may exist within the CSESPas well. Examples include the Fresno County Fairgrounds, Fresno Pacific University and industrial facilities located in the southwest of the CSESP. Historic themes applicable to the CSESP area include railroad development, early residential development, ethnic communities, Late-19th and Early 20th Century Commercial Development (1872–1945), Late- 19th and Early 20th Century Civic and Institutional Development (1872–1930), Industrial, Depression Era Civic and Institutional Development**,** Mid-20th Century

Civic and Institutional Development (1945–1970), and Mid-20th Century Commercial Development (1945–1970). Pursuant to General Plan Policy HCR-2-a**,** the city should continue to work to identify and evaluate potential historic resources and districts within the CSESP and prepare nomination forms for Fresno's Local Register of Historic Resources and California and National Registers, as appropriate.

While the area addressed by the the CSESP is largely comprised of residential track housing, large sections of undeveloped land are also present, and the possibility of finding prehistoric artifacts left by the Northern Valley Yokuts people when developing or redeveloping properties exists. The Native American Heritage Commission (NAHC) has characterized the City of Fresno as being "very sensitive" for potential impacts to Native American sacred sites and prehistoric deposits, particularly near waterways. Current and past waterways and their surrounding regions are considered especially sensitive for cultural resources, as indigenous people utilized these areas as permanent villages, temporary camps, and task specific sites. As such, it is recommended that requirements in the current General Plan for the protection of archaeological resources during the permitting process for proposed development projects be reiterated in the specific plan, with a focus on potentially sensitive areas within theCSESP.

As of July 1, 2015, a new category of resources has been established under CEQA called "tribal cultural resources" (TCRs) that considers tribal cultural values in addition to scientific and archaeological values when determining impacts and mitigation. As this law went into effect after the adoption of the City's 2014 General Plan, the City may wish to incorporate policy pertaining to AB-52 compliance into the CSESP.

Air Quality

Air quality refers to the degree to which the air in our community is pollution-free. Air quality is a function of both the rate and location of pollutant emissions under the influence of meteorological conditions and topographic features. Atmospheric conditions such as wind speed, wind direction, and air temperature inversions interact with the physical features of the landscape to determine the movement and dispersal of air pollutant emissions and, consequently, their effect on air quality.

Air quality is influenced by the quantity of pollutants emitted into the air and by the concentration of pollutants in the air around us. Motor vehicles are the primary source of air pollution in Fresno and San Joaquin Valley (Valley) as a whole. Industrial activities such as electronics manufacturing, auto repair, dry cleaning, and other businesses that use chemicals or solvents also contribute to pollution levels. Additionally, particulate matter emitted into the air as a result of construction, grading activities, the use of wood-burning stoves and fireplaces, and smoke from wildfires locally, regionally and from hundreds of miles away can compound air quality issues. Also, most air entering the valley travels through the Bay Area, where it picks up pollutants.

Air pollutants are regulated to protect human health and for secondary effects such as visibility and building soiling. The Clean Air Act of 1970 tasks the United States Environmental Protection Agency (EPA) with setting air quality standards. The State of California also sets air quality standards that are in some cases more stringent than federal standards and address additional

pollutants. The Air Resource Board (ARB) is the State agency responsible for setting air quality standards for California.

One of the most important reasons for air quality standards is the protection of those members of the population who are most sensitive to the adverse health effects of air pollution, termed "sensitive receptors." The term sensitive receptors refer to specific population groups, as well as the land uses where individuals would reside for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses would include facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Residential dwellings, schools, parks, playgrounds, childcare centers, convalescent homes, and hospitals are examples of sensitive land uses.

The City of Fresno adopted the Fresno General Plan and Master Environmental Impact Report (MEIR) on December 18, 2014.[1] The Fresno General Plan addresses air quality in the Resource conservation and Resilience Element, Air Quality and Greenhouse Gas Emissions chapter with policies and programs designed to minimize air quality emissions to the extent feasible. The MEIR has an Air Quality section, a greenhouse Gas section, an appendix for Criteria Pollutant Modeling. Project impacts and mitigation measures are components of the Air Quality section.

San Joaquin Valley Air Basin

Topography

The topography of a region is important for air quality because mountains can block airflow that would help disperse pollutants and can channel air from upwind areas that transports pollutants to downwind areas. Fresno is located within the San Joaquin Valley Air Basin (SJVAB or Air Basin). The San Joaquin Valley Air Pollution Control District covers the entirety of the Air Basin. The Air Basin is generally shaped like a bowl. It is open in the north and is surrounded by mountain ranges on all other sides. The Sierra Nevada mountains are along the eastern boundary (8,000 to 14,000 feet in elevation), the Coast Ranges are along the western boundary (3,000 feet in elevation), and the Tehachapi Mountains are along the southern boundary (6,000 to 8,000 feet in elevation).

Meteorology and Climate

The SJVAB has an inland Mediterranean climate that is strongly influenced by the presence of mountain ranges. The mountain ranges to the west and south induce winter storms from the Pacific Ocean to release precipitation on the western slopes producing a partial rain shadow over the valley. In addition, the mountain ranges block the free circulation of air to the east, trapping stable air in the valley for extended periods during the cooler half of the year.

[1] Fresno General Plan and Master Environmental Impact Report. City of Fresno. Adopted December 18, 2014. Website: https://www.fresno.gov/darm/wp-content/uploads/sites/10/2016/11/consolidatedGP.pdf.

Winter in the SJVAB is characterized as mild and fairly humid, while the summer is typically hot, dry, and cloudless. The climate is a result of the topography and the strength and location of a semi-permanent, subtropical high-pressure cell. During the summer months, the Pacific high-pressure cell is centered over the northeastern Pacific Ocean, resulting in stable meteorological conditions and a steady northwesterly wind flow. Upwelling of cold ocean water from below to the surface as a result of the northwesterly flow produces a band of cold water off the California coast. In winter, the Pacific high-pressure cell weakens and shifts southward, resulting in wind flow offshore, the absence of upwelling, and the occurrence of storms.

The annual temperature, humidity, precipitation, and wind patterns reflect the topography of the SJVAB and the strength and location of the semi-permanent, subtropical high-pressure cell. Summer temperatures that often exceed 100 degrees Fahrenheit (°F) and clear sky conditions are favorable to ozone formation. Most of the precipitation in the valley occurs as rainfall during winter storms. The winds and unstable atmospheric conditions associated with the passage of winter storms result in periods of low air pollution and excellent visibility. However, between winter storms, high pressure and light winds lead to the creation of low-level temperature inversions and stable atmospheric conditions resulting in high carbon monoxide (CO) concentrations and particulate matter (PM) accumulation. The orientation of the wind flow pattern in the SJVAB is parallel to the valley and mountain ranges. Summer wind conditions promote the transport of ozone and precursors from the San Francisco Bay Area through the Carquinez Strait, a gap in the Coast Ranges, and low mountain passes such as Altamont Pass and Pacheco Pass.

The climate is semi-arid, with an annual normal precipitation of approximately 14 inches. Temperatures in the Fresno region range from a normal minimum of 38°F in January, to a normal maximum of 98°F in July. The wind is predominantly from the west-northwest at 9 miles per hour.

Air Pollutants of Concern

A substance in the air that can cause harm to humans and the environment is known as an air pollutant. Pollutants can be in the form of solid particles, liquid droplets, or gases. In addition, they may be natural or man-made. Air pollutants of concern include:

- Ozone
- Carbon monoxide
- Nitrogen dioxide
- Sulfur dioxide
- Particulate Matter (PM_{10} and $PM_{2.5}$) and visibility reducing particles
- Sulfates
- Lead
- Vinyl chloride
- Hydrogen sulfide
- Volatile Organic Compounds (VOC)
- Diesel Particulate Matter (DPM)

Toxic Air Contaminants

In addition to the criteria pollutants, toxic air contaminants (TACs), also known as hazardous air pollutants, are another group of pollutants of concern. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. In general, for those TACs that may cause cancer, regulatory agencies have set thresholds below which adverse health impacts are not expected to occur. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined and for which the state and federal governments have set ambient air quality standards.

The Fresno General Plan MEIR includes Table 5.3-5 which provides advisory recommendations on siting new sensitive land uses near freeways, high traffic roads, distribution centers, rail yards, refineries, chrome platers, dry cleaners, and gasoline dispensing facilities, as well as Table 5.3-11 which may include high emitting toxic air contaminant stationary sources facilities located in the Plan Area

Odors

Odor impacts on residential areas and other sensitive receptors, such as hospitals, day-care centers, schools, etc. warrant the closest scrutiny, but consideration should also be given to other land uses where people may congregate, such as recreational facilities, worksites, and commercial areas.

Two situations create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor. The SJVAPCD has determined the common land use types that are known to produce odors in the Air Basin. These include wastewater treatment facilities, sanitary landfills, transfer stations, compositing facilities, petroleum refineries, asphalt batch plants, chemical manufacturing, fiberglass manufacturing, painting/coating operations (e.g. auto body shops), food processing facilities, feed lots/dairies, and rendering plants. Screening distance for these odor generators is usually one mile, with wastewater treatment facilities and petroleum refineries having a greater screening distance of 2 miles.

According to the SJVAPCD Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI), analysis of potential odor impacts should be conducted for the following two situations:

Generators: projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate, and

Receivers: residential or other sensitive receptor projects or other projects built for the intent of attracting people locating near existing odor sources.

Existing Air Quality Conditions

Existing Ambient Air Quality

The local air quality can be evaluated by reviewing relevant air pollution concentrations near the project area. The most recent published monitoring data (2014-2016) is from the Fresno-Garland monitoring station (located approximately 2.6 miles north of the CSESP boundary). The data shows that during the past few years, the project area has exceeded the standards for ozone (state and national), PM_{10} (state), and $PM_{2.5}$ (national). No recent monitoring data for Fresno County or the SJVAB was available for sulfur dioxide (SO_2). Generally, no monitoring is conducted for pollutants that are no longer likely to exceed ambient air quality standards.

The health impacts of the various air pollutants of concern can be presented in a number of ways. The clearest in comparison is to the state and federal ozone standards. If concentrations are below the standard, it is safe to say that no health impact would occur to anyone. When concentrations exceed the standard, impacts will vary based on the amount the standard is exceeded. The EPA developed the Air Quality Index (AQI) as an easy-to-understand measure of health impacts compared with concentrations in the air.

Based on the AQI scale for the 8-hour ozone standard, Fresno experienced 154 days in the last 3 years that would be categorized as unhealthy (AQI 200), unhealthful for sensitive groups (AQI 150) or moderate (AQI 100) as measured at the Fresno-Garland monitoring station. The highest reading was 98 parts per billion (ppb) in 2015, more than the 85-ppb cutoff point for unhealthy for existing sensitive groups (AQI 150).

The other nonattainment pollutant of concern is $PM_{2.5}$. An AQI of 100 or lower is considered moderate and would be triggered by a 24-hour average concentration of 35.4 micrograms per cubic meter ($\mu g/m^3$), which is exceeds the federal $PM_{2.5}$ standard. The Fresno-Garland monitoring station nearest the project exceeded the standard on 70 days in the 3-year period spanning from 2014 to 2016.

People with respiratory or heart disease, the elderly and children are the groups most at risk. Unusually sensitive people should consider reducing prolonged or heavy exertion. Unusually sensitive people should consider reducing prolonged or heavy exertion. The AQI of 150 is classified as unhealthful for sensitive groups with a $PM_{2.5}$ concentration of 55.4 µg/m3. At this concentration, there is increasing likelihood of respiratory symptoms in sensitive individuals, aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease, and in the elderly. People with respiratory or heart disease, the elderly, and children should limit prolonged exertion. The highest concentration recorded in Fresno was 94.6 µg/m3 in 2014. At this concentration, increased aggravation of heart or lung disease and premature mortality in persons with cardiopulmonary disease and the elderly and increased respiratory effects in general population would occur. People with respiratory or heart disease, the elderly, and children should avoid prolonged exertion; everyone else should limit prolonged exertion when the AQI exceeds this level.

Local CO Hotspots

Congested intersections have the potential to create elevated concentration of CO, referred to as "CO hotspots." The significance criteria for CO hotspots are based on the California Ambient Air Quality Standards for CO, which is 9.0 ppm (8-hr average) and 20.0 ppm (1-hr average). The Air Basin is in attainment of the state and federal standards, and this air quality monitoring station does not provide CO emission data.

Existing Sources of TACs

Local community risk and hazard impacts are associated with TACs and $PM_{2.5}$ because emissions of these pollutants can have significant impacts at the local level. The ARB Land Use Handbook recommends new sensitive land uses as follows:

- Avoid siting new sensitive land uses within 500 feet for a freeway, urban road with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
- Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard.

Existing TAC sources within the City of Fresno include stationary sources permitted by SJVAPCD, roadways with more than 10,000 annual average daily traffic, and highways or freeways. SJVAPCD does not provide a screening level tool for existing stationary sources currently. There is no freeway or railroad located within 1,000 feet of the Specific Plan boundary.

Considerations for the Specific Plan

Air quality is a cumulative issue that crosses jurisdictional boundaries and requires regional collaboration and well as local initiatives. The Specific Plan should consider a range of strategies for improved air quality that includes regional collaboration and local actions such as steps to reduce traffic congestion and expand tree canopy.

When current traffic volume data is available, air quality modeling will be conducted to identify the presence or absence of CO hotspots and areas of elevated exposure to TACs in Fresno Specific Plan area and the Sphere of Influence. As needed, FCS will recommend strategies and actions to reduce associated impacts that can be incorporated into the Specific Plan.

GHG Emissions

A balance of naturally occurring gases dispersed in the atmosphere determines the earth's climate by trapping infrared radiation (heat) in a phenomenon known as the greenhouse effect. Scientists have concluded that human activities are increasing the concentration of greenhouse gases (GHG) in the atmosphere, causing a rise in global average surface temperature and consequent global climate change. Pursuant to the US Environmental Protection Agency (EPA) the GHG pollutants of primary concern include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydroflurocarbons, perfluorocarbons, and sulfur hexafluoride.

City of Fresno Greenhouse Gas Reduction Plan

The City of Fresno adopted the Fresno General Plan and Master Environmental Impact Report (MEIR) on December 18, 2014.2 The MEIR includes a Greenhouse Gas Reduction Plan (GHG Plan) that provides the City's primary strategy for reducing greenhouse gas emissions from projected levels that would occur if no measures were implemented, referred to as the Business As Usual (BAU) scenario. The intent of the GHG Plan is to achieve compliance with state GHG reduction mandates by focusing on feasible actions the City can take to minimize the adverse impacts of growth and development on climate change. The GHG Plan does not reinvent the wheel; rather, it builds on the General Plan policies and implementation measures. Where needed, the GHG Plan provides more details to clarify and focus action and to ensure implementation.[3]

The GHG Plan shows that the City will achieve a reduction of 26.8 percent from BAU by 2020 through compliance with regulations only, which exceeds the 21.7 percent required to show consistency with AB 32 targets. The local measures contained in the GHG Plan are expected to achieve an additional 3.0 percent reduction from BAU for a total reduction of 29.8 percent from BAU by 2020.

The GHG Plan includes criteria that would allow projects to qualify for permit streamlining provisions and incentives and would receive a less than significant finding for GHG impacts. For example, projects that meet the Fresno Green Checklist point totals receive the following incentives:

- 25 percent fee reductions of many planning fees (Site Plans, CUPs, EAs etc.)
- 20 percent minor deviation from development standards, if needed (25% if public art is incorporated into the project)
- Expedited processing through the "Green Team"
- Eligibility for a Fresno Green award and use of the Fresno Green brand for the project.

Considerations for the Specific Plan

The Specific Plan should establish a policy to support the Fresno GHG Reduction Plan, which would inform and update the Priorities List for Implementation. The Specific Plan should monitor and evaluate the efficacy of current General Plan policies and the GHG Reduction Plan, with the focus on developing more effective implementation mechanisms. The first update should be completed to address changes in State law and the new 2030 statewide emissions target.

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2 Fresno General Plan and Master environmental Impact Report. City of Fresno. Adopted December 18, 2014. Website: https://www.fresno.gov/darm/wp-content/uploads/ sites/10/2016/11/consolidatedGP.pdf

3 Fresno General Plan. City of Fresno. Adopted December 18, 2014. Website: https://www.fresno.gov/darm/wp-content/uploads/ sites/10/2016/11/consolidatedGP.pdf.

Hazards & Hazardous Materials

Hazardous materials generally refer to substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (electronics, newspapers, plastic products, etc.). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous materials have a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

Hazardous materials and wastes can pose a significant actual or potential hazard to human health and the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Many federal, state, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste are in place to prevent these unwanted consequences. These regulatory programs are designed to reduce the danger that hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

Hazardous Materials Sites

Standard Environmental Records Sources Review—Project Area Findings

FirstCarbon Solutions used the electronic database search company Envirosite Corporation to efficiently perform a records search of reasonably ascertainable environmental databases, including the standard state and federal sources, in accordance with ASTM standard of practice. A copy of the Government Records Report search by Envirosite is provided in Appendix A (Envirosite 2017). A standard records search was conducted for the Project site using a standard 1-mile search radius, as measured from the Project site parcels associated with the Fresno Central Southeast Area Plan Area.

A search of the databases, using zip codes within the jurisdictional boundaries of the City of Fresno, found over 400 listings in the CSESP plan area. Review of the listings document retention of records of hazardous materials, underground storage tanks, business plan and hazardous waste generators, not necessarily indication of a release at the site. However after review, five sites of significance were identified. These sites are listed on Table HAZ-1.

Standard Environmental Records Sources Review—Off-site Findings

A total of ten sites of significance were identified within the 1-mile search radius of the Fresno Central Southeast Area Plan Area. Five of these sites are located outside the Specific Plan

boundary, but within the 1-mile radius vicinity (shown in Table HAZ-2 and the map on the follow page).

The five sites were found to have a low, medium, or high potential for environmental impact to properties within the Fresno Central Southeast Area Plan Specific Plan boundary, based on the nature of the listing, the specific contaminants of concern, and current regulatory status with the relevant resource agency.

Criteria

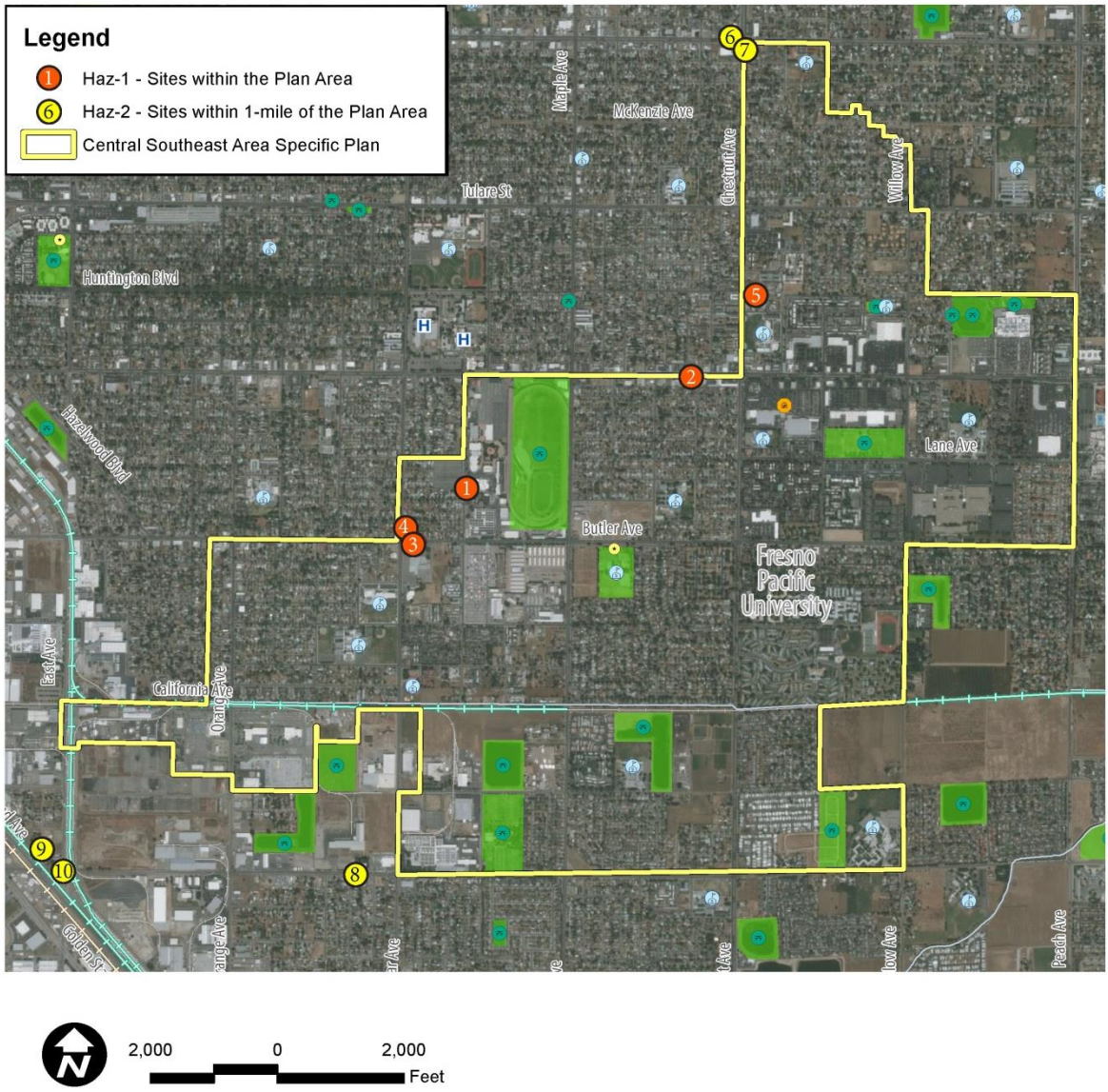
The following criteria was used to determine the sites that are considered to have a low and/or no potential impact to the Project site: (1) no reported impacts to groundwater, (2) closure approval received from the lead regulatory agency, (3) relative distance from the Project site, and/or (4) identified as being cross-gradient or downgradient with respect to the local groundwater flow direction relative to the Project site. Alternatively, sites that are considered to have a medium to high potential impact on the Project site were determined to have one or more of the following characteristics: (1) they were reported to impact groundwater; (2) they are open regulatory cases; (3) they are in proximity of the Project site; and/or (4) they were identified as being up-gradient.

Groundwater in the vicinity of the Project site would be generally expected to follow local topography and flow towards the southwest. However, actual groundwater flow direction is often locally influenced by factors such as rainfall, geologic structure, seasonal fluctuations, soil and bedrock geology, production wells, and other factors beyond the scope of this report. The actual groundwater flow direction under the Project site can be accurately determined only by installing groundwater monitoring wells, which was beyond this scope of this report.

Table 1: List of Environmentally Significant Envirosite Sites in and near the Project Area

Environmentally Significant Site	Address
1. Basic Training Center No.8/US Army Corps of Engineers/Big Fresno Fair/21st District Agricultural Association/ Fresno Dodge Inc.	1121 S Chance Ave, Fresno, CA 93702
2. Jorgenson's Battery	4740 E Kings Canyon Rd, Fresno, CA 93702
3. Butler And Cedar PCE Plume	4260 E Butler Ave, Fresno, CA 93702
4. Family Express Food & LIQUOR	4205 E Butler Ave, Fresno, CA 93702
5. Study Area "D" Alternate	S. Chestnut Avenue/E. Mono Avenue

Environmentally Significant Site	Address
6. Dry Cleaning Facility	4785 E Belmont Ave, Fresno, CA 93702
7. Team Enterprise/Commercial Property/One Hour Martinizing	4794 E Belmont Ave, Fresno, CA 93702
8. PDM Steel Service Center	4005 E Church Ave, Fresno, CA 93725
9. South Fresno PCE Groundwater Plume	2376 S Railroad Ave, Fresno, CA 93721
10. South Fresno Regional Groundwater Plumes	North of Church Avenue at South East Avenue



Un-mappable/Orphan Sites

Un-mapppable or orphan sites are regulated sites that have insufficient information to locate on a map. The Envirosite Government Records Report identified a total of 30 records that could potentially occur within the search radii of the Project site. Review of these sites determined that all 30 sites have a low potential to impact the Project site based on the previously presented criteria above.

Considerations for Central Southeast Specific Plan and Environmental Impact Report

The Central Southeast Specific Plan and Environmental Impact Report should consider strategies to mitigate and manage risk from existing sites within the Project area as well as off-site properties in collaboration with other locally responsible agencies.

The City already requires developers to complete a Phase I Environmental Site Assessment (ESA) to determine the presence or likely presence of a release of hazardous substances or petroleum products in, on, or at the property, based on reasonably available information about the property and the area in its vicinity. The findings and conclusions of the Phase I ESA shall become the basis for potential recommendations for follow-up investigation, if found to be warranted.

Based on the status and regulatory review, it is recommended that redevelopment activities be avoided on the sites listed in Table HAZ-1. If one or more of the sites listed in Table HAZ-1 are of interest for future development, it is recommended that further consultation be conducted to confirm the regulatory status and level of remediation required to support the intended use.

If redevelopment is desired in proximity to properties listed in Table HAZ-2, it is recommended that evaluation of these sites also be undertaken to confirm the regulatory status, the potential for impact, and the need for further soil and/or groundwater investigation.

Noise

In an urban environment, noise is a part of everyday life. Excessive noise, however, is an annoyance and at elevated levels can even disrupt sleep, cause stress and tension, or interfere with other aspects of day-to-day life. As such, the adverse effects of noise on the community need to be considered during site planning in order to protect public health and the quality of life.

The Fresno General Plan, adopted December 2014, addresses noise primarily in the Noise and Safety Element with policies and programs designed to minimize excessive noise levels throughout the City. The Fresno Municipal Code addressed noise in Chapter 10, Article 1—Noise Regulations, providing rules and regulations related to noise in the City. This report describes the regulatory framework and existing conditions related to noise sources and the overall noise environment in the Fresno Central Southeast Area Plan area.

Noise regulations are addressed through the efforts of various federal, state, and local government agencies.

Existing Conditions

Environmental Setting

The City of Fresno contains multiple rail corridors, three airports, and four state highways, many major streets traversing it, and industrial facilities. The CSESP Plan area has one active rail line traversing its southern area, roughly along California Avenue; but does not contain any airports, major highways, or industrial facilities. There are multiple arterial roadways that serve the CSESP

Plan area, connecting the majority single-family residential areas to local commercial malls and the broader Fresno job centers.

Existing Noise Conditions

The Fresno General Plan measured existing conditions at nine locations (shown in Table 8) to serve as representation of typical residential, commercial, and industrial areas, as well as arterial roadways, elevated and below-grade freeways, and railroad crossings with and without train horn soundings.

Table 2: Measured Existing Noise Levels

Category	Noise Level (dBA L_{dn})
Railroad crossing at Shields Ave.	84
Along Railroad near W. Barstow Ave.	74
SR 41 between W. Barstow & W. Shaw Ave.	76
SR 180 near N. Peach Ave.	76
E. Shaw Ave. near N. Cedar Ave.	72
N. Blackstone Ave. near E. Ashlan Ave.	70
S. Elm Ave. near E. Jensen Ave.	68
N. Valentine Ave. between W. Ashlan & W. Holland Ave.	67
S. Fruit Ave. north of Church Ave.	65

Traffic Noise

Traffic noise is the number one contributor to noise levels in the City of Fresno, according to the General Plan. The noise levels depend on three factors:

- Volume of traffic;
- Speed of traffic;
- Number of trucks in the flow of traffic.

Vehicle noise includes noises produced by the engine, exhaust, tires, and wind generated by taller vehicles. Other factors that affect the perception of traffic noise include the distance from the highway, terrain, vegetation, and natural and structural obstacles. While tire noise from automobiles is generally located at ground level, truck noise sources can be located as high as 10 to 15 feet above the roadbed because of tall exhaust stacks and higher engines.

The General Plan projects a noise increase of between one to five decibels along existing roads; the Fresno Central Southeast Area Plan area is located along many current arterial and feeder roads.

Railroad Operations Noise

There are railroad operations that occur within the Fresno Central Southeast Specific Plan area in the southern part of the Plan area, roughly along California Avenue. Per the Fresno General Plan Noise and Safety Element, where grade crossings exist, and warning horns and crossing alarms are signaled, individual single event noise levels associated with a train generally reach 105 dBA to 110 dBA at a distance of 100 feet from the track centerline. Away from grade crossings, train pass-by noise levels are lower, typically 85 dBA to 90 dBA at a distance of 100 feet.

Stationary Noise

Stationary noise sources can also have an effect on the population, and—unlike mobile, transportation-related noise sources—these sources generally have a more permanent consistent impact on people. These stationary noise sources involve a wide spectrum of uses and activities, including various industrial uses, commercial operations, school playgrounds, high school football games, HVAC units, generators, lawn maintenance equipment, and swimming pool pumps. Even with incorporation of the best available noise control technology, noise emanating from industrial uses can be substantial and exceed local noise standards. These noise sources can be continuous and may contain tonal components that may be annoying to nearby receptors.

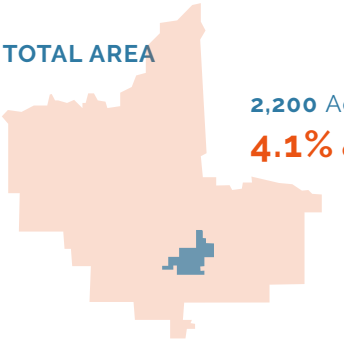
Considerations for Fresno Central Southeast Area Plan

The principal sources of noise in the Fresno Central Southeast Specific Plan area are transportation-related. When current traffic volume data, specific to the Plan area is available, updated noise contours will be produced to characterize the current and projected noise environment in the community. On the basis of that data, Specific Plan will identify any areas where noise levels could exceed standards and recommend appropriate actions.

CENTRAL SOUTHEAST FRESNO

WHERE ARE WE TODAY?

TOTAL AREA



2,200 Acres in CSE Fresno
4.1% of Fresno City

PARKS/ 1,000 RESIDENTS

1.68 Acres in CSE Fresno
1.06 Acres in Fresno City

DEMOGRAPHIC

TOTAL POPULATION

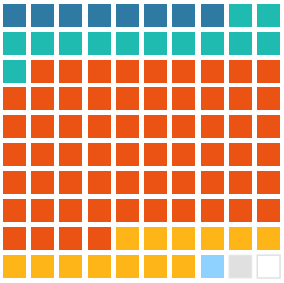
30,624 people in CSE Fresno
5.4% of Fresno City

TOTAL HOUSING UNITS

9,150 in CSE Fresno
4.7% of Fresno City

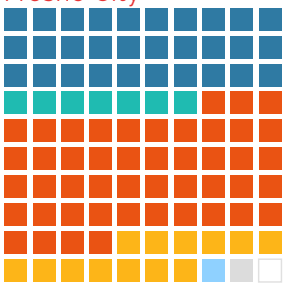
RACE / ETHNICITY

CSE Fresno



- White (8%)
- Black (13%)
- Hispanic/Latino (63%)
- Asian (13%)
- American Indian and Alaska Native (1%)
- Native Hawaiian/Pacific Islander (1%)
- Other (1%)

Fresno City



- White (30%)
- Black (7%)
- Hispanic/Latino (47%)
- Asian (13%)
- American Indian and Alaska Native (1%)
- Native Hawaiian/Pacific Islander (1%)
- Other (1%)

AGE OF POPULATION

18 & UNDER 33.8% CSE Fresno
28.1% Fresno City

65 & OVER 9.1% CSE Fresno
11.6% Fresno City

HOUSING

TOTAL OCCUPIED HOUSING

CSE Fresno
91.8% occupied — **8.2%** vacant

Fresno City
93.1% occupied — **7.9%** vacant

RENTER-OCCUPIED HOUSING

CSE Fresno
71% rent — **29%** own

Fresno City
51% rent — **49%** own

EDUCATION

NOT HIGH SCHOOL GRAD

47.82% CSE Fresno

14.59% Fresno City

COLLEGE DEGREE

7.57% CSE Fresno

12.10% Fresno City

INCOME + POVERTY

MEDIAN HOUSEHOLD INCOME

CSE Fresno
$23,562

Fresno City
$45,044

% IN POVERTY

53.3% CSE Fresno

29.2% Fresno City

ENVIRONMENTAL FACTORS

All census tracts in CSE Fresno are in the 75th percentile or higher of the pollution burden in the State.

OZONE RATIO

Amount of daily 8 hour maximum ozone concentration over state standard

0.29 CSE Fresno

0.33 Fresno City

0.10 California State

PARTICULATE MATTER

Annual mean PM 2.5 concentration, ug/m^3

14.60 CSE Fresno

14.14 Fresno City

9.08 California State

PESTICIDE USE

Total pounds of selected active pestcide ingredients, $lb/mile^2$

497.75 CSE Fresno

118.69 Fresno City

369.28 California State

HEALTH

HEALTH STATUS

% of adults in fair or poor health

ZIP codes 93702, 93725, 93727	28%
Fresno City	23.4%
California State	19.2%

ADULT PHYSICAL ACTIVITY

% of adults who have walked for transportation or leisure for at least 150 minutes per week

ZIP codes 93702, 93725, 93727	28.7%
Fresno City	27.8%
California State	33%

% WITHOUT HEALTH INSURANCE

CSE Fresno	24.1%
Fresno City	17.96%
California State	19.3%

OBESITY

39.1% of adults in CSE Fresno are obese

36.9% of adults in Fresno City are obese

25.8% of adults in California State are obese

CHILDREN PHYSICAL ACTIVITY

% of children who engaged in at least 60 minutes of physical activity daily in the past week, excluding physical education

ZIP codes 93702, 93725, 93727	20.3%
Fresno City	22%
California State	20.7%

FRESNO COUNTY

LIFE EXPECTANCY AT BIRTH — **78.1** years

ASTHMA EMERGENCY DEPARTMENT VISITS

0 to 17 years	18+ years
134.1 per 10,000 residents	**51.2** per 10,000 residents

CALIFORNIA STATE

LIFE EXPECTANCY AT BIRTH — **80.8** years

ASTHMA EMERGENCY DEPARTMENT VISITS

0 to 17 years	18+ years
77.3 per 10,000 residents	**43.4** per 10,000 residents

MENTAL HEALTH

SERIOUS PSYCHOLOGICAL DISTRESS

9.5% of adults in the three ZIP codes suffer from serious psychological distress

9.9% of adults in Fresno City suffer from serious psychological distress

8.1% of adults in California State suffer from serious psychological distress

MENTAL PROBLEMS

14.8% of adults in the three ZIP codes needed help for emotional/ mental or alcohol/drug problem in past 12 months

17.1% of adults in Fresno City needed help for emotional/ mental or alcohol/drug problem in past 12 months

17.1% of adults in Fresno City needed help for emotional/ mental or alcohol/drug problem in past 12 months

ADDITIONAL HEALTH FACTS ABOUT CSE FRESNO

ASTHMA ER VISITS

100% census tracts in CSE Fresno are in the top 75th percentile for emergency room visits for Asthma compared to the state.
(Age-adjusted rate of emergency department (ED) visits for asthma per 10,000, 2007-2009)

YEARS OF LIFE LOST

80% of the census tracts in CSE Fresno are in the top 75th percentile of years of life lost per capita compared to the State.

LOW BIRTH WEIGHT

50% of the census tracts in CSE Fresno are in the top 75th percentile of percent low birth weight compared to the State.

POLLUTION BURDEN

100% of the census tracts in CSE Fresno are in the top 75th percentile of Calenviroscreen 2.0 pollution burden percentile compared to the State.

HEALTH DISADVANTAGE INDEX

100% census tracts in CSE Fresno are in the top 75th percentile compared to the State.
(Measured under the Health Priority Index 2016 based on four factors- pollution burden, years of potential life lost, per-term birth rate, and composite mortality index)

CALENVIROSCREEN 2.0

100% census tracts in CSE Fresno are in the top 95th percentile of CalEnviroScreen Bureden compared to the State.
(CalEnviroScreen is a screening methodology that helps identify California communities that are disproportionately burdened by multiple sources of pollution.)

Appendix B:
Prior Comments Received

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Fresno Metropolitan Flood Control District
Capturing Stormwater since 1956

File 310. "A", "BF", "GG",
"II2", "PP", "Y", "Z"
420.216

March 6, 2023

Jennifer Clark, Director, Planning and Development Department
c/o Drew Wilson, Supervising Planner, Planning and Development Department
City of Fresno
2600 Fresno Street, Room 3065
Fresno, CA 93721

Dear Drew,

Notice of Intent to Adopt a Mitigated Negative Declaration
General Plan Amendment and Rezone P23-02413 for the
Central Southeast Area Specific Plan
Drainage Areas "A", "BF", "GG", "II2", "PP", "Y", "Z"

The Fresno Metropolitan Flood Control District (FMFCD) has adopted storm drainage Master Plan systems for the areas located within the Central Southeast Specific Plan (Plan Area). These Master Plan systems are based on the previously adopted General and Specific Plan land uses.

For areas that have existing drainage facilities and propose changes to land uses that generate more runoff than originally planned, some type of mitigation to accommodate the increased flow such as parallel pipes and/or on-site retention may be required. FMFCD has identified properties within the Plan Area that may require some form of mitigation (see attached Page 5, Exhibit 5 of the Plan Area).

The properties may either make improvements to the existing pipeline system to provide additional capacity or may use some type of permanent peak reducing facility in order to eliminate adverse impacts on the existing system. Implementation of the mitigation measures may be deferred until the time of development. Should the properties choose to construct a permanent peak reducing facility, this system would be required to reduce runoff from a ten-year storm produced by the increased land use and release a two-year discharge which would be produced by FMFCD's existing system design. The developer will be required to submit improvement plans to the District for review and approval showing the proposed method of mitigation prior to implementation.

5469 E. Olive Avenue • Fresno, CA 93727 • (559) 456-3292 • FAX (559) 456-3194
www.fresnofloodcontrol.org

FMFCD offers the following comments specific to the review of the Plan Area (the individual pages are included and the section or sentence has been highlighted for your reference):

1. Page 120, (iii): Revise first paragraph sentence [Therefore, runoff from the proposed project has already been anticipated by the General Plan and would not exceed the capacity of the storm drainage system.] to [Should runoff from the proposed project not previously anticipated by the General Plan exceed the capacity of the storm drainage system some form of mitigation will be required.]

2. Page 120, (iii): Revise second paragraph to remove "would" and "Maple" to "includes future" and "Chestnut".

   Add sentence: "A twenty-five foot (25') wide storm drain easement shall be dedicated by APN's 480-080-03 and 05 (along California Avenue west of Chestnut Avenue to FMFCD Basin) at such time development occurs for a future 36" storm drain pipeline. No encroachments into the easement will be permitted including, but not limited to, foundations, roof overhangs, swimming pools, and trees."

3. Page 168, Stormwater: Revise paragraph to remove "Maple" and include "Chestnut" and "future".

   Add sentence: "A twenty-five foot (25') wide storm drain easement shall be dedicated by APN's 480-080-03 and 05 (along California Avenue west of Chestnut Avenue to FMFCD Basin) at such time development occurs for a future 36" storm drain pipeline. No encroachments into the easement will be permitted including, but not limited to, foundations, roof overhangs, swimming pools, and trees."

The City of Fresno, FMFCD, the County of Fresno, the City of Clovis, and the California State University, Fresno are currently covered as Co-Permittees for Municipal Separate Storm Sewer System (MS4) discharges through National Pollutant Discharge Elimination System (NPDES) General Order No. R5-2016-0040 and NPDES Permit No. CAS0085324 (Storm Water Permit) effective May 17, 2018. The previous Storm Water Permit adopted on May 31, 2013 required the adoption of Stormwater Quality Management Program (SWQMP) that describes the Storm Water Permit implementation actions and Co-Permittee responsibilities. That SWQMP was approved by the Central Valley Regional Water Quality Control Board on April 17, 2015 and is effective until adoption of a new SWQMP, which is anticipated within the next two years.

The Storm Water Permit requires that Co-Permittees update their CEQA process to incorporate procedures for considering potential stormwater quality impacts when preparing and reviewing CEQA documents. This requirement is found on Provision D.14 of the 2013 Storm Water Permit and in Section 7: Planning and Land Development Program – PLD 3 – Update CEQA Process. The District has created a guidance document that will meet this Storm Water Permit requirement entitled *Guidance for Addressing Stormwater Quality for CEQA Review*, which has been attached. In an effort to streamline future CEQA processing and maintain compliance with the Storm Water Permit, FMFCD recommends that all future CEQA review within the City of Fresno utilize the attached guidance document Exhibit "A".

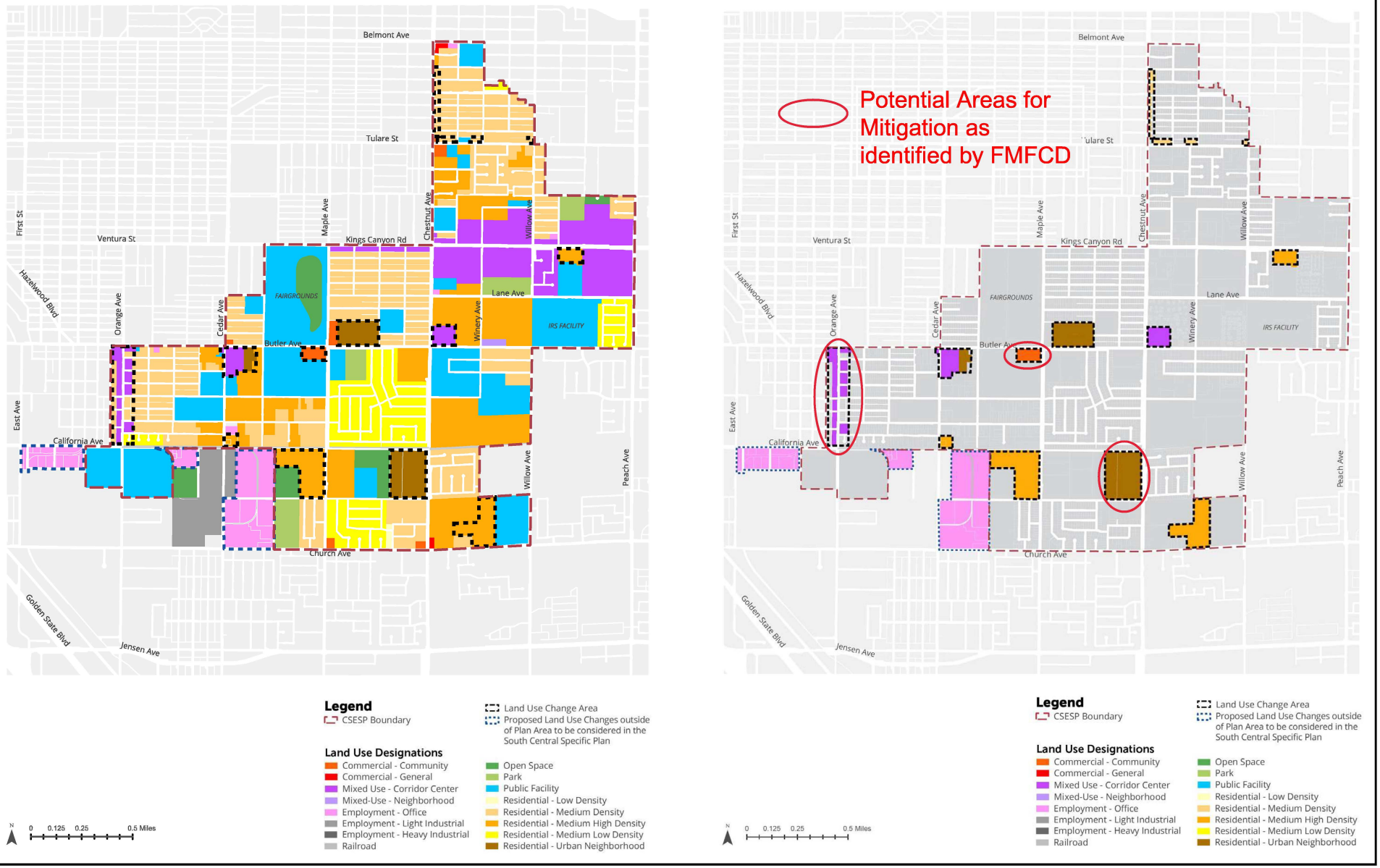
Thank you for the opportunity to comment. If you have any questions or require further information, please do not hesitate to contact me at (559) 456-3292.

Sincerely,

Denise Wade
Master Plan and Special Projects Manager

DW/lrl

Attachments



Source: City of Fresno Central Southeast Area Specific Plan, April 2021.

FIRSTCARBON SOLUTIONS™

Exhibit 5
Proposed Land Use Changes

Regulatory mechanisms in place that would reduce the impacts of construction activities on drainage patterns that could result in flooding on or off the construction site include compliance with the City's grading plan check process, the Storm Drainage and Flood Control Master Plan, and the NPDES Construction General Permit. Discussion of these regulatory processes is included in the previous section's discussion of erosion and siltation. Compliance with these required regulations would reduce the project construction impacts on drainage patterns and flooding on and off the construction site to less than significant levels.

Operationally, future development under the proposed project has the potential to increase the amount of paved, impervious surfaces within the Specific Plan Area. However, development proposed in the Specific Plan is less than what was contemplated by the General Plan and is therefore consistent with the stormwater rates and volumes anticipated in the General Plan.

Objective NS-3 and Policies NS-3-a, NS-3-b, NS-3-e, NS-3-h, NS-3-i of the approved General Plan were designed to reduce flooding impacts. Implementation of the grading plan check process, and compliance with General Plan policies would ensure that surface runoff and long-term project flooding impacts associated with alteration of grading patterns are less than significant.

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

FMFCD has identified Potential Areas for mitigation within this Plan Area.

Less than significant impact. Continued implementation of the General Plan [illegible] the impervious surface area within the City and its SOI. The proposed project would redevelop a number of vacant parcels to other uses. While the proposed project has the potential to increase impervious surface and as such, increase the amount of stormwater runoff, development consistent with the proposed project would reduce the total amount of development in the Specific Plan Area compared to what was contemplated by the General Plan. ~~Therefore, runoff from the proposed project has already been anticipated by the General Plan and would not exceed the capacity of the storm drainage system.~~

includes future

Additionally, the proposed project ~~would include~~ storm drain improvements in California Avenue between Cedar and ~~Maple~~ Avenues and the detention basin to the south of the Specific Plan Area.

Add sentence: A twenty-five foot (25') wide storm drain easement shall be dedicated by APN's 480-080-03 and 05 (along California Avenue west of Chestnut Avenue) at such time development occurs for a future 36" storm drain pipeline. No encroachments into the easement will be permitted including, but not limited to, foundations, roof overhangs, swimming pools, and trees.

Participation [illegible] ble levels, and lo[illegible] acceptable le[illegible] S-3-b, NS-3-e, NS-3-[illegible] on in the NPDES Pe[illegible] with the significan[illegible] Water Quality Mana[illegible] ons regarding stormwater discharges to ensure the health, safety, and general welfare of citizens and protect the water quality of watercourses and water bodies by reducing pollutants in urban stormwater discharges to the maximum extent practicable and by effectively prohibiting non-

Wastewater

As discussed above, the City's WMD provides wastewater collection and treatment services to the City, including the Specific Plan Area. The WMD manages and maintains approximately 1,600 miles of gravity sewer lines up to 84-inches in diameter, 15 active lift stations, and associated force mains. Nearly all of the wastewater generated within the sewer service area is conveyed to the City's RWRF for treatment. The City's 2015 Wastewater Collection System Master Plan (CSMP) Update identified 2015 wastewater flows and projected wastewater flows at General Plan buildout. In general, wastewater consists of Base Wastewater Flow (BWF) and Wet Weather Flow (WWF). BWF is flow generated by routine water usage in the residential, commercial, business and industrial sectors of the collection system. WWF includes stormwater inflow, trench infiltration, and wet weather ground water infiltration. Peak Wet Weather Flow (PWWF) is the highest observed hourly flow that occurs following the design storm event. The City's BWF is projected to roughly double from 64.1 million gallons per day (mgd) to 129.9 mgd by buildout, whereas the PWWF is projected to increase from 123.9 mgd to about 202.4 mgd by buildout (an increase of approximately 63 percent). Therefore, the City's PWWF to BWF peaking factor is projected to decrease from roughly 1.93 to 1.56, which is relatively low for sanitary sewer collection systems.[93]

The CSMP Update concluded that, in general, the City's existing collection system has sufficient capacity to convey current PWWFs without exceeding the established flow depth criterion. However, there are a few areas where capacity restrictions lead to flow depths that exceed allowable levels. The 2015 CSMP Update identified improvements to address current and future deficiencies in the sewer collection system. The majority of improvements are driven by future development, which consist of new sewers that serve future growth or improvements to existing facilities that are needed to serve future growth. When fully implemented, the capital projects will allow the conveyance of PWWFs to the RWRF during buildout conditions The primary impact identified within the Plan Area was the Orange Avenue trunk sewer main. The needed capacity improvements consist of replacing approximately 6,050 feet of 36-inch diameter pipeline with a new 42-inch diameter sewer on segments of 8th Street, Woodward Avenue, and Orange Avenue in the Plan Area. No major sewer pipeline structural deficiencies w

Add sentence: A twenty-five foot (25') wide storm drain easement shall be dedicated by APN's 480-080-03 and 05 (along California Avenue west of Chestnut Avenue) at such time development occurs for a future 36" storm drain pipeline. No encroachments into the easement will be permitted including, but not limited to, foundations, roof overhangs, swimming pools, and trees.

The approved General Plan includes se
of wastewater flows including PU-7-a,
System Management Plan and CSMP a
wastewater flows would be accommoc
infrastructure would be assessed on ar
the proposed project contains less development than anticipated in the General Plan, the proposed project would not require the construction of additional wastewater facilities.

Chestnut

Stormwater

As previously discussed, the Specific Plan Area is within the FMFCD. According to the Specific Plan, California Avenue between Cedar and ~~Maple~~ Avenues and the detention basin to the south of the Plan Area have been identified for storm drain improvements. The FMFCD approved the 2016

future

[93] City of Fresno. 2015. Wastewater Collection System M Update. September.
[94] City of Fresno. 2020. City of Fresno General Plan Program Environmental Impact Report. March.

EXHIBIT "A"

Fresno Metropolitan Flood Control District

Guidance for Addressing Stormwater Quality for CEQA Review

Stormwater Checklist for CEQA Review

a. Potential impact of project construction on stormwater runoff.

Stormwater runoff from construction activities can have a significant impact on water quality. To build on sites with over one acre of disturbed land, property owners must obtain coverage under the California Construction General Permit for Discharges of Stormwater (CGP). The CGP is issued by the State Water Resources Control Board (SWRCB). The CGP requires sites that do not qualify for an erosivity waiver to create a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP is a site-specific plan that is designed to control the discharge of pollutants from the construction site to local storm drains and waterways.

b. Potential impact of project post-construction activity on stormwater runoff.

FMFCD operates the Regional Stormwater Mitigation System, which consists of facilities to handle stormwater runoff and non-stormwater discharges in the FMFCD service area. However, river discharging drainage areas and drainage areas without basin service are subject to FMFCD Policy: Providing for Compliance with Post-Development and Industrial Storm Water Pollution Control Requirements (Policy).

Development and redevelopment projects can result in discharge of pollutants to receiving waters. Pollutants of concern for a project site depend on the following factors:

- Project location;
- Land use and activities that have occurred on the project site in the past;
- Land use and activities that are likely to occur in the future; and
- Receiving water impairments.

As land use activities and site design practices evolve, particularly with increased incorporation of stormwater quality BMPs, characteristic stormwater runoff concentrations and pollutants of concern from various land use types are also likely to change.

Typical Pollutants of Concern and Sources for Post-Development Areas

Pollutant	Potential Sources
Sediment (total suspended solids and turbidity), trash and debris (gross solids and floatables)	Streets, landscaped areas, driveways, roads, construction activities, atmospheric deposition, soil erosion (channels and slopes)

Pesticides and herbicides	Residential lawns and gardens, roadsides, utility right-of-ways, commercial and industrial landscaped areas, soil wash-off
Organic materials/oxygen demanding substances	Residential laws and gardens, commercial landscaping, animal waste
Metals	Automobiles, bridges, atmospheric deposition, industrial areas, soil erosion, metal surfaces, combustion processes
Oil and grease, organics associated with petroleum	Roads, driveways, parking lots, vehicle maintenance areas, gas stations, illicit dumping to storm drains, automobile emissions, and fats, oils, and grease from restaurants
Bacteria and viruses	Lawns, roads, leaking sanitary sewer lines, sanitary sewer cross-connections, animal waste (domestic and wild), septic systems, homeless encampments, sediments/biofilms in storm drain system
Nutrients	Landscape fertilizers, atmospheric deposition, automobile exhaust, soil erosion, animal waste, detergents

Source: Adapted from USEPA, 1999 (Preliminary Data Summary of Urban Storm Water BMPs)

FMFCD's Post-Development Standards Technical Manual provides guidance for implementing stormwater quality Best Management Practices (BMPs) for drainage areas subject to the Policy, with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges. The Post-Development Standards Technical Manual addresses the following objectives and goals:

- Minimize impervious surfaces and directly connect impervious surfaces in areas of new development and redevelopment, and where feasible, to maximize on-site infiltration of stormwater runoff;
- Implement pollution prevention methods supplemented by pollutant source controls and treatment, and where practical, use strategies that control the sources of pollutants or constituents (i.e., where water initially meets the ground) to minimize the transport of runoff and pollutants offsite and into MS4s;
- Preserve, and where possible create or restore, areas that provide important water quality benefits, such as riparian corridors, wetlands, or buffer zones
- Limit disturbances of natural water bodies and natural drainage systems by development, including roads, highways, and bridges;
- Identify and avoid development in areas that are particularly susceptible to erosion and sediment loss or establish guidance that protects areas from erosion and sediment loss;
- Implement source and structural controls as necessary and appropriate to protect downstream receiving water quality from increased pollutant loadings and flows (hydromodification concepts) from new development and significant redevelopment;

- Control the post-development peak stormwater runoff discharge rates and velocities to maintain or reduce pre-development downstream erosion and to protect downstream habitat; and
- Consider integration of Low Impact Development (LID) principles into project design.

The Post-Development Standards Technical Manual describes the stormwater management requirements for Priority Projects, which are identified as meeting one or more of the following and discharge to the San Joaquin River or do not have basin service:

- Home subdivisions of 10 housing units or more;
- Commercial developments greater than 100,000 square feet;
- Automotive repair shops;
- Restaurants;
- Parking lots 5,000 square feet or greater with 25 or more parking spaces and potentially exposed to urban runoff;
- Streets and roads;
- Retail gasoline outlets (RGOs); and
- Significant redevelopment projects, which are developments that result in creation or addition of at least 5,000 square feet of impervious surface on an already developed site. Significant redevelopment includes, but is not limited to, expansion of a building footprint or addition or replacement of a structure, structural developing including an increase in gross floor area and/or exterior construction or remodeling, replacement of impervious surface that is not part of a routine maintenance activity, and land disturbing activities related with structural or impervious surfaces. Where significant redevelopment results in an increase of less than 50 percent of the impervious surfaces of a previously existing development and the existing development was not subject to Post-Construction Standards, only the proposed alteration must meet the requirements of the Post-Development Standards Technical Manual.

All Priority Projects must mitigate the Stormwater Quality Design Volume (SWQDV) or Stormwater Quality Design Flow (SWQDF) through LID- or treatment-based stormwater quality BMPs or a combination thereof.

For new development or significant redevelopment projects for restaurants with less than 5,000 square feet, the project applicant must meet all the requirements of the Post-Development Standards Technical Manual except for mitigating the SWQDV or SWQDF and implementing stormwater quality BMPs.

The Post-Development Standards Technical Manual can be found on FMFCD's website here:

http://www.fresnofloodcontrol.org/wp-content/uploads/2014/11/Post-Development-Standards-Technical-Manual.pdf

c. Potential for discharge of stormwater from areas from material storage, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas.

Development projects may create potential impacts to stormwater from non-stormwater discharge from areas with material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work area.

Some materials, such as those containing heavy metals or toxic compounds, are of more concern than other materials. Toxic and hazardous materials must be prevented from coming in contact with stormwater runoff. Non-toxic or non-hazardous materials, such as debris and sediment, can also have significant impacts on receiving waters. Contact between non-toxic or non-hazardous materials and stormwater runoff should be limited, and such materials prevented from being discharged with stormwater runoff. To help mitigate these potential impacts, BMPs should be included to prevent discharges from leaving the property.

Refer to FMFCD Post-Development Standards Technical Manual for more information or go to http://water.epa.gov/polwaste/nps/urban.cfm.

d. Potential for discharge of stormwater to impact the beneficial uses of the receiving waters or areas that provide water quality benefits.

Identify receiving waters and describe activities that may impact the beneficial uses of the receiving waters or that project water quality benefits. Project that can impact beneficial uses or receiving waters may be mitigated by implementation of the FMFCD Post-Development Standards Technical Manual.

e. Potential for the discharge of stormwater to cause significant harm on the biological integrity of the water ways and water bodies.

Conservation of natural areas, soils, and vegetation helps to retain numerous functions of pre-development hydrology, including rainfall interception, infiltration, and evapotranspiration. Each project site possesses unique topographic, hydrologic, and vegetative features, some of which are more suitable for development than others. Sensitive areas, such as streams and their buffers, floodplains, wetlands, steep slopes, and highly-permeable soils, should be protected and/or restored. Slopes can be a major source of sediment and should be properly protected and stabilized. Locating development in less sensitive areas of a project site and conserving naturally vegetated areas can minimize environmental impacts from stormwater runoff.

The evaluation of a project's effect on sensitive natural communities should encompass aquatic and wetland habitats. Consider "aquatic and wetland habitat" as examples of sensitive habitat.

f. Potential for significant changes in the flow velocity or volume of stormwater runoff that can cause environmental harm.

The evaluation of a project's effect on drainage patterns should refer to the FMFCD's Storm Drainage and Flood Control Master Plan and have their project reviewed by FMFCD to assess the significance of altering existing drainage patterns and to develop any mitigation measures in addition to our stormwater mitigation system. The evaluation should also consider any potential for streambed or bank erosion downstream from the project.

g. Potential for significant increases in erosion of the project site or surrounding areas.

The evaluation of a project's effect on drainage patterns should refer to the FMFCD's Storm Drainage and Flood Control Master Plan and have their project reviewed by FMFCD to assess the significance of altering existing drainage patterns and to develop any mitigation measures in addition to our stormwater mitigation system. The evaluation should also consider any potential for streambed or bank erosion downstream from the project.

Department of Toxic Substances Control

Yana Garcia
Secretary for
Environmental Protection

Meredith Williams, Ph.D.
Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

February 23, 2023

Mr. Drew Wilson
City of Fresno
2600 Fresno Street, Room 3065
Fresno, CA 93721
Drew.Wilson@fresno.gov

SUBSEQUENT MITIGATED NEGATIVE DECLARATION FOR FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN, CITY OF FRESNO, FRESNO COUNTY, CALIFORNIA – DATED FEBRUARY 1, 2023 (STATE CLEARINGHOUSE NUMBER: 2023020138)

Dear Mr. Wilson:

The Department of Toxic Substances Control (DTSC) received a Subsequent Mitigated Negative Declaration (SMND) for the Subsequent Mitigated Negative Declaration for Fresno Central Southeast Area Specific Plan City of Fresno, Fresno County, California (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, work in close proximity to a roadway, presence of site buildings that may require demolition or modifications, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the SMND:

1. The SMND references the listing compiled in accordance with California Government Code Section 65962.5, commonly known as the Cortese List. Not all sites impacted by hazardous waste or hazardous substances will be found on the Cortese List. DTSC recommends that the Hazards and Hazardous Materials section of the SMND address actions to be taken for any sites impacted by hazardous waste or hazardous substances within the Project area, not just those found on the Cortese List. DTSC recommends consulting with other agencies

that may provide oversight to hazardous waste facilities or sites impacted with hazardous substances in order to determine a comprehensive listing of all sites impacted by hazardous waste or substances within the Project area. DTSC hazardous waste facilities and sites with known or suspected contamination issues can be found on DTSC's EnviroStor data management system. The EnviroStor Map feature can be used to locate hazardous waste facilities and sites with known or suspected contamination issues for a county, city, or a specific address. A search within EnviroStor indicates that numerous hazardous waste facilities and sites with known or suspected contamination issues are present within the Project's region.

2. A State of California environmental regulatory agency such as DTSC, a Regional Water Quality Control Board (RWQCB), or a local agency that meets the requirements of Health and Safety Code section 101480 should provide regulatory concurrence that project sites are safe for construction and the proposed use.

3. The SMND acknowledges the potential for historic or future activities on or near project sites to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The SMND should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.

4. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerially deposited lead (ADL) being deposited in and along roadways throughout the state. ADL-contaminated soils still exist along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil DTSC, recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the project described in the SMND.

5. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and

polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 *Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers*.

6. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 *Information Advisory Clean Imported Fill Material*.

7. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the SMND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 *Interim Guidance for Sampling Agricultural Properties (Third Revision)*.

DTSC appreciates the opportunity to comment on the SMND. Should you need any assistance with an environmental investigation, please visit DTSC's Site Mitigation and Restoration Program page to apply for lead agency oversight. Additional information regarding voluntary agreements with DTSC can be found at DTSC's Brownfield website.

If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.

Sincerely,



Gavin McCreary
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (next page)

cc: (via email)

Governor's Office of Planning and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

From: Secrest Jr., William <William.Secrest@fresnolibrary.org>
Sent on: Friday, February 10, 2023 7:29:39 PM
To: Drew Wilson <Drew.Wilson@fresno.gov>
CC: Coletti, Karen <Karen.Coletti@fresnolibrary.org>; Sophia Pagoulatos <Sophia.Pagoulatos@fresno.gov>
Subject: RE: City of Fresno Central Southeast Area Specific Plan - MND 30-day Public Comment Period / Notice of Intent

External Email: Use caution with links and attachments

Hello Mr. Wilson,

On behalf of the Fresno County Public Library, I've reviewed the above-mentioned document with regard to cultural resource disturbances/impacts.

The section dealing with these issues is instructive and has been well-executed. Further, the mitigation measures outlined on pp. 84-86 are in keeping with established procedures under local, state and federal laws and regulations.

We would, of course, expect to be notified in the event of any cultural resource disruptions, but the mechanisms implemented in your report should allow for this in any instance.

All best,

Bill Secrest
Heritage Center
Fresno County Public Library

County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
STEVEN E. WHITE, DIRECTOR

February 24, 2023

Drew Wilson Supervising Planner
Long Range Planning Division
City of Fresno
(559) 621-8087

SUBJECT: City of Fresno Central Southeast Area Specific Plan - MND 30-day Public Comment Period / Notice of Intent

Dear Drew Wilson:

The County of Fresno appreciates the opportunity to review and comment on the subject project being reviewed by the City of Fresno. The documents received for this review were circulated to our various Fresno County Public Works and Planning divisions. Based on the County's initial review, we offer no comments from our divisions at this time.

If you have any questions regarding the information described in this letter, please contact me at rmartin@fresnocountyca.gov or (559) 600-4305.

Sincerely,



Raymond Martin. Staff Analyst
Development Services and Capital Projects Division

G:\4360Devs&Pln\PROJSEC\PROJDOCS\Environmental\OAR\City of Fresno\Central Southeast Area Specific Plan - MND 30\Central Southeast Area Specific Plan OAR Comment Response Letter.docx

WANGER JONES HELSLEY PC
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OFFICE ADMINISTRATOR
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March 6, 2023

VIA U.S. MAIL, E-MAIL, AND PUBLIC RECORDS CENTER PORTAL:

Todd Stermer
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Re: Public Records Act Request

To Whom It May Concern:

I am writing on behalf of my client, Donaghy Sales, Inc. ("Donaghy"), to make a request for records under the California Public Records Act ("PRA"), Government Code section 79200.000, et seq. (formerly Gov. Code, § 6250, et seq.). This request concerns the City of Fresno's pending Subsequent Mitigated Negative Declaration ("SMND") regarding the proposed Fresno Central Southeast Area Specific Plan ("CSASP"). Relevant below, Donaghy owns the

real properties located at 2363 S. Cedar Avenue and 4455 E. Church Avenue (the "Donaghy Properties"), which are affected by the proposed CSASP.

For purposes of this request, all references to "City" shall refer to the City of Fresno, the Fresno City Council, and their employees, consultants, agents, independent contractors, or any other firm, agency, entity, person, or party acting in concert with or under their control.

All references to "communications" shall refer to any "public record," as defined by the PRA, constituting a communications, including, but not limited to, e-mails, text messages, voicemails, and any other form of communication constituting a "public record," regardless of whether stored on a public or personal device. (See *City of San Jose v. Superior Court* (2017) 2 Cal.5th 608, 614.)

Subject to the foregoing, on behalf of Donaghy, I respectfully request copies of all "public records," as defined by Section 7920.530 of the Government Code, related to the CSASP, including:

1. All records related to the proposed CSASP's creation, including, but not limited to:

    a. All records referenced or relied upon in any draft or final version of the proposed CSASP, or any decisions to carry out or approve the proposed CSASP.

    b. All staff reports or related records (including records referenced in such documents) the City prepared in connection with the proposed CSASP.

    c. All audiotapes, transcripts, minutes, or notes of any public hearing or public meeting relating to the proposed CSASP.

    d. All records submitted by any person or entity to the City relating to the proposed CSASP.

    e. All studies or technical reports related to the proposed CSASP.

    f. All notices issued by the City to comply with the California Environmental Quality Act ("CEQA"; Pub. Res. Code, § 21000, et seq.), or any other law governing the processing and approval of the proposed CSASP.

    g. All proposed decisions or findings submitted to the City by its staff or consultants, or any other person or entity, related to the proposed CSASP.

h. All records referenced in any version of any findings considered by the City related to the proposed CSASP.

i. All memoranda prepared or received by the City related to the proposed CSASP.

2. All records related to the City's consideration and evaluation of alternatives to the proposed CSASP.

3. All communications to and from the City regarding the proposed CSASP.

4. All internal City communications regarding the proposed CSASP.

5. All communications to and from the City regarding the environmental review processes associated with the proposed CSASP as required by CEQA.

6. All notices issued by the City to landowners whose zoning is contemplated to be changed under the proposed CSASP.

7. All notices issued by the City to Donaghy regarding contemplated zoning changes to the Donaghy Properties under the proposed CSASP.

8. All records concerning the property located at 4455 E. Church Avenue, Fresno, CA 93725, including, but not limited to, all permits, approvals, authorizations, plans, findings, investigations, and/or reviews issued or performed in connection with the proposed CSASP, its preparation, and/or any development.

9. All records concerning the property located at 2363 S. Cedar Avenue, Fresno, CA 93725, including, but not limited to, all permits, approvals, authorizations, plans, findings, investigations, and/or reviews issued or performed in connection with the proposed CSASP, its preparation, and/or any development.

I hereby consent to electronic production of the records requested herein. However, before producing the requested records electronically, please contact me to confirm a mutually agreeable method of electronic production. I am prepared to reimburse any costs of response to this request that are both reasonably necessary and authorized by law. If the costs are estimated to exceed $200, please provide me with an estimate of reimbursable costs prior to incurring such costs. Additionally, we request that this electronic production be conducted on a rolling basis, such that responsive records for each numbered request are produced as they become available.

If you determine that all or any part of the above requests do not constitute a request for reasonably identifiable public records, please contact my office so that clarifications

regarding the nature of the request can be resolved in accordance with Government Code section 7922.600. Should you determine that only part of the above requests do not constitute a request for reasonably identifiable public records, please promptly make available all requested records not affected by the need for additional clarification.

If you determine that some—but not all—information contained in any requested public record is exempt from disclosure, and you intend to withhold the exempt information, please redact the exempt information only and make the remainder of the record available.

Thank you for your assistance in this matter. If you have any questions regarding this request, please do not hesitate to contact Hannah Wilhelm at hwilhelm@wjhattorneys.com or (559) 233-4800.

Very truly yours,

John P. Kinsey

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March 6, 2023

VIA EMAIL & UNITED STATES MAIL

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Re: Subsequent Mitigated Negative Declaration for Fresno Central Southeast Area Specific Plan

Dear Mr. Wilson and Ms. Pagoulatos:

Thank you the opportunity to provide comments on the Subsequent Mitigated Negative Declaration (the "IS/MND") for the proposed Fresno Central Southeast Area Specific Plan (the "CSASP"). As you are aware, my law firm represents several landowners within the City of Fresno and the CSASP area, including Donaghy Sales, Inc. ("Donaghy"), which owns real property located at 2363 S. Cedar Avenue and 4455 E. Church Avenue (the "Donaghy Properties"). I am making these comments on their behalf.

In short, Donaghy strongly objects to any attempt by the City to downzone the Donaghy Properties to a non-industrial zoning district. Donaghy has invested significantly in both the City of Fresno and the Calwa community. It employs hundreds of Fresnans and provides significant contribution to the City's tax base. Its facility is a clean, state-of-the-art operation. And it has a

long track record of giving back to the Calwa community, including the development and construction of the Calwa community park adjacent to the Donaghy Properties. If Donaghy's facilities are converted to a legal non-conforming status, the value of the Donaghy Properties would crater, Donaghy would be unable to obtain financing required to electrify its fleet and related infrastructure, and Donaghy would generally be unable to modernize its operations. The City should decline to downzone the Donaghy Properties.

A. The IS/MND Should Be Recirculated for Public Comment

As an initial matter, the City's website contains contradictory and confusing information regarding the public review period. (See **Exhibit "A."**) Specifically, the City's notice first states that "[t]he public comment period is from April 3, 2023, to March 6, 2023." (*Id.*) Elsewhere, the City's website states the "30-day comment period for the Mitigated Negative Declaration is from February 3, 2023 – March 6, 2023." As such, the City's own documents are entirely unclear as to when comments are due.

I made inquiry to the City seeking to confirm the deadline for the submission of public comment. It took repeated attempts and well over a week to receive a response from the City. (See **Exhibit "B."**) Although the City's website refers to the end of the comment period beginning on April 3, 2023, the City responded that March 6, 2023, was the end of the public comment period. (See *id.*) I also note that the website was only recently corrected on March 3, 2023. Because this date is different than the notice provided on the City's website through March 2, 2023,[1] the City should at the very least extend the comment period on the IS/MND through April 3, 2023.

In addition, although the IS/MND appears to contemplate the potential rezoning of the Donaghy Properties, Donaghy was not provided notice of the potential downzoning of its property by the City of Fresno (the "City"). This appears to be a continuation of City staff's recent practice of not providing light industrial landowners with notice that their properties would be downzoned, akin to what occurred in connection with the Southwest Specific Plan in 2017. Donaghy was only recently made aware of the potential rezone by a third-party unaffiliated with the City. As a result of this, on February 21, 2023, and March 1, 2023, I made inquiries to City staff and the City Attorneys' office asking "what measures have been taken to inform property owners whose zoning may be changed of the CSASP process . . . ." (See **Exhibit "B."**) The City has not responded to this portion of the inquiry.

As a result of the foregoing, the City should provide actual notice to all landowners whose properties are at risk of being rezoned/downzoned, recirculate the IS/MND for another

[1] See https://www.fresno.gov/darm/planning-development/plans-projects-under-review/#tab-02 (visited March 2, 2023, and March 3, 2023).

30-day public comment period, and provide a clear date for the close of the public comment period.

B. The Project Description for the CSASP Is Unstable and Inconsistent Throughout the IS/MND and the Technical Reports

CEQA requires that an environmental document's project description, and the accompanying analysis, must be accurate and consistent throughout the environmental document. (See, e.g., *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 195; *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 738; *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 730; *Santiago Water Dist. v. County if Orange* (1981) 118 Cal.App.3d 818, 830; *Christward Ministry v. County of San Diego* (1993) 13 Cal.App.4th 31, 45; *Dusek v. Anaheim Redevelopment Agency* (1986) 173 Cal.App.3d 1029, 1040.) As explained in *County of Inyo*:

> A curtailed or distorted project description may stultify the objectives of the reporting process. Only through an accurate view of the project may affected outsiders and public decision-makers balance the proposal's benefit against the environmental cost, consider mitigation measures, assess the advantage of terminating the proposal (*i.e.*, the "no project" alternative) and weigh other alternatives in the balance.

(*County of Inyo*, *supra*, 71 Cal.App.3d at 192-93.)

If the project description is curtailed or inconsistent, it prevents the IS/MND from serving as a vehicle for intelligent public participation in the decisionmaking process. An unstable project description may also signal that the lead agency is attempting to minimize the impacts of a project by not discussing its reasonably foreseeable effects. (See, e.g., *San Joaquin Raptor Rescue Ctr. v. County of Merced* (2007) 149 Cal.App.4th 645, 655.) As a result, California courts have long recognized that "[a]*n accurate, stable* and finite project description is the Sine qua non of an informative and legally sufficient" environmental document. (*County of Inyo*, *supra*, 71 Cal.App.3d at 193, italics added.)

As an initial matter, the IS/MND is entirely unclear about the actual size of the CSASP area. The document and the technical reports include several values for the size of the CSASP, ranging from 1,770 acres to as many as 2,200 acres. Specifically:

- Page 1 of the IS/MND states that "[t]he Specific Plan Area is approximately 2,200 acres just east and southeast of Downtown Fresno. . . ." (IS/MND at 1.) The same value appears on page 123 of the IS/MND; Appendix B.2 – Vehicle Miles Traveled Analysis, (see Appendix B.2 at 1), and the City's website. (See **Exhibit "A."**)

- The values in Table 5 on page 50 of the IS/MND add up to 2,168.34 acres. (IS/MND at 50, Table 5.) The same value is used in Exhibit 6 of the IS/MND.

- Table 1 of the IS/MND states the CSASP area includes 1,792.5 acres. (IS/MND at 3, Table 1.)

- Table 2 of the IS/MND states the CSASP area includes 1,770 acres. (IS/MND at 6-7, Table 2.)

Throughout the IS/MND, it is also entirely unclear whether the Donaghy Properties are within or outside the CSASP area. For example:

- Exhibit 6 of the IS/MND includes the Donaghy Properties as being part of the CSASP. Similarly, the boundary of the CSASP denoted in Appendix A.1 – Records Map Search, includes the Donaghy Properties.

- Exhibits 3, 8, 9, and 10 do not include the Donaghy Properties within the plan area. (IS/MND, Exhibits 3, 8, 9, 10.) Similarly, Figures 1 and 2 in Appendix B.2 – Vehicle Miles Traveled Analysis do not include the Donaghy Properties. (See Appendix B.2, Figures 1, 2.)

- The Donaghy Properties appear to be outside the CSASP area in Exhibits 4 and 5, although the maps are somewhat ambiguous. (IS/MND, Exhibits 4, 5.)

- As noted above, many of the references in the IS/MND state the CSASP area is 2,200 acres, suggesting the Donaghy Properties are, in fact, included in the CSASP area. (See, e.g., IS/MND at 1, 123; id., Appendix B.2 at 1; see also **Exhibit "A."**)

- The "Environmental Setting" in the IS/MND notes that the CSASP area includes "industrial facilities," (IS/MND at 2), suggesting the Donaghy Properties are within the plan area. Similarly, Table 1 of the IS/MND suggests that the CSASP currently includes 56.2 acres of land designated Heavy Industrial and 9.3 acres designates Light Industrial. (IS/MND at 3, Table 1.) The IS/MND also states that "[t]he southern portion of the Specific Plan Area around California Avenue is dominated by heavy and light industrial facilities." (IS/MND at 3.) This all suggests the Donaghy Properties are within the CSASP area.

- Pages 42 and 45 of the IS/MND discuss mitigation for future industrial developments, even though the CSASP seeks to write all industrial land uses out of the CSASP area, and the industrial properties—such as the Donaghy Properties—are fully built-out.

Further, the IS/MND is styled as a "subsequent" IS/MND, but lacks any reference to an initial IS/MND or any other document the IS/MND purports to tier-off of. This renders the project description, and the entire scope of the IS/MND, entirely unclear and confusing.

In short, the varying descriptions of the CSASP in the IS/MND are contradictory and confusing. One cannot even ascertain what the boundary of the CSASP is, much less whether the Donaghy Properties are actually included within the CSASP boundary. As a result, the IS/MND violates CEQA on its face for failing to include a stable and accurate project description.

C. The CSASP's Elimination of Industrial and Employment-Generating Land Uses is Part of a Larger Effort by the City of Fresno to Downzone Industrial Properties that Should Be Addressed as a Whole

In addition to Donaghy's specific concerns regarding the Donaghy Properties, it should also be noted that the CSASP seeks to change the zoning and land use designations for properties that are already developed and operating. These landowners have invested—and continue to invest—millions of dollars in the City, provide employment to hundreds of Fresno residents, and contribute significantly to the City's tax base. They likewise serve as significant bases of employment.

Even with the legal non-conforming use provisions of the City's Development Code, the downzoning of industrial properties used by existing businesses has the potential to wipe out over 50% of the value of those properties, cause loan defaults, and jeopardize the ability of landowners to further invest in the City by upgrading their facilities. This is of particular concern to Donaghy, which has provided significant investment in the City, including the development and construction of the park adjacent to its facilities.

The legal non-conforming use provisions are also of concern because Donaghy leases some of its space to third-parties, including portions of its facility that were recently vacated by Amazon. If the City rezones this property, and Donaghy is unable to re-let the space within time limits provided under the legal non-conforming use provisions, the building could use its legal non-conforming status. In addition, the legal non-conforming use provisions only allow inconsistent uses that are identical to a prior use, thereby limiting the number of type of potential tenants to which Donaghy could lease the structure.

There is likewise significant concern regarding the proposed reduction in industrial land uses within the CSASP area compared to the General Plan, diminishing the opportunity for further economic development within the City. This is particularly true given that all of the City's recent plan documents seek to either remove or reduce industrially-zoned properties within the City. For example, as you are aware, the 2017 Southwest Specific Plan ("SWSP") eliminated all industrially-zoned property from the plan area. Likewise, the City's Proposed Plan map for the South Central Specific Plan (SCSP) seeks to significantly reduce the amount of industrially-zoned land compared to the General Plan.[2] In addition, with the exception of three small properties with existing businesses, the proposed land use map for the West Area Specific Plan does not contemplate any industrial zoned properties.[3] And the Southeast Development Area Specific Plan includes no proposed industrially-zoned properties.[4] And aside from a small handful of properties along the S.R. 180 corridor in West Fresno, along Golden State Boulevard in Northwest Fresno, and within the Palm Bluffs area, there are no undeveloped industrial-zoned properties elsewhere in the City. In short, there is currently little room for industrial growth or expansion within the City's jurisdictional boundaries, which will ultimately inhibit further investment in the City, and result in new and existing employers locating to other nearby communities, many outside Fresno County.

The City's failure to assess these efforts results in the piecemealing/segmentation of environmental review. The failure to adequately describe a project, or provide sufficient detail, results in the improper piecemealing or segmentation of environmental review. As explained above, the downzoning of the Donaghy Properties (and others within the CSASP area) is part of a larger effort by the City and others to eliminate and/or reduce industrially-zoned properties throughout the City. So the City can understand the negative effects associated with eliminating industrial/employment-generating zoning, this effort should be addressed at a systematic, City-wide level. Without doing so, the City is essentially piecemealing environmental review by failing to evaluate the "whole of an action." (CEQA Guidelines, § 15378.) As such, before the City continues to consider the downzoning of existing industrial businesses, the City should evaluate the potential impacts of those actions as a whole.

D. An Environmental Impact Report is Required for the CSASP

1. Substantial Evidence Supports a Fair Argument that the Project Will Have Significant Effects on the Environment and, As Such, the County Must Prepare an EIR

Because the CSASP would downzone existing, clean light industrial properties, the CSASP should be denied on the merits. But even if the City were to consider the CSASP as

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2 https://www.fresno.gov/darm/wp-content/uploads/sites/10/2023/02/2_Blended-Proposed-PLU.pdf

3 https://www.fresno.gov/darm/wp-content/uploads/sites/10/2022/04/Appendix-A-Maps.pdf

4 https://www.fresno.gov/darm/wp-content/uploads/sites/10/2022/03/SEDA-Landuse-Map.pdf

currently formulated, the IS/MND is not the appropriate vehicle to evaluate the CSASP's potential environmental effects under CEQA. Rather, an Environmental Impact Report (EIR) is required, as there is substantial evidence supporting a fair argument that there are significant impacts from the CSASP, and those impacts could be cumulatively considerable.

Prior to considering any "project" under CEQA, a lead agency must first determine whether to prepare a Negative Declaration, a Mitigated Negative Declaration, or an EIR for the project. (CEQA Guidelines, § 15063.) The lead agency makes this determination based on the "fair argument" standard. (CEQA Guidelines, § 15064(f)(1).) As explained by the Supreme Court:

> [S]ince the preparation of an EIR is the key to environmental protection under CEQA, accomplishment of the high objectives of that act requires the preparation of an EIR whenever it can be fairly argued on the basis of substantial evidence that the project may have a significant environmental impact.

(*No Oil, Inc. v. City of Los Angeles* (1975) 13 Cal.3d 68, 75.)

The Supreme Court has explained that even in "close and doubtful cases," an EIR should *always* be prepared to ensure "the Legislature's objective of ensuring that environmental protection serve as the guiding criterion in agency decisions." (*Id.* at 84; see also Pub. Res. Code, § 21101, subd. (d).) Many courts have stated that the "EIR is the heart of CEQA. The report . . . may be viewed as an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes ***before*** they have reached ecological points of no return." (*Citizens for Quality Growth v. City of Mount Shasta* (1988) 198 Cal.App.3d 433, 438, quoting *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810, emphasis added.)

The CEQA Guidelines set forth the "fair argument" test used to evaluate whether an EIR is required:

> If the lead agency finds there is substantial evidence in the record that the project may have a significant effect on the environment, the lead agency shall prepare an EIR. Said another way, if a lead agency is presented with a fair argument that a project may have a significant effect on the environment, the lead agency ***shall prepare an EIR*** even though it may also be presented with other substantial evidence that the project will not have a significant effect.

(CEQA Guidelines, § 15064(f)(1), internal citations omitted; see also Pub. Res. Code, § 21080, subd. (d).)

Moreover, an agency's failure to gather or analyze information on a project's impacts can expand the scope of the fair argument standard necessitating the preparation of an EIR. (See, e.g., *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 311 ["CEQA places the burden of environmental investigation on government rather than the public," and a lead agency "should not be allowed to hide behind its own failure to gather data."].)

Accordingly, if any commenting party makes a fair argument that the CSASP's environmental impacts "may have a significant effect on the environment," the County ***must*** prepare an EIR, even if other substantial evidence supports the argument that adverse environmental effects will ***not*** occur. (CEQA Guidelines, § 15064(g)(1); see also *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307, 1316 ["[i]f there is substantial evidence of such an impact, contrary evidence is not adequate to support a decision to dispense with an EIR."].)

Here, substantial evidence supports a fair argument that an EIR is necessary:

Aesthetics/Urban Decay. The potential for a project to cause "urban decay" is an environmental impact that must be addressed under CEQA. Urban decay refers to the widespread physical deterioration of properties or structures in an area caused by business closures and multiple long-term vacancies. The CSASP and related planning endeavors by the City have the strong potential to result in urban decay.

At the hearing on the IS/MND and the proposed CSASP, real estate experts will testify that when an industrial property becomes a legal non-conforming use, it can have a large number of serious effects. First, the value of the property will decline substantially, oftentimes causing the property to lose over half its value. This loss of value not only effects the property at issue, but lessens the value of surrounding properties. Moreover, legal non-conforming status can jeopardize the ability of the landowner and/or tenant to receive financing for capital improvements, which can in turn jeopardize the ability to upgrade to electrification and other clean infrastructure. Downzoning can likewise frustrate the ability to sell or re-lease the property to new tenants. And long periods of no tenancy or occupation can cause a use to lose its legal non-conforming status. Vacant industrial properties, in turn, become eyesores, attract graffiti and litter, and attract squatters.

As explained above, the City is currently engaged in numerous planning endeavors that would both reduce the amount of industrially-zoned properties in the City, as well as downzoning industrial properties with active industrial uses. This citywide downzoning has the strong potential to create adverse physical conditions in surrounding neighborhoods, leaving large swaths of vacant former industrial areas across the City. This has the potential—indeed, the likelihood—of resulting in visible symptoms of physical deterioration, such as boarded windows and doors, extensive graffiti, dumping of refuse onsite, overturned dumpsters, dead trees and shrubbery, lack of building maintenance, squatters and encampments, and unsightly and dilapidated fencing. Before it continues to downzone even more industrial properties, the

City should evaluate the potential for its policies to cause urban decay, and adopt mitigation to ensure these acts of downzoning will not create adverse physical environmental effects.

Transportation/Vehicle Miles Traveled. The City's General Plan and zoning code refer to industrial facilities as "employment" uses. This is because they provide a local employment center for area residents. The CSASP, however, seeks to erode the viability of employment centers by downzoning *existing* industrial businesses, such as the Donaghy Properties. If a light industrial landowner, such as Donaghy, is forced to relocate due to the downzoning of its properties, there are few, if any, viable development properties within the City and nearby Fresno County. Moreover, NIMBYism and the local legal and political environment have created conditions where development of new industrial uses in either the City or nearby County areas is virtually impossible.[5] As such, the City's practice of downzoning existing industrial properties will increase the pressure on local industrial businesses to move elsewhere, likely many miles beyond the City's jurisdictional boundaries. It is perhaps no surprise that new light industrial development is proliferating in Tulare County and Madera County at a time when such development has stagnated in the City. The unintended consequences of the City's planning policies will be industrial landowners continuing to locate their businesses outside the City, resulting in far longer commutes for Fresno residents, vastly increasing vehicle miles traveled.

Air Quality/Climate Change. Air quality and climate change impacts generally correspond with vehicle miles traveled. As explained above, the CSASP will, at both a project level and cumulatively, contribute to increases in vehicle miles traveled by promoting the closure and relocation of existing industrial land uses. The City should evaluate the potential air quality and climate change impacts of these planning decisions.

Agricultural Impacts. Because the City's actions at a project and cumulative level seek to eliminate existing industrial uses and zoning in the City, pressure will be placed on outlying communities, including land currently used as farmland, to develop new environmental land uses to meet industrial demand. The IS/MND is inadequate because it does not address these potential effects.

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[5] A few examples include:

https://leadershipcounsel.org/city-of-fresno-remove-light-industrial-zoning-in-the-proposed-plan-amendment/

https://gvwire.com/2023/02/01/fresno-coca-cola-warehouse-project-faces-opposition/

https://fresnoland.org/2022/10/12/attorney-general-bonta-urges-fresno-city-council-to-deny-southwest-industrial-rezone/

https://oag.ca.gov/system/files/media/sb1000-letter-fresno-county.pdf

https://www.fresnobee.com/news/local/article267225262.html

https://www.kvpr.org/government-politics/2018-01-23/more-jobs-or-more-pollution-plan-for-new-industrial-park-in-fresno-draws-opposition

Impacts to Public Utilities/Public Services. Industrial land uses contribute significantly to the local tax base, as confirmed by the City's 2022 budget.[6] These tax revenues help fund a wide range of public services, including police, fire, parks, and public works. The City of course cannot provide these services without tax revenue. Despite this, the City is engaged in the systematic downzoning of industrial properties, including existing businesses. This creates a risk that existing uses will go out of business, and that they will no longer contribute to the City's tax base. These consequences would have a commensurate impact on the City's ability to raise revenues for essential services. Despite this, there is no discussion in the IS/MND about how the City's proposed actions of downzoning or eliminating industrially zoned properties within the City would adversely impact the City's ability to provide public services.

E. The Downzoning of the Donaghy Properties Would Interfere with Donaghy's Constitutional Rights

The Downzoning Would Result in a Regulatory Taking. The Takings Clause of the U.S. Constitution prohibits governmental takings of private property for public use without just compensation. (U.S. Const., amend. V; see also Cal Const., Art. I, § 19.) This includes what is known as a "regulatory taking." (*Allegretti & Co. v. County of Imperial* (2006) 138 Cal.App.4th 1261, 1270 ["'government regulation of private property may, in some instances, be so onerous that its effect is tantamount to a direct appropriation or ouster'"], quoting *Lingle v. Chevron U.S.A. Inc.* (2005) 544 U.S. 528, 537.) Regulatory takings are analyzed under the *Penn Central* framework. (*Id.*)

Under the *Penn Central* framework, "[t]here is no set formula but several factors have particular significance." (*Shaw v. County of Santa Cruz* (2008) 170 Cal.App.4th 229, 261.) "Primary among those factors are the economic impact of the regulation on the claimant and, particularly, the extent to which the regulation has interfered with distinct investment-backed expectations." (*Id.*) "In addition, the character of the governmental action—for instance whether it amounts to a physical invasion or instead merely affects property interests through some public program adjusting the benefits and burdens of economic life to promote the common good—may be relevant in discerning whether a taking has occurred." (*Id.*)

There will be a severe economic impact here. The mere downzoning of a light industrial property can cause the property to lose half its value. It can frustrate the ability of a landowner to receive financing, attract new tenants, engage in new uses, or expand its operations. The only way to avoid this effect is to allow the Donaghy Properties to keep their industrial zoning.

Procedural and Substantive Due Process. As a member of the public, Donaghy has the right to be free from arbitrary and discriminatory decision-making. (*Ross v. City of Yorba Linda*

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6 https://www.fresnobee.com/opinion/readers-opinion/article263967181.html
https://www.fresno.gov/finance/wp-content/uploads/sites/11/2022/05/FY2023ProposedBudget-1.pdf

(1991) 1 Cal.App.4th 954, 960.) Likewise, Donaghy is entitled to receive notice of relevant actions by the City. (*Horn v. County of Ventura* (1979) 24 Cal.3d 605, 607.) Due process rights can also be violated by repeated project denials and procedural errors in the approval process, (*Cohan v. City of Thousand Oaks* (1994) 30 Cal.App.4th 547, 561), or through the failure to provide a fair hearing. (*Nightlife Partners, Ltd. v. City of Beverly Hills* (2003) 108 Cal.App.4th 81, 90.) Donaghy has been denied due process rights for several reasons, including the City's failure to provide it with notice of the rezone, the confusing information on the City's website, the inadequate project description that makes it unclear whether the Donaghy Properties are part of the CSASP, and the City's general efforts to undermine the investments of industrial landowners throughout the City by systematically downzoning industrial property without notice.

Equal Protection. Donaghy is also protected by the equal protection clauses of the United States Constitution and the California Constitution, which prohibit a state (including a state agency) from denying "to any person within its jurisdiction the equal protection of the laws." In land use decisions, a violation of equal protection often exists where similarly situated property is treated differently, (see, e.g., *Carpenteria Valley Farms, Ltd. v. County of Santa Barbara* (9th Cir. 2003) 344 F.3d 822, 831; *Herrington v. County of Sonoma* (9th Cir. 1987) 834 F.2d 1488, 1501), and there is no reasonable basis for the difference in treatment. (See, e.g., *Squaw Valley Dev. Co. v. Goldberg* (9th Cir. 2004) 375 F.3d 936, 944; see also *Gerhart v. Lake County Montana* (9th Cir. 2011) 637 F.3d 1013, 1022.) The same basic requirements apply equally under state constitutional law. (*Walgreen Co. v. City & County of San Francisco* (2010) 185 Cal.App.4th 424, 428; *Stubblefield Constr. Co. v. City of San Bernardino* (1995) 32 Cal.App.4th 687, 713.) Equal protection principles are also often implicated when a local government agency deviates from its own rules. (See, e.g., *Genesis Env't Servs. v. San Joaquin Valley Air Pollution Control Dist.* (2003) 113 Cal.App.4th 597, 607.) Specifically, the City has declined to include industrial landowners such as Donaghy in public workshops, steering committees, and topic groups. At the same time, the City continues to stress public outreach and direct engagement of other persons and entities. There is no rational basis for the City declining to include industrial representatives in public workshops, steering committees, and topic groups.

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F. Conclusion

For each of the foregoing reasons, the City should not adopt the IS/MND for the CSASP, and should decline to approve the CSASP as currently formulated. Although Donaghy believes the CSASP should fail on its own merits, it may not be approved unless the City prepares a full environmental impact report to fully evaluate its numerous potentially significant effects, and to fully mitigate each of those negative environmental effects.

Respectfully submitted,

John P. Kinsey

cc: Mayor Jerry Dyer (*via email*)
Councilmember Luis Chavez (*via email*)

Enclosures

EXHIBIT "A"

Planning and Development

Current Planning

Plans & Projects Under Review

The City of Fresno makes every effort to encourage public participation, while simultaneously informing the public of projects that are under review. The following is a list of projects currently under review and reports prepared on behalf of the City.

- SB 743-Vehicle Miles Traveled
- Central Southeast Area Specific Plan
- Producer's Dairy
- Rendering Plant Relocation Project
- West Area Neighborhoods Specific Plan
- Farmland Preservation Program
- South Central Specific Plan (SCSP)
- Program Environmental Impact Report for the City of Fresno General Plan Amendment No. P19-04226
- Cannabis
- Elm Avenue Revitalization Strategy
- Brownfields Coalition Assessment Grant
- Vesting Tentative Tract Map No. 6360
- Tapestry III Tract 6195 (FEIR)
- Costco Commercial Center
- South Central Community Benefits Fund

Central Southeast Area Specific Plan

Central Southeast Area Specific Plan Public Draft Environmental Assessment

The Public Draft of the Central Southeast Area Specific Plan was completed in 2021 and the associated Environmental Assessment is now ready for Public Review. The public comment period is from February 3, 2023, to March 6, 2023. The Environmental Assessment can be downloaded below in the Project Document Section. The Specific Plan and Environmental Assessment is tentatively scheduled to be considered by Planning Commission and City Council in April and May 2023.

How to Comment

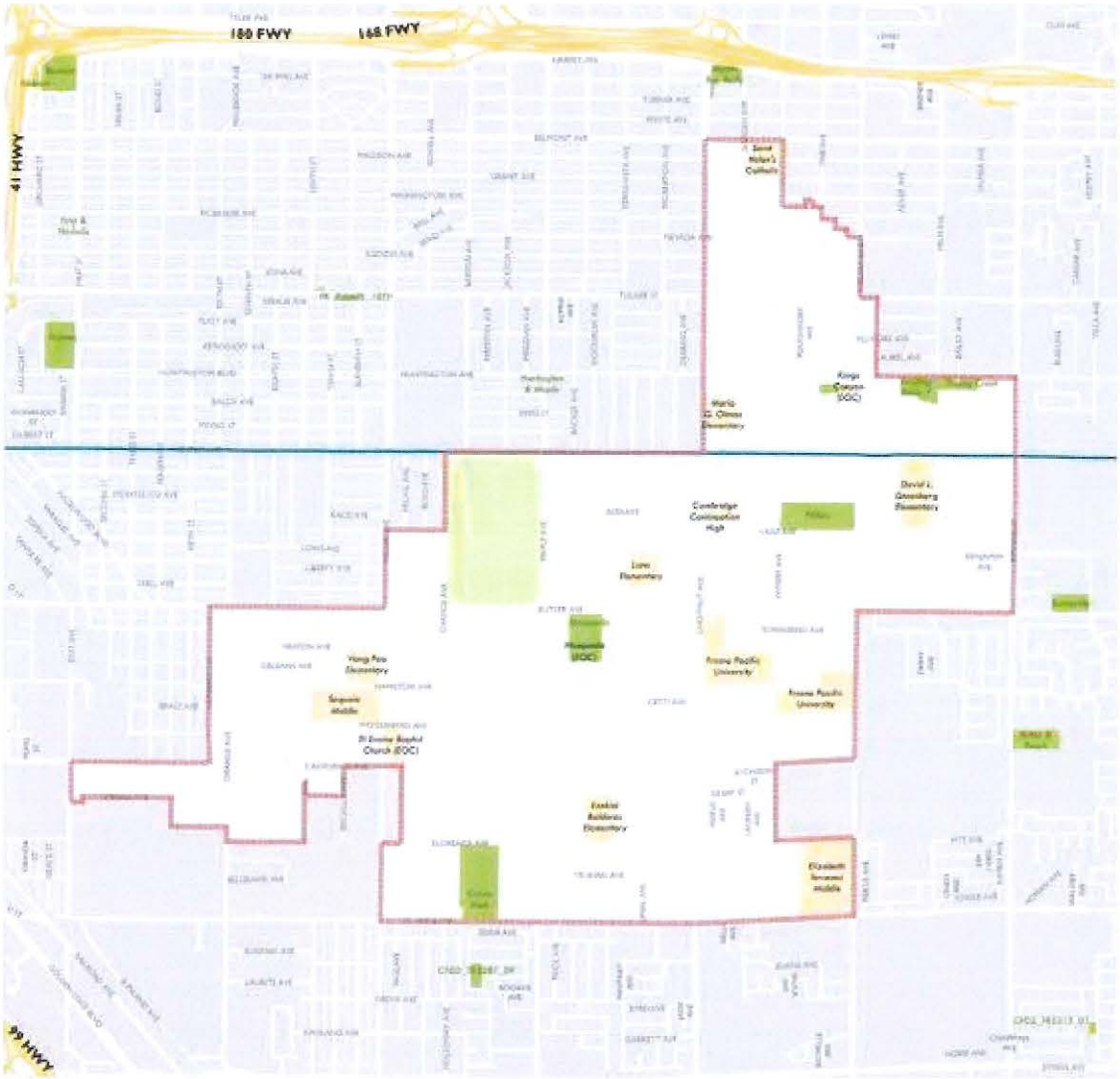
Send via email to Drew.Wilson@fresno.gov **and** Sophia.Pagoulatos@fresno.gov **or mail to:**

Long-Range Planning
2600 Fresno Street, Room 3065
Fresno, CA 93721

Help us reimagine Central Southeast Fresno!

The City of Fresno is embarking on a new and exciting project – the creation of a Specific Plan for the Central Southeast Area. The Central Southeast Specific Plan will be a long-range planning document that provides a vision for growth and development in the community over the next 20- to 30-years. The Specific Plan will address a wide range of topics that impact the quality of life in the community. These include affordable housing, jobs and economic development, transportation, parks and open space, and a healthy environment. The Plan will include a vision, policies and if needed, development standards that will balance new development and preservation of the existing community identity.

Project Area



CSEASP Project Area

The Central Southeast Specific Plan area covers over 2,200 acres (3.4 square miles) just east and southeast of downtown, bounded by Belmont Ave to the north, S Orange Ave to the west, E Church Ave to the south, and S Peach Ave to the east. This diverse area is characterized by a mix of suburban housing developments, industrial uses, public facilities, and vacant land.

Why is the Specific Plan important?

The Central Southeast Specific Plan offers a special opportunity to help shape the future of southeast Fresno – including the area's economic vitality, transportation network, parks, and neighborhood character. Based on feedback from the community and elected officials, the area could benefit from infrastructure and mobility improvements, increased access to parks and open space, development of vacant lots, and recommendations to revitalize key commercial corridors such as Ventura/Kings Canyon Rd. The Specific Plan will help:

- Shape the places we live, work, shop, and play
- Guide the public services, infrastructure, and investments in the area
- Guide the types and forms of new development in Southeast Fresno

- Establish clear priorities to better guide investment

Who do I contact for more information?

For more information call Drew Wilson at the City of Fresno drew.wilson@fresno.gov or call (559) 621-8087.

Project Documents

The 30-day comment period for the Mitigated Negative Declaration is from February 3, 2023 – March 6, 2023

Subsequent Mitigated Negative Declaration for Central Southeast Area Specific Plan
Notice of Intent to File Mitigated Negative Declaration
Mitigated Negative Declaration-Public Review Draft
Documents Incorporated by Reference:
Program Environmental Impact Report for General Plan Amendment P19-04226
Greenhouse Gas Reduction Plan Update (2021)
Central Southeast Area Specific Plan – Public Review Draft
Central Southeast Area Specific Plan Existing Conditions Report
Project Summary
Factsheet
Central Southeast Specific Plan Initiation Report

Workshop Material

Below you will find the presentations and Community Workshop summary's for the workshops to date. If you would like to host a mini-workshop please email Drew Wilson at drew.wilson@fresno.gov.

Central Southeast Area Specific Plan Community Workshop 1 Summary
Central Southeast Area Specific Plan Community Workshop 1 PowerPoint
Central Southeast Area Specific Plan Community Workshop 2 PowerPoint

Initiation Report

A fundamental step in the Central Southeast Specific Plan process is the initiation of the Plan's Draft Guiding Principles and the Proposed Land Use Map. The initiation process includes the Fresno City Council's approval of the Proposed Land Use Map that will allow the project team to begin the Environmental Assessment. A report has been drafted to summaries how the development of the Guiding Principles and Proposed Land Use Map. The Central Southeast Specific Plan Initiation Report can be found below in the Project Documents section.

EXHIBIT "B"

John Kinsey

From: Sophia Pagoulatos <Sophia.Pagoulatos@fresno.gov>
Sent: Thursday, March 2, 2023 12:48 PM
To: John Kinsey; Drew Wilson
Cc: Talia Kolluri
Subject: RE: Central Southeast Area Specific Plan Public Comment Period

Thanks John.

Your email has been received, and the public comment period ends on March 6, 2023.

Sophia Pagoulatos | Planning Manager
City of Fresno
Planning and Development Department
O: 621-8062 C: (559) 907-5221

Resources: GIS Data Hub | Fresno Municipal Code | Plans & Projects Under Review

AICP CERTIFIED

From: John Kinsey <jkinsey@wjhattorneys.com>
Sent: Wednesday, March 01, 2023 11:55 AM
To: Drew Wilson <Drew.Wilson@fresno.gov>; Sophia Pagoulatos <Sophia.Pagoulatos@fresno.gov>
Cc: Talia Kolluri <Talia.Kolluri@fresno.gov>
Subject: RE: Central Southeast Area Specific Plan Public Comment Period

External Email: Use caution with links and attachments

I did not receive any response to the email below. Can you please advise?

John P. Kinsey, Esq.
Certified Specialist in Appellate Law
State Bar of California Board of Legal Specialization
WANGER JONES HELSLEY PC
265 E. River Park Circle, Suite 310
Fresno, California 93720
Phone: (559) 233-4800, Ext. 216
Fax: (559) 233-9330
Website: www.wjhattorneys.com

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To ensure compliance with requirements imposed by the IRS, we inform you that any U.S. federal tax advice contained in this communication (including any attachments) is not intended or written to be used, and cannot be used, for the purpose of (i) avoiding penalties under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any transaction or matter addressed herein.

From: John Kinsey <jkinsey@wjhattorneys.com>
Sent: Tuesday, February 21, 2023 6:43 PM
To: Drew.Wilson@fresno.gov; Sophia.Pagoulatos@fresno.gov
Cc: Talia Kolluri <Talia.Kolluri@fresno.gov>
Subject: Central Southeast Area Specific Plan Public Comment Period

Good evening, Drew and Sophia:

I am assisting Donaghy Sales with respect to the Central Southeast Area Specific Plan. It appears that the City is contemplating changing their zoning from Light Industrial to Office, which would likely result in them being a legal non-conforming use. As such, we are planning on submitting comments on the IS/MND and the CSASP.

Can you please advise when the public comment period will end? The City's website states the "public comment period is from April 3, 2023, to March 6, 2023," but then later down it states the "30-day comment period for the Mitigated Negative Declaration is from February 3, 2023 – March 6, 2023." If the end of the public comment period is March 6, 2023, we believe the City should restart the public comment period for another 30-days after the website is corrected.

https://www.fresno.gov/darm/planning-development/plans-projects-under-review/#tab-02

Also, can you please advise what measures have been taken to inform property owners whose zoning may be changed of the CSASP process? Donaghy was unaware this was occurring (and as of a year or so ago it was contemplated that they would be in the SCSP, as opposed to the CSASP), and it wants to understand whether it missed a communication.

Thanks,

John P. Kinsey, Esq.
Certified Specialist in Appellate Law
State Bar of California Board of Legal Specialization
WANGER JONES HELSLEY PC
265 E. River Park Circle, Suite 310
Fresno, California 93720
Phone: (559) 233-4800, Ext. 216
Fax: (559) 233-9330
Website: www.wjhattorneys.com

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For more information please visit http://www.mimecast.com

From:	Secrest Jr., William
To:	Drew Wilson
Cc:	Coletti, Karen; Sophia Pagoulatos
Subject:	RE: City of Fresno Central Southeast Area Specific Plan - MND 30-day Public Comment Period / Notice of Intent
Date:	Friday, February 10, 2023 12:29:46 PM

External Email: Use caution with links and attachments

Hello Mr. Wilson,

On behalf of the Fresno County Public Library, I've reviewed the above-mentioned document with regard to cultural resource disturbances/impacts.

The section dealing with these issues is instructive and has been well-executed. Further, the mitigation measures outlined on pp. 84-86 are in keeping with established procedures under local, state and federal laws and regulations.

We would, of course, expect to be notified in the event of any cultural resource disruptions, but the mechanisms implemented in your report should allow for this in any instance.

All best,

Bill Secrest
Heritage Center
Fresno County Public Library

Appendix C:
Agriculture and Forestry Resources Supporting Information

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FCS
An ADEC Innovation

Land Evaluation and Site Assessment Model
Fresno Central Southeast Area Specific Plan
City of Fresno, Fresno County, California

Prepared for:
City of Fresno
2600 Fresno Street, Room 3065
Fresno, CA 93721
556.621.2489

Contact: Sophia Pagoulatos, Planning Manager

Prepared by:
FirstCarbon Solutions
7726 N. First Street, #413
Fresno, CA 93720
714.508.4100

Contact: Mary Bean, Project Director
Phil Ault, Project Director
Laura Campion, Project Manager

Date: July 14, 2025

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Appendix A: Land Evaluation and Site Assessment Model Instruction Manual

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ACRONYMS AND ABBREVIATIONS

APN	Assessor's Parcel Number
CEQA	California Environmental Quality Act
DOC	California Department of Conservation
FCS	FirstCarbon Solutions
FMMP	Farmland Mapping and Monitoring Program
LCC	Land Capability Class
LESA	Land Evaluation and Site Assessment
NRCS	Natural Resources Conservation Service
SR	State Route
USDA	United States Department of Agriculture
USGS	United States Geological Survey

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SECTION 1: INTRODUCTION

1.1 - Project Location

1.1.1 - Central Southeast Area Specific Plan Area

The Central Southeast Area Specific Plan Area (Specific Plan Area) is located in the southeast area of the City of Fresno (City), in Fresno County (County), California. The City is located in the central San Joaquin Valley, approximately 200 miles north of Los Angeles, and 170 miles south of Sacramento. The City is located on the State Route (SR) 99 corridor.

The Specific Plan Area is approximately 2,200 acres just east and southeast of Downtown Fresno and is bounded by Belmont Avenue to the north, East Avenue to the west, Church Avenue to the south, and Peach Avenue to the east. Additionally, the Specific Plan Area is located within the Roosevelt Community Plan Area.

The Specific Plan Area sits just north of the Industrial Triangle and is surrounded to the west by some of the oldest City neighborhoods and to the east by unincorporated County agricultural lands. The northernmost portion of the Specific Plan Area is 0.25 mile from access to SR-180, while the southern portion of the Specific Plan Area generally runs along the city limits, adjacent to and circumventing several unincorporated lands under the jurisdiction of the County. The Specific Plan Area is located on the *Clovis*, *Fresno South, and Malaga*, *California* United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map, Range 20 East, Township 13 South, Section 36; Range 21 East, Township 13 South, Section 31; Range 20 East, Township 14 South, Sections 1, 2, 11, 13, 14, 23, 24; and Range 21 East, Township 14 South, Sections 5, 6, 7, 8, 17, 18, 19.

1.1.2 - Assessor's Parcel Number 480-080-05

This Land Evaluation and Site Assessment (LESA) Model is limited to evaluating relevant parcels mapped by the California Department of Conservation (DOC). The Specific Plan Area includes one approximately 17.85-acre parcel (Assessor's Parcel Number [APN] 480-080-05) located at the northwest corner of Chestnut Avenue and Florence Avenue, classified as Important Farmland (Prime Farmland, Farmland of Statewide Importance, and Farmland of Unique Importance) by the DOC (Exhibit 1 and Exhibit 2). Accordingly, this LESA Model is limited to evaluating whether the protected farmland on this parcel (hereby known as "APN 480-080-05") accurately reflects the significance of the farmland.

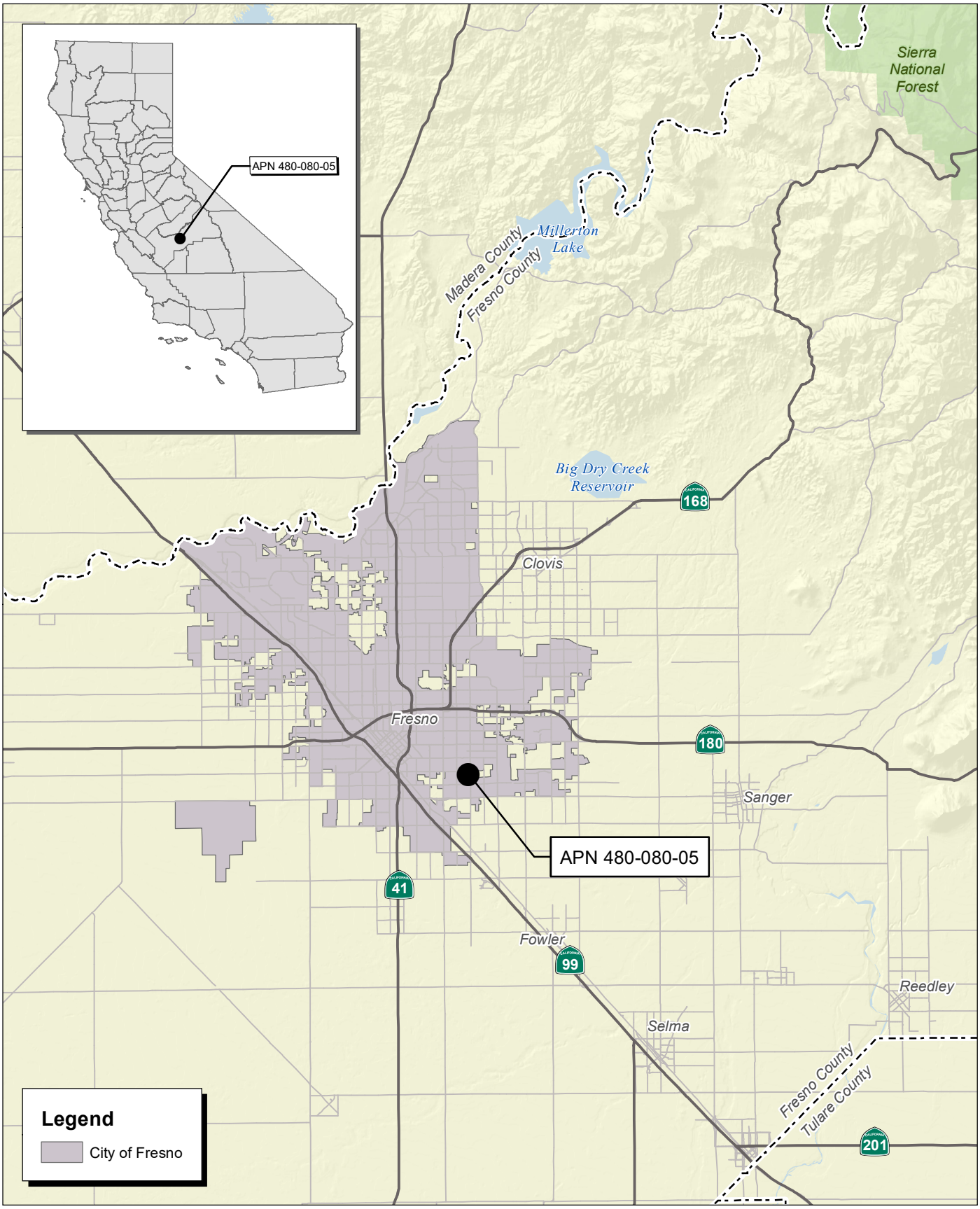
1.2 - Existing Conditions

APN 480-080-05 currently contains a single-family residential building and associated infrastructure. APN 480-080-05 also contains land used for agriculture, consisting of row crops, and a driveway to provide access to the building on-site. APN 480-080-05 is currently designated Residential, Medium Density by the Fresno General Plan (General Plan) and is zoned RS-5 (Residential Single-Family Medium Density).

The DOC Farmland Mapping and Monitoring Program (FMMP) maps APN 480-080-05 as containing approximately 12.95 acres of Prime Farmland, 4.40 acres of Farmland of Statewide Importance, and 0.50 acres of Urban and Built-up Land (refer to Exhibit 3).

1.3 - Project Summary

Under the proposed Specific Plan, APN 480-080-05 would be redesignated as Residential, Urban Neighborhood.



Source: Census 2000 Data, The California Spatial Information Library (CaSIL).

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Exhibit 1
Regional Location Map

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Source: ESRI Aerial Imagery. Fresno County. City of Fresno.

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1,000 500 0 1,000 Feet

Exhibit 2
Local Vicinity Map

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CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN
LAND EVALUATION AND SITE ASSESSMENT MODEL

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Source: ESRI Aerial Imagery. Fresno County. City of Fresno. California Department of Conservation.

FIRSTCARBON SOLUTIONS™

500 250 0 500 Feet

Exhibit 3
Important Farmland Map

31680036 • 07/2025 | 3_farmland.mxd

CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN
LAND EVALUATION AND SITE ASSESSMENT MODEL

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SECTION 2: REGULATORY FRAMEWORK

2.1 - State

2.1.1 - Farmland Mapping and Monitoring Program

In 1975, the Soil Conservation Service (since renamed Natural Resources Conservation Service [NRCS]) of the United States Department of Agriculture (USDA) began farmland mapping efforts across the nation with the goal of producing agricultural resource maps based on soil quality and land use. As part of this nationwide agricultural land use mapping effort, the NRCS developed a series of definitions known as Land Inventory Monitoring criteria. The Land Inventory Monitoring criteria classify the land's suitability for agricultural production; suitability includes both the physical and clinical characteristics of soils and the actual land use. In the early 1980s, to continue these farmland mapping efforts in California, the FMMP was created within the DOC. The FMMP carries out these mapping activities on a continuing basis and with a greater level of detail; this is accomplished by using a modified Land Inventory Monitoring criteria. These criteria utilize the NRCS and Storie Index Rating Systems but also consider physical conditions, such as dependable water supply for agricultural production, soil temperature range, depth of the groundwater table, flooding potential, rock fragment content, and rooting depth. The FMMP prepares Important Farmland maps for all counties in California, using the modified Land Inventory Monitoring criteria as well as current land use information.

The FMMP classifies farmland based on agricultural productivity characteristics as follows:

- **Prime Farmland:** Land with the best combination of physical and chemical features able to sustain the long-term production of agricultural crops. These lands have the soil quality, growing season, and moisture supply needed to produce sustained high yields.
- **Unique Farmland:** Land of lesser-quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated, but it may include non-irrigated orchards or vineyards as are found in some climatic zones in California.
- **Farmland of Statewide Importance:** Land similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to hold and store moisture.
- **Farmland of Local Importance:** Land of importance in the local agricultural economy, as determined by each county's Board of Supervisors and a local advisory committee.
- **Grazing Land:** Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.

The FMMP also provides the following land classifications for nonagricultural land:

- **Urban and Built-up Land:** Land occupied by structures with a building density of at least 1 unit to 1.5 acres or approximately 6 structures to a 10-acre parcel. This land is used for residential,

industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

- **Other Land:** Land not included in any other mapping category. Common examples include low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines; borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.
- **Water:** Perennial water bodies with an extent of at least 40 acres.
- **Areas Not Mapped:** Area which falls outside of the NRCS soil survey; not mapped by the FMMP.

2.1.2 - Williamson Act

In 1965, the California Land Conservation Act, also known as the Williamson Act, was adopted. This voluntary program allows property owners to have their property assessed for its agricultural production rather than at the current market value. The property owner is thus relieved of having to pay higher property taxes as long as the land remains in agricultural production. The purpose of the Williamson Act is to encourage property owners to continue to farm their land and to prevent the premature conversion of farmland to urban uses. Participation requires that the area consist of 100 contiguous acres of agricultural land under one or more ownerships.

Upon approval of a Williamson Act application by the Board of Supervisors of the county in which the land is located, the agricultural preserve is established and the land within the preserve is restricted to agricultural and compatible uses for at least 10 years. Williamson Act Contracts are automatically renewed for an additional 10-year period unless the property owner applies for non-renewal or early cancellation. The Williamson Act also contains provisions for cancellation of contracts under certain circumstances.

There are no active Williamson Act Contracts on APN 480-080-05 evaluated in this LESA Model or within APN 480-080-05's Zone of Influence.

2.2 - Local

2.2.1 - City of Fresno General Plan

The General Plan sets forth the following goals and policies relevant to agricultural resources:

Objective RC-9 Preserve agricultural land outside of the area planned for urbanization under this General Plan.

Policy RC-9-a Regional Cooperation. Work to establish a cooperative research and planning program with the Counties of Fresno and Madera, City of Clovis, and other public agencies to conserve agricultural land resources.

Policy RC-9-b Unincorporated Land in the Planning Area. Express opposition to residential and commercial development proposals in unincorporated areas within or adjacent to the Planning Area when these proposals would do any of the following:

- Make it difficult or infeasible to implement the General Plan;
- Contribute to the premature conversion of agricultural, open space, or grazing lands; or
- Constitute a detriment to the management of resources and/or facilities important to the region (such as air quality, water quantity and quality, traffic circulation, and riparian habitat).

Policy RC-9-c Farmland Preservation Program. In coordination with regional partners or independently, establish a Farmland Preservation Program. When Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is converted to urban uses outside City limits, this program would require that the developer of such a project mitigate the loss of such farmland consistent with the requirements of CEQA. The Farmland Preservation Program shall provide several mitigation options that may include, but are not limited to the following: Restrictive Covenants or Deeds, In Lieu Fees, Mitigation Banks, Fee Title Acquisition, Conservation Easements, Land Use Regulations, or any other mitigation method that is in compliance with the requirements of CEQA. The Farmland Preservation Program may be modeled after some or all of the programs described by the California Council of Land Trusts.

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SECTION 3: FINDINGS

The LESA Model is divided into two components: Land Evaluation and Site Assessment. The following narrative describes the model inputs. The weighting factor for each input is shown in parentheses.

3.1 - Land Evaluation (50 Percent)

3.1.1 - Land Capability Classification (25 Percent)

The LESA Model assigns points based on the type of soils that comprise APN 480-080-05 and the proportion of APN 480-080-05 that is underlain by each type of soil (Exhibit 4). Table 1 summarizes the Class I, II, and III soils that underlie APN 480-080-05. The total Land Capability Class (LCC) score is **82.98**.

3.1.2 - Storie Index Rating (25 Percent)

The Storie Index is a quantitative rating of the agricultural value of the soils (0 to 100). A higher the score indicates the soil is more suitable for growing a wide range of crops. Lower scores indicate soils less desirable for agricultural uses. The Storie Indices for APN 480-080-05's soils are shown in Table 1. Each soils' proportion of APN 480-080-05 is multiplied against its Storie Index value. From there, the values are summed, which yields the overall Storie Index. In this case, the overall Storie Index score is **74.14**.

Table 1: Soils Summary

Soil Name and Abbreviation	Acres	Percent of Area	Land Capability Class (LCC)	LCC Score	Storie Index	Storie Index Score
Atwater sandy loam, 0 to 3 percent slopes (ArA)	2.05	11.48%	IIs	9.19	93	10.68
Atwater sandy loam, moderately deep, 0 to 3 percent slopes (AtA)	2.07	11.60%	IIIs	6.96	47	5.45
Greenfield sandy loam, 0 to 3 percent slopes (GtA)	9.23	51.71%	I	51.71	93	48.09
Greenfield sandy loam, moderately deep, 0 to 3 percent slopes (GuA)	2.51	14.06%	IIIs	8.44	46	6.47
Madera clay loam (Me)	1.99	11.15%	IIIs	6.69	31	3.46
Total	**17.85**	**100%**	**—**	**82.98**	**—**	**74.14**
Source: Web Soil Survey. 2025.						

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Source: ESRI Aerial Imagery. Fresno County. USDA Soils Data Mart, Fresno Eastern.

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500 250 0 500 Feet

Exhibit 4
Soils Map

31680036 • 07/2025 | 4_soils.mxd

CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN
LAND EVALUATION AND SITE ASSESSMENT MODEL

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3.2 - Site Assessment (50 Percent)

3.2.1 - Project Size (15 Percent)

APN 480-080-05 consists of approximately 11.28 acres of LCC I and II soils and approximately 6.57 acres of LCC III soils.

For project size, the LESA Model assigns 30 points for sites that contain 10 to 19 acres of LCC I and II soils and 0 points for sites that contain fewer than 10 acres of LCC III soils. The LESA Model instructs that the highest score should be selected, which, in this case, is 30. The overall project size score is therefore **30**.

3.2.2 - Water Availability (15 Percent)

The LESA Model scores water availability based on whether irrigated production is feasible and whether there are physical or economic restrictions. These factors are considered for both drought and non-drought years.

The LESA Model divides APN 480-080-05 into portions defined by the irrigation water source(s) supplying it (i.e., served by irrigation district water, groundwater, or a combination of both). The LESA Model then determines whether irrigated and dryland agriculture is feasible and if any physical or economic restrictions exist for each water resource supply portion of APN 480-080-05.

APN 480-080-05 is currently irrigated for agricultural use and depends on existing groundwater wells. As such, 100 percent of APN 480-080-05 is served by groundwater only.

Irrigated production is feasible in both non-drought and drought years. While APN 480-080-05 would have no physical or economic restrictions in non-drought years, it would have physical and economic restrictions in drought years because of reductions in water supply and the extra cost of pumping the same amount of groundwater from deeper within the existing wells. As such, APN 480-080-05 would have a Water Availability Score of **80**.

3.2.3 - Surrounding Agricultural Lands (15 Percent)

The LESA Model assigns points when Important Farmland accounts for 40 percent or more of surrounding land uses (Important Farmland includes Prime Farmland, Farmland of Statewide Importance, and Unique Farmland).

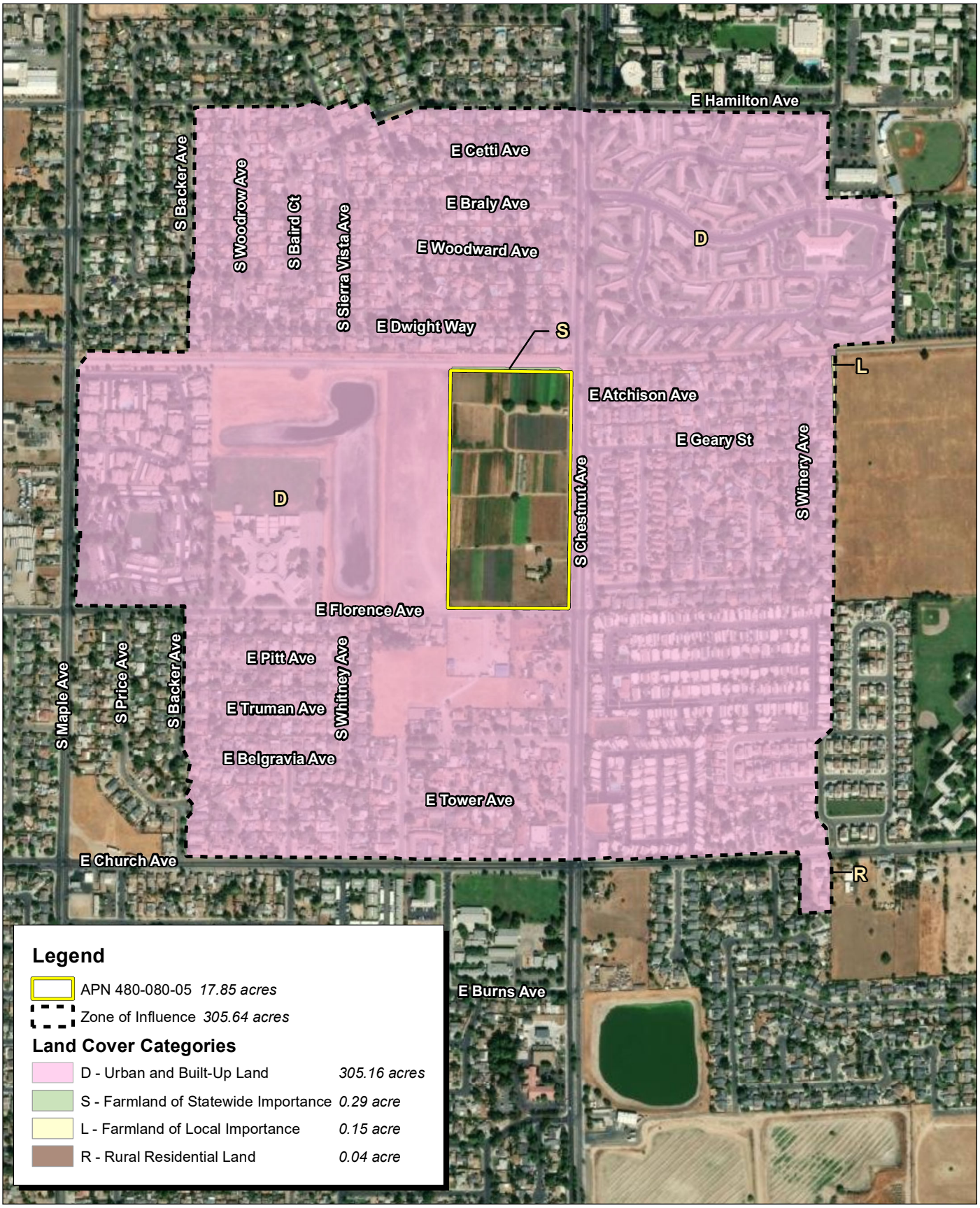
The Zone of Influence identifies the level of agricultural land use within a 0.25-mile radius of APN 480-080-05. Parcels that are intersected by the 0.25-mile buffer are included in their entirety. Properties within the Zone of Influence of APN 480-080-05 total 305.64 acres. There are 305.16 acres of Urban and Built-up Land; 0.29 acre of Farmland of Statewide Importance; 0.15 acre of Farmland of Local Importance; and 0.04 acre of Rural Residential Land (Exhibit 5).

Important Farmlands include lands designated as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. Farmland of Local Importance is not recognized as Important Farmland for the purposes of analysis under the LESA Model. There are 0 acres, or 0 percent, of the total

surrounding acreage that are characterized as Important Farmland. Because less than 40 percent of the land within 0.25 mile of APN 480-080-05 is classified as Important Farmland, the surrounding agricultural land score is **0**.

3.2.4 - Protected Resources Lands (5 Percent)

The LESA Model assigns points when Protected Resource Lands account for 40 percent or more of surrounding land uses. Protected resource lands are those with active Williamson Act Contracts for which Notices of Non-Renewal have not been filed. There are no active Williamson Act Contracts within the Zone of Influence. Because less than 40 percent of the land within 0.25 mile of APN 480-080-05 is characterized as Protected Resource Lands, the score is **0**.



Source: ESRI Aerial Imagery. Fresno County. City of Fresno. California Department of Conservation.

FIRSTCARBON SOLUTIONS™

700 350 0 700
Feet

Exhibit 5
Zone of Influence

31680036 • 07/2025 | 5_ZOI.mxd

CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN
LAND EVALUATION AND SITE ASSESSMENT MODEL

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SECTION 4: CONCLUSION

4.1 - Important Farmland

Table 2 provides the LESA Model scoring summary. As shown in the table, when the weighting factors are applied, APN 480-080-05 yields a LESA Model score of **55.8**.

Table 2: Land Evaluation and Site Assessment Model Scoring Summary

Category	Factor	Points	Factor Weight	Weighted Points
Land Evaluation	Land Capability Class	82.98	0.25	20.7
	Storie Index	74.14	0.25	18.5
	Subtotal	—	*0.50*	*39.3*
Site Assessment	Project Size	30	0.15	4.5
	Water Resources Availability	80	0.15	12.0
	Surrounding Agricultural Lands	0	0.15	0
	Surrounding Protected Lands	0	0.05	0
	Subtotal	—	*0.50*	*16.5*
			Grand Total	**55.8**
			Significant Impact?	**No**
Source: FirstCarbon Solutions (FCS). 2025.				

Impacts to land that receives a LESA score between 40 and 59 are considered potentially significant only if the Land Evaluation and Site Assessment subscores are each greater than or equal to 20 points. Projects that score between 40 to 59 points and have either a Land Evaluation or Site Assessment subscore less than 20 are not considered significant for the purposes of CEQA according to the LESA Model significance criteria. As shown in Table 2, while the total LESA score is **55.8**, the Site Assessment subscore is **16.5**. Therefore, the proposed project's conversion of agricultural land to nonagricultural use is considered less than significant for the purposes of CEQA.

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Appendix A:
Land Evaluation and Site Assessment Model Instruction Manual

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CALIFORNIA AGRICULTURAL

LAND EVALUATION AND SITE ASSESSMENT MODEL

Instruction Manual



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CALIFORNIA AGRICULTURAL

LAND EVALUATION AND SITE ASSESSMENT MODEL

Instruction Manual
1997

Department of Conservation
Office of Land Conservation

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EXECUTIVE SUMMARY

Land Evaluation and Site Assessment (LESA) is a term used to define an approach for rating the relative quality of land resources based upon specific measurable features. The formulation of a California Agricultural LESA Model is the result of Senate Bill 850 (Chapter 812 /1993), which charges the Resources Agency, in consultation with the Governor's Office of Planning and Research, with developing an amendment to Appendix G of the California Environmental Quality Act (CEQA) Guidelines concerning agricultural lands. Such an amendment is intended "to provide lead agencies with an optional methodology to ensure that significant effects on the environment of agricultural land conversions are quantitatively and consistently considered in the environmental review process" (Public Resources Code Section 21095).

The California Agricultural LESA Model is composed of six different factors. Two Land Evaluation factors are based upon measures of soil resource quality. Four Site Assessment factors provide measures of a given project's size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands. For a given project, each of these factors is separately rated on a 100 point scale. The factors are then weighted relative to one another and combined, resulting in a single numeric score for a given project, with a maximum attainable score of 100 points. It is this project score that becomes the basis for making a determination of a project's potential significance, based upon a range of established scoring thresholds. This Manual provides detailed instructions on how to utilize the California LESA Model, and includes worksheets for applying the Model to specific projects.

INTRODUCTION

Defining the LESA System

The Land Evaluation and Site Assessment (LESA) system is a point-based approach that is generally used for rating the relative value of agricultural land resources. In basic terms, a given LESA model is created by defining and measuring two separate sets of factors. The first set, Land Evaluation, includes factors that measure the inherent soil-based qualities of land as they relate to agricultural suitability. The second set, Site Assessment, includes factors that are intended to measure social, economic, and geographic attributes that also contribute to the overall value of agricultural land. While this dual rating approach is common to all LESA models, the individual land evaluation and site assessment factors that are ultimately utilized and measured can vary considerably, and can be selected to meet the local or regional needs and conditions for which a LESA model is being designed to address. In short, the LESA methodology lends itself well to adaptation and customization in individual states and localities. Considerable additional information on LESA may be found in *A Decade with LESA - the Evolution of Land Evaluation and Site Assessment* (8).

Background on LESA Nationwide

In 1981, the federal Natural Resources Conservation Service (NRCS), known then as the Soil Conservation Service, released a new system that was designed to provide objective ratings of the agricultural suitability of land compared to demands for nonagricultural uses of lands. The system became known as Land Evaluation and Site Assessment, or LESA. Soon after it was designed, LESA was adopted as a procedural tool at the federal level for identifying and addressing the potential adverse effects of federal programs (e.g., funding of highway construction) on farmland protection. The Farmland Protection Policy Act of 1981 (5) spells out requirements to ensure that federal programs, to the extent practical, are compatible with state, local, and private programs and policies to protect farmland, and calls for the use of LESA to aid in this analysis. Typically, staff of the NRCS is involved in performing LESA scoring analyses of individual projects that involve other agencies of the federal government.

Since its inception, the LESA approach has received substantial attention from state and local governments as well. Nationwide, over two hundred jurisdictions have developed local LESA methodologies (7). One of the attractive features of the LESA approach is that it is well suited to being modified to reflect regional and local conditions. Typical local applications of LESA include assisting in decision making concerning the sitting of projects, changes in zoning, and spheres of influence determinations. LESA is

also increasingly being utilized for farmland protection programs, such as the identification of priority areas to concentrate conservation easement acquisition efforts.

Because of the inherent flexibility in LESA model design, there is a broad array of factors that a given LESA model can utilize. Some LESA models require the measurement of as many as twenty different factors. Over the past 15 years, the body of knowledge concerning LESA model development and application has begun to indicate that LESA models utilizing only several basic factors can capture much of the variability associated with the determination of the relative value of agricultural lands. In fact, LESA models with many factors are increasingly viewed as having redundancies, with different factors essentially measuring the same features, or being highly correlated with one another. Additional information on the evolution and development of the LESA approach is provided in, A *Decade with LESA -The Evolution of Land Evaluation and Site Assessment* (8).

Development of the California Agricultural LESA Model

In 1990 the Department of Conservation commissioned a study to investigate land use decisions that affect the conversion of agricultural lands in California. The study, conducted by Jones and Stokes Associates, Inc., was prepared in response to concerns about agricultural land conversion identified in the *California Soil Conservation Plan* (1) (developed by the ad hoc Soil Conservation Advisory Committee serving the Department of Conservation in 1987). Among these concerns was the belief that there was inadequate information available concerning the socioeconomic and environmental implications of farmland conversions, and that the adequacy of current farmland conversion impact analysis under the California Environmental Quality Act (CEQA) was not fully known. The findings of this study are included in the publication, *The Impacts of Farmland Conversion in California* (2).

Currently, neither CEQA nor the State CEQA Guidelines contains procedures or specific guidance concerning how agencies should address farmland conversion impacts of projects. The only specific mention of agricultural issues is contained in Appendix G of the State CEQA Guidelines, which states that a project will normally have a significant effect on the environment if it will “convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land”.

Among the conclusions contained in *The Impacts of Farmland Conversion in California* study was that the lack of guidance in how lead agencies should address the significance of farmland conversion impacts resulted in many instances of no impact analysis at all. A survey of environmental documents sent to the Governor's Office of Planning and Research (OPR) between 1986 and 1988 was performed. The survey

showed that among projects that affected at least 100 acres of land and for which agriculture was a project issue, nearly 30 percent received Negative Declarations, and therefore did not did not receive the environmental impact analysis that would be provided by an Environmental Impact Report (EIR).

Of those projects involving the conversion of agricultural lands and being the subject of an EIR, the study found a broad range of approaches and levels of detail in describing the environmental setting, performing an impact analysis, and providing alternative mitigation measures. The only agricultural impacts found to be significant in the EIRs were those involving the direct removal of prime agricultural lands from production by the project itself. The focus on prime farmland conversion in the projects surveyed was deemed to be related to the narrow direction provided in Appendix G of the State CEQA Guidelines.

The formulation of a California LESA Model is the result of Senate Bill 850 (Chapter 812 /1993), which charges the Resources Agency, in consultation with the Governor's Office of Planning and Research, to develop an amendment to Appendix G of the California Environmental Quality Act (CEQA) Guidelines. Such an amendment is intended "to provide lead agencies with an optional methodology to ensure that significant effects on the environment of agricultural land conversions are quantitatively and consistently considered in the environmental review process" (Public Resources Code Section 21095). This legislation authorizes the Department of Conservation to develop a California LESA Model, which can in turn be adopted as the required amendment to Appendix G of the CEQA Guidelines.

Presentation of the California LESA Model

The California LESA Model is presented in this Manual in the following sections:

Section I. provides a listing of the information and tools that will typically be needed to develop LESA scores for individual projects.

Section II. provides step-by-step instructions for scoring each of the six Land Evaluation and Site Assessment factors that are utilized in the Model, with an explanation of the rationale for the use of each factor.

Section III. defines the assignment of weights to each of the factors relative to one another, and the creation of a final LESA score for a given project.

Section IV. assigns scoring thresholds to final LESA scores for the purpose of determining the significance of a given project under CEQA where the conversion of agricultural lands is a project issue.

Additionally:

Appendix A. provides an abridged set of step-by-step LESA scoring instructions that can be used and reproduced for scoring individual projects.

Appendix B. demonstrates the application of the California LESA Model to the scoring of a hypothetical project.

The California Agricultural LESA Model

Section I. Required Resources and Information

The California Land Evaluation and Site Assessment (LESA) Model requires the use and interpretation of basic land resource information concerning a given project. A series of measurements and calculations is also necessary to obtain a LESA score. Listed below are the materials and tools that will generally be needed to make these determinations.

Land Evaluation and Site Assessment calculations will require:

1. A calculator or other means of tabulating numbers

2. An accurately scaled map of the project area, such as a parcel map

3. A means for making acreage determinations of irregularly shaped map units. Options include, from least to most technical:

    - A transparent grid-square or dot-planimeter method of aerial measurement

    - A hand operated electronic planimeter

    - The automatic planimetry capabilities of a Geographic Information System (GIS)

4. A modern soil survey, generally produced by the USDA Natural Resources Conservation Service, which delineates the soil-mapping units for a given project. [Note: If modern soil survey information is not available for a given area of study, it may be necessary to draw upon the services of a professional soil scientist to perform a specific project survey].

5. Maps that depict land uses for parcels including and surrounding the project site, such as the Department of Conservation's Important Farmland Map series, the Department of Water Resources Land Use map series, or other appropriate information.

6. Maps or information that indicate the location of parcels including and surrounding the project site that are within agricultural preserves, are under public ownership, have conservation easements, or have other forms of long term commitments that are considered compatible with the agricultural use of a given project site.

Section II. Defining and Scoring the California Land Evaluation and Site Assessment Model Factors

This section provides detailed step-by-step instructions for the measurement and scoring of each of the Land Evaluation and Site Assessment factors that are utilized in the California Agricultural LESA Model, and is intended to serve as an introduction to the process of utilizing the Model. Once users are familiar with the Model, a more streamlined set of instructions and scoring sheets is available in Appendix A. In addition, the scoring of a hypothetical project is presented using these scoring sheets in Appendix B.

Scoring of Land Evaluation Factors

The California LESA Model includes two Land Evaluation factors that are separately rated:

1. The Land Capability Classification Rating
2. The Storie Index Rating

The information needed to make these ratings is typically available from soil surveys that have been conducted by the federal Natural Resources Conservation Service (formerly known as the Soil Conservation Service). Consultation should be made with NRCS staff (field offices exist in most counties) to assure that valid and current soil resource information is available for the project site. Copies of soil surveys are available at local field offices of the NRCS, and may also be available through libraries, city and county planning departments, the Cooperative Extension, and other sources. In addition, a Certified Professional Soil Scientist (CPSS) may also be consulted to obtain appropriate soil resource information for the project site. A directory of CPSS registered soil consultants is available through the Professional Soil Scientists Association of California, P.O. Box 3213, Yuba City, CA 95992-3213; phone: (916) 671-4276.

1) The USDA Land Capability Classification (LCC) - The LCC indicates the suitability of soils for most kinds of crops. Groupings are made according to the limitations of the soils when used to grow crops, and the risk of damage to soils when they are used in agriculture. Soils are rated from Class I to Class VIII, with soils having the fewest limitations receive the highest rating (Class I). Specific subclasses are also utilized to further characterize soils. An expanded explanation of the LCC is included in most soil surveys.

2) The Storie Index - The Storie Index provides a numeric rating (based upon a 100 point scale) of the relative degree of suitability or value of a given soil for intensive agriculture. The rating is based upon soil characteristics only. Four factors that represent the inherent characteristics and qualities of the soil are

considered in the index rating. The factors are: profile characteristics, texture of the surface layer, slope, and other factors (e.g., drainage, salinity).

In some situations, only the USDA Land Capability Classification information may be currently available from a given published soil survey. However, Storie Index ratings can readily be calculated from information contained in soil surveys by qualified soil scientists. Users are encouraged to seek assistance from NRCS staff or Certified Professional Soil Scientists to derive Storie Index information for the soils as well. If, however, limitations of time or resources restrict the derivation of Storie Index ratings for the soils within a region, it may be possible to adapt the Land Evaluation by relying solely upon the LCC rating. Under this scenario the LCC rating would account for 50 percent of the overall LESA factor weighting.

Identifying a Project's Soils

In order to rate the Land Capability Classification and Storie Index factors, the evaluator must identify the soils that exist on a given project site and determine their relative proportions. A **Land Evaluation Worksheet** (Table 1A.) is used to tabulate these figures, based upon the following:

Step 1.
Locate the project on the appropriate map sheet in the Soil Survey.

Step 2.
Photocopy the map sheet and clearly delineate the project boundaries on the map, paying close attention to the map scale.

Step 3.
Identify all of the soil mapping units existing in the project site (each mapping unit will have a different map unit symbol) and enter the each mapping unit symbol in **Column A** of the **Land Evaluation Worksheet** (Table 1A).

Step 4.
Calculate the acreage of each soil mapping unit present within the project site using any of the means identified in **Section 1**, **Required Resources and Information**, and enter this information in **Column B**.

Step 5.

Divide the acres of each soil mapping unit by the total project acreage to determine the proportion of each unit that comprises the project, and enter this information in Column C.

1. Land Evaluation - The Land Capability Classification Rating

Step 1.
In the Guide to Mapping Units typically found within soil surveys, identify the Land Capability Classification (LCC) designation (e.g., IV-e) for each mapping unit that has been identified in the project and enter these designations in **Column D** of the **Land Evaluation Worksheet** (Table 1A.).

Step 2.
From Table 2., **The Numeric Conversion of Land Capability Classification Units**, obtain a numeric score for each mapping unit, and enter these scores in **Column E**.

Step 3.
Multiply the proportion of each soil mapping unit (**Column C**) by the LCC points for each mapping unit (**Column E**) and enter the resulting scores in **Column F**.

Step 4.
Sum the LCC scores in **Column F** to obtain a single LCC Score for the project. Enter this LCC Score in **Line 1** of the **Final LESA Worksheet** (Table 8)

Table 2. Numeric Conversion of Land Capability Classification Units

Land Capability Classification	LCC Point Rating
I	100
IIe	90
IIs,w	80
IIIe	70
IIIs,w	60
IVe	50
IVs,w	40
V	30
VI	20
VII	10
VIII	0

Table 1A.
Land Evaluation Worksheet

Land Capability Classification (LCC) and Storie Index Scores

A	B	C	D	E	F	G	H
Soil Map Unit	Project Acres	Proportion of Project Area	LCC	LCC Rating	LCC Score	Storie Index	Storie Index Score
Totals		(Must Sum to 1.0)		***LCC Total***		***Storie Index Total***	

Table 1B.
Site Assessment Worksheet 1.

Project Size Score

	I	J	K
	LCC Class I - II	LCC Class III	LCC Class IV - VIII
Total Acres			
Project Size Scores			

Highest Project Size Score |

2. Land Evaluation - The Storie Index Rating Score

Step 1.
From the appropriate soil survey or other sources of information identified in Appendix C, determine the Storie Index Rating (the Storie Index Rating is already based upon a 100 point scale) for each mapping unit and enter these values in **Column G** of the **Land Evaluation Worksheet** (Table 1A.).

Step 2.
Multiply the proportion of each soil mapping unit found within the project (**Column C**) by the Storie Index Rating (**Column G**), and enter these scores in **Column H**.

Step 3.
Sum the Storie Index Rating scores in **Column H** to obtain a single Storie Index Rating score for the project. Enter this Storie Index Rating Score in **Line 2** of the **Final LESA Worksheet** (Table 8)

Scoring of Site Assessment Factors

The California LESA Model includes four Site Assessment factors that are separately rated:

1. **The Project Size Rating**
2. **The Water Resources Availability Rating**
3. **The Surrounding Agricultural Land Rating**
4. **The Surrounding Protected Resource Land Rating**

1. Site Assessment - The Project Size Rating

The Project Size Rating relies upon acreage figures that were tabulated under the Land Capability Classification Rating in Table 1A. The Project Size rating is based upon identifying acreage figures for three separate groupings of soil classes within the project site, and then determining which grouping generates the highest Project Size Score.

Step 1.
Using information tabulated in **Columns B** and **D** of the **Land Evaluation Worksheet** (Table 1A), enter acreage figures in **Site Assessment Worksheet 1. - Project Size** (Table 1B) using either **Column I, J,** or **K** for each of the soil mapping units in a given project.

Step 2.
Sum the entries in **Column I** to determine the total acreage of Class I and II soils on the project site.

Sum the entries in **Column J** to determine the total acreage of Class III soils on the project site.

Sum the entries in **Column K** to determine the total acreage of Class IV and lower rated soils on the project site.

Step 3.
For each of the three columns, apply the appropriate scoring plan provided in Table 3, **Project Size Scoring**, and enter the **Project Size Score** for each grouping in the **Site Assessment Worksheet 1. - Project Size** (Table 1B). Determine which column generates the highest score. The highest score becomes the overall **Project Size Score**. Enter this number in **Line 3** of the **Final LESA Scoresheet** (Table 8).

Table 3. Project Size Scoring

LCC Class I or II soils		LCC Class III soils		LCC Class IV or lower	
Acres	***Score***	***Acres***	***Score***	***Acres***	***Score***
80 or above	100	160 or above	100	320 or above	100
60-79	90	120-159	90	240-319	80
40-59	80	80-119	80	160-239	60
20-39	50	60-79	70	100-159	40
10-19	30	40-59	60	40-99	20
fewer than 10	0	20-39	30	fewer than 40	0
		10-19	10		
		fewer than 10	0		

Explanation of the Project Size Factor

The Project Size factor in the California Agricultural LESA Model was developed in cooperation with Nichols-Berman, a consulting firm under contract with the Department of Conservation. A thorough discussion of the development of this rating is presented by Nichols-Berman in a report to the Department entitled, *Statewide LESA Methodologies Report - Project Size and Water Resource Availability Factors* (3).

The inclusion of the measure of a project's size in the California Agricultural LESA Models is a recognition of the role that farm size plays in the viability of commercial agricultural operations. In general, larger farming operations can provide greater flexibility in farm management and marketing decisions. Certain economies of scale for equipment and infrastructure can also be more favorable for larger operations. In addition, larger operations tend to have greater impacts upon the local economy through direct employment, as well as impacts upon support industries (e.g., fertilizers, farm equipment, and shipping) and food processing industries.

While the size of a given farming operation may in many cases serve as a direct indicator of the overall economic viability of the operation, The California Agricultural LESA Model does not specifically consider the issue of economic viability. The variables of economic viability for a specific farm include such factors as the financial management and farming skills of the operator, as well as the debt load and interest rates being paid by an individual operator, which are issues that cannot readily be included in a statewide LESA model.

In terms of agricultural productivity, the size of a farming operation can be considered not just from its total acreage, but the acreage of different quality lands that comprise the operation. Lands with higher quality soils lend themselves to greater management and cropping flexibility and have the potential to provide a greater economic return per unit acre. For a given project, instead of relying upon a single acreage figure in the Project Size rating, the project is divided into three acreage groupings based upon the Land Capability Classification ratings that were previously determined in the Land Evaluation analysis. Under the Project Size rating, relatively fewer acres of high quality soils are required to achieve a maximum Project Size score. Alternatively, a maximum score on lesser quality soils could also be derived, provided there is a sufficiently large acreage present. Acreage figures utilized in scoring are the synthesis of interviews that were conducted statewide for growers of a broad range of crops. In the interviews growers were queried as to what acreage they felt would be necessary in order for a given parcel to be considered attractive for them to farm.

The USDA LCC continues to be the most widely available source of information on land quality. Project Size under this definition is readily measurable, and utilizes much of the same information needed to score a given project under the Land Evaluation component of the methodology. This approach also complements the LE determination, which, while addressing soil quality, does not account for the total acreage of soils of given qualities within a project.

This approach allows for an accounting of the significance of high quality agricultural land as well as lesser quality agricultural lands, which by virtue of their large area can be considered significant agricultural resources. In this way, no single acreage figure for a specific class of soils (e.g., soils defined as “prime”) is necessary.

2. Site Assessment - The Water Resources Availability Rating

The Water Resources Availability Rating is based upon identifying the various water sources that may supply a given property, and then determining whether different restrictions in supply are likely to take place in years that are characterized as being periods of drought and non-drought. **Site Assessment Worksheet 2. - Water Resources Availability Worksheet** (Table 4) is used to tabulate the score.

Step 1.
Identify the different water resource types that are used to supply the proposed project site (for example, irrigation district water, ground water, and riparian water are considered to be three different types of water resources). Where there is only one water source identified for the proposed project, skip to Step 4.

Step 2.
Divide the proposed project site into portions, with the boundaries of each portion being defined by the irrigation water source(s) supplying it. A site that is fully served by a single source of water will have a single portion, encompassing the entire site. A site that is fully served by two or more sources that are consistently merged together to serve a crop's needs would also have a single portion. (e.g., a portion of the proposed project may receive both irrigation district and groundwater). If the project site includes land that has no irrigation supply, consider this acreage as a separate portion as well. Enter the water resource portions of the project in **Column B** of Table 4, **Site Assessment Worksheet 2. - Water Resources Availability**.

[As an example, a hypothetical project site is determined to have four separate water supply portions:

Portion 1 is served by irrigation district water only;
Portion 2 is served by ground water only;
Portion 3 is served by *both* irrigation district water and ground water;
Portion 4 is not irrigated at all.**]**

Step 3.
Calculate the proportion of the total project area that is represented by each water resource portion, and enter these figures in **Column C** of **Site Assessment Worksheet 2. - Water Resources Availability**, verifying that the sum of the proportions equals 1.0.

Table 4. Site Assessment Worksheet 2. - Water Resources Availability

A	B	C	D	E
Project Portion	Water Source	Proportion of Project Area	Water Availability Score	Weighted Availability Score (C x D)
1				
2				
3				
4				
5				
6				
		(Must Sum to 1.0)	***Total Water Resource Score***	

Step 4.

For each water resource supply portion of the project site, determine whether irrigated and dryland agriculture is *feasible*, and if any *physical* or *economic restrictions* exist, during both *drought* and *non-drought* years. These italicized terms are defined below:

- A *physical restriction* is an occasional or regular interruption or reduction in a water supply, or a shortened irrigation season, that forces a change in agricultural practices -- such as planting a crop that uses less water, or leaving land fallow. (This could be from cutbacks in supply by irrigation and water districts, or by ground or surface water becoming depleted or unusable. Poor water quality can also result in a physical restriction -- for example by requiring the planting of salt-tolerant plants, or by effectively reducing the amount of available water.)

- An *economic restriction* is a rise in the cost of water to a level that forces a reduction in consumption. (This could be from surcharge increases from water suppliers as they pass along the cost of finding new water supplies, the extra cost of pumping more ground water to make up for losses in surface water supplies, or the extra energy costs of pumping the same amount of ground water from deeper within an aquifer.)

- Irrigated agricultural production is *feasible* when:

  1) There is an existing irrigation system on the project site that can serve the portion of the project identified in Step 2;

  2) *Physical* and/or *economic restrictions* are not severe enough to halt production; and

  3) It is possible to achieve a viable economic return on crops though irrigated production.

(A major question that should be considered is, if there is an irrigated crop that can be grown within the region, can it actually be grown on the project site? Depending upon the jurisdiction, some typical crops that have a large water demand may not be feasible to grow on the project site, while others that require less water are feasible. Information to aid in making this determination can be obtained from county agricultural commissioners, the UC Cooperative Extension, irrigation districts, and other sources.)

- *Dryland production* is *feasible* when rainfall is adequate to allow an economically viable return on a nonirrigated crop.

- A *drought year* is a year that lies within a defined drought period, as defined by the Department of Water Resources or by a local water agency. Many regions of the state are by their arid nature dependent upon imports of water to support irrigated agriculture. These regions shall not be considered under periods of drought unless a condition of drought is declared for the regions that typically would be providing water exports.

Step 5.
Each of the project's water resource supply portions identified in **Step 2** is scored separately. Water Resources Availability scoring is performed by identifying the appropriate condition that applies to each portion of the project, as identified in Table 5., **Water Resource Availability Scoring**. Using Table 5, identify the option that best describes the water resource availability for that portion and its corresponding water resource score. Option 1 defines the condition of no restrictions on water resource availability and is followed progressively with increasing restrictions to Option 14, the most severe condition, where neither irrigated nor dryland production is considered feasible. Enter each score into **Column D** of Table 4.

Step 6.
For each portion of the project site, determine the section's weighted score by multiplying the portion's score (**Column D**), by its proportion of the project area (**Column C**), and enter these scores in **Column E**, the weighted Water Availability Score. Sum the **Column E** scores to obtain the total Water Resource Availability Score, and enter this figure in **Line 4** of the **Final LESA Score Sheet** (Table 8).

Table 5. Water Resource Availability Scoring

Option	Non-Drought Years			Drought Years			WATER RESOURCE SCORE
	RESTRICTIONS			RESTRICTIONS			
	Irrigated Production Feasible?	Physical Restrictions ?	Economic Restrictions ?	Irrigated Production Feasible?	Physical Restrictions ?	Economic Restrictions ?	
1	YES	NO	NO	YES	NO	NO	100
2	YES	NO	NO	YES	NO	YES	95
3	YES	NO	YES	YES	NO	YES	90
4	YES	NO	NO	YES	YES	NO	85
5	YES	NO	NO	YES	YES	YES	80
6	YES	YES	NO	YES	YES	NO	75
7	YES	YES	YES	YES	YES	YES	65
8	YES	NO	NO	NO	-- --	-- --	50
9	YES	NO	YES	NO	-- --	-- --	45
10	YES	YES	NO	NO	-- --	-- --	35
11	YES	YES	YES	NO	-- --	-- --	30
12	Irrigated production not feasible, but rainfall adequate for dryland production in both drought and non-drought years						25
13	Irrigated production not feasible, but rainfall adequate for dryland production in non-drought years (but not in drought years)						20
14	Neither irrigated nor dryland production feasible						0

Explanation of the Water Resource Availability Rating

The Water Resource Availability factor in the California Agricultural LESA Model was developed in cooperation with Nichols-Berman, a consulting firm under contract with the Department of Conservation. A thorough discussion of the development of this rating is presented by Nichols-Berman in a report to the Department entitled, *Statewide LESA Methodologies Report - Project Size and Water Resource Availability Factors* (3). During the development of this factor it became apparent that certain conditions unique to California would need to be represented in this system.

First, it was decided to classify water reliability based upon the *effects* on agricultural production (such as being forced to change to lower-value crops, putting in groundwater pumps, or cutting back on the acreage farmed) rather than the actual *type* of limitation (such as a limitation on the quantity, frequency, or duration of water delivery). LESA systems have traditionally focused on the latter. However, it was found that the many types of limitations are too varied in California to adequately represent in the LESA system. In the Statewide LESA system, these effects are referred to as *restrictions*.

Second, the factor had to include an interrelation with cost. The historical shortages and unreliability of California water use has led to the establishment of various interconnected and dual systems. Probably more than any other state, reliability is related with cost -- a more reliable water supply can sometimes be obtained, but at a greater cost. Therefore, *restrictions* were classified into two major categories -- *physical* and *economic*. These are separated because, generally, a physical restriction is more severe than an economic restriction and this should be reflected in the LESA system.

Third, the factor had to include the effects of the drought cycle in California. During the drought of 1987 to 1992, many agricultural areas of the state experienced water shortages. The impact of these shortages resulted in a number of different actions. Some areas were able to avoid the worst effects of the drought simply by implementing water conservation measures. Other areas were able to obtain additional water supplies, such as by securing water transfers or simply pumping more groundwater, but at an increase in the overall price of water. Other options included shifting crops, replanting to higher value crops to offset the increase in water prices, or leaving land fallow. A project site that experiences restrictions during a drought year should not be scored as high as a similar project site that does not.

The easiest way to make determinations of irrigation feasibility and the potential restrictions of water sources is to investigate the cropping history of the project site. For instance, was the water supply to the project site reduced by the local irrigation district during the last drought? If the site has a ground water supply, do area ground water levels sometimes drop to levels that force markedly higher energy costs to pump the water?

If the history of the project site is unavailable (including when the site has recently installed an irrigation system), look at the history of the general area. However, remember that the project site may have different conditions than the rest of the region. For instance, the project site could have an older water right than others in the region. Although certain areas of the state had severe restrictions on water deliveries during the last drought, some parcels within these areas had very secure deliveries due to more senior water rights. If this was the case in the region of the project site, check the date of water right and compare it with parcels that received their total allotment during the last drought. The local irrigation district should have information on water deliveries.

The scoring of water resource availability for a project site should not just reflect the adequacies of water supply in the past -- it should be a *prediction* of how the water system will perform in the future. For instance, a local jurisdiction might find that the allocation of flows to stream and river systems has been recently increased for environmental reasons, which will decrease the future available surface water supply. In this case, the past history of the site is not an adequate representation of future water supply and water system performance.

3. Site Assessment - The Surrounding Agricultural Land Rating

Determination of the surrounding agricultural land use rating is based upon the identification of a project's "Zone of Influence" (ZOI), which is defined as that land near a given project, both directly adjoining and within a defined distance away, that is likely to influence, and be influenced by, the agricultural land use of the subject project site. The determination of the ZOI is described below, and is illustrated with an example in Figure 1.

Defining a Project's "Zone of Influence"

Step 1.
Locate the proposed project on an appropriate map and outline the area and dimensions of the proposed project site.

Step 2.
Determine the smallest rectangle that will completely contain the project site (Rectangle A).

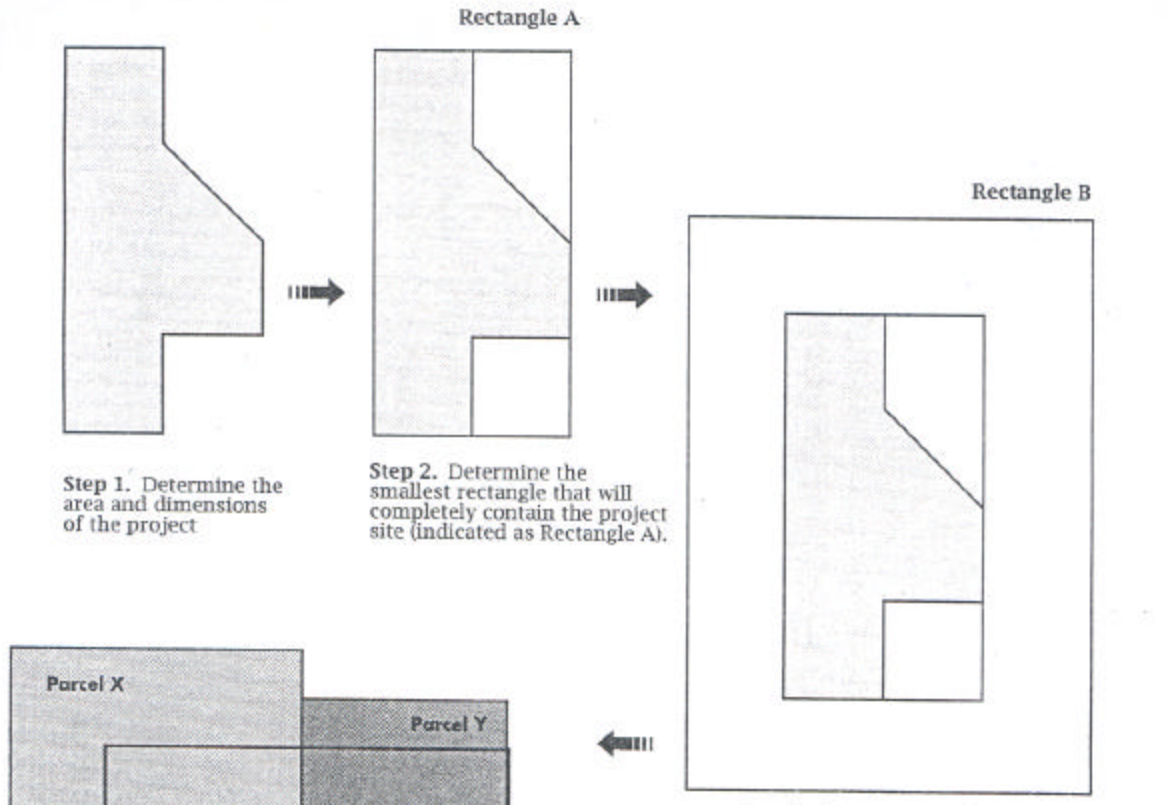
Step 3.
Create a second rectangle (Rectangle B) that extends 0.25 mile (1320 feet) beyond Rectangle A on all sides.

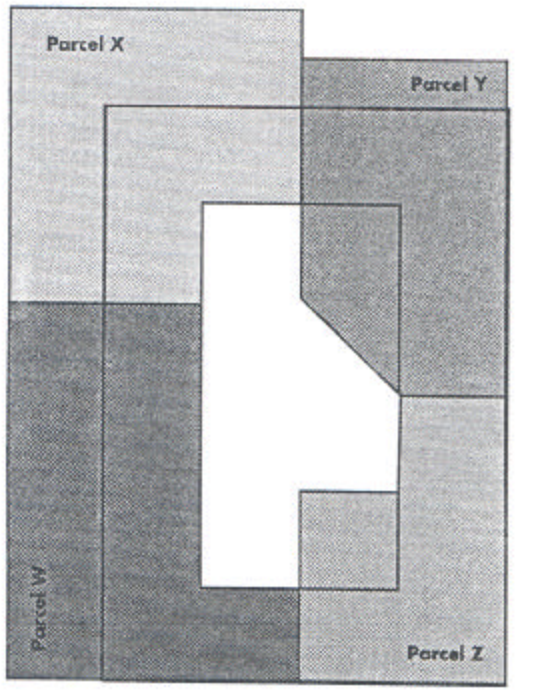
Step 4.
Identify all parcels that are within or are intersected by Rectangle B.

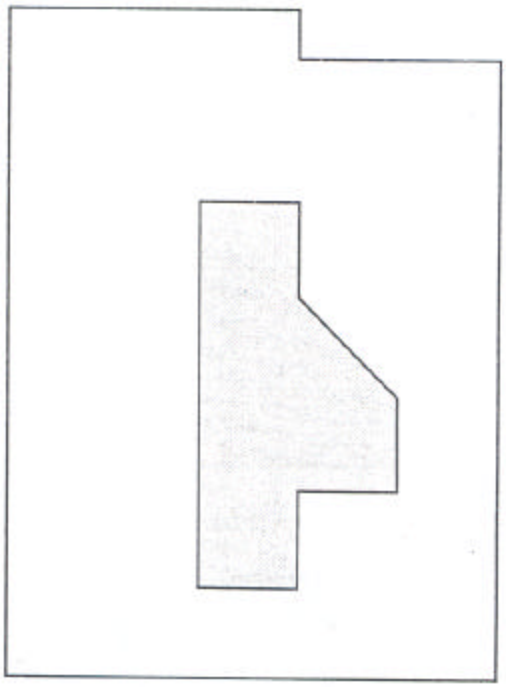
Step 5.
Define the project site's "zone of influence" as the entire area of all parcels identified in Step 4, less the area of the proposed project from Step 1.

[In the illustration provided in Figure 1, Parcels W, X, and Y extend beyond Rectangle B and are therefore included in their entirety in defining the project site's Zone of Influence.**]**

Figure 1: Defining a Project's Zone of Influence







Measuring Surrounding Agricultural Land

Step 1.
Calculate the percentage of the project's Zone of Influence that is currently producing agricultural crops. **[**This figure can be determined using information from the Department of Conservation's Important Farmland Map Series, the Department of Water Resources' Land Use Map Series, locally derived maps, or direct site inspection. For agricultural land that is currently fallowed, a determination must be made concerning whether the land has been fallowed as part of a rotational sequence during normal agricultural operations, or because the land has become formally "committed" to a nonagricultural use. Land that has become formally committed, whether fallow or not, should not generally be included in determining the proportion of the Zone of Influence that is agricultural land. For further information on the definition of Committed Land, refer to the following Explanation of the Surrounding Agricultural Land Rating.**]**

Step 2.
Based on the percentage of agricultural land in the ZOI determined in Step 1, assign a Surrounding Agricultural Land score to the project according to Table 6, and enter this score in **Line 5** of the **Final LESA Scoresheet** (Table 8) .

Table 6. Surrounding Agricultural Land Rating

Percent of Project's Zone of Influence in Agricultural Use	Surrounding Agricultural Land Score
90 - 100%	100 Points
80 - 89	90
75 - 79	80
70 - 74	70
65 - 69	60
60 - 64	50
55 - 59	40
50 - 54	30
45 - 49	20
40 - 44	10
40 <	0

Explanation of the Surrounding Agricultural Land Rating

The Surrounding Agricultural Land Rating is designed to provide a measurement of the level of agricultural land use for lands in close proximity to a subject project. The California Agricultural LESA Model rates the potential significance of the conversion of an agricultural parcel that has a large proportion of surrounding land in agricultural production more highly than one that has a relatively small percentage of surrounding land in agricultural production. The definition of a "Zone of Influence" that accounts for surrounding lands up to a minimum of one quarter mile from the project boundary is the result of several iterations during model development for assessing an area that will generally be a representative sample of surrounding land use. In a simple example, a single one quarter mile square project (160 acres) would have a Zone of Influence that is a minimum of eight times greater (1280 acres) that the parcel itself.

Land within a Zone of Influence that is observed to be fallow will require a case by case determination of whether this land should be considered agricultural land. The Department of Conservation's Important Farmland Maps may be of assistance in making this determination. In addition, land currently in agricultural production may be designated as being "committed" to future nonagricultural development. The Department of Conservation's Farmland Mapping and Monitoring Program has a land use designation of Land Committed to Nonagricultural Use, and is defined as "land that is permanently committed by local elected officials to nonagricultural development by virtue of decisions which cannot be reversed simply by a majority vote of a city council or county board of supervisors. The "committed" land must be so designated in an adopted local general plan, and must also meet the requirements of either (a) or (b) below:

(a). It must have received one of the following final discretionary approvals:

1. Tentative subdivision map (approved per the Subdivision Map Act);
2. Tentative or final parcel map (approved per the Subdivision Map Act);
3. Recorded development agreement (per Government Code §65864);
4. Other decisions by a local government which are analogous to items #1-3 above and which exhibit an element of permanence. Zoning by itself does <u>not</u> qualify as a permanent commitment.

<u>Or</u>

(b) It must be the subject of one of the final fiscal commitments to finance the capital improvements specifically required for future development of the land in question as shown below:

1. Recorded Resolution of Intent to form a district and levy an assessment;
2. Payment of assessment;
3. Sale of bonds;
4. Binding contract, secured by bonds, guaranteeing installation of infrastructure;
5. Other fiscal commitments which are analogous to items #1-4 above and exhibit an element of permanence."

Lead agencies are encouraged to identify Land Committed to Nonagricultural Use within a project's ZOI and make the determination whether this land, while still in agricultural production, be considered nonagricultural land for the purposes of the calculation performed here.

4. Site Assessment - The Surrounding Protected Resource Land Rating

The Surrounding Protected Resource Land Rating is essentially an extension of the Surrounding Agricultural Land Rating, and is scored in a similar manner. Protected resource lands are those lands with long term use restrictions that are compatible with or supportive of agricultural uses of land. Included among them are the following:

- Williamson Act contracted lands
- Publicly owned lands maintained as park, forest, or watershed resources
- Lands with agricultural, wildlife habitat, open space, or other natural resource easements that restrict the conversion of such land to urban or industrial uses.

Instructions for the Surrounding Protected Resource Land Rating

Step 1.
Utilizing the same "Zone of Influence" (ZOI) area calculated for a project under the Surrounding Agricultural Land Rating, calculate the percentage of the ZOI that is Protected Resource Land, as defined above.

Step 2.
Assign a Surrounding Protected Resource Land score to the project according to Table 7, and enter this score on **Line 6** of the **Final LESA Scoresheet** (Table 8).

Table 7. Surrounding Protected Resource Land Rating

Percent of Project's Zone of Influence Defined as Protected	Surrounding Protected Resource Land Score
90 - 100%	100 Points
80 - 89	90
75 - 79	80
70 - 74	70
65 - 69	60
60 - 64	50
55 - 59	40
50 - 54	30
45 - 49	20
40 - 44	10
40 <	0

Section III. Weighting of Factors and Final LESA Scoring

The California LESA Model is weighted so that 50 percent of the total LESA score of a given project is derived from the Land Evaluation factors, and 50 percent from the Site Assessment factors. Individual factor weights are listed below, with the sum of the factor weights required to equal 100 percent.

Land Evaluation Factors

Land Capability Classification	25%
Storie Index Rating	25%
Land Evaluation Subtotal	**50%**

Site Assessment Factors

Project Size	15%
Water Resource Availability	15%
Surrounding Agricultural Lands	15%
Surrounding Protected Resource Lands	5%
Site Assessment Subtotal	**50%**
Total LESA Factor Weighting	**100%**

Each factor is measured separately (each on 100 point scale) and entered in the appropriate line in **Column B** of the **Final LESA Scoresheet** (Table 8). Each factor's score is then multiplied by its respective factor weight, resulting in a weighted factor score in **Column D** as indicated in Table 8. The weighted factor scores are summed, yielding a Total LESA Score (100 points maximum) for a given project, which is entered in **Line 7** of **Column D**.

Table 8. Final LESA Scoresheet

A	B		C		D
Factor Name	Factor Rating (0-100 points)	X	Factor Weighting (Total = 1.00)	=	Weighted Factor Rating
<u>Land Evaluation</u>					
1. Land Capability Classification	<Line 1>_____	X	0.25	=	_____
2. Storie Index Rating	<Line 2>_____	X	0.25	=	_____
<u>Site Assessment</u>					
1. Project Size	<Line 3>_____	X	0.15	=	_____
2. Water Resource Availability	<Line 4>_____	X	0.15	=	_____
3. Surrounding Agricultural Lands	<Line 5>_____	X	0.15	=	_____
4. Protected Resource Lands	<Line 6>_____	X	0.05	=	_____
			Total LESA Score (sum of weighted factor ratings)		<Line 7>_____

Section IV. California Agricultural LESA Scoring Thresholds - Making Determinations of Significance Under CEQA

A single LESA score is generated for a given project after all of the individual Land Evaluation and Site Assessment factors have been scored and weighted as detailed in Sections 2 and 3. Just as with the scoring of individual factors that comprise the California Agricultural LESA Model, final project scoring is based on a scale of 100 points, with a given project being capable of deriving a maximum of 50 points from the Land Evaluation factors and 50 points from the Site Assessment factors.

The California Agricultural LESA Model is designed to make determinations of the potential significance of a project's conversion of agricultural lands during the Initial Study phase of the CEQA review process. Scoring thresholds are based upon both the total LESA score as well as the component LE and SA subscores. In this manner the scoring thresholds are dependent upon the attainment of a minimum score for the LE and SA subscores so that a single threshold is not the result of heavily skewed subscores (i.e., a site with a very high LE score, but a very low SA score, or vice versa). Table 9 presents the California Agricultural LESA scoring thresholds.

Table 9. California LESA Model Scoring Thresholds

Total LESA Score	Scoring Decision
0 to 39 Points	Not Considered Significant
40 to 59 Points	Considered Significant only if LE and SA subscores are each greater than or equal to 20 points
60 to 79 Points	Considered Significant unless either LE or SA subscore is less than 20 points
80 to 100 Points	Considered Significant

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1. *Conserving the Wealth of the Land - A Plan for Soil Conservation*, Department of Conservation. 1987.

2. *The Impacts of Farmland Conversion in California*. Prepared by Jones and Stokes, Associates, Inc., for the California Department of Conservation. 1991.

3. *Statewide LESA Methodologies Report - Project Size and Water Resource Availability Factors*. Prepared by Nichols - Berman, for the Department of Conservation. 1995.

4. *LESA Guidelines for Local Jurisdictions - Project Size and Water Resource Availability Factors*. Prepared by Nichols - Berman, for the Department of Conservation. 1995.

5. Office of the Federal Register National Archives and Records Administration. The Farmland Protection and Policy Act, part 658. Code of Federal Regulations - Agriculture, Parts 400 to 699. 1990.

6. Pease, J and R. Coughlin. Land Evaluation and Site Assessment: *A Guidebook for Rating Agricultural Lands, Second Edition*; prepared for the USDA Natural Resources Conservation Service; Soil and Water Conservation Society. 1996.

7. Pease, J., et al. *State and Local LESA Systems: Status and Evaluation*; In: Steiner, F., J. Pease, and R. Coughlin, eds. *A Decade with LESA: The Evolution of Land Evaluation and Site Assessment*. Soil and Water Conservation Society. 1994.

8. Steiner, F., J. Pease, and R. Coughlin, eds. *A Decade with LESA: The Evolution of Land Evaluation and Site Assessment*. Soil and Water Conservation Society. 1994.

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Appendix B:
Project LESA Scoring Tables

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Land Capability Classification (LCC) and Storie Index Scores

Soil Map Unit	Project Acres	Proportion of Project Area	LCC	LCC Rating	LCC Score	Storie Index	Storie Index Score
ArA	2.05	0.1148	IIs	80	9.19	93	10.68
AtA	2.07	0.1160	IIIs	60	6.96	47	5.45
GtA	9.23	0.5171	I	100	51.71	93	48.09
GuA	2.51	0.1406	IIIs	60	8.44	46	6.47
Me	1.99	0.1115	IIIs	60	6.69	31	3.46
TOTAL	17.85	1			82.98		74.14

Total Acres

Total Class I	Total Class II	Total Class III	Total Class IV	Total Class V	Total Class VI	Total Class VII
9.23	2.05	6.57				

Project Size Score

	LCC Class I-II	LCC Class III	LCC Class IV-VIII	N/A
ArA	2.05			
AtA		2.07		
GtA	9.23			
GuA		2.51		
Me		1.99		

Total Acres	11.28	6.57	0			
Project Size Scores	30	0	0			

Highest Project Size Score 30

Table 3-Proj. Size Scoring

LCC Class I-II		LCC Class III		LCC Class IV-VIII	
Acres	Score	Acres	Score	Acres	Score
80 +	100	160 +	100	320 +	100
60-79	90	120-159	90	240-319	80
40-59	80	80-119	80	160-239	60
20-39	50	60-79	70	100-159	40
10-19.	30	40-59	60	40-99	20
fewer than 10	0	20-39	30	fewer than 40	0
		10-19.	10		
		fewer than 10	0		

Total Class I	Total Class II	Total Class III	Total Class IV	Total Class V	Total Class VI	Total Class VII

Total Acres	11.28	6.57
Score	30	0

TOTAL PROJECT SIZE RATING= 30

Project Portion		Water Source	Proportion	Water Availability Score		Weighted Availability Score (C x D)
	1	Irrigation District Water Only				0
	2	Groundwater only	1		80	80
	3	Both irrigation and ground				0
	4	Not irrigated at all				0
		Total	1	Total water resource score		80

Table 5. Water Resource Availability Scoring

Option	Non-Drought Years			Drought Years			WATER RESOURCE SCORE
	RESTRICTIONS			RESTRICTIONS			
	Irrigated Production Feasible?	Physical Restrictions ?	Economic Restrictions ?	Irrigated Production Feasible?	Physical Restrictions ?	Economic Restrictions ?	
1	YES	NO	NO	YES	NO	NO	100
2	YES	NO	NO	YES	NO	YES	95
3	YES	NO	YES	YES	NO	YES	90
4	YES	NO	NO	YES	YES	NO	85
5	YES	NO	NO	YES	YES	YES	80
6	YES	YES	NO	YES	YES	NO	75
7	YES	YES	YES	YES	YES	YES	65
8	YES	NO	NO	NO	--	--	50
9	YES	NO	YES	NO	--	--	45
10	YES	YES	NO	NO	--	--	35
11	YES	YES	YES	NO	--	--	30
12	Irrigated production not feasible, but rainfall adequate for dryland production in both drought and non-drought years						25
13	Irrigated production not feasible, but rainfall adequate for dryland production in non-drought years (but not in drought years)						20
14	Neither irrigated nor dryland production feasible						0

in

Table 6: Surrounding Ag Land Rating

Percent of Project's Zone of Influence	Surround Ag Land Score
90-100%	100 points
80-89	90
75-79	80
70-74	70
65-69	60
60-64	50
55-59	40
50-54	30
45-49	20
40-44	10
<40	0

Table 7: Surrounding Protected Resource Land Score

Percent of Project's Zone of Influence	Surround Ag Land Score
90-100%	100 points
80-89	90
75-79	80
70-74	70
65-69	60
60-64	50
55-59	40
50-54	30
45-49	20
40-44	10
<40	0

Section III. Weighting of Factors and Final LESA Scoring

The California LESA Model is weighted so that 50 percent of the total LESA score of a given project is derived from the Land Evaluation factors, and 50 percent from the Site Assessment factors. Individual factor weights are listed below, with the sum of the factor weights required to equal 100 percent.

Land Evaluation Factors

Land Capability Classification	25%
Storie Index Rating	25%
Land Evaluation Subtotal	**50%**

Site Assessment Factors

Project Size	15%
Water Resource Availability	15%
Surrounding Agricultural Lands	15%
Surrounding Protected Resource Lands	5%
Site Assessment Subtotal	**50%**
Total LESA Factor Weighting	**100%**

Each factor is measured separately (each on 100 point scale) and entered in the appropriate line in **Column B** of the **Final LESA Scoresheet** (Table 8). Each factor's score is then multiplied by its respective factor weight, resulting in a weighted factor score in **Column D** as indicated in Table 8. The weighted factor scores are summed, yielding a Total LESA Score (100 points maximum) for a given project, which is entered in **Line 7** of **Column D**.

Factor Name	Factor Rating (0-100 points)	X	Factor Weighting (Total=1.0)	=	Weighted Factor Rating
Land Evaluation					
1. Land Capability Classification	82.98		0.25		20.7
2. Storie Index Rating	74.14		0.25		18.5
	Subtotal		0.5		**39.3**
Site Assessment					
1. Project Size	30		0.15		4.5
2. Water Resource Availability	80		0.15		12.0
3. Surrounding Agricultural Lands	0		0.15		0.0
4. Protected Resource Lands	0		0.05		0.0
	Subtotal		0.5		**16.5**
				TOTAL	55.8

Table 9. California LESA Model Scoring Thresholds

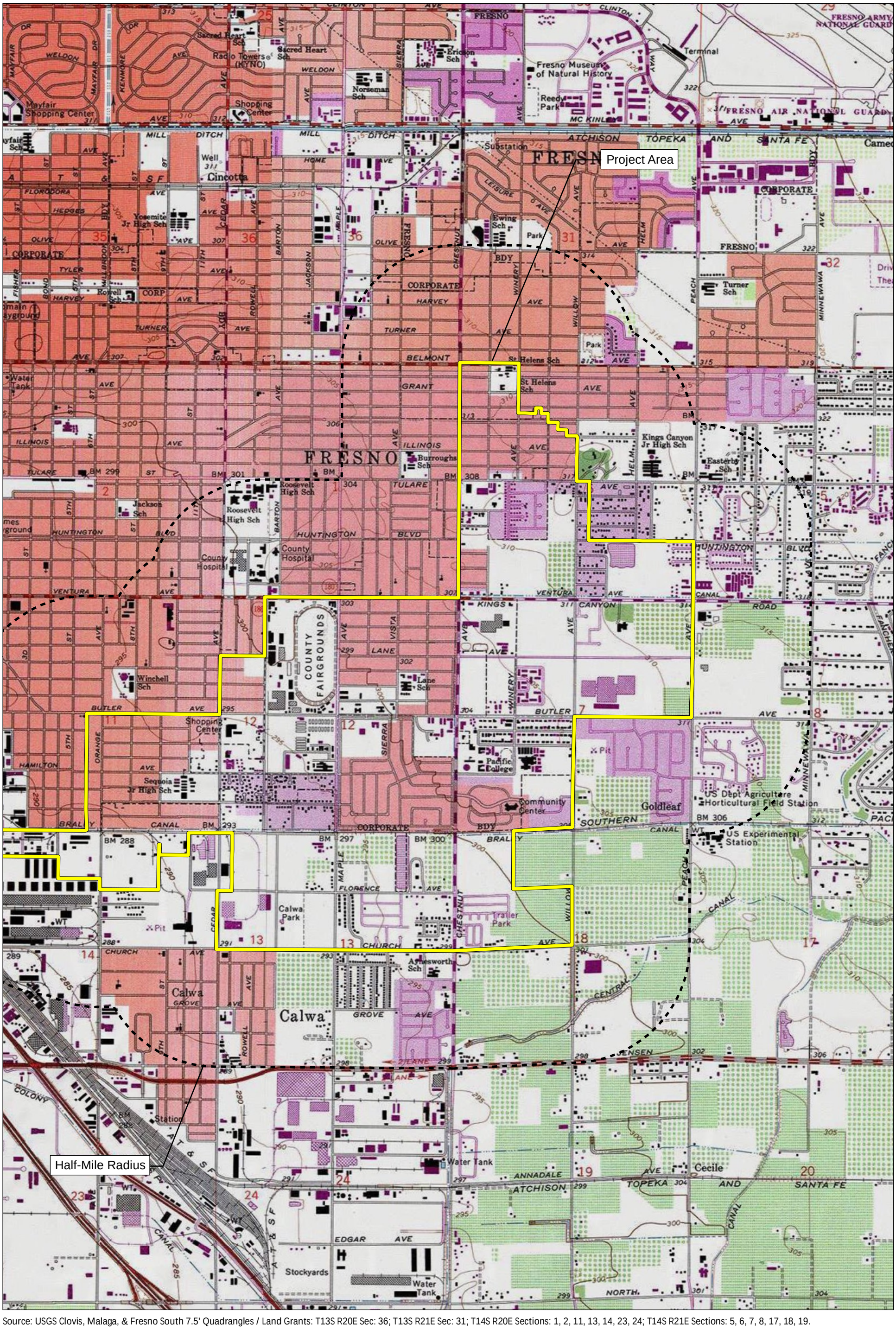
Total LESA Score	Scoring Decision
0 to 39 Points	Not Considered Significant
40 to 59 Points	Considered Significant only if LE and SA subscores are each greater than or equal to 20 points
60 to 79 Points	Considered Significant unless either LE or SA subscore is less than 20 points
80 to 100 Points	Considered Significant

Appendix D: Cultural Resources and Tribal Cultural Resources Supporting Information

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D.1 - Records Search Map

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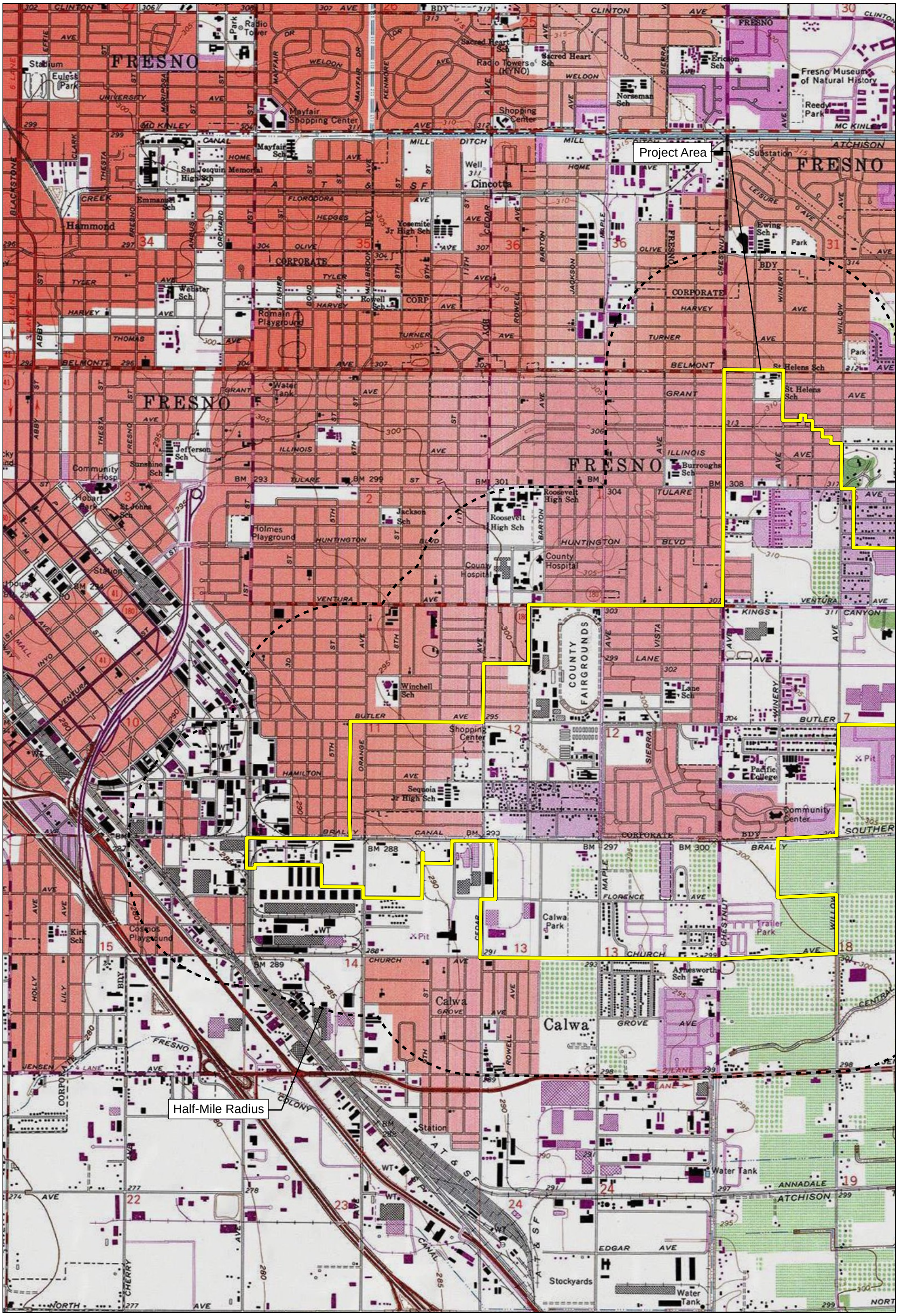


Source: USGS Clovis, Malaga, & Fresno South 7.5' Quadrangles / Land Grants: T13S R20E Sec: 36; T13S R21E Sec: 31; T14S R20E Sections: 1, 2, 11, 13, 14, 23, 24; T14S R21E Sections: 5, 6, 7, 8, 17, 18, 19.

FIRSTCARBON SOLUTIONS™

2,000 1,000 0 2,000 Feet

Record Search Map 1



Source: USGS Clovis, Malaga, & Fresno South 7.5' Quadrangles / Land Grants: T13S R20E Sec: 36; T13S R21E Sec: 31; T14S R20E Sections: 1, 2, 10, 11, 13, 14, 15, 23, 24; T14S R21E Sections: 5, 6, 7, 8, 17, 18, 19.

FIRSTCARBON SOLUTIONS™

2,000 1,000 0 2,000 Feet

Record Search Map 2

50000002 • 10/2021 | 50000002_record_search_map2.mxd

CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN PROJECT
ADDENDUM

D.2 - California Historical Resources Information System Request and Results

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CHRIS Data Request Form

ACCESS AND USE AGREEMENT NO.: 37 **IC FILE NO.:** _____

To: Southern San Joaquin Valley Information Center

Print Name: Dr. Dana DePietro Date: 10/6/2021

Affiliation: FirstCarbon Solutions

Address: 1350 Treat Boulevard, Suite 380

City: Walnut Creek State: CA Zip: 94597

Phone: 530.219.1432 Fax: _____ Email: ddepietro@fcs-intl.com, mdolan@fcs-

Billing Address (if different than above): _____

Billing Email: ap@fcs-intl.com Billing Phone: _____

Project Name / Reference: Fresno Central Southeast Area Specific Plan Project

Project Street Address: _____

County or Counties: Fresno

Township/Range/UTMs: T13S R20E Sec: 36; T13S R21E Sec: 31; T14S R20E Sections: 1, 2, 11

USGS 7.5' Quad(s): Clovis, Malaga, and Fresno

PRIORITY RESPONSE (Additional Fee): yes ■ / no ☐

TOTAL FEE NOT TO EXCEED: $_____
(If blank, the Information Center will contact you if the fee is expected to exceed $1,000.00)

Special Instructions:

Information Center Use Only

Date of CHRIS Data Provided for this Request: _____

Confidential Data Included in Response: yes ☐ / no ☐

Notes: _____

CHRIS Data Request Form

Mark the request form as needed. Attach a PDF of your project area (with the radius if applicable) mapped on a 7.5' USGS topographic quadrangle to scale 1:24000 ratio 1:1 neither enlarged nor reduced and include a shapefile of your project area, if available. Shapefiles are the current CHRIS standard for submitting digital spatial data for your project area or radius. **Check with the appropriate IC for current availability of digital data products.**

- Documents will be provided in PDF format. Paper copies will only be provided if PDFs are not available at the time of the request or under specially arranged circumstances.
- Location information will be provided as a digital map product (Custom Maps or GIS data) unless the area has not yet been digitized. In such circumstances, the IC may provide hand drawn maps.
- In addition to the $150/hr. staff time fee, client will be charged the Custom Map fee when GIS is required to complete the request [e.g., a map printout or map image/PDF is requested and no GIS Data is requested, or an electronic product is requested (derived from GIS data) but no mapping is requested].

For product fees, see the CHRIS IC Fee Structure on the OHP website.

1. Map Format Choice:

Select One: Custom GIS Maps ☒ GIS Data ☐ Custom GIS Maps **and** GIS Data ☐ No Maps ☐

Any selection below left unmarked will be considered a "no. "

Location Information:

	Within project area	Within 1/2 mi. radius
ARCHAEOLOGICAL Resource Locations[1]	yes ☒ / no ☐	yes ☒ / no ☐
NON-ARCHAEOLOGICAL Resource Locations	yes ☒ / no ☐	yes ☒ / no ☐
Report Locations[1]	yes ☒ / no ☐	yes ☒ / no ☐
"Other" Report Locations[2]	yes ☐ / no ☒	yes ☐ / no ☒

3. Database Information:
(contact the IC for product examples, or visit the SSJVIC website for examples)

	Within project area	Within 1/2 mi. radius
ARCHAEOLOGICAL Resource Database[1]		
List (PDF format)	yes ☒ / no ☐	yes ☒ / no ☐
Detail (PDF format)	yes ☒ / no ☐	yes ☒ / no ☐
Excel Spreadsheet	yes ☐ / no ☒	yes ☐ / no ☒
NON-ARCHAEOLOGICAL Resource Database		
List (PDF format)	yes ☒ / no ☐	yes ☒ / no ☐
Detail (PDF format)	yes ☒ / no ☐	yes ☒ / no ☐
Excel Spreadsheet	yes ☐ / no ☒	yes ☐ / no ☒
Report Database[1]		
List (PDF format)	yes ☒ / no ☐	yes ☒ / no ☐
Detail (PDF format)	yes ☒ / no ☐	yes ☒ / no ☐
Excel Spreadsheet	yes ☐ / no ☒	yes ☐ / no ☒
Include "Other" Reports [2]	yes ☐ / no ☒	yes ☐ / no ☒

4. Document PDFs (paper copy only upon request)**:**

	Within project area	Within 1/2 mi. radius
ARCHAEOLOGICAL Resource Records[1]	yes ☒ / no ☐	yes ☒ / no ☐
NON-ARCHAEOLOGICAL Resource Records	yes ☒ / no ☐	yes ☒ / no ☐
Reports[1]	yes ☒ / no ☐	yes ☒ / no ☐
"Other" Reports[2]	yes ☐ / no ☒	yes ☐ / no ☒

CHRIS Data Request Form

5. Eligibility Listings and Documentation:

	Within project area	Within 1/2 mi. radius
OHP Built Environment Resources Directory[3]:		
Directory listing only (Excel format)	yes ■ / no ☐	yes ☐ / no ■
Associated documentation[4]	yes ■ / no ☐	yes ☐ / no ■
OHP Archaeological Resources Directory[1,5]:		
Directory listing only (Excel format)	yes ■ / no ☐	yes ☐ / no ■
Associated documentation[4]	yes ■ / no ☐	yes ☐ / no ■
***California Inventory of Historic Resources* (1976):**		
Directory listing only (PDF format)	yes ■ / no ☐	yes ☐ / no ■
Associated documentation[4]	yes ■ / no ☐	yes ☐ / no ■

6. Additional Information:

The following sources of information may be available through the Information Center. However, several of these sources are now available on the OHP website and can be accessed directly. The Office of Historic Preservation makes no guarantees about the availability, completeness, or accuracy of the information provided through these sources. Indicate below if the Information Center should review and provide documentation (if available) of any of the following sources as part of this request.

Caltrans Bridge Survey	yes ■ / no ☐
Ethnographic Information	yes ☐ / no ■
Historical Literature	yes ☐ / no ■
Historical Maps	yes ■ / no ☐
Local Inventories	yes ■ / no ☐
GLO and/or Rancho Plat Maps	yes ■ / no ☐
Shipwreck Inventory	yes ☐ / no ■
Soil Survey Maps	yes ☐ / no ■

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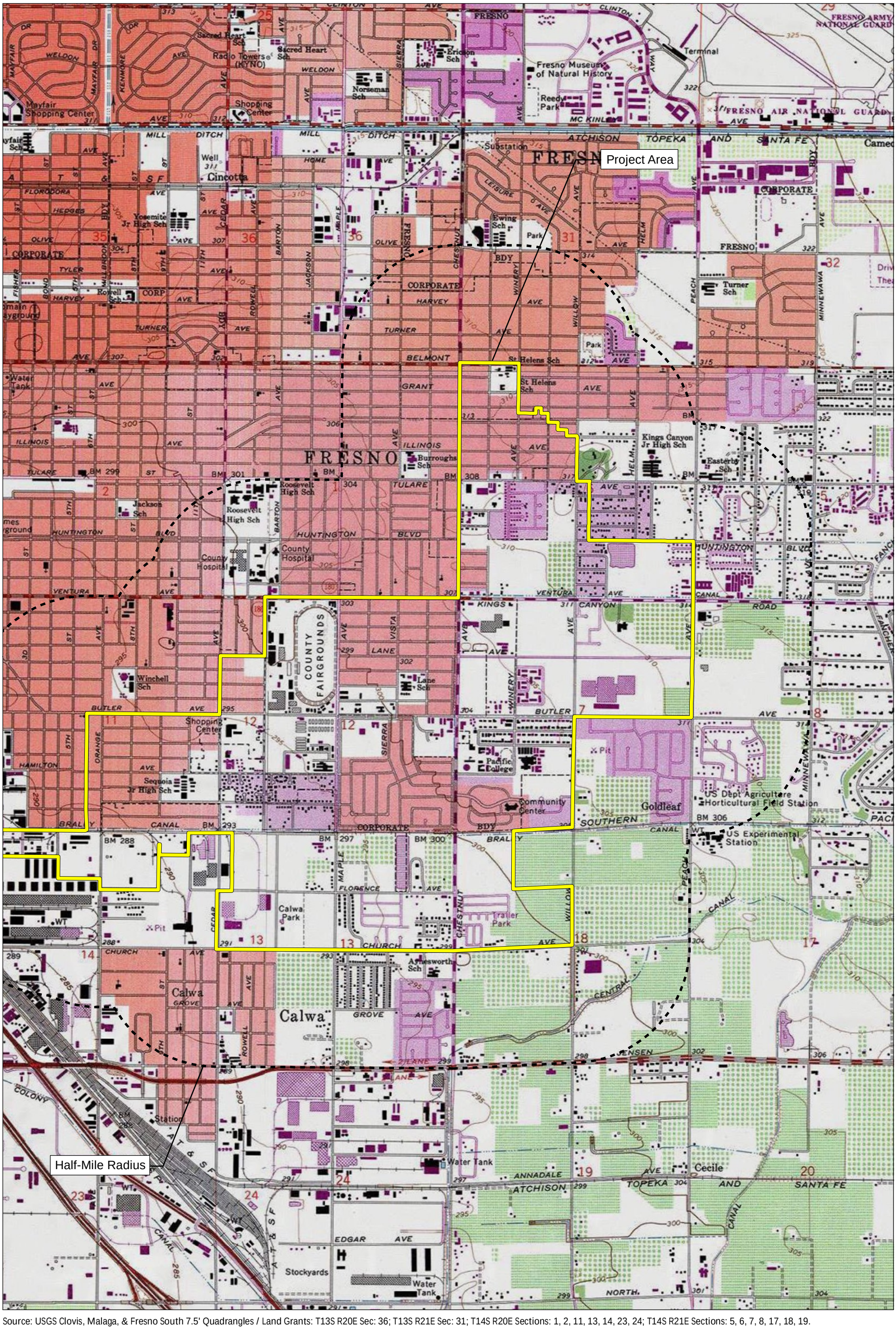
[1] In order to receive archaeological information, requestor must meet qualifications as specified in Section III of the current version of the California Historical Resources Information System Information Center Rules of Operation Manual and be identified as an Authorized User or Conditional User under an active CHRIS Access and Use Agreement.

[2] "Other" Reports GIS layer consists of report study areas for which the report content is almost entirely non-fieldwork related (e.g., local/regional history, or overview) and/or for which the presentation of the study area boundary may or may not add value to a record search.

[3] Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Includes, but not limited to, information regarding National Register of Historic Places, California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and historic building surveys. Previously known as the HRI and then as the HPD, it is now known as the Built Environment Resources Directory (BERD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.

[4] Associated documentation will vary by resource. Contact the IC for further details.

[5] Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Previously known as the Archaeological Determinations of Eligibility, now it is known as the Archaeological Resources Directory (ARD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.

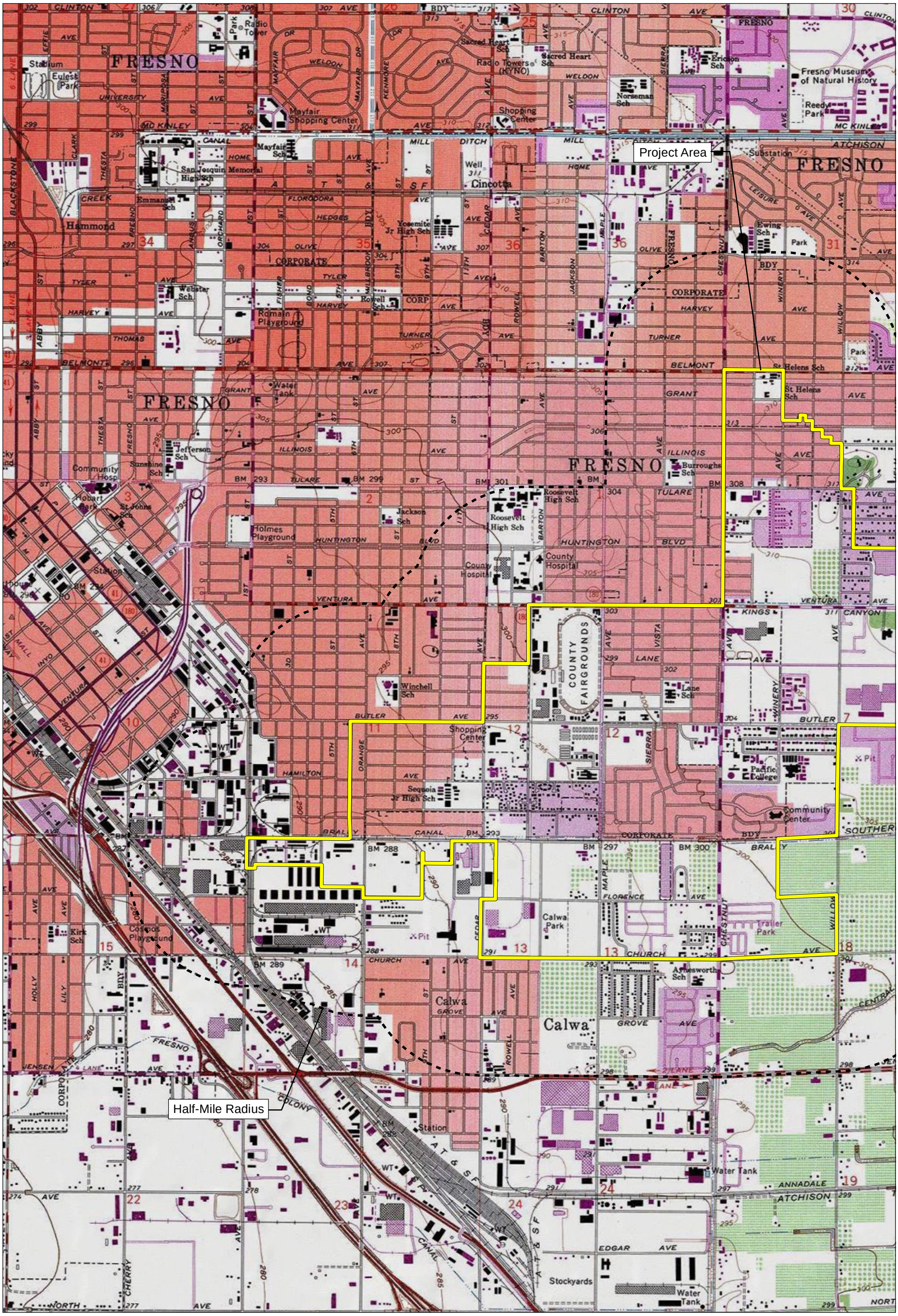


Source: USGS Clovis, Malaga, & Fresno South 7.5' Quadrangles / Land Grants: T13S R20E Sec: 36; T13S R21E Sec: 31; T14S R20E Sections: 1, 2, 11, 13, 14, 23, 24; T14S R21E Sections: 5, 6, 7, 8, 17, 18, 19.

FIRSTCARBON SOLUTIONS™

2,000 1,000 0 2,000 Feet

Record Search Map 1



Source: USGS Clovis, Malaga, & Fresno South 7.5' Quadrangles / Land Grants: T13S R20E Sec: 36; T13S R21E Sec: 31; T14S R20E Sections: 1, 2, 10, 11, 13, 14, 15, 23, 24; T14S R21E Sections: 5, 6, 7, 8, 17, 18, 19.

FIRSTCARBON SOLUTIONS™

2,000 1,000 0 2,000 Feet

Record Search Map 2

50000002 • 10/2021 | 50000002_record_search_map2.mxd

CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN PROJECT
ADDENDUM

California Historical Resources Information System



Fresno
Kern
Kings
Madera
Tulare

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 72 DOB
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289
E-mail: ssjvic@csub.edu
Website: www.csub.edu/ssjvic

10/18/2021

Dana DePietro
FirstCarbon Solutions
1350 Treat Blvd. Suite 380
Walnut Creek, CA 94597

Re: Fresno Central Southeast Area Specific Plan Project
Records Search File No.: 21-410

The Southern San Joaquin Valley Information Center received your record search request for the project area referenced above, located on the Clovis, Malaga, and Fresno USGS 7.5' quad. The following reflects the results of the records search for the project area and the 0.5 mile radius:

As indicated on the data request form, the locations of resources and reports are provided in the following format: ☒ custom GIS maps ☐ GIS data

Resources within project area:	35 Resources, See attached list.
Resources within 0.5 mile radius:	33 Resources, See attached list.
Reports within project area:	18 Reports, See attached list.
Reports within 0.5 mile radius:	22 Reports, See attached list.

Resource Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Digital Database Records:	☐ enclosed	☒ not requested	☐ nothing listed
Report Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Report Digital Database Records:	☐ enclosed	☒ not requested	☐ nothing listed
Resource Record Copies:	☒ enclosed	☐ not requested	☐ nothing listed
Report Copies:	☒ enclosed	☐ not requested	☐ nothing listed
OHP Built Environment Resources Directory:	☒ enclosed	☐ not requested	☐ nothing listed
Archaeological Determinations of Eligibility:	☒ enclosed	☐ not requested	☐ nothing listed
CA Inventory of Historic Resources (1976):	☐ enclosed	☐ not requested	☒ nothing listed

Caltrans Bridge Survey: Not available at SSJVIC; please see https://dot.ca.gov/programs/environmental-analysis/cultural-studies/california-historical-bridges-tunnels

Ethnographic Information: Not available at SSJVIC

Historical Literature: Not available at SSJVIC

Historical Maps: Not available at SSJVIC; please see http://historicalmaps.arcgis.com/usgs/

Local Inventories: Not available at SSJVIC

GLO and/or Rancho Plat Maps: Not available at SSJVIC; please see http://www.glorecords.blm.gov/search/default.aspx#searchTabIndex=0&searchByTypeIndex=1 and/or http://www.oac.cdlib.org/view?docId=hb8489p15p;developer=local;style=oac4;doc.view=items

Shipwreck Inventory: Not available at SSJVIC; please see https://www.slc.ca.gov/shipwrecks/

Soil Survey Maps: Not available at SSJVIC; please see http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Jeremy E. David
Assistant Coordinator

Reports in PA:	Reports in .5 mile:	Resources in PA:	Resources in .5 mile:	Informal Resource
FR-00257	FR-00135	P-10-003930	P-10-004248	SHL #934
FR-00296	FR-01231	P-10-004249	P-10-004253	
FR-01651	FR-01686	P-10-004675	P-10-004274	
FR-01723	FR-01694	P-10-005306	P-10-004280	
FR-01742	FR-01696	P-10-005307	P-10-004286	
FR-01800	FR-01850	P-10-005308	P-10-004287	
FR-01979	FR-02000	P-10-005309	P-10-004299	
FR-02073	FR-02002	P-10-005310	P-10-004310	
FR-02076	FR-02106	P-10-005311	P-10-004312	
FR-02109	FR-02143	P-10-005312	P-10-004349	
FR-02169	FR-02172	P-10-005313	P-10-004677	
FR-02194	FR-02192	P-10-005314	P-10-004762	
FR-02228	FR-02217	P-10-005315	P-10-004763	
FR-02332	FR-02238	P-10-005316	P-10-004764	
FR-02620	FR-02287	P-10-005317	P-10-004765	
FR-02653	FR-02496	P-10-005318	P-10-004766	
FR-02972	FR-02504	P-10-005319	P-10-004767	
FR-02992	FR-02628	P-10-005320	P-10-004768	
	FR-02655	P-10-005321	P-10-004769	
	FR-02722	P-10-005322	P-10-004770	
	FR-02806	P-10-005323	P-10-005120	
	FR-02896	P-10-005324	P-10-005121	
		P-10-005325	P-10-005225	
		P-10-005326	P-10-005305	
		P-10-005327	P-10-006224	
		P-10-005328	P-10-006225	
		P-10-005329	P-10-006594	
		P-10-005330	P-10-006595	
		P-10-005331	P-10-006596	
		P-10-005332	P-10-006599	
		P-10-005333	P-10-006600	
		P-10-005334	P-10-006601	
		P-10-005335	P-10-007094	
		P-10-005336		

Report List

SSJVIC Record Search 21-410

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
FR-00135	NADB-R - 1140863	1995	Hatoff, Brian, Voss, Barb, Waechter, Sharon, Benté, Vance, and Wee, Stephen	Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project.	Woodward-Clyde Consultants	
FR-00257	Caltrans - 06-FRE-180 R60.9/R67.6 06250-342400	1990		Historic Property Survey Report Route 180 Chestnut Avenue to Highland Avenue; 06-FRE-180, R60.9/R6736 06250-342400	DeLeuw, Cather and Company; David Chavez Associates	
FR-00296	NADB-R - 1140239	1992	Bissonnette, Linda Dick	Cultural Resources Assessment for the Fresno Unified School District, Southeast Fresno High School, Middle School, and Elementary School	Cultural Resources Consulting	
FR-01231	Caltrans - 06-FRE-180 P.M. 56.1/60.9 CU 821 EA 025731	1994	Nissen, Karen, Comeyne, Dominique, and Aguilar-Luna, Judy	Negative Archaeological Survey Report for the Construction of Route 180 Urban Project	California Department of Transportation	
FR-01231A		1993	Lortie, Frank	Supplemental Historic Architectural Survey Report for the Route 180 Urban Project Sections of Cedar Avenue and East Thomas Avenue	Cal Trans	
FR-01231B		1994	Aguilar-Luna, Judy	Supplemental Historic Property Survey Report for the Route 180 Urban Project between Route 99 and Chestnut Avenue	Cal Trans	
FR-01651	Submitter - Project Number 27101	2000	Nelson, Wendy J.	Cultural Resources Survey for the Level (3) Communications Long Haul Fiber Optics Project: Segment WS04: Sacramento to Bakersfield	Far Western Anthropological Research Group, Inc.	
FR-01686		2000	Peak, Melinda A.	Cultural Resources Assessment for the Pacific Bell Site, CV-600-01, and the Fairgrounds Site, City of Fresno, Fresno County, California	Peak & Associates, Inc.	
FR-01694		1994	Powell, John Edward and McGuire, Michael J.	Supplementary Historic Building Survey, Historic Resources Survey (Ratkovich Plan), Fresno, California	California State University, Fresno	
FR-01696		2001	Varner, Dudley M.	A Cultural Resource Study for the Self-Help Housing Project In the Southeast Fresno Area, Fresno County, California	Varner Associates	
FR-01723		2000	Brown, R. Keith and Pastron, Allen G.	Historical and Cultural Resource Assessment For A Proposed Telecommunications Facility Site No. CV-600-08, 4696 East Kings Canyon Road, Fresno, California	Brown & Mills, Inc.	

Report List

SSJVIC Record Search 21-410

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
FR-01742		2001	Sutch, Cordelia	Archaeological Survey and Record Search for WorldCom Fresno 180 Aerial Project (800-25)	Pacific Legacy, Inc.	
FR-01800		2002	Nettles, Wendy M. and Baloian, Mary Clark	Archaeological Survey and Architectural Evaluation for the Peach Avenue Widening Project, Belmont to Butler Avenues, Fresno County, California	Applied EarthWorks, Inc.	
FR-01850	Submitter - Nextel Site No. CA-1813A/Chestnut	2000	Billat, Lorna	Nextel Communications Wireless Telecommunications Service Facility, Fresno County	EarthTouch, LLC.	
FR-01979		2003	Livingstone, David M.	Historic Property Survey for Fresno Unified School District, Proposed Elementary School Site D-2 Fresno, California	Applied EarthWorks, Inc.	10-005306, 10-005307, 10-005308, 10-005309, 10-005310, 10-005311, 10-005312, 10-005313, 10-005314, 10-005315, 10-005316, 10-005317, 10-005318, 10-005319, 10-005320, 10-005321, 10-005322, 10-005323, 10-005324, 10-005325, 10-005326, 10-005327, 10-005328, 10-005329, 10-005330, 10-005331, 10-005332, 10-005333, 10-005334, 10-005335, 10-005336
FR-02000		2003	Nettles, Wendy M. and Baloian, Randy	Cultural Resources Survey and Inventory of the USDA Peach Avenue Property in Fresno, California	Applied EarthWorks, Inc.	10-005305
FR-02002		2000	Mason, Roger D. and Shepard, Richard S.	Cultural Resources Survey Report for Level 3 Long Haul Fiber Optic Project: WS04 Connection to Fresno 3R Facility, in the City of Fresno, Fresno County, California	Chambers Group, Inc.	10-004513
FR-02073		2004	Fraser, Becky	Environmental Assessment No. PW-2004-08 Acquire and Construct an Intermodal Facility On the Southeast Corner of East Kings Canyon and South Alder Avenues	City of Fresno, Public Works Department	
FR-02076		2004	Hattersley-Drayton, Karana	Historic Architecture Survey Report for the "Bungalow" Court Project, Fresno, California	City of Fresno	10-005447, 10-005448, 10-005449, 10-005450, 10-005451, 10-005452, 10-005453, 10-005454
FR-02106	Submitter - FAT-0064 Kings Canyon + Cedar	2005	Parker, Lori D.	Request for SHPO Review of FCC Undertaking (FAT-0064 Kings Canyon + Cedar)	AquAeTer, Inc.	
FR-02109		2005	Brady, Jon L.	Archaeological Survey for a Multi-Family and Single Family Homes Project (APN 472-021-01), East Kings Canyon Road and South Adler Avenue, Fresno, California	J&R Environmental Services	

Report List

SSJVIC Record Search 21-410

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
FR-02143	Submitter - LSA Project No. KBH540	2005	Kaptain, Neal and Matzen, Ben	A Cultural and Paleontological Resources Study for the KB Home Summit Hills Project	LSA Associates, Inc.	
FR-02169		2005	Bonner, Wayne H.	Records Search Results and Site Visit for Cricket Telecommunications Facility Candidate FAT-040B (Butler/Willow), 5130 East Lane, Fresno, Fresno County, California	Michael Brandman Associates	
FR-02172		2006	Supernowicz, Dana E.	New Tower Submission Packet, FCC Form 620 - Cedar-Butler, SC-10132B	EarthTouch, Inc.	
FR-02172A		2006	Dana E. Supernowicz	Cultural Resources Study of the Cedar-Butler Project T-Mobile Site No. SC10132B 1530 S. Pearl Street, Fresno, Fresno County, California 93721	Historic Resoruce Associates	
FR-02192		2006	Billat, Lorna	New Tower Submission Packet, FCC Form 620 - South Peach, SC-10122A	EarthTouch, Inc.	
FR-02194		2005	Busby, Colin I.	Cultural Resources Assessment - Dedekian Property (APN 481-060-02S) Parcel at the Northwest Corner, E. California and S. Willow Avenues, City of Fresno, Fresno County	Basin Research Associates	
FR-02217		2005	Nettles, Wendy M. and Baloian, Randy	National Register of Historic Places Evaluation of the USDA Horticultural Field Station on Peach Avenue in Fresno, California	Applied EarthWorks, Inc.	10-005305
FR-02228		2005	Losee, Carolyn	New Tower Submission Packet, FCC Form 620 for 5189 East Kings Canyon Road	Archaeological Resources Technology	
FR-02238		2006	Bonner, Wayne H.	Cultural Resource Records Search and Site Visit Results for Cricket Telecommunications Facility Candidate FAT-017C (Chestnut/Belmont), 4765 East Belmont, Fresno, Fresno County, California	Michael Brandman Associates	
FR-02287	Submitter - SWCA Cultural Resources Report Database No. 06-507; Submitter - SWCA Project No. 10715-180	2006	Arrington, Cindy, Bass, Bryon, Brown, Joan, Corey, Chris, and Hunt, Kevin	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	SWCA Environmental Consultants	
FR-02332		2008	Bonner, Wayne H.	Records Search and Site Visit Results for T-Mobile Omnipoint Communications Facility Candidate SC40140 (Marks Kitchen), 4828 East Belmont Avenue, Fresno, Fresno County, California, 93727	Michael Brandman Associates	

Report List

SSJVIC Record Search 21-410

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
FR-02496		2009	Hatoff, Brian	Historic Resource Survey for the Placement of Verizon Cell Tower at 5339 East Butler Ave, Fresno, Freso County, California	URS Corporation	
FR-02504		2003	Brady, Jon and Hobbs, Kelly	Historic Property Survey for the HOME Project for Self Help on South Willow & East Jensen Avenues in Fresno, California	J & R Environmental Services	10-004677, 10-006224, 10-006225
FR-02620		2008	Bonner, Wayne	Records Search and Site Visit Results for T-Mobile Omnipoint Communications Facility Candidate SC40140 (Mark's Kitchen), 4828 East Belmont Avenue, Fresno, Fresno County, California 93727	Michael Brandman Associates	
FR-02628	Submitter - EBI Project #61123743	2012	Way, Michael A.	Cultural Resources Analysis for E Ventura Ensite #10768 (211849) 4066 East Ventura Avenue, Fresno, Fresno County, California	EBI Consulting	
FR-02653	Submitter - EBI Project #61136491	2014	Ocampo, Gabriel	Cultural Resources Survey Big Fresno Fair / CVU0729 1121 South Chance Avenue, Fresno, Fresno County, California 93702	EBI Consulting	
FR-02655	Submitter - EBI Project #61140608	2014	Willers, David	Cultural Resources Survey S Winery / Ensite #17717 (263603) 5080 East Tulare Avenue, Fresno, Fresno County, California 93727	EBI Consulting	
FR-02722	IC Record Search Nbr - 13-429; 14-333; OHP PRN - EPA 2015 0309 001	2015	Anderson, Katherine and Vader, Michael	Fresno Recycled Water Distribution System Project, Phase I Cultural Resources Study, Fresno County, California	ESA Cultural Resources	10-004315
FR-02722A		2017	Anderson, Katherine and Vader, Michael	Recycled Water Distribution System, Southwest Quadrant: Phase I Cultural Resources Study	ESA	
FR-02806		2016	Tibbet, Josh and Baloian, Mary	Cultural Resources Inventory for the Proposed Lennar Tract No. 5449 Residential Development in the City of Fresno, Fresno County, California	Applied EarthWorks, Inc.	
FR-02896	OHP PRN - EDA_2017_0925_001	2012	Slawson, Dana N. and Kay, Michael	Fresno Fulton Corridor Specific Plan and Downtown Neighborhoods Community Plan Project	Greenwood and Associates	10-006142, 10-006143, 10-006144

Report List

SSJVIC Record Search 21-410

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
FR-02896A		2015	Hattersley-Drayton, Karana and Stock Jody	South Van Ness Industrial District Historic Survey, Fresno, California	Historic Preservation Project Manager, City of Fresno and Hrchitecture+History, San Francisco In association with Watson Heritage Consulting	
FR-02972	OHP PRN - FCC_2018_0730_003 ; Submitter - 3701A0D73E	2018	Davis, Shane and Wills, Carrie D.	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate CL01406_CVU3017 (Fresno Pacific University), 1890 South Wullow Avenue, Fresno, Fresno County, California, CASPR NO 3101A0D73E	Environmental Assessment Specialists, Inc.	
FR-02992	OHP PRN - COE_2018_0608_002	2018	Highland, Steven	Basin Training Center 8 FUDS Project	U.S. Army Corps of Engineers	

Resource List

SSJVIC Record Search 21-410

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-10-003930	CA-FRE-003109H	Resource Name - Southern Pacific Railroad	Structure	Historic	AH07; HP11	1998 (W.L. Norton, Jones & Stokes); 1999 (S. Hooper, S. Flint, Applied EarthWorks, Inc.); 2002 (Peggy B. Murphy, Three Girls and a Shovel); 2004 (Bryan Larson, Cindy Toffelmier, JRP Historical Consulting); 2009 (Joseph Freeman, Rebecca Flores, JRP Historical Consulting); 2009 (Joseph Freeman, Rebecca Flores, JRP Historical Consulting); 2009 (Joseph Freeman, Rebecca Flores, JRP Historical Consulting); 2010 (Michael Hibma, LSA Associates); 2013 (Randy Baloian, Applied Earthworks, Inc.); 2015 (Randy Baloian, Applied EarthWorks, Inc.); 2015 (Randy Baloian, Applied Earthworks, Inc.); 2016 (J. Tibbet, Applied EarthWorks, Inc.); 2018 (Annie McCausland, Applied EarthWorks, Inc.); 2018 (Jessica Jones, Applied EarthWorks, Inc.)	FR-00238, FR-01770, FR-01771, FR-01772, FR-02642, FR-02726, FR-02769, FR-02847, FR-02942, FR-03037
P-10-004248		OHP PRN - 3771-0010-0000; Resource Name - California Products Co.	Building	Historic	HP02	1978 (Unknown)	
P-10-004249		OHP PRN - 3771-0011-0000; Resource Name - The Giffen Home	Building	Historic	HP02	(Unknown)	
P-10-004253		OHP PRN - 3771-0015-0000; Resource Name - Shuttera Residence	Building	Historic	HP02	1978 (Unknown)	
P-10-004274		OHP PRN - 3771-0035-0000; Resource Name - Sckitchfield Residence; Resource Name - Hughes Residence	Building	Historic	HP02	(Unknown)	

Resource List

SSJVIC Record Search 21-410

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-10-004280		Resource Name - San Joaquin Grocers Wholesale Warehouse; OHP PRN - 3771-0041-0000	Building	Historic	HP06	1978 (Unknown)	
P-10-004286		OHP PRN - 3771-0047-0000; Resource Name - Sun Maid Raisin Plant	Building, Structure	Historic	HP33; HP95	1978 (Unknown)	
P-10-004287		OHP PRN - 3771-0048-0000; Resource Name - Old Barn	Building	Historic	HP39	(Unknown)	
P-10-004299		OHP PRN - 3771-0059-0000; Resource Name - Mingle Transportation and Warehouse Company; Resource Name - Fresno Brewery	Building	Historic	HP06	1978 (Unknown); 1983 (Patrick Supple)	
P-10-004310		OHP PRN - 3771-0071-0000; Resource Name - The Robinson Home	Building	Historic	HP02	(Unknown)	
P-10-004312		OHP PRN - 3771-0073-0000; Resource Name - The Euless Home	Building	Historic	HP02	(Unknown)	
P-10-004349		OHP PRN - 3771-0112-0000; Resource Name - Van Ness Entrance Gate	Structure	Historic	HP46	1978 (Unknown)	FR-02951
P-10-004675		Resource Name - Burlington Northern Santa Fe Railway; Other - CRM TECH 607-2H	Structure	Historic	HP19; HP37	2000 (Bai "Tom" Tang, CRM TECH); 2019 (Robert Azpitarte, ASM Affiliates, Inc.)	FR-01699, FR-03029
P-10-004677	CA-FRE-003605H	Resource Name - Central Canal; OTIS Resource Number - 552642; OHP Property Number - 145600	Structure	Historic	HP20	2000 (Bai "Tom" Tang, CRM Tech); 2003 (Kelly Hobbs, J&R Environmental Services); 2004 (Bryan Larson, Cindy Toffelmier, JRP Historical Consulting)	FR-01699, FR-02504
P-10-004762		Resource Name - 133 S. Peach Avenue	Building	Historic	HP02; HP04	2001 (W. Nettles, Applied Earth Works, Inc. 5090 N. Fruit Ave. #101 Frenso, CA 93711)	
P-10-004763		Resource Name - 144 S. Peach Avenue	Building	Historic	HP02; HP04	2001 (W. Nettles, Applied Earth Works, Inc. 5090 N. Fruit Ave. #101 Fresno, CA 93711)	
P-10-004764		Resource Name - 145 S. Peach Avenue	Building	Historic	HP02	2001 (W. Nettles, Applied Earth Works, Inc. 5090 N. Fruit Ave. #101 Fresno, CA 93711)	

Resource List

SSJVIC Record Search 21-410

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-10-004765		Resource Name - The Steinwand Home	Building	Historic	HP02; HP04; HP33	2001 (W. Nettles, Applied Earth Works, Inc. 5090 N. Fruit Ave. #101 Fresno, CA 93711)	
P-10-004766		Resource Name - 317 S. Peach Avenue	Building	Historic	HP02; HP04	2001 (W. Nettles, Applied Earth Works, Inc. 5090 N. Fruit Ave. #101 Fresno, CA 93711)	
P-10-004767		Resource Name - 358 S. Peach Avenue	Building	Historic	HP02; HP04	2001 (W. Nettles, Applied Earth Works, Inc. 5090 N. Fruit Ave. #101 Fresno, CA 93711)	
P-10-004768		Resource Name - The John M. Euless Home; OHP Property Number - 053536	Building	Historic	HP02; HP04	1994 (William E. Patnaude, Lew & Patnaude, Inc.)	
P-10-004769		Resource Name - 270 N. Peach Avenue	Building	Historic	HP02	2001 (w. Nettles, Applied Earth Works, Inc. 5090 N. Fruit Ave. #101 Fresno, CA 93711)	
P-10-004770		Resource Name - 284 N. Peach Avenue	Building	Historic	HP02; HP04	2001 (W. Nettles, Applied Earth Works, Inc. 5090 N. Fruit Ave. #101 Fresno, CA 93711)	
P-10-005120		Resource Name - Martin Dedkian Residence; Resource Name - Mardiros S. Asadoorian Residence	Building	Historic	HP02	1992 (Linda Dick Bissonnette, Cultural Resources Consulting)	
P-10-005121		Resource Name - Kings Canyon-Peach Site; Mosesian & Sons; San Joaquin Winery; Resource Name - Fresno Vineyard Company; Fresno Winery; Easterby Rancho; Banner Farm	Building	Historic	HP08	1992 (Linda Dick Bissonnette, Cultural Resources Consulting)	
P-10-005225		Resource Name - The Lindstrom Residence; Resource Name - The Olivas Residence; OHP Property Number - 125797	Building	Historic	HP02	1997 (Dolores Mellon, City of Fresno)	

Resource List

SSJVIC Record Search 21-410

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-10-005305		Resource Name - USDA Horticultural Field Station; OHP Property Number - 165364; OHP Property Number - 165365; OHP Property Number - 165366; OHP Property Number - 165367; OHP Property Number - 165368; OTIS Resource Number - 532962; OTIS Resource Number - 532963; OTIS Resource Number - 532964; OTIS Resource Number - 532965; OTIS Resource Number - 532966	Building, District	Historic	HP04; HP14; HP30; HP33; HP35	2003; 2005 (W. Nettles, Applied EarthWorks, Inc.)	FR-02000, FR-02217
P-10-005306		Resource Name - 4808 E. Balch Avenue; Resource Name - All of Lot 9 and the East 20 feet of Lot 10 in Block 2 of Mitchell Simpson Tract, City of Fresno; OHP Property Number - 145661	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005307		Resource Name - 4814 E. Balch Avenue; Resource Name - Lot 8 in Block 2 of Mitchell Simpson Tract; OHP Property Number - 145662	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005308		Resource Name - 4818 E. Balch Avenue; Resource Name - Lot 7 in Block 2 of Mitchell Simpson Tract; OHP Property Number - 145663	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005309		Resource Name - 4826 E. Balch Avenue; Resource Name - Lot 5 in Block 2 of Mitchell Simpson Tract; OHP Property Number - 145664	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005310		Resource Name - 4830 E. Balch Avenue; Resource Name - Lot 4 in Block 2 of Mitchell Simpson Tract; OHP Property Number - 145665	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979

Resource List

SSJVIC Record Search 21-410

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-10-005311		Resource Name - 4836 E. Balch Avenue; Resource Name - Lot 3 in Block 2 of Mitchell Simpson Tract, City of Fresno; OHP Property Number - 145666	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005312		Resource Name - 4844 E. Balch Avenue; Resource Name - Lot 1 in Block 2 of Mitchell Simpson Tract; OHP Property Number - 145667	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005313		Resource Name - 4845 E. Inyo Avenue; Resource Name - Lot 20 in Block 2 of Mitchell Simpson Tract; OHP Property Number - 145668	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005314		Resource Name - 4841 E. Inyo Avenue; Resource Name - Lot 19 in Block 2 of Mitchell Simpson Tract; OHP Property Number - 145669	Building	Historic	HP02; HP04	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005315		Resource Name - 4835 E. Inyo Avenue; Resource Name - Lot 18 in Block 2 of Mitchell Simpson Tract; OHP Property Number - 145670	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005316		Resource Name - 4831 E. inyo Avenue; OHP Property Number - 145671	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005317		Resource Name - 4827 E. Inyo Avenue; Resource Name - Lot 16 in Block 2 of Mitchell Simpson Tract, in the City of Fresno; OHP Property Number - 145672	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005318		Resource Name - 4821 E. Inyo Avenue; Resource Name - Lot 15 in Block 2 of Mitchell Simpson Tract; OHP Property Number - 145673	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979

Resource List

SSJVIC Record Search 21-410

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-10-005319		Resource Name - 4817 E. Inyo Avenue; Resource Name - Lot 14 in Block 2 of Mitchell Simpson; OHP Property Number - 145674	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005320		Resource Name - 4813 E. Inyo Avenue; Resource Name - Lot 13 in Block 2 of Mitchell Simpson Tract; OHP Property Number - 145675	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005321		Resource Name - 4808 E. Inyo Avenue; Resource Name - Lot 9 and the East 20 feet of Lot 10 in Block 3 of Mitchell Simpson Tract; OHP Property Number - 081243	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005322		Resource Name - 4812 E. Inyo Avenue; Resource Name - Lot 8 in Block 3 of Mitchell Simpson Tract; OHP Property Number - 145676	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005323		Resource Name - 4816 E. Inyo Avenue; Resource Name - Lot 7 in Block 3 of Mitchell Simpson Tract; OHP Property Number - 145677	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005324		Resource Name - 4822 E. Inyo Avenue; Resource Name - Lot 6 in Block 3 of Mitchell Simpson Tract; OHP Property Number - 145678	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005325		Resource Name - 4826 E. Inyo Avenue; Resource Name - Lot 5 in Block 3 of Mitchell Simpson Tract; OHP Property Number - 145679	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005326		Resource Name - 4830 E. Inyo Avenue; Resource Name - Lot 4 in Block 3 of Mitchell Simpson Tract; OHP Property Number - 145680	Building	Protohistoric, Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979

Resource List

SSJVIC Record Search 21-410

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-10-005327		Resource Name - 4834 E. Inyo Avenue; Resource Name - Lot 3 in Block 3 of Mitchell Simpson Tract; OHP Property Number - 145681	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005328		Resource Name - 4840 E. Inyo Avenue; Resource Name - Lot 2 in Block 3 of Mitchell Simpson Tract; OHP Property Number - 145682	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005329		Resource Name - 4844 E. Inyo Avenue; Resource Name - Lot 1 in Block 3 of Mitchell Simpson Tract; OHP Property Number - 145683	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005330		Resource Name - 4845 E. Mono Avenue; Resource Name - Lot 20 in Block 3 of Mitchell Simpson Tract; OHP Property Number - 145684	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005331		Resource Name - 4841 E. Mono Avenue; Resource Name - Lot 19 in Block 3 of Mitchell Simpson Tract; OHP Property Number - 145712	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005332		Resource Name - 4835 E. Mono Avenue; Resource Name - Lot 18 in Block 3 in Mitchell Simpson Tract; OHP Property Number - 145713	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005333		Resource Name - 4831 E. Mono Avenue; Resource Name - The East 1/2 of Lot 16 and all of Lot 17 in Block 3 of Mitchell Simpson Tract; OHP Property Number - 145714	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005334		Resource Name - 4817 E. Mono Avenue; Resource Name - The West 7 feet of Lot 15 and all of Lot 14 in Block 3 of Mitchell Simpson Tract; OHP Property Number - 145715	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979

Resource List

SSJVIC Record Search 21-410

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-10-005335		Resource Name - 4815 E. Mono Avenue; Resource Name - Lot 13 in Block 3 of Mitchell Simpson Tract; OHP Property Number - 145716	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-005336		Resource Name - 4809 E. Mono Avenue; Resource Name - Lot 12 in Block 3 of Mitchell Simpson Tract; OHP Property Number - 081244	Building	Historic	HP02	2003 (David Livingstone, Applied EarthWorks, Inc.)	FR-01979
P-10-006224		Resource Name - Berberian Residence; Resource Name - Map Reference No.1; Resource Name - Portion of Lot 24 of the Newhall Tract; OHP Property Number - 145597; OTIS Resource Number - 552639	Building	Historic	HP02	2003 (Kelly Hobbs, J & R Environmental Services)	FR-02504
P-10-006225		Resource Name - Map Reference No.2; Resource Name - Garza Residence; OHP Property Number - 145598; OTIS Resource Number - 552640	Building	Historic	HP02	2003 (Kelly Hobbs, J & R Environmental Services)	FR-02504
P-10-006594		Resource Name - S-31	Building	Historic	HP02	1992 (Ronald Reiss, Ana Koval, Architectural Resources Group)	FR-02284
P-10-006595		Resource Name - S-32	Building	Historic	HP02	1992 (Gordon White, Ana Korval, Architectural Resources Group)	FR-02284
P-10-006596		Resource Name - S-33	Building	Historic	HP02	1992 (Gordon White, Ana Koval, Architectural Resources Group)	FR-02284
P-10-006599		Resource Name - S-68	Building	Historic	HP02	1992 (Ronald Reiss, Ana Koval, Architectural Resources Group)	FR-02284
P-10-006600		Resource Name - S-69	Building	Historic	HP03	1992 (Gordon White, Ana Koval, Architectural Resources Group)	FR-02284
P-10-006601		Resource Name - S-70	Building	Historic	HP02	1992 (Ronald Reiss, Ana Koval, Architectural Resources Group)	FR-02284
P-10-007094	CA-FRE-003856H	Resource Name - APN 478-162-01 Historical Deposit	Site	Historic	AH04	2018 (P. Zimmer, ESA - Environmental Science Associates)	

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D.3 - Native American Heritage Commission Request, Response, and Letters

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Local Government Tribal Consultation List Request

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Type of List Requested

■ **CEQA Tribal Consultation List (AB 52)** – *Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2*

☐ **General Plan (SB 18)** - *Per Government Code § 65352.3.*

Local Action Type:

☐ **General Plan** ☐ **General Plan Element** ☐ **General Plan Amendment**

☐ **Specific Plan** ☐ **Specific Plan Amendment** ☐ **Pre-planning Outreach Activity**

Required Information

Project Title: Fresno Central Southeast Area Specific Plan Project

Local Government/Lead Agency: City of Fresno

Contact Person: Dr. Dana DePietro

Street Address: 1350 Treat Blvd. Ste. 380

City: Walnut Creek **Zip:** 94597

Phone: 530.219.1432 **Fax:**

Email: ddepietro@fcs-intl.com; mdolan@fcs-intl.com

Specific Area Subject to Proposed Action

County: Fresno **City/Community:** Fresno

Project Description:

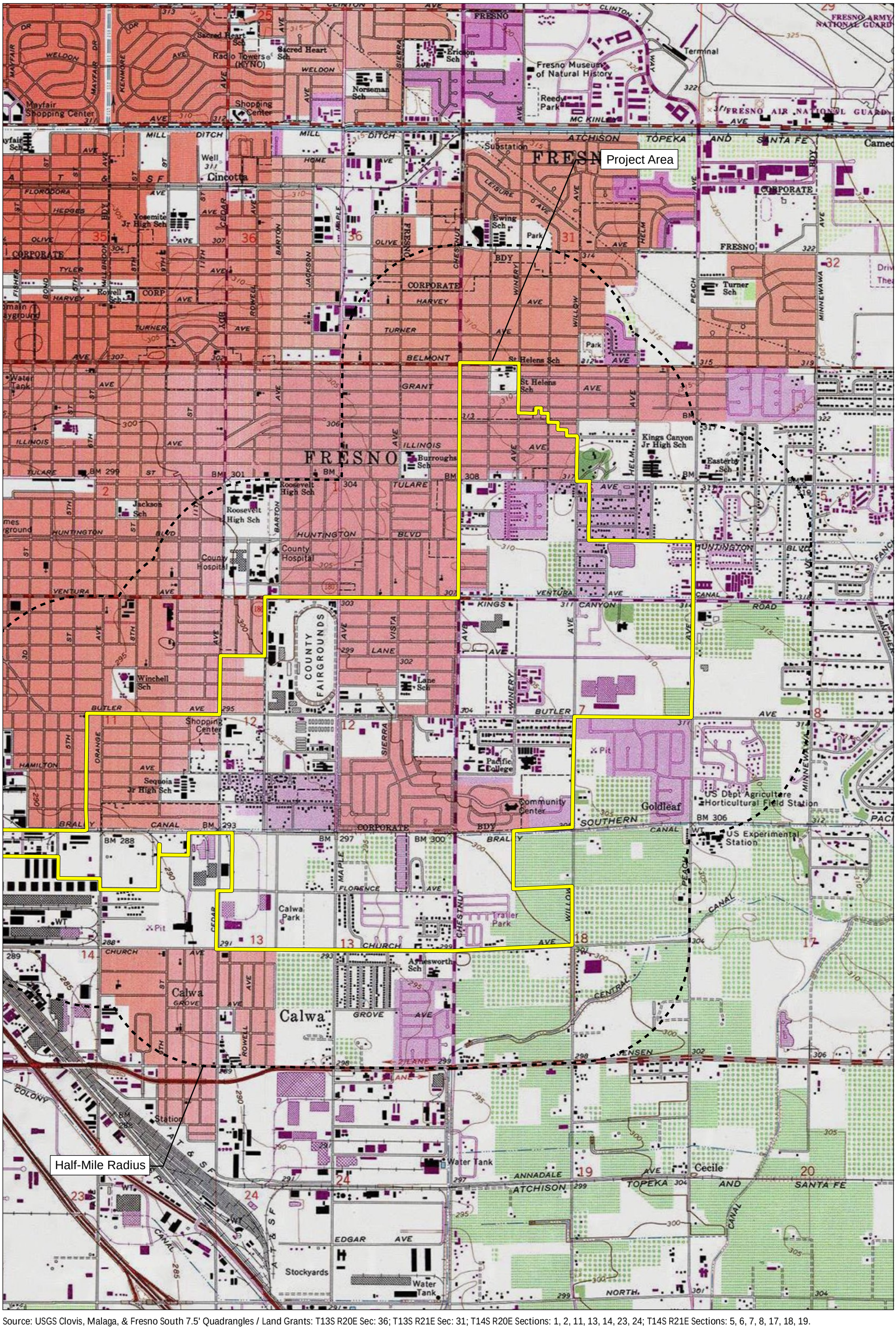
The Central Southeast Area Specific Plan (CSASP) will focus on low income neighborhoods. This area consists of approximately 2,200 acres. Residential, commercial, and office development in the community has been hampered by the City's emphasis on new growth in the metropolitan area, by incomplete public facilities, and by negative community perceptions. The purpose of the plan is to clearly identify and address those issues and concerns adversely affecting the community's growth and vitality, to anticipate the need for and impacts of new public facilities, and to stimulate the development of well-balanced neighborhoods.

Additional Request

■ **Sacred Lands File Search** - *Required Information:*

USGS Quadrangle Name(s): Clovis, Malaga, & Fresno

Township: 13S | 13S | 14S | 14S **Range:** 20E | 21E | 20E | 21E **Section(s):** 36 | 31 | 1, 2,11,13,14,23,24 | 5,6,7,8,17,18,19

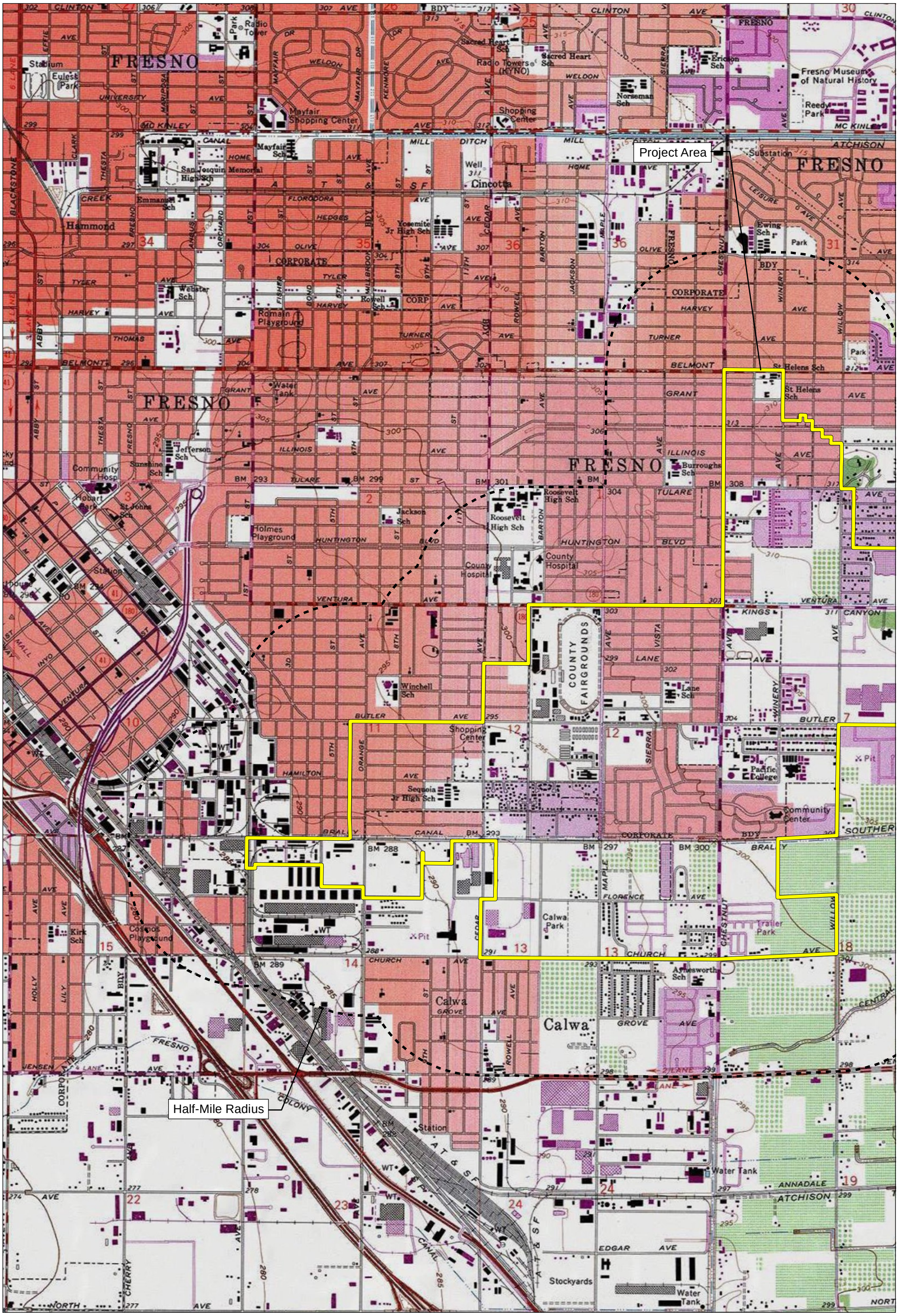


Source: USGS Clovis, Malaga, & Fresno South 7.5' Quadrangles / Land Grants: T13S R20E Sec: 36; T13S R21E Sec: 31; T14S R20E Sections: 1, 2, 11, 13, 14, 23, 24; T14S R21E Sections: 5, 6, 7, 8, 17, 18, 19.

FIRSTCARBON SOLUTIONS™

2,000 1,000 0 2,000 Feet

Record Search Map 1



Source: USGS Clovis, Malaga, & Fresno South 7.5' Quadrangles / Land Grants: T13S R20E Sec: 36; T13S R21E Sec: 31; T14S R20E Sections: 1, 2, 10, 11, 13, 14, 15, 23, 24; T14S R21E Sections: 5, 6, 7, 8, 17, 18, 19.

FIRSTCARBON SOLUTIONS™

2,000 1,000 0 2,000 Feet

Record Search Map 2

50000002 • 10/2021 | 50000002_record_search_map2.mxd

CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN PROJECT
ADDENDUM

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Sara Dutschke
Miwok

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

November 14, 2021

Dr. Dana DePietro
FirstCarbon Solutions

Via Email to: ddepietro@fcs-intl.com & mdolan@fcs-intl.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Fresno Central Southeast Area Specific Plan Project, Fresno County

Dear Dr. DePietro:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

    - Any report that may contain site forms, site significance, and suggested mitigation measures.

      All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Tribal Consultation List
Fresno County
11/14/2021

Big Sandy Rancheria of Western Mono Indians
Elizabeth Kipp, Chairperson
P.O. Box 337
Auberry, CA, 93602
Phone: (559) 374 - 0066
Fax: (559) 374-0055
lkipp@bsrnation.com
Western Mono

Cold Springs Rancheria of Mono Indians
Carol Bill, Chairperson
P.O. Box 209
Tollhouse, CA, 93667
Phone: (559) 855 - 5043
Fax: (559) 855-4445
coldsprgstribe@netptc.net
Mono

Dumna Wo-Wah Tribal Government
Robert Ledger, Chairperson
2191 West Pico Ave.
Fresno, CA, 93705
Phone: (559) 540 - 6346
ledgerrobert@ymail.com
Foothill Yokut
Mono

Kings River Choinumni Farm Tribe
Stan Alec,
3515 East Fedora Avenue
Fresno, CA, 93726
Phone: (559) 647 - 3227
Foothill Yokut

North Fork Rancheria of Mono Indians
Elaine Fink, Chairperson
P.O .Box 929
North Fork, CA, 93643
Phone: (559) 877 - 2461
Fax: (559) 877-2467
efink@nfr-nsn.gov
Mono

North Valley Yokuts Tribe
Katherine Perez, Chairperson
P.O. Box 717
Linden, CA, 95236
Phone: (209) 887 - 3415
canutes@verizon.net
Costanoan
Northern Valley Yokut

North Valley Yokuts Tribe
Timothy Perez,
P.O. Box 717
Linden, CA, 95236
Phone: (209) 662 - 2788
huskanam@gmail.com
Costanoan
Northern Valley Yokut

Picayune Rancheria of Chukchansi Indians
Claudia Gonzales, Chairwoman
P.O. Box 2226
Oakhurst, CA, 93644
Phone: (599) 412 - 5590
cgonzales@chukchansitribe.net
Foothill Yokut

Table Mountain Rancheria
Brenda Lavell, Chairperson
P.O. Box 410
Friant, CA, 93626
Phone: (559) 822 - 2587
Fax: (559) 822-2693
rpennell@tmr.org
Yokut

Traditional Choinumni Tribe
David Alvarez, Chairperson
2415 E. Houston Avenue
Fresno, CA, 93720
Phone: (559) 217 - 0396
Fax: (559) 292-5057
davealvarez@sbcglobal.net
Foothill Yokut

Tule River Indian Tribe
Neil Peyron, Chairperson
P.O. Box 589
Porterville, CA, 93258
Phone: (559) 781 - 4271
Fax: (559) 781-4610
neil.peyron@tulerivertribe-nsn.gov
Yokut

Wuksache Indian Tribe/Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas, CA, 93906
Phone: (831) 443 - 9702
kwood8934@aol.com
Foothill Yokut
Mono

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Fresno Central Southeast Area Specific Plan Project, Fresno County.

November 15, 2021

Traditional Choinumni Tribe
David Alvarez, Chairperson
2415 E. Houston Avenue
Fresno, CA, 93720

Subject: Proposed Central Southeast Specific Plan Project

Dear Chairperson Alvarez:

FirstCarbon Solutions (FCS) is preparing a Cultural Resources analysis for the proposed Central Southeast Specific Plan project on behalf of the City of Fresno. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project site described below. Attached is a Records Search map with a 0.5-mile buffer around the site for your reference.

The Central Southeast Specific Plan will focus on low income neighborhoods. This area consists of approximately 2,200 acres. Residential, commercial, and office development in the community has been hampered by the City's emphasis on new growth in the metropolitan area, by incomplete public facilities, and by negative community perceptions. The purpose of the plan is to clearly identify and address those issues and concerns adversely affecting the community's growth and vitality, to anticipate the need for and impacts of new public facilities, and to stimulate the development of well-balanced neighborhoods.

As part of the cultural resources assessment, FCS conducted a Sacred Lands File (SLF) search and California Historical Resource Information System (CHRIS). The results of the SLF records search was negative. We are still waiting on results from the CHRIS search. The Native American Heritage Commission (NAHC) suggested you might be able to provide further information. If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

Please note that this letter is a request for information pertaining to a cultural resources assessment and is not notification of a project under Senate Bill (SB) 18, Assembly Bill (AB) 52 or Section 106 of the National Historic Preservation Act. Please feel free to contact me at 530.219.1432 or via email at ddepietro@fcs-intl.com and thank you for your valuable assistance.

UNITED STATES

T +1 888 826 5814
T +1 714 508 4100
F +1 714 508 4110
E info@fcs-intl.com

Irvine
250 Commerce
Suite 250
Irvine, CA 92602

Bay Area
1350 Treat Boulevard
Suite 380
Walnut Creek, CA 94597

Central Valley
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#413
Fresno, CA 93720

Inland Empire
967 Kendall Drive
#A-537
San Bernardino, CA 92407

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2351 Sunset Boulevard
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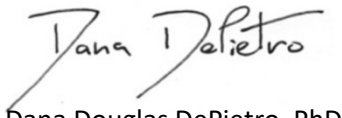
PHILIPPINES

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Sincerely,



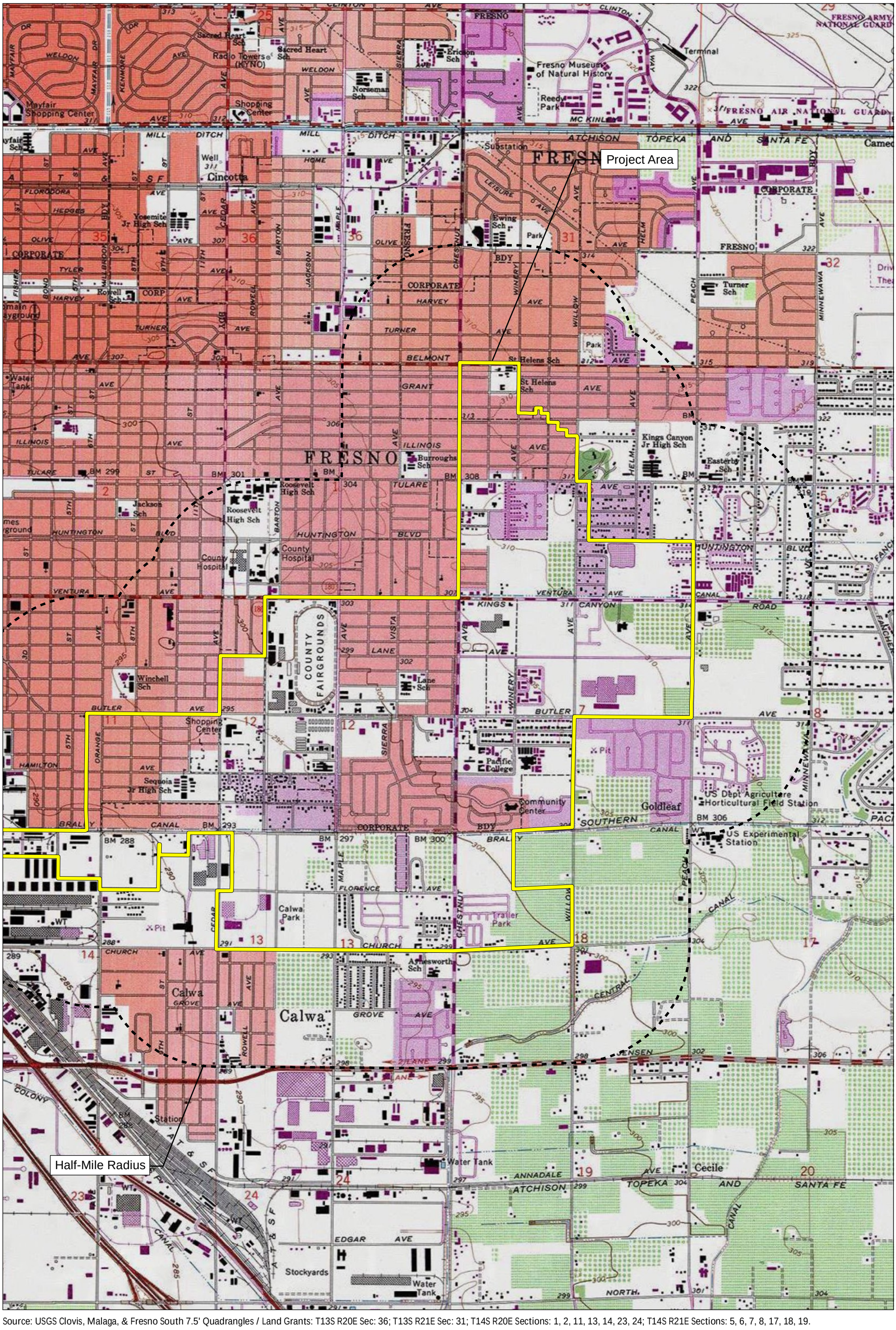
Dana Douglas DePietro, PhD
Director of Cultural Resources

FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Maps

FIRSTCARBON
SOLUTIONS
FCS INTERNATIONAL, INC.

Attachment A:
Records Search Map

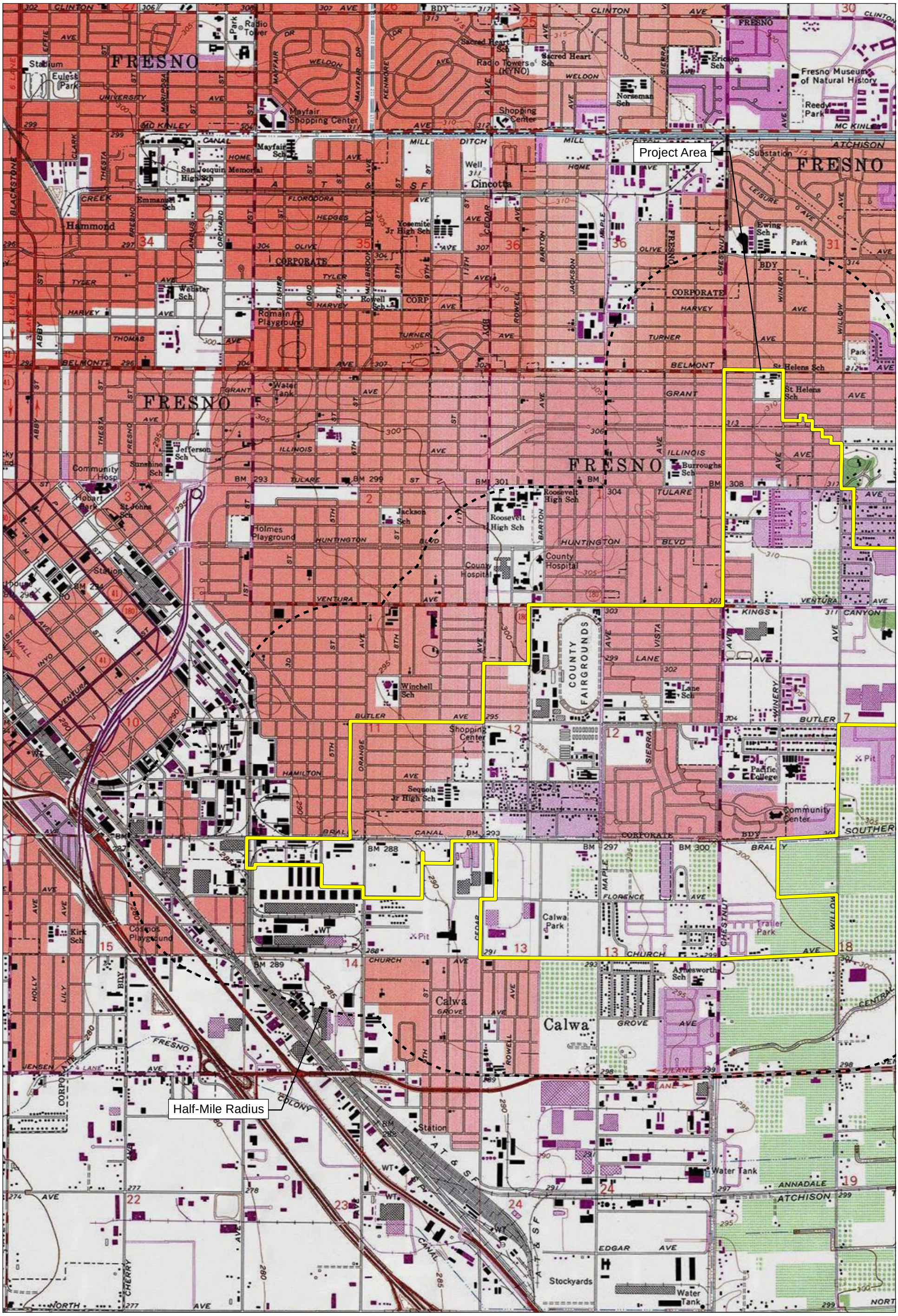


Source: USGS Clovis, Malaga, & Fresno South 7.5' Quadrangles / Land Grants: T13S R20E Sec: 36; T13S R21E Sec: 31; T14S R20E Sections: 1, 2, 11, 13, 14, 23, 24; T14S R21E Sections: 5, 6, 7, 8, 17, 18, 19.

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Record Search Map 1



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Record Search Map 2

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CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN PROJECT
ADDENDUM

November 15, 2021

Cold Springs Rancheria of Mono Indians
Carol Bill, Chairperson
P.O. Box 209
Tollhouse, CA, 93667

Subject: Proposed Central Southeast Specific Plan Project

Dear Chairperson Bill:

FirstCarbon Solutions (FCS) is preparing a Cultural Resources analysis for the proposed Central Southeast Specific Plan project on behalf of the City of Fresno. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project site described below. Attached is a Records Search map with a 0.5-mile buffer around the site for your reference.

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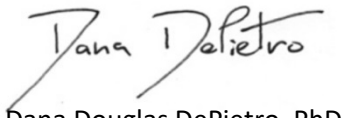
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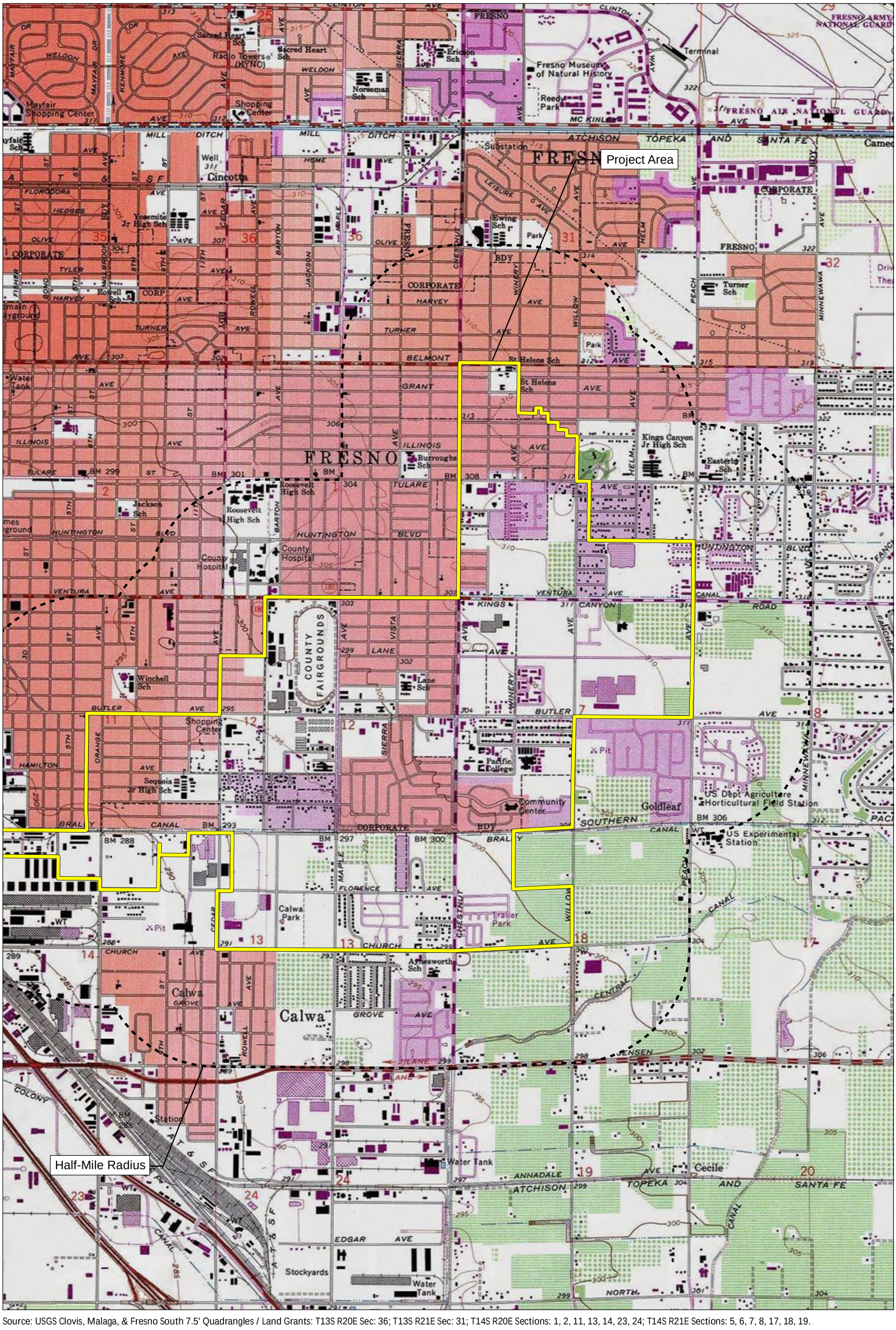
Dana Douglas DePietro, PhD
Director of Cultural Resources

FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Maps

FIRSTCARBON
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FCS INTERNATIONAL, INC.

Attachment A:
Records Search Map

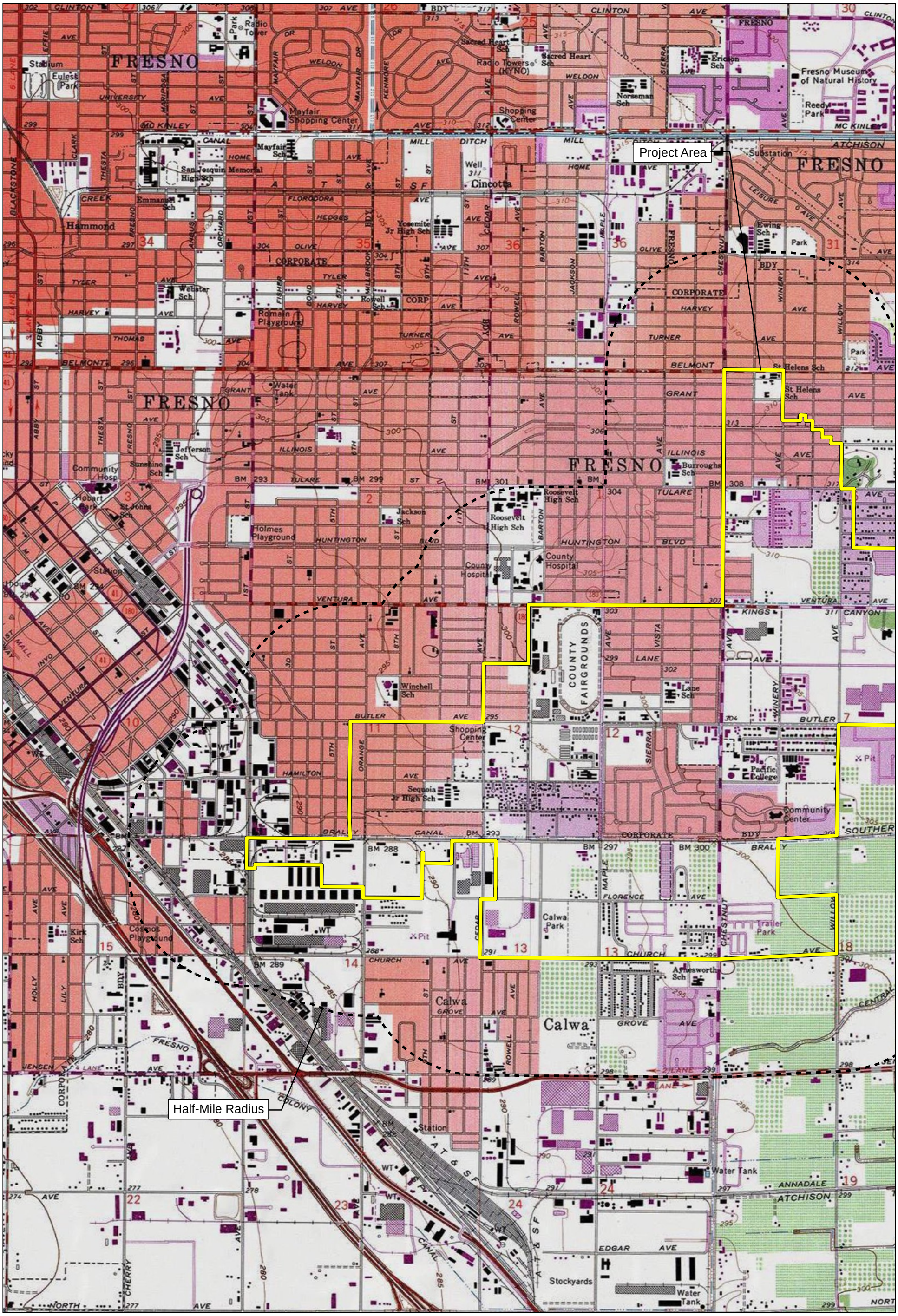


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Record Search Map 1



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Record Search Map 2

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CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN PROJECT
ADDENDUM

November 15, 2021

North Fork Rancheria of Mono Indians
Elaine Fink, Chairperson
P.O .Box 929
North Fork, CA, 93643

Subject: **Proposed Central Southeast Specific Plan Project**

Dear Chairperson Fink:

FirstCarbon Solutions (FCS) is preparing a Cultural Resources analysis for the proposed Central Southeast Specific Plan project on behalf of the City of Fresno. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project site described below. Attached is a Records Search map with a 0.5-mile buffer around the site for your reference.

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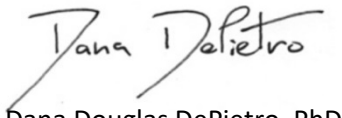
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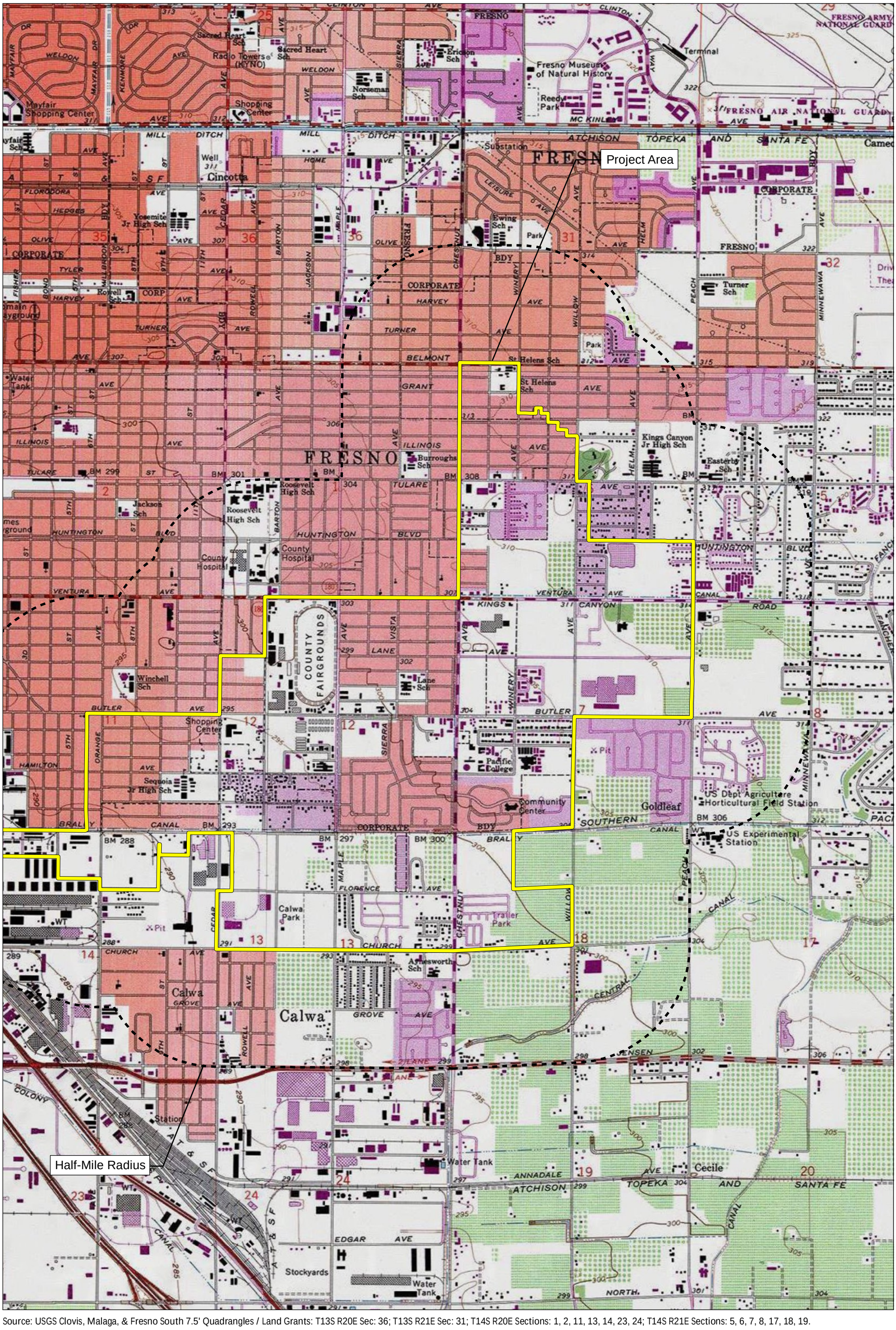
Dana Douglas DePietro, PhD
Director of Cultural Resources

FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Maps

FIRSTCARBON
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FCS INTERNATIONAL, INC.

Attachment A:
Records Search Map

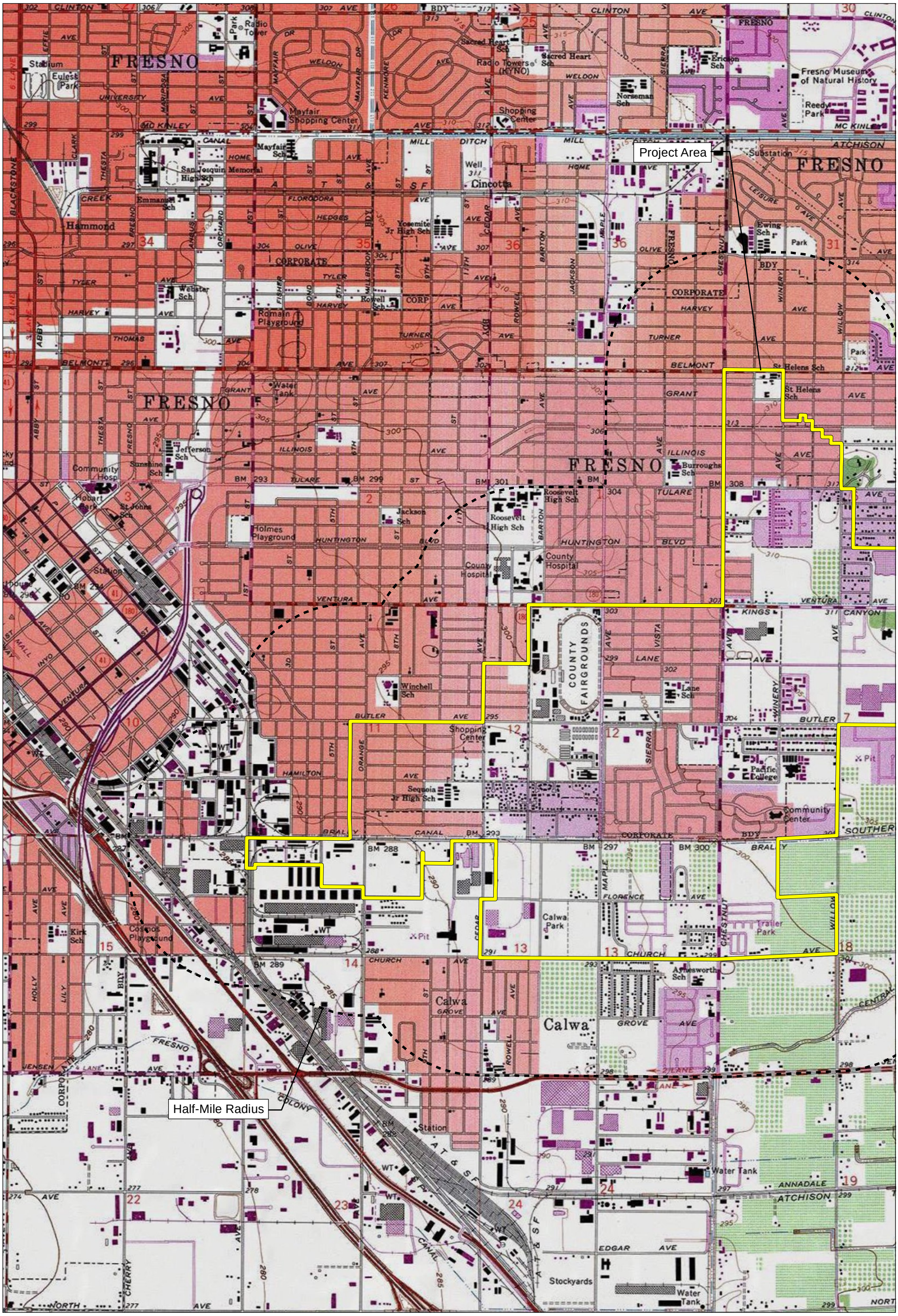


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Record Search Map 1



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Record Search Map 2

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CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN PROJECT
ADDENDUM

November 15, 2021

Picayune Rancheria of Chukchansi Indians
Claudia Gonzales, Chairwoman
P.O. Box 2226
Oakhurst, CA, 93644

Subject: Proposed Central Southeast Specific Plan Project

Dear Chairwoman Gonzales:

FirstCarbon Solutions (FCS) is preparing a Cultural Resources analysis for the proposed Central Southeast Specific Plan project on behalf of the City of Fresno. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project site described below. Attached is a Records Search map with a 0.5-mile buffer around the site for your reference.

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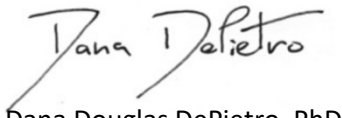
PHILIPPINES

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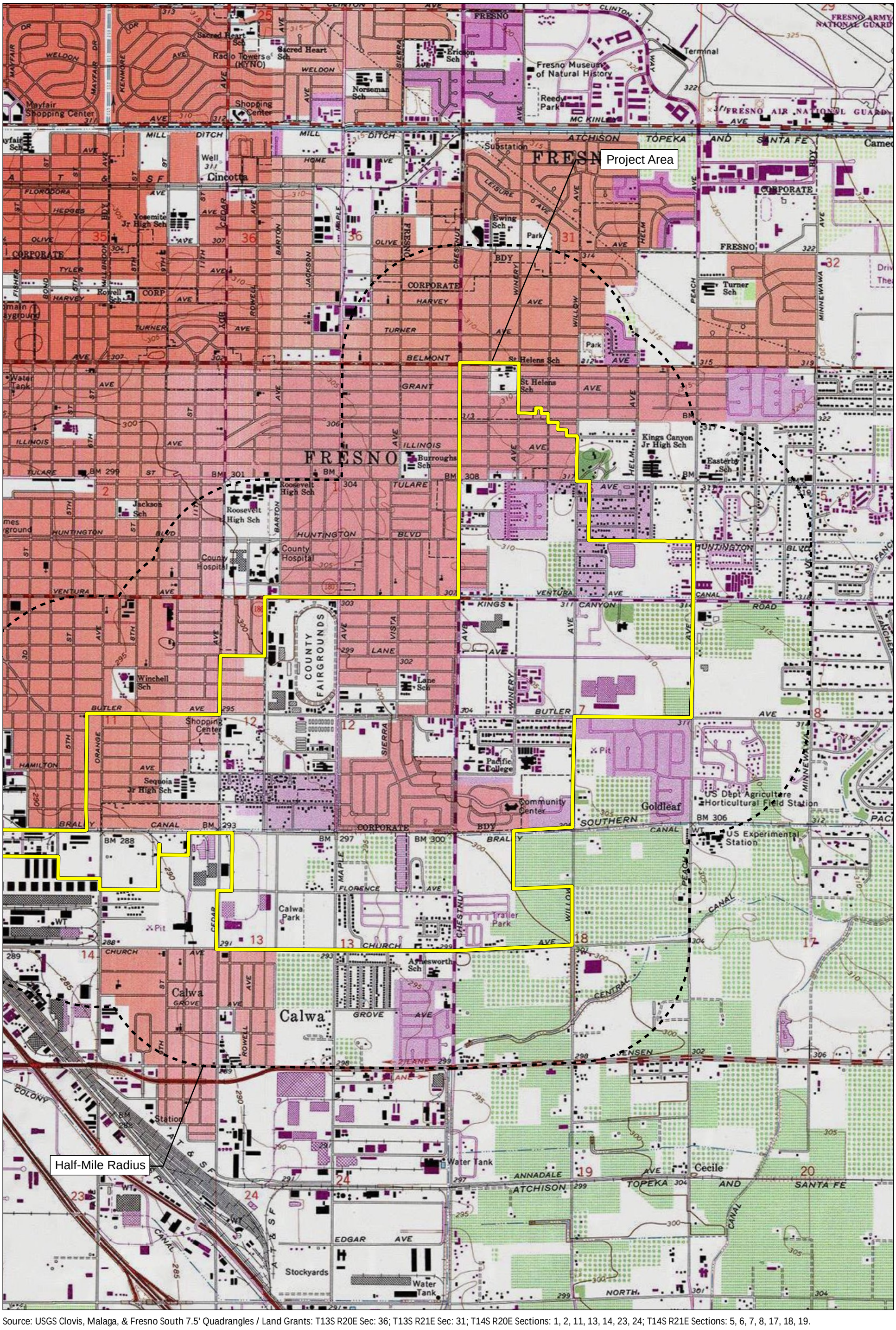
Dana Douglas DePietro, PhD
Director of Cultural Resources

FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Maps

FIRSTCARBON
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FCS INTERNATIONAL, INC.

Attachment A:
Records Search Map

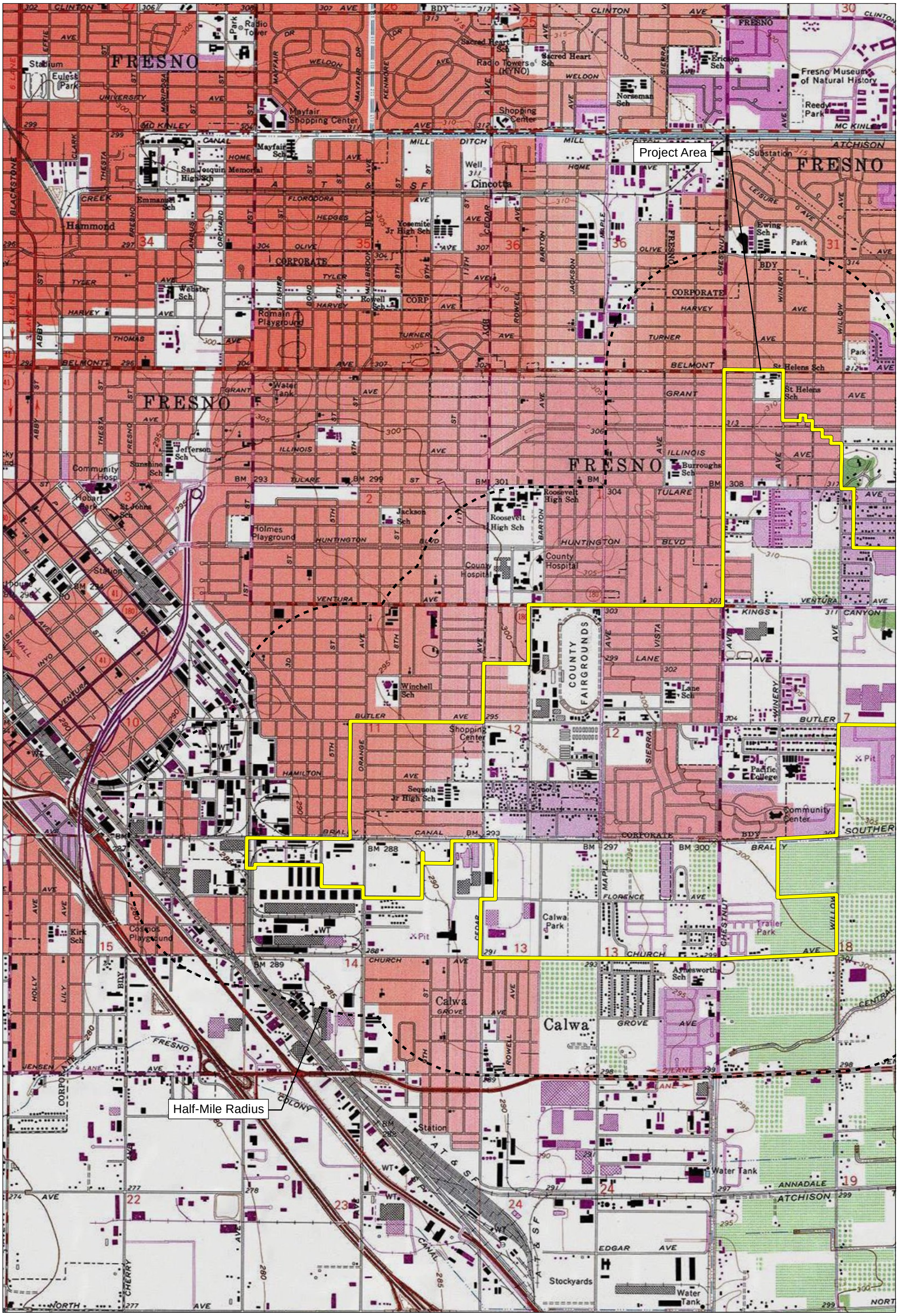


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Record Search Map 1



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Record Search Map 2

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CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN PROJECT
ADDENDUM

November 15, 2021

Big Sandy Rancheria of Western Mono Indians
Elizabeth Kipp, Chairperson
P.O. Box 337
Auberry, CA, 93602

Subject: Proposed Central Southeast Specific Plan Project

Dear Chairperson Kipp:

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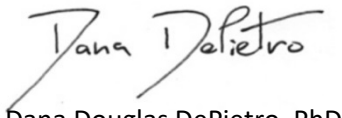
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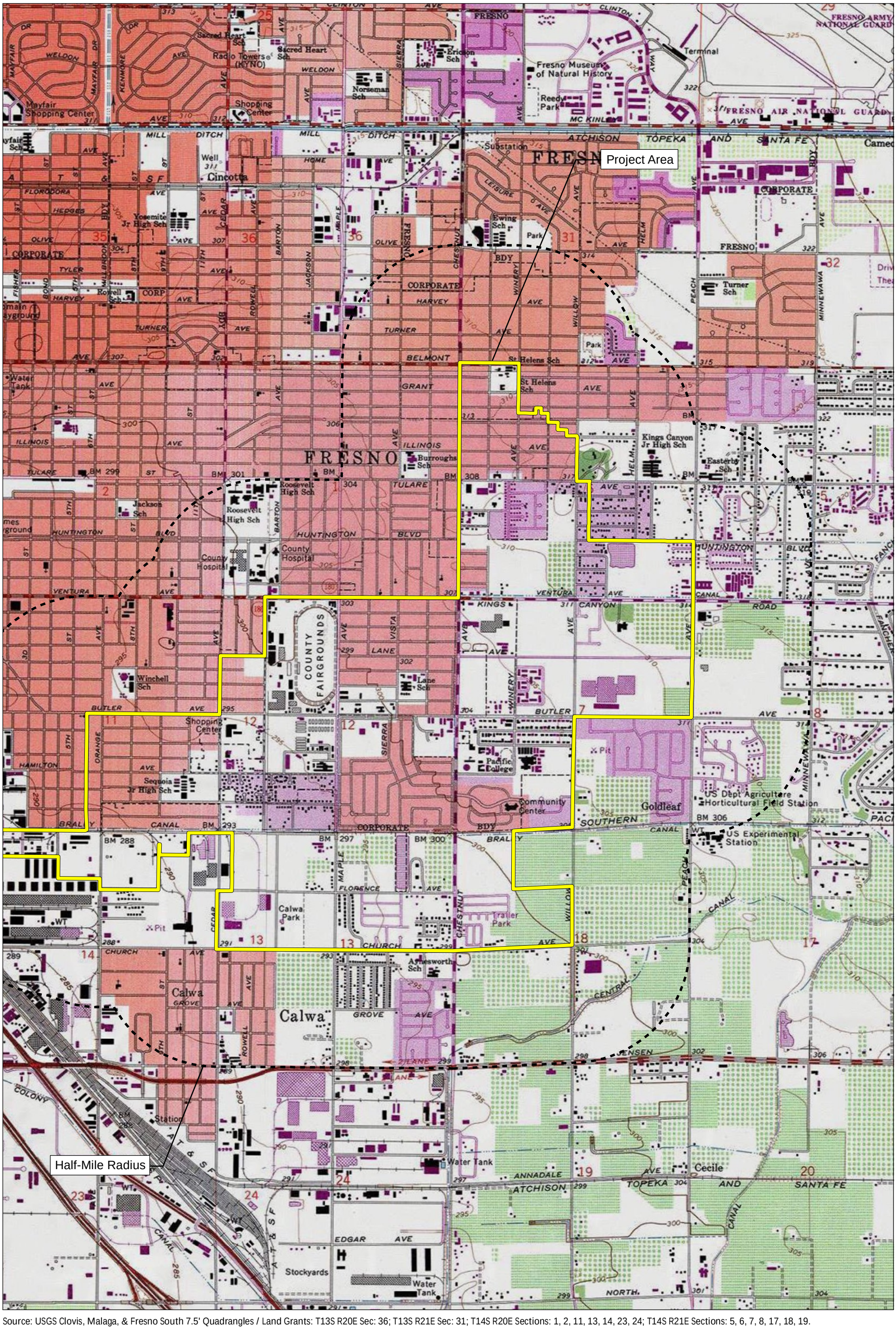
Dana Douglas DePietro, PhD
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Walnut Creek, CA 94597

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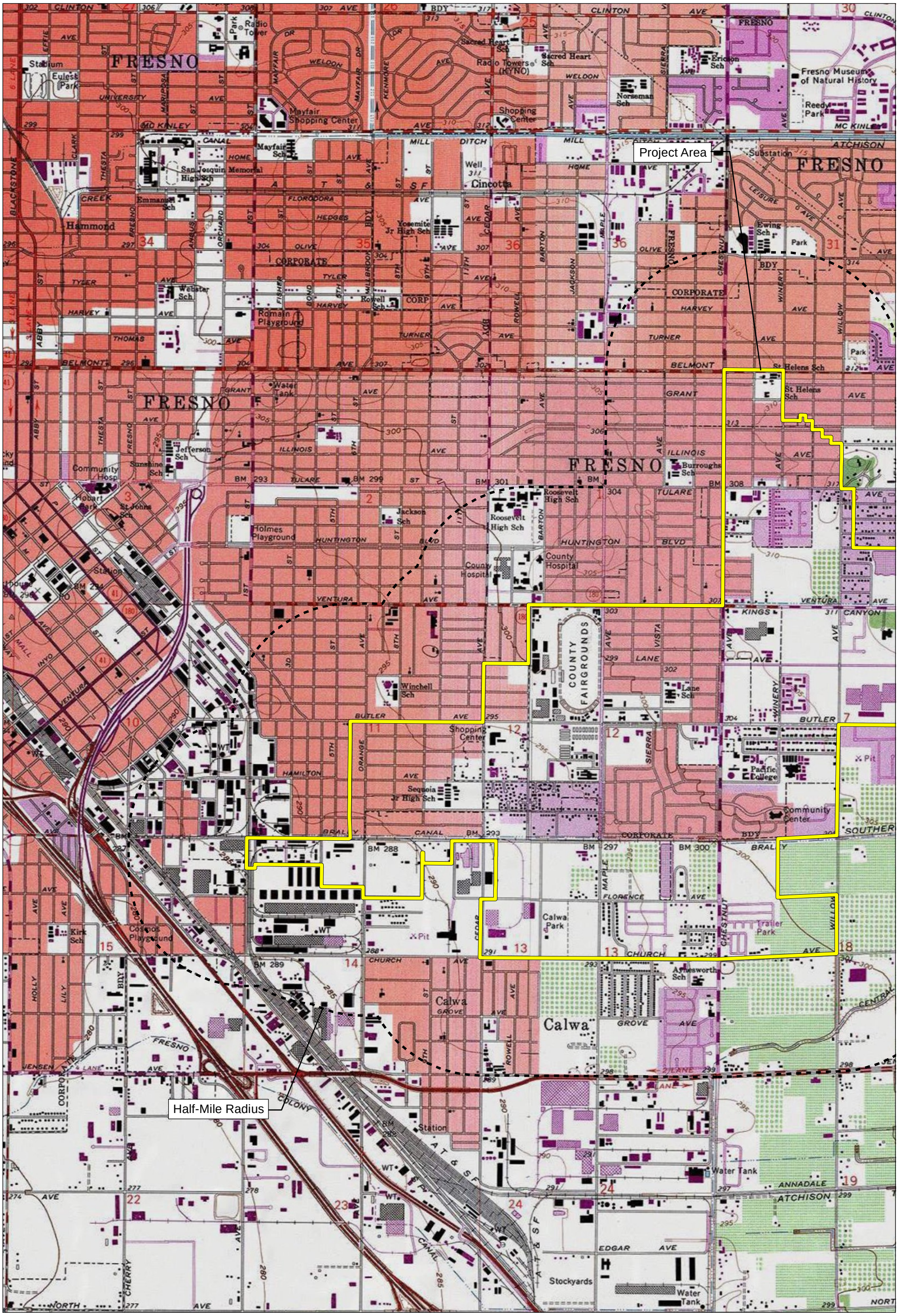


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Record Search Map 1



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Record Search Map 2

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CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN PROJECT
ADDENDUM

November 15, 2021

Table Mountain Rancheria
Brenda Lavell, Chairperson
P.O. Box 410
Friant, CA, 93626

Subject: Proposed Central Southeast Specific Plan Project

Dear Chairwoman Lavell:

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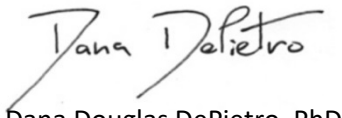
PHILIPPINES

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Sincerely,



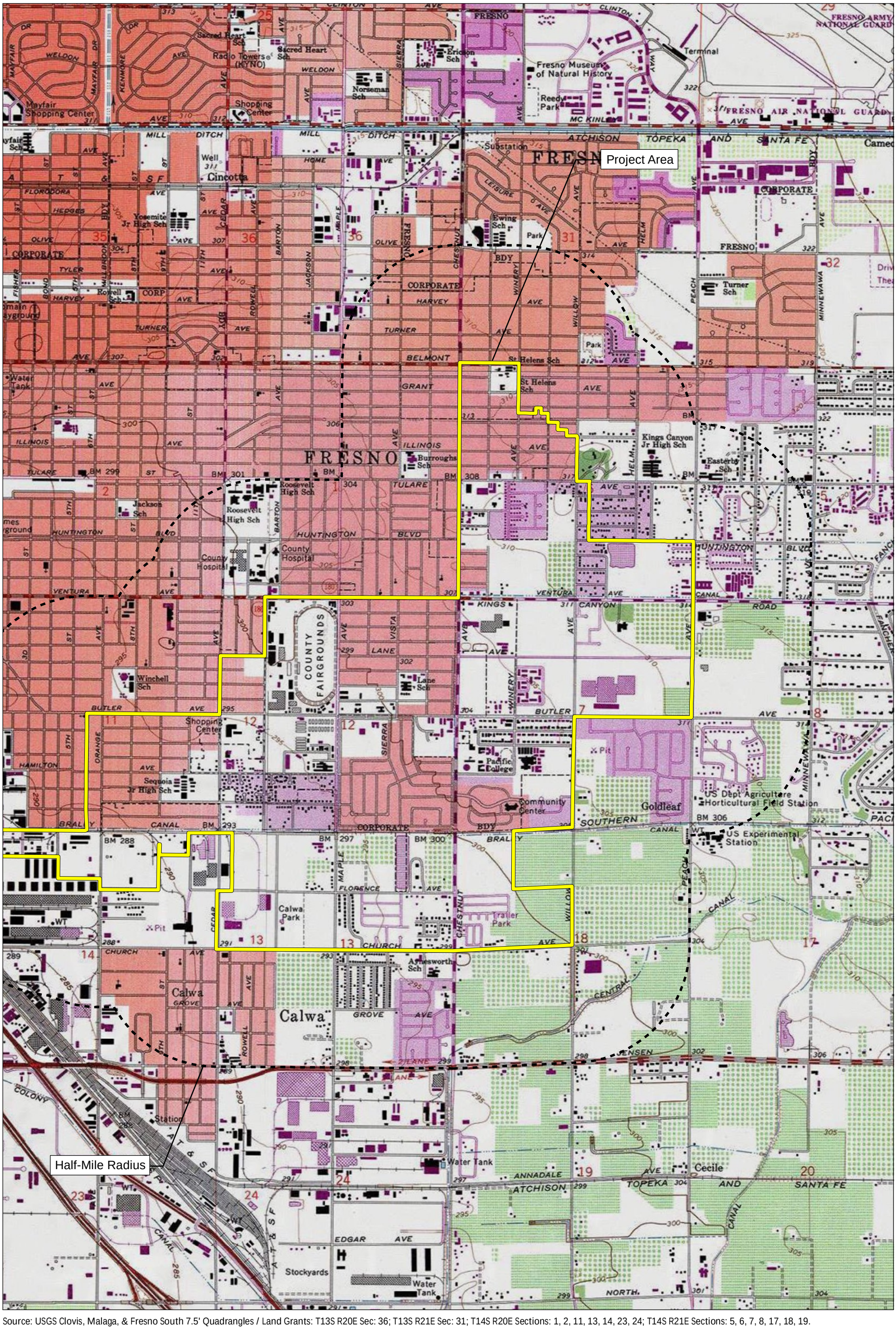
Dana Douglas DePietro, PhD
Director of Cultural Resources

FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Maps

FIRSTCARBON
SOLUTIONS
FCS INTERNATIONAL, INC.

Attachment A:
Records Search Map

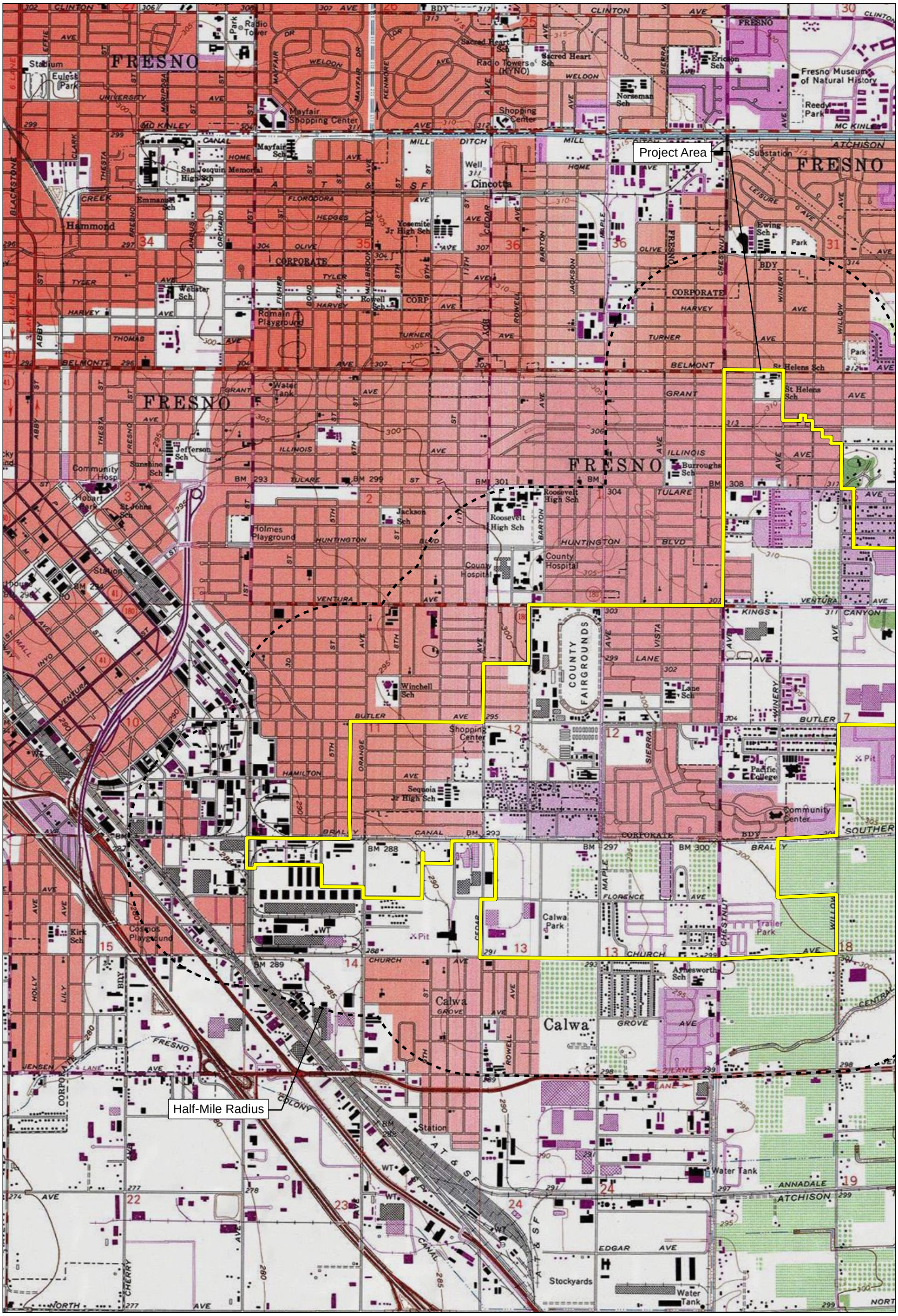


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Record Search Map 1



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Record Search Map 2

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CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN PROJECT
ADDENDUM

November 15, 2021

Dumna Wo-Wah Tribal Government
Robert Ledger, Chairperson
2191 West Pico Ave.
Fresno, CA, 93705

Subject: Proposed Central Southeast Specific Plan Project

Dear Chairperson Ledger:

FirstCarbon Solutions (FCS) is preparing a Cultural Resources analysis for the proposed Central Southeast Specific Plan project on behalf of the City of Fresno. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project site described below. Attached is a Records Search map with a 0.5-mile buffer around the site for your reference.

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CANADA

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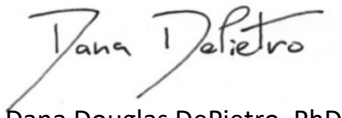
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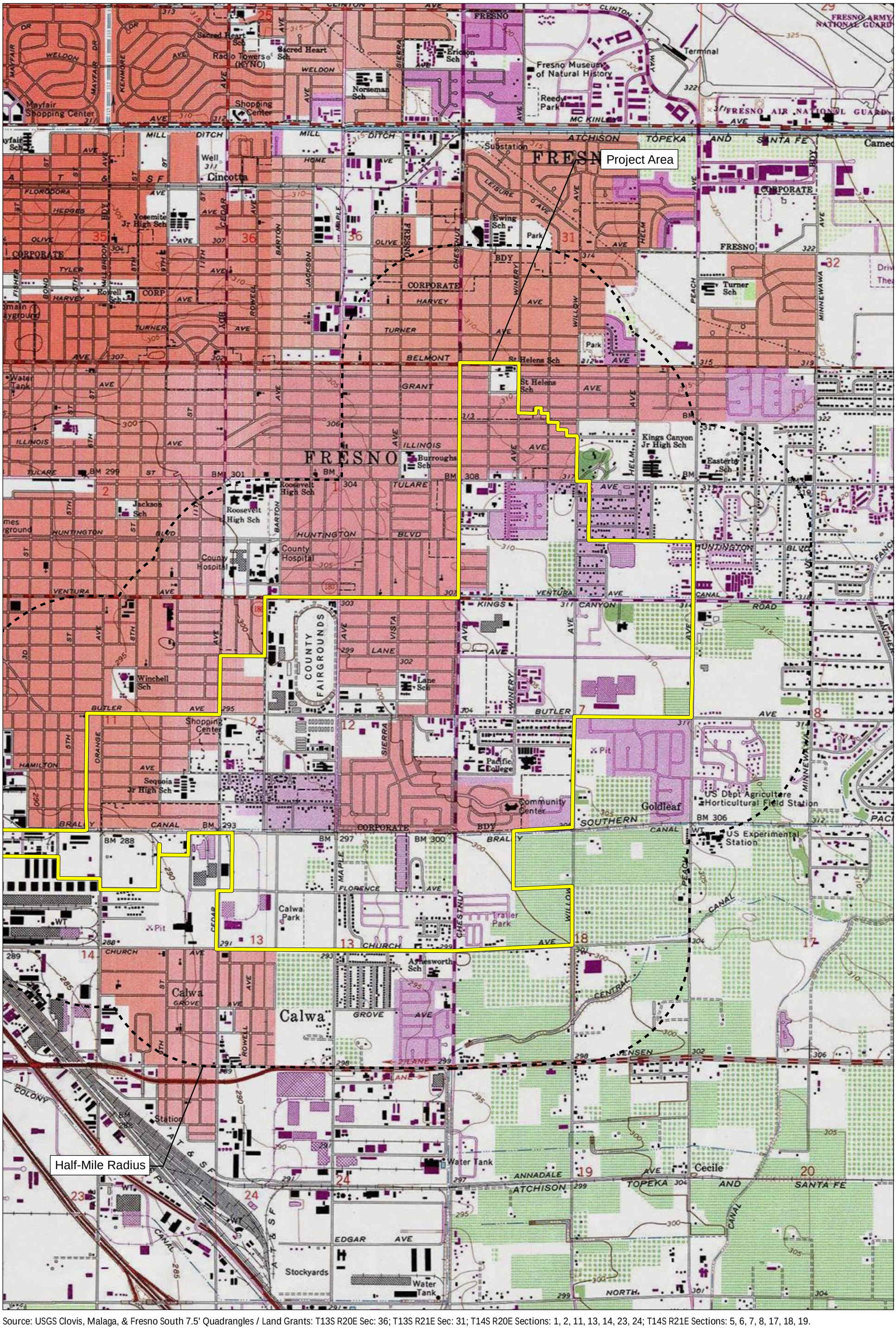
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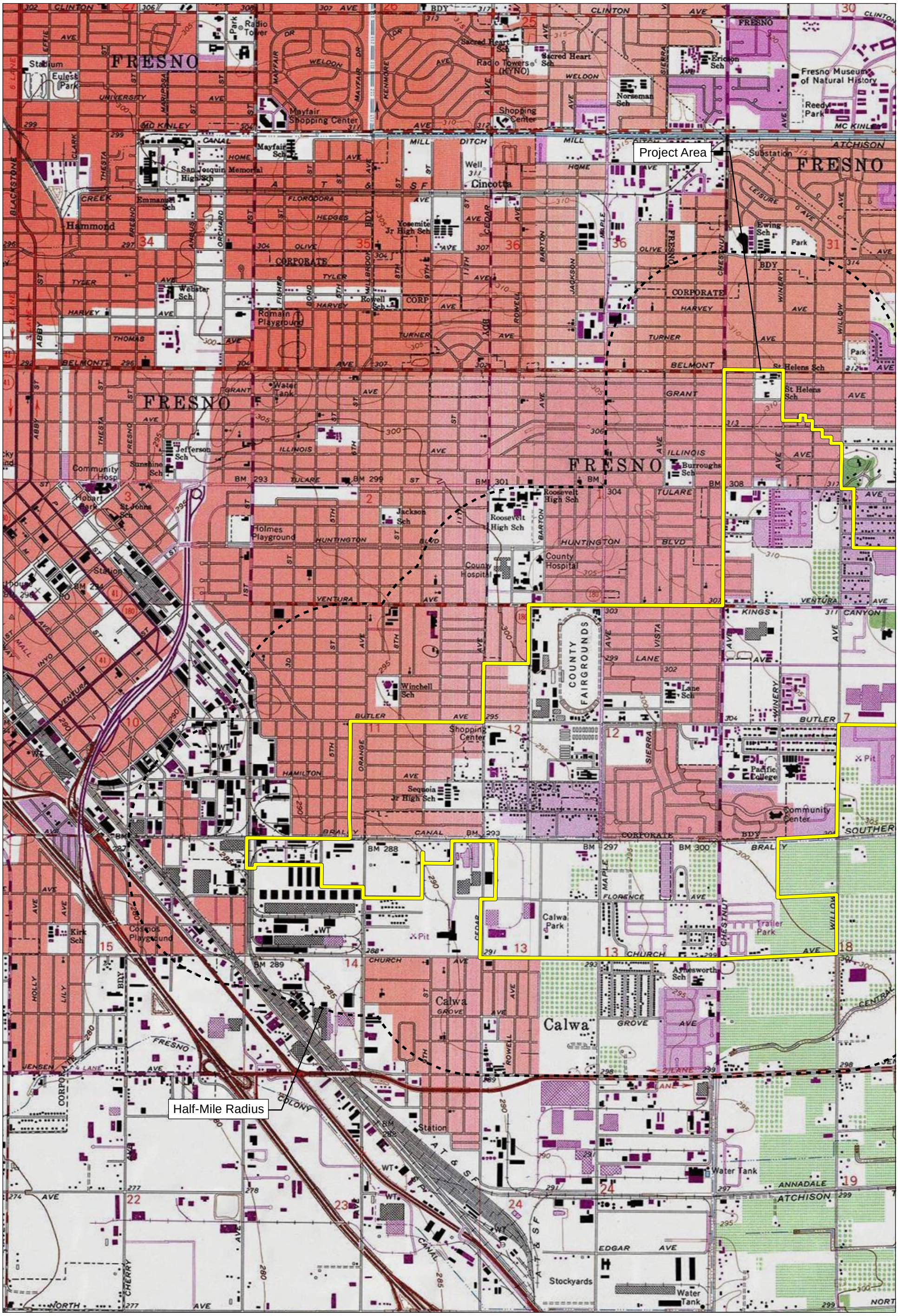


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Record Search Map 1



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Record Search Map 2

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CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN PROJECT
ADDENDUM

November 15, 2021

North Valley Yokuts Tribe
Katherine Perez, Chairperson
P.O. Box 717
Linden, CA, 95236

Subject: Proposed Central Southeast Specific Plan Project

Dear Chairperson Perez:

FirstCarbon Solutions (FCS) is preparing a Cultural Resources analysis for the proposed Central Southeast Specific Plan project on behalf of the City of Fresno. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project site described below. Attached is a Records Search map with a 0.5-mile buffer around the site for your reference.

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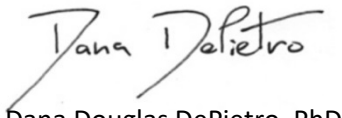
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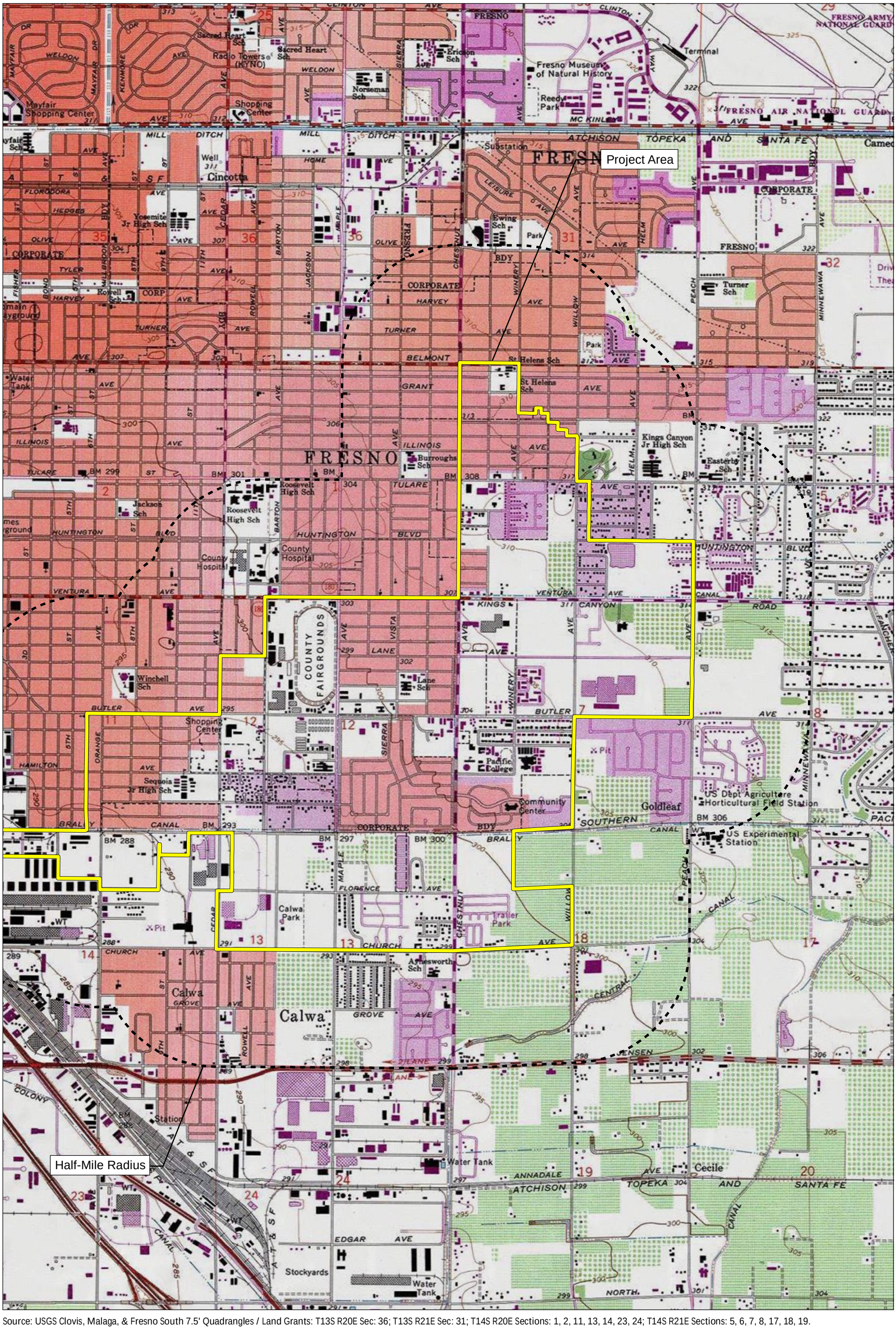
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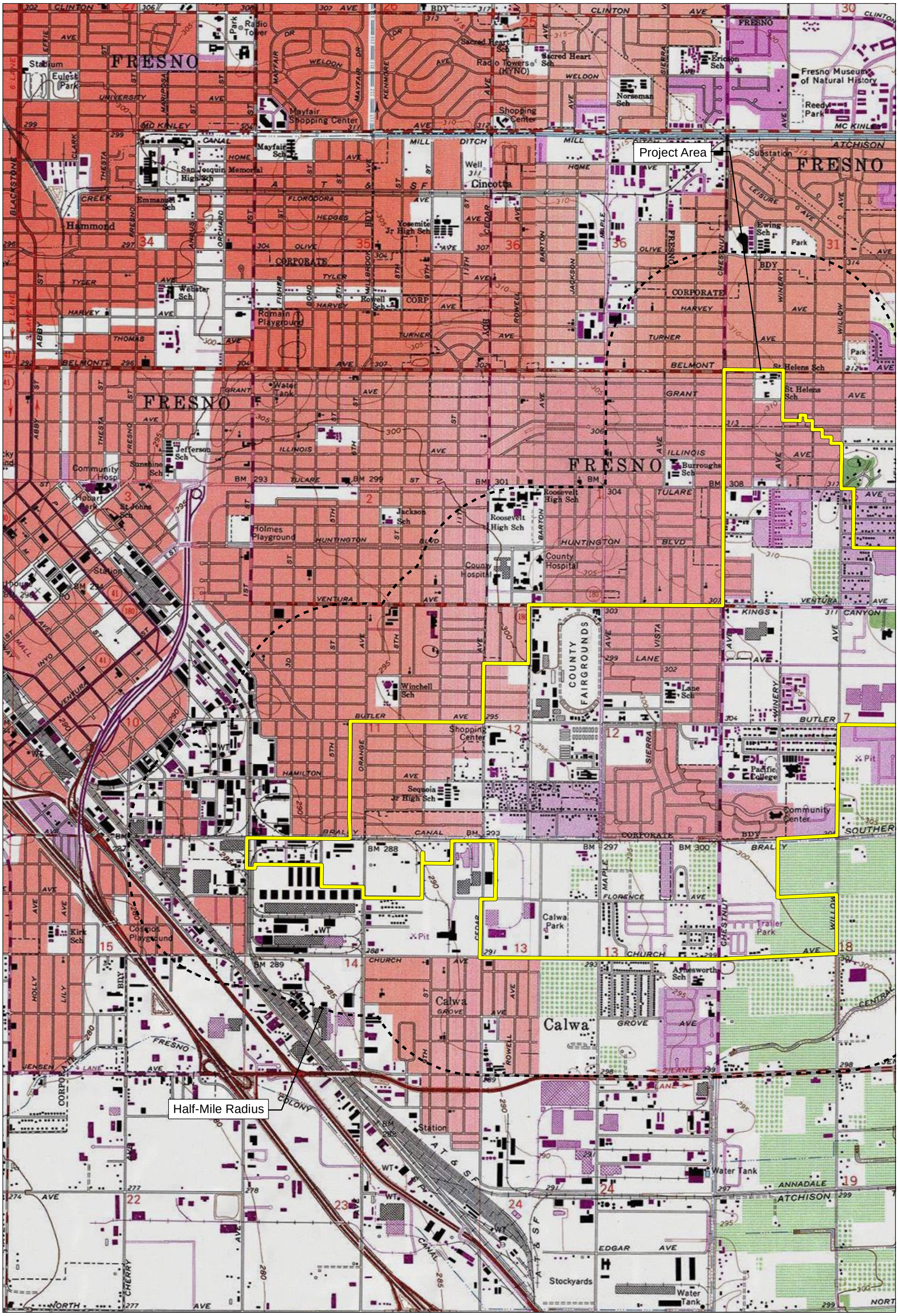


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Record Search Map 1



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Record Search Map 2

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CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN PROJECT
ADDENDUM

November 15, 2021

Tule River Indian Tribe
Neil Peyron, Chairperson
P.O. Box 589
Porterville, CA, 93258

Subject: Proposed Central Southeast Specific Plan Project

Dear Chairperson Peyron:

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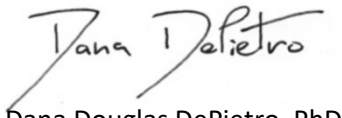
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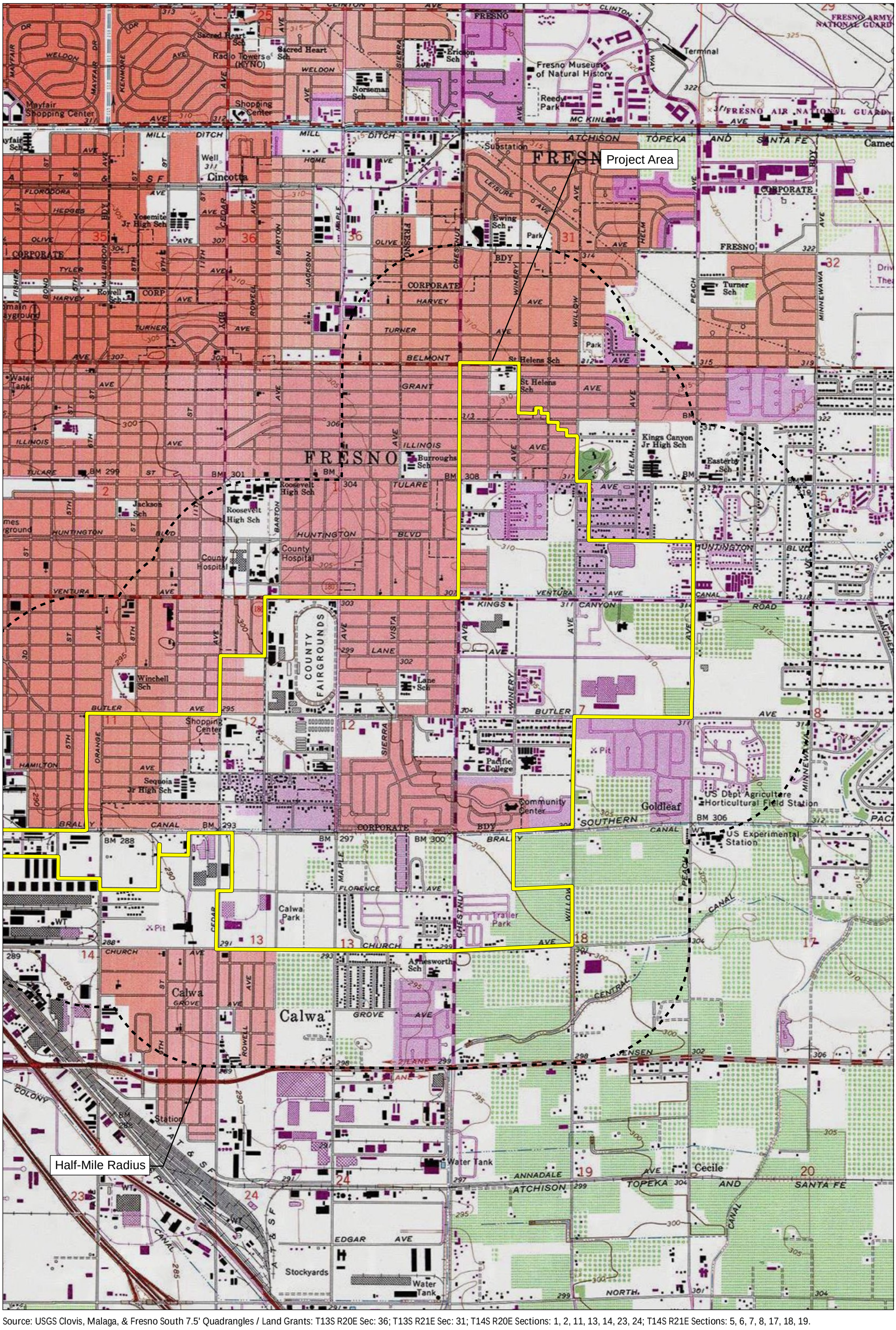
Dana Douglas DePietro, PhD
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FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
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Enc: Attachment A: Records Search Maps

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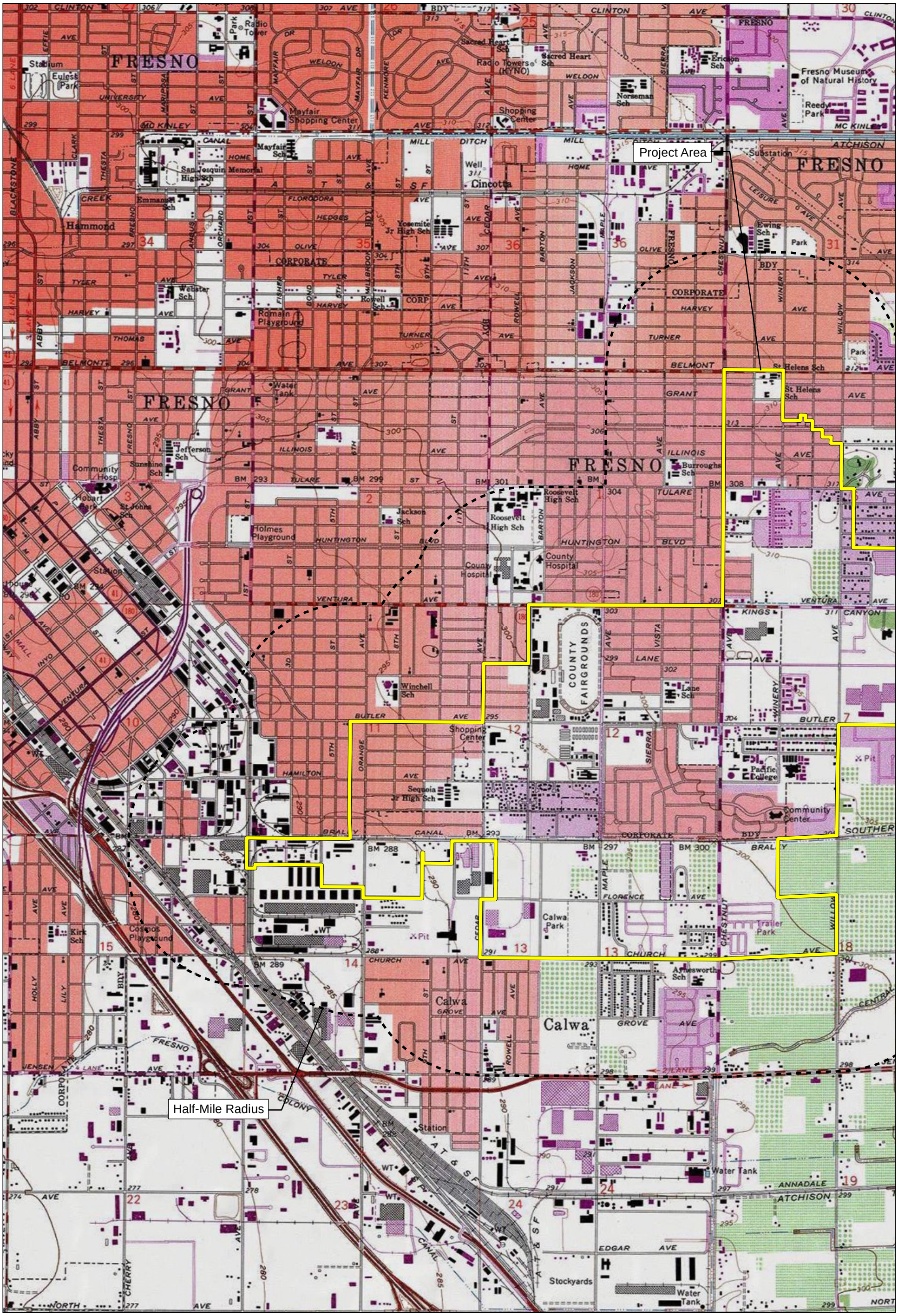


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Record Search Map 1



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Record Search Map 2

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CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN PROJECT
ADDENDUM

November 15, 2021

Kings River Choinumni Farm Tribe
Stan Alec
3515 East Fedora Avenue
Fresno, CA, 93726

Subject: Proposed Central Southeast Specific Plan Project

Dear Stan Alec:

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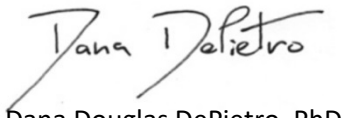
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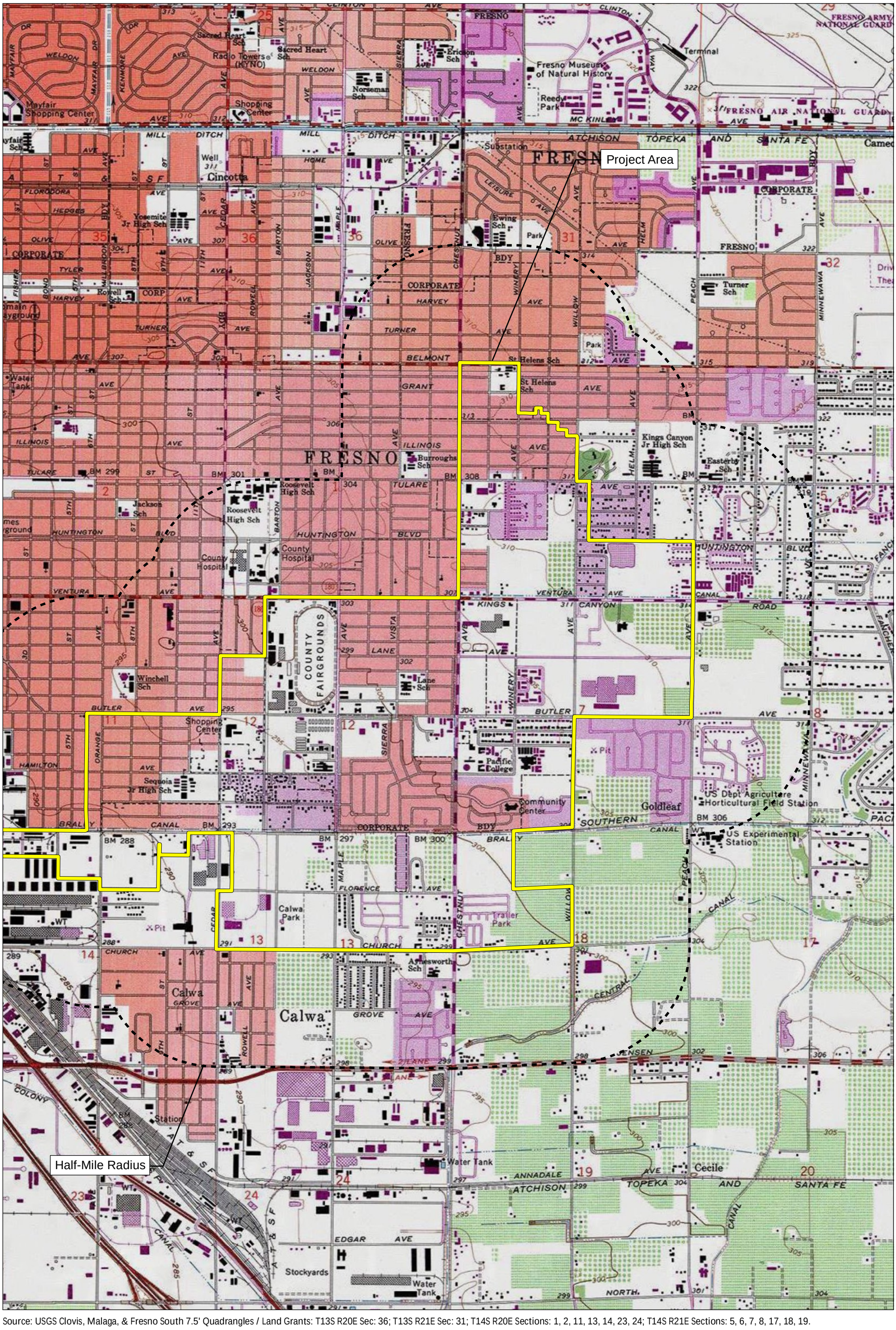
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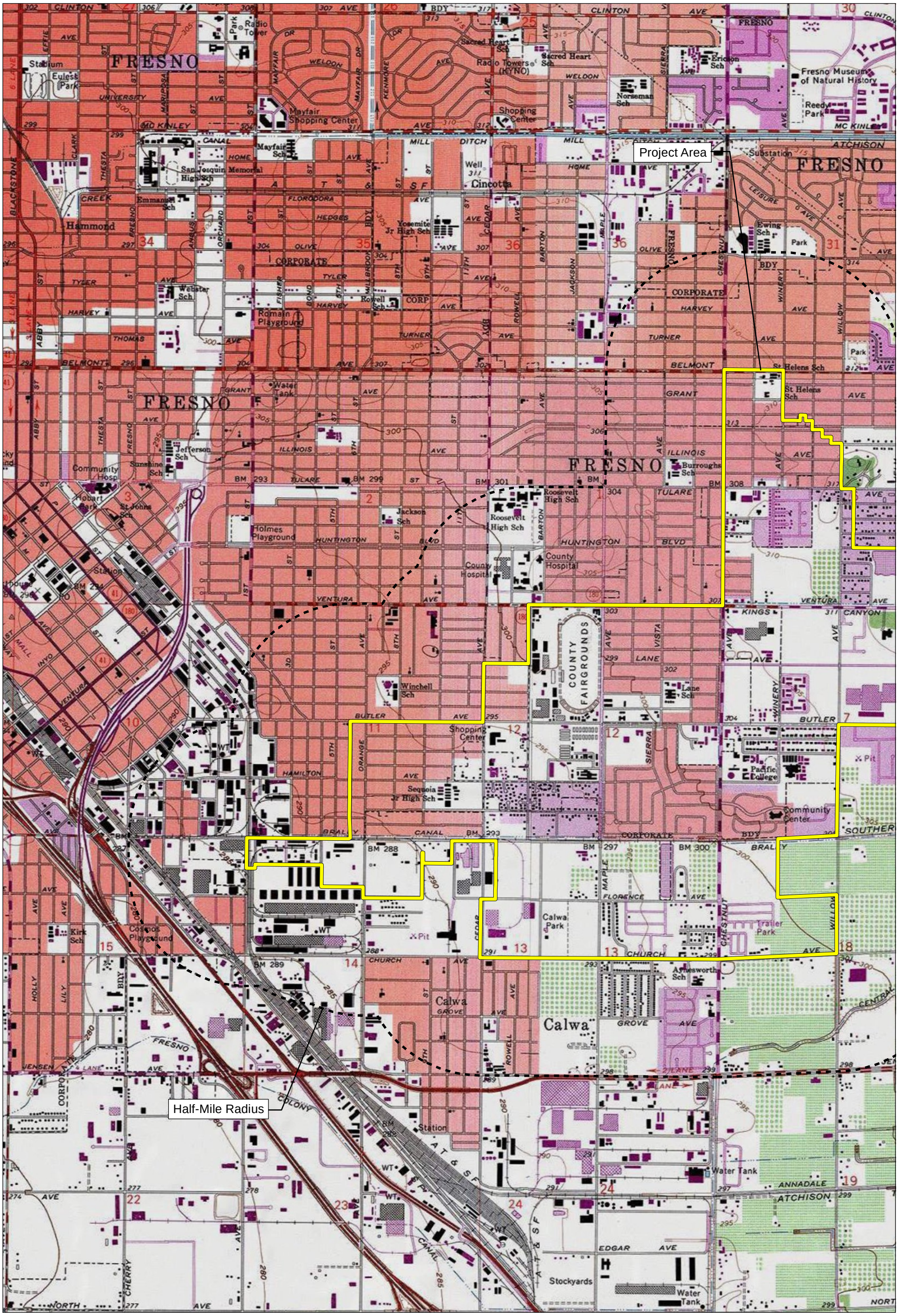


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Record Search Map 1



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Record Search Map 2

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CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN PROJECT
ADDENDUM

November 15, 2021

North Valley Yokuts Tribe
Timothy Perez
P.O. Box 717
Linden, CA, 95236

Subject: Proposed Central Southeast Specific Plan Project

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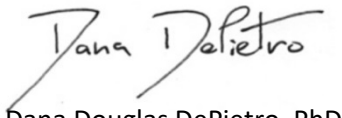
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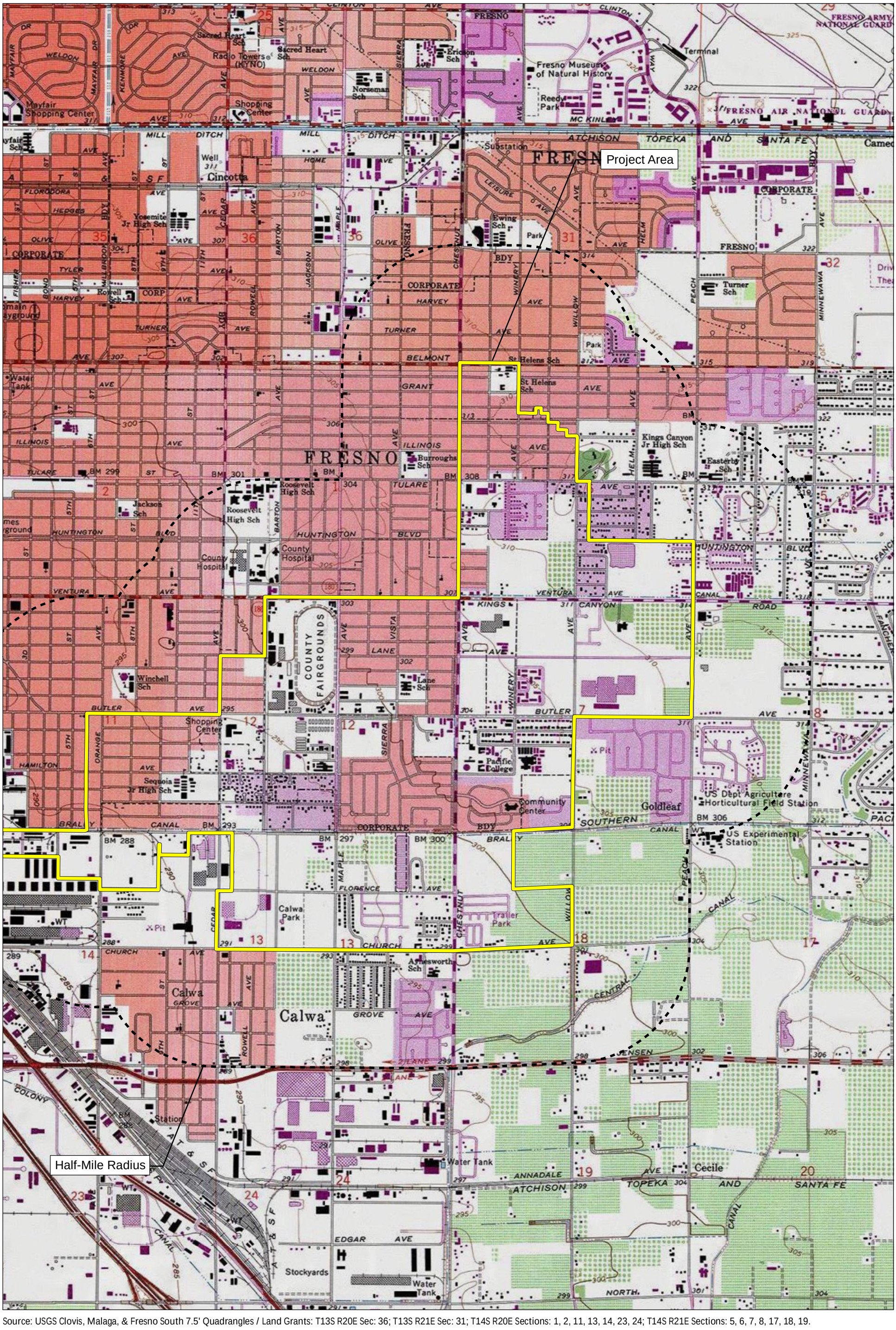
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Director of Cultural Resources

FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

Enc: Attachment A: Records Search Maps

FIRSTCARBON
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FCS INTERNATIONAL, INC.

Attachment A:
Records Search Map

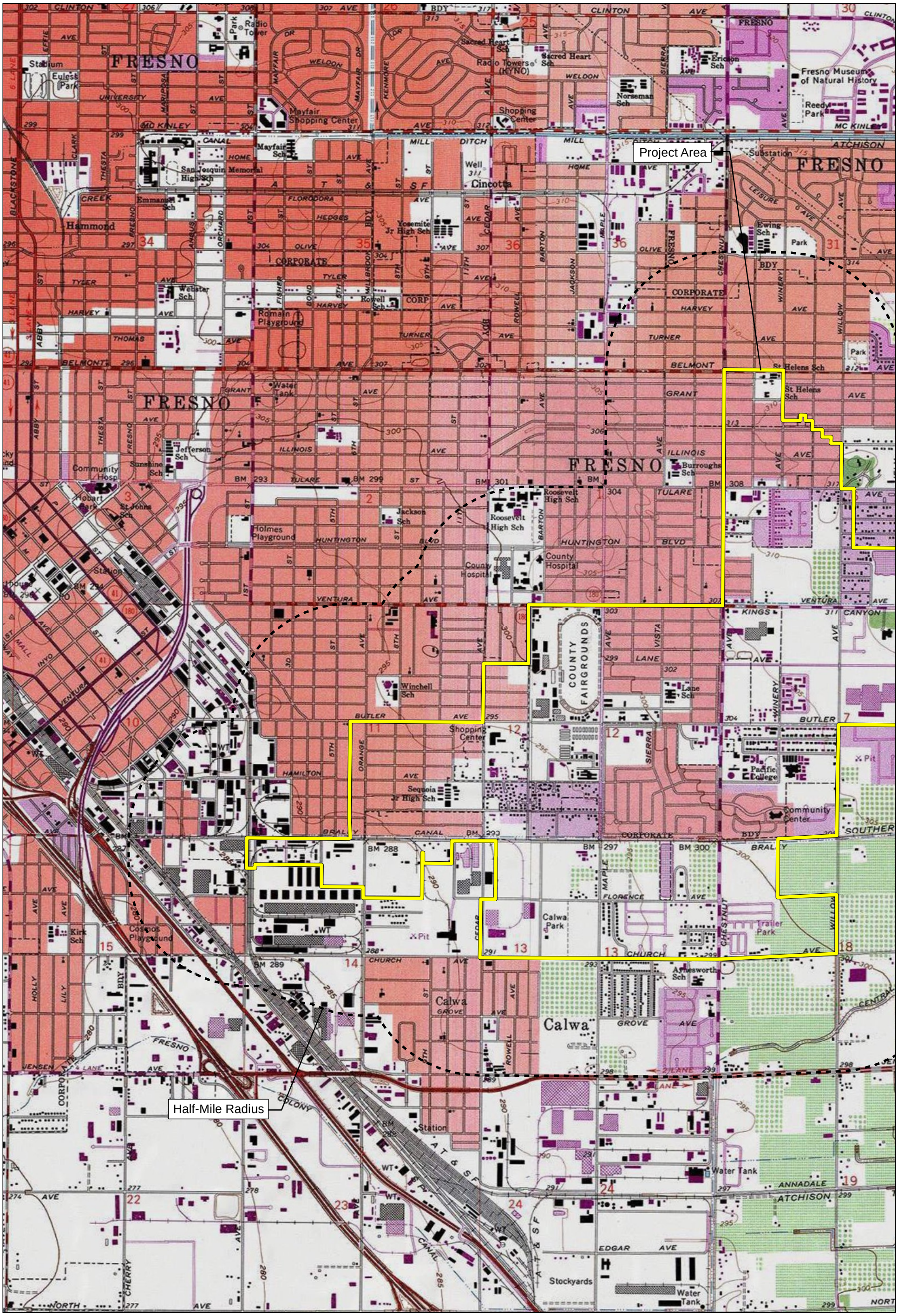


Source: USGS Clovis, Malaga, & Fresno South 7.5' Quadrangles / Land Grants: T13S R20E Sec: 36; T13S R21E Sec: 31; T14S R20E Sections: 1, 2, 11, 13, 14, 23, 24; T14S R21E Sections: 5, 6, 7, 8, 17, 18, 19.

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Record Search Map 1



Source: USGS Clovis, Malaga, & Fresno South 7.5' Quadrangles / Land Grants: T13S R20E Sec: 36; T13S R21E Sec: 31; T14S R20E Sections: 1, 2, 10, 11, 13, 14, 15, 23, 24; T14S R21E Sections: 5, 6, 7, 8, 17, 18, 19.

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Record Search Map 2

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CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN PROJECT
ADDENDUM

November 15, 2021

Wuksache Indian Tribe/Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas, CA, 93906

Subject: Proposed Central Southeast Specific Plan Project

Dear Chairperson Woodrow:

FirstCarbon Solutions (FCS) is preparing a Cultural Resources analysis for the proposed Central Southeast Specific Plan project on behalf of the City of Fresno. As part of the environmental review process, we are searching for records pertaining to cultural resources in the area surrounding the project site described below. Attached is a Records Search map with a 0.5-mile buffer around the site for your reference.

The Central Southeast Specific Plan will focus on low income neighborhoods. This area consists of approximately 2,200 acres. Residential, commercial, and office development in the community has been hampered by the City's emphasis on new growth in the metropolitan area, by incomplete public facilities, and by negative community perceptions. The purpose of the plan is to clearly identify and address those issues and concerns adversely affecting the community's growth and vitality, to anticipate the need for and impacts of new public facilities, and to stimulate the development of well-balanced neighborhoods.

As part of the cultural resources assessment, FCS conducted a Sacred Lands File (SLF) search and California Historical Resource Information System (CHRIS). The results of the SLF records search was negative. We are still waiting on results from the CHRIS search. The Native American Heritage Commission (NAHC) suggested you might be able to provide further information. If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

Please note that this letter is a request for information pertaining to a cultural resources assessment and is not notification of a project under Senate Bill (SB) 18, Assembly Bill (AB) 52 or Section 106 of the National Historic Preservation Act. Please feel free to contact me at 530.219.1432 or via email at ddepietro@fcs-intl.com and thank you for your valuable assistance.

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Suite 170-301
Rocklin, CA 95765

Utah
2901 Bluegrass Boulevard
Suite 200-62
Lehi, UT 84043

Connecticut
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Suite 450
Shelton, CT 06484

New York
10 Monument Street
Deposit, NY 13754

56 Broome Corporate Parkway
Conklin, NY 13748

CANADA

UNITED KINGDOM

PORTUGAL

FRANCE

KENYA

AUSTRALIA

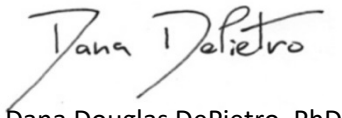
PHILIPPINES

CHINA

MALAYSIA

SINGAPORE

Sincerely,



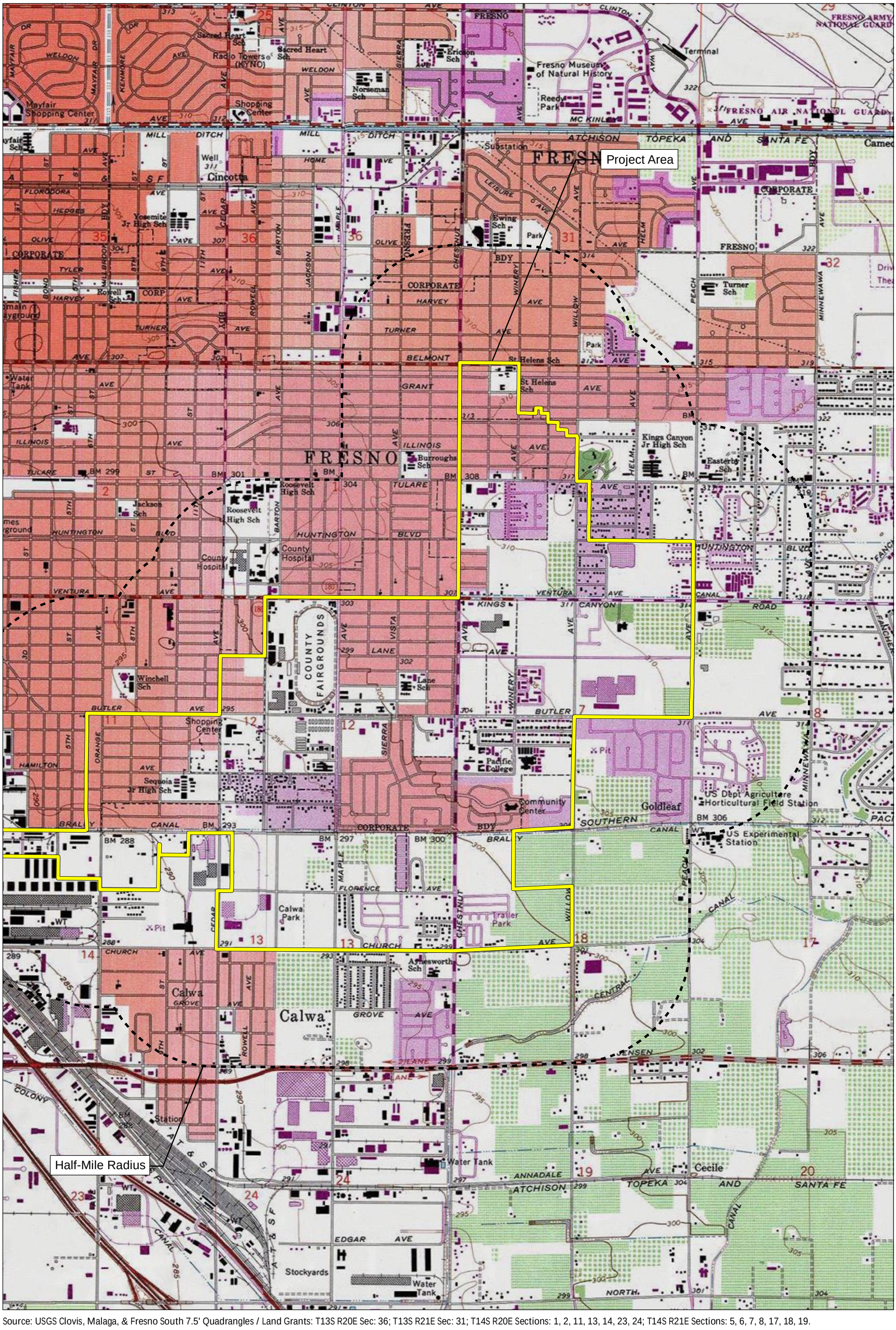
Dana Douglas DePietro, PhD
Director of Cultural Resources

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Enc: Attachment A: Records Search Maps

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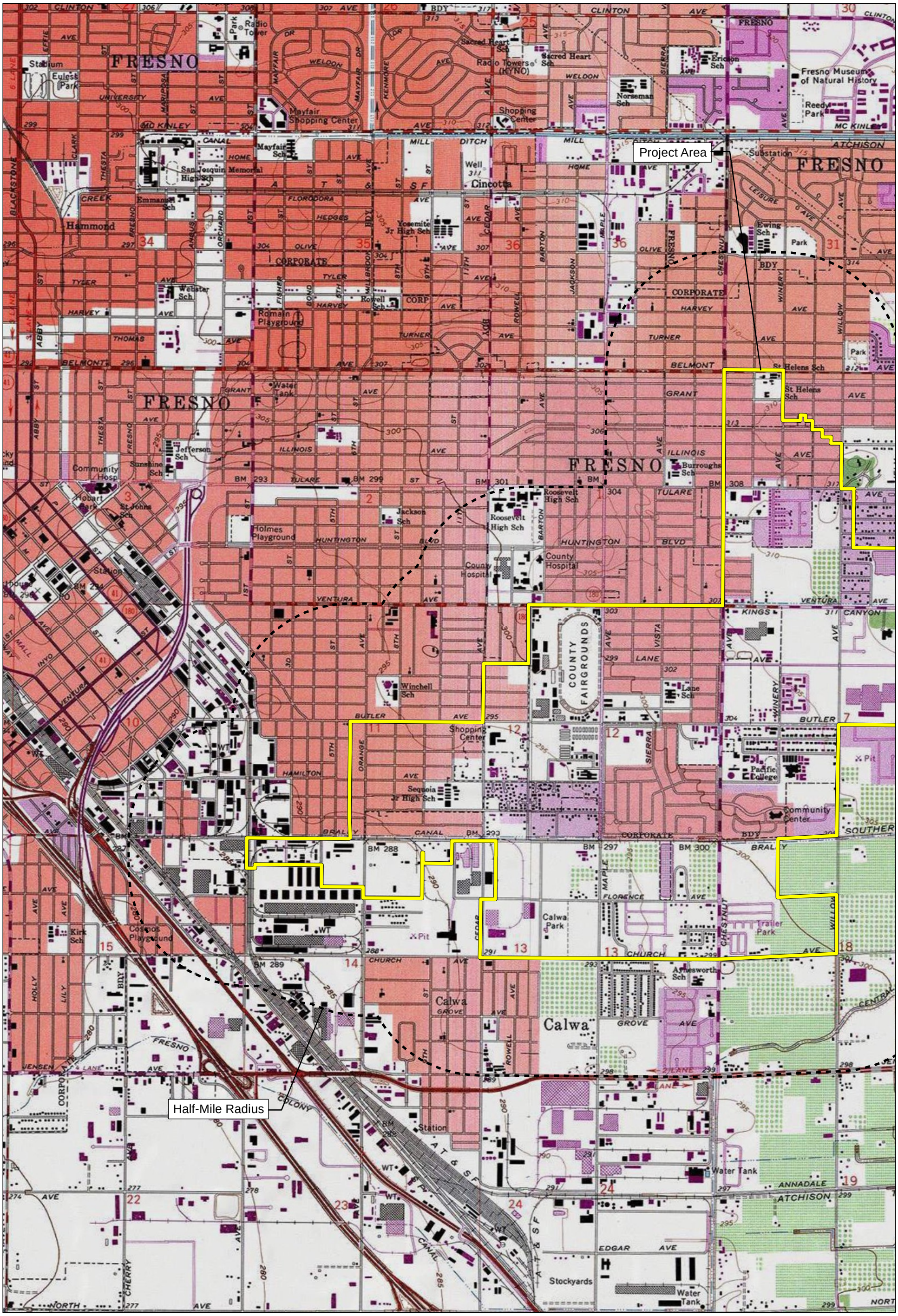


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Record Search Map 1



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Record Search Map 2

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CITY OF FRESNO
FRESNO CENTRAL SOUTHEAST AREA SPECIFIC PLAN PROJECT
ADDENDUM

Appendix E:
Transportation Supporting Information

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E.1 - Final Traffic Study Memorandum

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Stantec

Memo

To:	Drew Wilson	From:	Derek Rapp, TE Dennis Lammers, PTP
	City of Fresno		Santa Barbara Office
File:	2064158700	Date:	February 15, 2022

Reference: Fresno Central Southeast Area Specific Plan – Final Traffic Study

The following Final Traffic Study provides an overview of potential traffic impacts generated by the Central Southeast Area Specific Plan (CSESP) Land Use Plan. The study compares the growth projections developed by Raimi + Associates (December 19, 2019) for the Specific Plan Area to land use assumptions applied in the *City of Fresno General Plan Recirculated Public Review Draft Program Environmental Impact Report (PEIR) (March 2021)* and evaluates the traffic volume changes for each Traffic Analysis Zone (TAZ) in the Specific Plan Area under General Plan (2035) conditions. A Vehicle Miles Traveled (VMT) analysis is provided in a separate document. Comments provided by City staff on the Draft Traffic Study (August 23, 2021) are also incorporated in this Final Traffic Study.

EXISTING CONDITIONS

The Central Southeast Area Specific Plan (CSESP) encompasses approximately 14 city blocks in the southeast portion of the City of Fresno. The Specific Plan is bordered by Belmont Avenue to the north, East Avenue to the west, Church Avenue to the south, and Peach Avenue to the east.

The Plan Area is served by a network of arterials, collectors and local streets. Based on information contained in the *General Plan PEIR Appendix J – Traffic Impact Analysis (March 2021)*, the existing 2035 AM and PM peak hour roadway analysis includes 282 roadways located throughout the City of Fresno, of which 18 roadway segments are located in or directly adjacent to the Specific Plan Area. These 18 roadway segments would potentially be affected by peak hour volume changes resulting from the CSESP Land Use Plan and are evaluated in this traffic and circulation study. These segments are listed in Table 1 along with the existing level of service (LOS) designation. A table showing the AM and PM peak hour volumes is attached for reference.

The City has four Traffic Impact Zones (TIZ I through IV) with different LOS thresholds. In addition, TIZ U denotes unincorporated Fresno County. The Specific Plan roadway segments are located in all five zones, for which the peak hour LOS standards are LOS D through F. As shown in Table 1, all roadway segments included in this analysis currently operate at acceptable service levels based on the level of service data contained in the General Plan PEIR and the City's TIZ LOS standards.

Reference: **Central Southeast Area Specific Plan – Final Traffic Study**

Table 1
Existing AM and PM Peak Hour Roadway Levels of Service

#	Roadway	Segment	TIZ/LOS Standard	Classification	No. of Lanes	LOS AM Peak Hour	LOS PM Peak Hour
83	Cedar Ave	Church Ave and Jensen Ave	II/LOS E	Arterial	4	A	A
84		California Ave and Church Ave	U/LOS D	Arterial	4	A	A
85		Belmont Ave and Tulare St	I/LOS F	Arterial	4	B	C
92	Maple Ave	Church Ave and Jensen Ave	III/LOS D	Collector	4	A	A
93	Chestnut Ave	Church Ave and Jensen Ave	III/LOS D	Arterial	4	A	A
94		Tulare St and Kings Cyn Rd	II/LOS E	Arterial	4	A	A
95		Belmont Ave to Tulare St	II/LOS E	Arterial	4	A	A
108	Peach Ave	Kings Cyn Rd to Butler St	II/LOS E	Arterial	4	A	A
109		Belmont Ave to Tulare St	II/LOS E	Arterial	4	A	A
234	Belmont Ave	First St to Cedar Ave	I/LOS F	Arterial	4	A	A
235		Willow Ave to Peach Ave	U/LOS D	Arterial	4	A	A
251	Kings Cyn Rd	Maple Ave to Chestnut Ave	II/LOS E	Arterial	4	A	A
252		Chestnut Ave to Willow Ave	II/LOS E	Arterial	4	A	A
257	Butler Ave	Hazelwood Blvd to Orange Ave	I/LOS F	Collector	2	A	A
261	Church Ave	Orange Ave to Cedar Ave	U/LOS D	Collector	4	A	A
262		Cedar Ave to Maple Ave	III/LOS D	Collector	3	A	A
267	Jensen Ave	Cedar Ave to Maple Ave	IV/LOS E	Expressway	4	A	A
268		Maple Ave to Chestnut Ave	IV/LOS E	Expressway	4	A	A

GENERAL PLAN (2035) CONDITIONS

General Plan 2035 traffic volumes contained in the PEIR were developed using the Fresno COG travel demand model (ABM) and are based on socioeconomic data (SED) for the year 2035 as included in the *2050 Fresno County Growth Projections* report prepared by Fresno COG. Detailed technical information regarding the development of 2035 volumes is presented in the *General Plan PEIR Appendix J – Traffic Impact Analysis* and its technical appendices.

Reference: **Central Southeast Area Specific Plan – Final Traffic Study**

The General Plan (2035) conditions analysis includes implementation of the Circulation Element configuration of the roadway network to reflect the City's Mobility goals. Based on the General Plan Circulation Element, the following modifications are proposed to be implemented to the roadway segments in the CSESP Plan Area:

- Jensen Avenue will be widened to a six-lane Super Arterial between Orange Avenue and Highland Avenue.
- Church Avenue will be widened to a four-lane Collector from Cedar Avenue to Maple Avenue.
- Belmont Avenue will be converted from a four-lane Arterial to a two-lane Collector from First Street to Cedar Street.

Table 2 summarizes the General Plan 2035 roadway segment peak hour volumes and levels of service for the 18 roadway segments the CSESP Plan Area. A table showing the 2035 AM and PM peak hour volumes is attached for reference. Table 2 indicates that the roadway segments included in this study are forecast to operate at acceptable service levels under General Plan 2035 conditions based on the City's TIZ LOS standards.

Table 2
2035 AM and PM Peak Hour Roadway Levels of Service
General Plan with Circulation Element Roadway Network

#	Roadway	Segment	TIZ/LOS Standard	Classification	No. of Lanes	LOS AM Peak Hour	LOS PM Peak Hour
83	Cedar Ave	Church Ave and Jensen Ave	II/LOS E	Arterial	4	A	A
84		California Ave and Church Ave	U/LOS D	Arterial	4	A	A
85		Belmont Ave and Tulare St	I/LOS F	Arterial	4	C	C
92	Maple Ave	Church Ave and Jensen Ave	III/LOS D	Collector	4	A	A
93	Chestnut Ave	Church Ave and Jensen Ave	III/LOS D	Arterial	4	A	A
94		Tulare St and Kings Cyn Rd	II/LOS E	Arterial	4	A	A
95		Belmont Ave to Tulare St	II/LOS E	Arterial	4	A	A
108	Peach Ave	Kings Cyn Rd to Butler St	II/LOS E	Arterial	4	A	A
109		Belmont Ave to Tulare St	II/LOS E	Arterial	4	A	A
234	Belmont Ave	First St to Cedar Ave	I/LOS F	*Collector*	*2*	B	F
235		Willow Ave to Peach Ave	U/LOS D	Arterial	4	A	A
251	Kings Cyn Rd	Maple Ave to Chestnut Ave	II/LOS E	Arterial	4	A	A
252		Chestnut Ave to Willow Ave	II/LOS E	Arterial	4	A	A

Reference: **Central Southeast Area Specific Plan – Final Traffic Study**

257	Butler Ave	Hazelwood Blvd to Orange Ave	I/LOS F	Collector	2	B	B
261	Church Ave	Orange Ave to Cedar Ave	U/LOS D	Collector	4	A	A
262		Cedar Ave to Maple Ave	III/LOS D	Collector	3	A	A
267	Jensen Ave	Cedar Ave to Maple Ave	IV/LOS E	*Super Arterial*	*6*	A	A
268		Maple Ave to Chestnut Ave	IV/LOS E	*Super Arterial*	*6*	A	A

CSESP 2035 CONDITIONS

CSESP Land Use Assumptions

To determine the traffic volume changes within the Specific Plan resulting from the CSESP Land Use Plan and assumptions, a comparison is provided between the land use assumptions used in the *2014 City of Fresno General Plan and Development Code Update Master Environmental Impact Report (MEIR)* with the currently proposed CSESP Land Use Plan. The *2021 General Plan PEIR* does not provide specific information regarding housing unit and/or non-residential square foot increases per TAZ for the Year 2035. The socioeconomic data used in the Fresno COG traffic model for the PEIR is derived from housing unit and employment (job) increase projections contained in the previous *2014 General Plan MEIR.* Thus, the residential and non-residential data for the Specific Plan contained in the *2014 MEIR* are consistent with the data used for the *2021 PEIR*.

The CSESP Land Use Plan is based on the growth projections and capacity analysis completed by Raimi + Associates for the Specific Plan Area with a 2035 horizon. The growth projections assume the maximum amount of residential and non-residential development that could occur on each vacant or underutilized parcels. A growth adjustment scenario was provided that assumes 60 percent of the maximum residential growth and 40 percent of the maximum non-residential growth could occur by the 2035 horizon. To provide a traffic comparison that is consistent with the *2021 PEIR*, the analysis applies the reasonable growth projection that could occur by 2035.

The General Plan land use growth data in the *2014 MEIR* is provided in housing units and employment (jobs). Jobs were converted into non-residential square feet (SF) in order to develop trip generation estimates, because trip generation rates per SF are more stable than rates per employee (jobs) and are the industry standard. To generate trip estimates for the non-residential land uses included in the *MEIR*, Stantec converted the job increase per TAZ to square footage based on land use assumptions (Office, Retail, Light Industrial etc.) and the relationship between ITE rate for employees and ITE rate for KSF for each land use.

For example, *ITE Land Use #710 - General Office Building* has a trip generation rate of 9.74 Average Daily Trips (ADT) per KSF and a rate of 3.28 ADT per employee. Based on this relationship, there are 3 employees per 1,000 SF (9.74 / 3.28). Thus, if the *2014 MEIR* projected a growth of 12 jobs under the land use Office, the resulting building square footage would be 4,000 SF.

Reference: **Central Southeast Area Specific Plan – Final Traffic Study**

Table 3 provides an overview of the proposed land use changes per Specific Plan TAZ. As shown, the proposed CSESP Land Use Plan would result in residential and non-residential development slightly below the growth projected in the General Plan buildout (278 fewer housing units and 128,858 fewer square feet (SF) of non-residential building space).

Table 3
2035 General Plan and CSESP Land Use Growth Comparison

TAZ	GP Housing Units	CSESP Housing Units	Change in Housing Units	GP Non-Residential SF	CSESP Non-Residential SF	Change in Non-Residential SF
1430	2	5	3	4,000	0	-4,000
1431	203	389	186	41,524	23,717	-17,807
1433	282	79	-203	96,595	7,145	-89,540
1445	31	37	6	28,261	3,460	-24,801
1447	13	55	42	0	3,390	3,390
1448	12	0	-12	8,581	0	-8,581
1449	119	281	162	37,453	24,652	-12,081
1450	101	295	194	12,878	17,459	4,581
1451	0	117	117	0	0	0
1452	228	526	298	54,255	36,050	-18,205
1453	293	54	-239	98,439	725	-97,714
1454	86	127	41	0	9,405	9,405
1455	3	3	0	0	0	0
1469	836	0	-836	0	30,334	30,334
1472	0	0	0	22,085	69,333	47,248
1474	0	82	82	285,276	323,860	38,584
1476	196	289	93	0	10,589	10,589
1478	372	160	-212	3,630	0	-3,630
1535	0	0	0	0	0	0
TOTAL	**2,777**	**2,499**	**-278**	**692,977**	**560,119**	**-128,858**

Trip Generation Estimates

Trip generation estimates were developed for each TAZ in the Specific Plan Area based on the anticipated housing unit and non-residential square-footage growth, and trip generation rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual (*10th Edition, 2017) for each projected land use. Detailed trip generation worksheets are attached for reference. The trip generation estimates per TAZ are summarized in Table 4.

Reference: **Central Southeast Area Specific Plan – Final Traffic Study**

Table 4
2035 General Plan and CSESP Trip Generation Estimates Comparison

	General Plan PEIR			CSESP			Change		
TAZ	ADT	AM PHT	PM PHT	ADT	AM PHT	PM PHT	ADT	AM PHT	PM PHT
1430	58	6	7	47	4	5	-11	-2	-2
1431	3,250	191	451	3,908	247	443	658	56	-8
1433	5,450	254	688	800	43	108	-4650	-211	-580
1445	968	44	174	378	20	58	-590	-24	-116
1447	95	6	8	505	28	68	410	22	60
1448	488	38	26	0	0	0	-488	-38	-26
1449	2,060	123	283	2,815	147	194	755	24	-89
1450	1,253	73	181	2,555	194	195	1302	121	14
1451	0	0	0	1,104	87	116	1104	87	116
1452	3,437	175	427	5,180	306	556	1743	131	129
1453	5,487	230	661	465	32	53	-5022	-198	-608
1454	812	64	85	1,221	68	150	409	4	65
1455	28	3	3	28	3	3	0	0	0
1469	6,120	384	468	332	49	31	-5788	-335	-437
1472	110	15	14	1,199	149	82	1089	134	68
1474	1,415	200	180	3,720	215	221	2305	15	41
1476	1,850	154	194	2,573	196	223	723	42	29
1478	3,594	287	374	1,290	89	114	-2304	-198	-260
1535	0	0	0	0	0	0	0	0	0
Subtotal	***36,474***	***2,249***	***4,234***	***27,591***	***1,877***	***2,620***	***-8,883***	***-372***	***-1614***
Pass-By Trips[1]	-1,098	-29	-643	-308	-8	-209	(-)781	(-)21	(-)434
TOTAL	**35,376**	**2,220**	**3,591**	**27,283**	**1,869**	**2,411**	**-8,102**	**-351**	**-1,180**

ADT = average daily trips.

PHT = peak hour trips.

[1] A pass-by rate of 34% (ITE Trip Generation Manual) is applied to commercial land uses to account for vehicles already on the adjacent roadway system that visit the site.

The trip generation data contained in Table 4 indicates that compared to the General Plan, the proposed CSESP land use changes would result in an overall reduction of traffic in the Specific Plan area of 8,102 average daily trips (ADT), a reduction of 351 AM peak hour trips and a reduction of 1,180 PM peak hour trips compared to GP 2035 conditions. Significant peak hour trip reductions are expected in four TAZ's (1433, 1453, 1469 and

1478), while any potential trip increase per TAZ is moderate with a maximum of 134 peak hour trips in TAZ 1472.

Roadway Segment Impact Assessment

The roadway segment analysis contained in the PEIR focusses on 282 roadways located throughout the City of Fresno, of which 18 roadway segments are located in or directly adjacent to the Specific Plan Area. The existing conditions analysis indicates that the 18 roadway segments that could be affected by Specific Plan land use changes currently operate at acceptable service levels based on the City's TIZ LOS standards. The PEIR also indicates that all 18 roadway segments are forecast to operate at acceptable service levels under General Plan 2035 with Circulation Element conditions based on the City's TIZ LOS standards.

The Specific Plan area trip generation estimates outlined in this study found that the CSESP Land Use Plan would result in an overall reduction of traffic in the Specific Plan area of 8,102 ADT, a reduction of 351 AM peak hour trips and a reduction of 1,180 PM peak hour trips compared to GP 2035 conditions. With respect to roadway segment operations, the following finding are made:

- 4 TAZ's could expect significant peak hour trip reductions (more than 260 PHT), which would result in increased levels of service on the roadway segments directly adjacent to each TAZ.

- 10 TAZ'S could expect slight peak hour trip reductions or increase (-89 PHT to 65 PHT), which would not result in noticeable traffic volume change once distributed onto the study-area roadway network.

- 4 TAZ's could expect moderate peak hour trip increases (more than 100 PHT to 150 PHT), which would result in slight increases in traffic volume on the roadway segments directly adjacent to each TAZ. These slight increases would not have the potential to change the 2035 roadway segment level of service levels contained in the PEIR.

Table 2 indicated that 17 of the 18 roadway segments included in this study are expected to operate at LOS A-C under 2035 GP with Circulation Element conditions, well within each roadway's minimum level of service standard. One segment – Belmont Avenue between First Street and Cedar Avenue - will be reduced from 4 lanes to 2 lanes and is expected to operate in the LOS F range per the *General Plan PEIR* (see Table 2). Given that Belmont Ave is on the northern boundary of the Specific Plan area and the nearest TAZ (1430) would see a reduction in trips assuming the CSESP Land Use Plan, no changes to the roadway segment's level of service would occur.

Conclusions

The level of service data and trip generation data provided in this study indicates that the CSESP Land Use Plan would not result in any changes to the roadway segment peak hour levels of service contained in *City of Fresno General Plan Recirculated Public Review Draft Program Environmental Impact Report (PEIR) (March 2021).*

Reference: **Central Southeast Area Specific Plan – Final Traffic Study**

Appendix A
Table 5.14-2: Roadway Functional Class and Peak Hour Level-of-Service Thresholds

Functional Class	Median	Lanes	Peak Hour Level of Service Capacity Threshold				
			A	B	C	D	E
Freeway	N/A[1]	4	2,720	4,460	6,630	7,720	8,630
		3+Aux[2]	2,360	3,860	5,640	6,730	7,530
		3	2,000	3,270	4,660	5,740	6,430
		2+Aux	1,650	2,700	3,850	4,760	5,340
		2	1,300	2,130	3,050	3,790	4,260
State Expressway	Divided	6	2,410	3,960	5,730	7,450	8,450
		4	1,610	2,650	3,810	4,960	5,630
		2	810	1,340	1,890	2,470	2,810
City Expressway	Raised Median	6			1,860	6,170	6,520
		5			1,520	5,110	5,430
		4			1,180	4,050	4,340
		2			520	1,910	2,160
Super Arterial	Raised Median	6				4,910	6,240
		5				4,040	5,195
		4				3,170	4,150
Arterial	Raised Median	8			2,120	7,070	7,490
		6			1,560	5,270	5,610
		5			1,280	4,370	4,670
		4			1,000	3,470	3,730
		3			720	2,555	2,795
		2			440	1,640	1,860
	TWLTL[3]	4			940	3,290	3,550
		2			420	1,550	1,760

Reference: **Central Southeast Area Specific Plan – Final Traffic Study**

Functional Class	Median	Lanes	Peak Hour Level of Service Capacity Threshold				
			A	B	C	D	E
	Undivided	4			770	2,740	2,980
		2			340	1,270	1,480
Collector	TWLTL	4			940	3,290	3,550
		2			420	1,550	1,760
	Undivided	4			770	2,740	2,980
		2			340	1,270	1,480
One-Way	Undivided	3		1,960	2,240	2,430	2,610
		2		1,250	1,490	1,620	1,740
		1		550	740	800	870
Rural State Highway	Undivided	2	310	570	1,020	1,730	2,470
Rural Arterial	Divided	4			1,950	3,580	3,780
	Undivided	2			570	1,230	1,310
Rural Collector/Local	Undivided	2			700	930	1,000

Notes:
[1] N/A - Not applicable for operational class
[2] Aux - Auxiliary Lane
[3] TWLTL – Two-way Left-turn Lane
- LOS is not achievable because of type of facility.
Source: Fehr & Peers 2012.

2035 GP - RESIDENTIAL TRIP GENERATION

TAZ	Land Use TAZ Map #	GP Housing Units	Trip Generation AM Peak Hour Rate	AM In	AM Out	PM Peak Hour Rate	PM In	PM Out	
1430	6	2	0.74	0	1	0.99	1	1	#210 - Simgle-Family Detached Housing
1431	-	203	0.74	38	113	0.99	127	74	#210 - Simgle-Family Detached Housing
1433	-	141	0.46	15	50	0.56	50	29	#220 - Multi-Family Housing (Low-Rise)
		141	0.74	26	78	0.99	88	52	#210 - Simgle-Family Detached Housing
1445	1	31	0.46	3	11	0.56	11	6	#220 - Multi-Family Housing (Low-Rise)
1447	1	13	0.46	1	5	0.56	5	3	#220 - Multi-Family Housing (Low-Rise)
1448	-	12	0.74	2	7	0.99	7	4	#210 - Simgle-Family Detached Housing
1449	2 & 3	89	0.46	9	32	0.56	31	18	#220 - Multi-Family Housing (Low-Rise)
		30	0.74	6	17	0.99	19	11	#210 - Simgle-Family Detached Housing
1450	4	51	0.46	5	18	0.56	18	11	#220 - Multi-Family Housing (Low-Rise)
		50	0.74	9	28	0.99	31	18	#210 - Simgle-Family Detached Housing
1451	-	0							
1452	-	228	0.46	24	81	0.56	80	47	#220 - Multi-Family Housing (Low-Rise)
1453	7	293	0.46	31	104	0.56	103	61	#220 - Multi-Family Housing (Low-Rise)
1454	5	86	0.74	16	48	0.99	54	32	#210 - Simgle-Family Detached Housing
1455	-	3	0.74	1	2	0.99	2	1	#210 - Simgle-Family Detached Housing
1469	-	836	0.46	88	296	0.56	295	173	#220 - Multi-Family Housing (Low-Rise)
1472	11	0							
1474	10 & 11	0							
1476	9	196	0.74	36	109	0.99	122	72	#210 - Simgle-Family Detached Housing
1478	8	372	0.74	69	206	0.99	232	136	#210 - Simgle-Family Detached Housing
1535	-	0							
TOTAL		**2,777**		**381**	**1,203**		**1,276**	**750**	

2035 GP - NON-RESIDENTIAL TRIP GENERATION

GP Non-Residential SF	GP Jobs	GP SF Conversion	ITE 10th Edition rates applied to GP employees	Trip Generation AM Peak Hour Rate	AM In	AM Out	PM Peak Hour Rate	PM In	PM Out
4,000	12	12/3 = 4,000	Office: 3.0 employees/KSF	1.16	4	1	1.15	1	4
		office/limited retail							
41,524	103	25/3 = 8,333 78/2.35 = 33,191	Office: 3.0 employees/KSF Retail: 2.35 employees/KSF	1.16	8	2	1.15	2	8
		center mixed use (mixed office/retail)		0.94	19	12	FC	115	125
96,595	240	60/3 = 20,000 180/2.35 = 76,595	Office: 3.0 employees/KSF Retail: 2.35 employees/KSF	1.16	20	3	1.15	4	19
		center mixed use (mixed office/retail)		0.94	45	27	FC	214	232
28,261	74	35/3 = 11,666 39/2.35 = 16,595	Office: 3.0 employees/KSF Retail: 2.35 employees/KSF	1.16	12	2	1.15	2	11
		commercial & office		0.94	10	6	FC	69	75
0	0								
		-							
8,581	26	26/3.03 = 8,581	Govt Office: 3.03 employees/KSF	3.34	21	8	1.71	4	11
		public & institutional							
37,453	98	30/3.03 = 9,900 15/3 = 5,000 53/2.35 = 22,553	Govt Office: 3.03 employees/KSF Office: 3.0 employees/KSF Retail: 2.35 employees/KSF	3.34	25	8	1.71	4	13
		public & institutional community commercial		1.16	5	1	1.15	1	5
				0.94	13	8	FC	86	94
12,878	32	8/3 = 2,666 24/2.35 = 10,212	Office: 3.0 employees/KSF Retail: 2.35 employees/KSF	1.16	3	0	1.15	0	3
		community commercial		0.94	6	4	FC	48	52
0	0								
		-							
54,255	134	30/3 = 10,000 104/2.35 = 44,255	Office: 3.0 employees/KSF Retail: 2.35 employees/KSF	1.16	10	2	1.15	2	10
		center mixed use (mixed office/retail)		0.94	42	16	FC	142	155
98,439	240	40/3 = 13,333 200/2.35 = 85,106	Office: 3.0 employees/KSF Retail: 2.35 employees/KSF	1.16	13	2	1.15	2	13
		center mixed use (mixed office/retail)		0.94	50	30	FC	231	251
0	0								
		-							
0	0								
		-							
0	0								
		-							
22,085	36	36/1.63 = 22,085	Light Industrial: 1.63 employees/KSF	0.7	13	2	0.63	2	12
		Light industrial							
285,276	465	465/1.63 = 285,276	Light Industrial: 1.63 employees/KSF	0.7	176	24	0.63	23	157
		light industrial							
0	0								
3,630	11	11/3.03 = 3,630	Govt Office: 3.03 employees/KSF	3.34	9	3	1.71	1	5
		civic uses							
0	0								
	0	-							
692,977	**1,471**				**504**	**161**		**953**	**1,255**
			Retail Pass-By Rate: 10% AM PHT and 34% PM PHT		**19**	**10**		**308**	**335**

2035 CSESP - RESIDENTIAL TRIP GENERATION

TAZ	Land Use TAZ Map #	CSESP Housing Units	Trip Generation AM Peak Hour Rate	AM In	AM Out	PM Peak Hour Rate	PM In	PM Out	
1430	6	5	0.74	1	3	0.99	3	2	#210 - Simgle-Family Detached Housing
1431	-	233	0.46	25	83	0.56	82	48	#220 - Multi-Family Housing (Low-Rise)
		156	0.74	29	87	0.99	97	57	#210 - Simgle-Family Detached Housing
1433	-	79	0.46	8	28	0.56	28	16	#220 - Multi-Family Housing (Low-Rise)
1445	1	37	0.46	4	13	0.56	13	8	#220 - Multi-Family Housing (Low-Rise)
1447	1	55	0.46	6	19	0.56	19	11	#220 - Multi-Family Housing (Low-Rise)
1448	-	0							
1449	2 & 3	281	0.46	30	100	0.56	99	58	#220 - Multi-Family Housing (Low-Rise)
1450	4	295	0.46	31	104	0.56	104	61	#220 - Multi-Family Housing (Low-Rise)
1451	-	117	0.74	22	65	0.99	73	43	#210 - Simgle-Family Detached Housing
1452	-	421	0.46	45	149	0.56	149	87	#220 - Multi-Family Housing (Low-Rise)
		105	0.74	19	58	0.99	65	38	#210 - Simgle-Family Detached Housing
1453	7	34	0.46	4	12	0.56	12	7	#220 - Multi-Family Housing (Low-Rise)
		20	0.74	4	11	0.99	12	7	#210 - Simgle-Family Detached Housing
1454	5	127	0.46	13	45	0.56	45	26	#220 - Multi-Family Housing (Low-Rise)
1455	-	3	0.74	1	2	0.99	2	1	#210 - Simgle-Family Detached Housing
1469	-	0							
1472	11	0							
1474	10 & 11	53	0.46	6	19	0.56	19	11	#220 - Multi-Family Housing (Low-Rise)
		29	0.74	5	16	0.99	18	11	#210 - Simgle-Family Detached Housing
1476	9	188	0.46	20	67	0.56	66	39	#220 - Multi-Family Housing (Low-Rise)
		101	0.74	19	56	0.99	63	37	#210 - Simgle-Family Detached Housing
1478	8	104	0.46	11	37	0.56	37	22	#220 - Multi-Family Housing (Low-Rise)
		56	0.74	10	31	0.99	35	21	#210 - Simgle-Family Detached Housing
1535	-	0							
TOTAL		**2,499**		**311**	**1004**		**1042**	**612**	

2035 CSESP - NON-RESIDENTIAL TRIP GENERATION

CSESP Non-Residential SF	CSESP Jobs	Zoning	ITE 10th Edition rates applied to CSESP employees	Trip Generation AM Peak Hour Rate	AM In	AM Out	PM Peak Hour Rate	PM In	PM Out
0	0								
		-							
23,717	54	5.930x3 = 12 17.787x2.35 = 42	Office: 3.0 employees/KSF Retail: 2.35 employees/KSF	1.16	6	1	1.15	1	6
		center mixed use (mixed office/retail)		0.94	10	7	FC	72	79
7,145	18	1.786x3 = 5 5.359x2.35 = 13	Office: 3.0 employees/KSF Retail: 2.35 employees/KSF	1.16	2	0	1.15	0	2
		center mixed use (mixed office/retail)		0.94	3	2	FC	30	32
3,460	9	0.865x3 = 3 2.595x2.35 = 6	Office: 3.0 employees/KSF Retail: 2.35 employees/KSF	1.16	1	0	1.15	0	1
		center mixed use (mixed office/retail)		0.94	1	1	FC	17	19
3,390	9	0.848/3 = 3 2.542/2.35 = 6	Office: 3.0 employees/KSF Retail: 2.35 employees/KSF	1.16	1	0	1.15	0	1
		center mixed use (mixed office/retail)		0.94	1	1	FC	17	19
0	0								
		-							
24,652	62	6.136x3 = 18 18.516/2.35 = 44	Office: 3.0 employees/KSF Retail: 2.35 employees/KSF	1.16	1	0	1.15	0	1
		center mixed use (mixed office/retail) community commercial		0.94	10	7	FC	17	19
17,459	53	17.46x.3.03 = 53	Govt Office: 3.03 employees/KSF	3.34	43	15	1.71	7	23
		Urban Neighborhood							
0	0								
		-							
36,050	91	9.013x3 = 27 27.037/2.35 = 64	Office: 3.0 employees/KSF Retail: 2.35 employees/KSF	1.16	9	1	1.15	1	9
		center mixed use (mixed office/retail)		0.94	15	10	FC	99	107
725	2	0.725/2.35 = 2	Retail: 2.35 employees/KSF	0.94	1	1	FC	7	7
		retail							
9,405	24	2.351x3 = 7 7.045/2.35 = 17	Office: 3.0 employees/KSF Retail: 2.35 employees/KSF	1.16	3	0	1.15	0	3
		center mixed use (mixed office/retail)		0.94	4	3	FC	36	40
0	0								
		-							
30,334	64	10.334x3.03 = 31 20.000 x 1.63 = 33	Govt Office: 3.03 employees/KSF	3.34	26	9	1.71	4	14
		business park	Light Industrial: 1.63 employees/KSF	0.7	12	2	0.63	2	11
69,333	199	20.000 x 3.03 = 61 40.000x3.08 = 123 9.333x1.63 = 15	Business Park: 3.08 employees/KSF Govt Office: 3.03 employees/KSF Light Industrial: 1.63 employees/KSF	0.4	5	3	0.42	3	5
		business park		3.34	100	34	1.71	17	51
				0.7	6	1	0.63	1	5
323,860	809	193.860 x 3.08 = 597 130.000x1.63 = 212	Business Park: 3.08 employees/KSF	0.4	47	31	0.42	37	44
		business park	Light Industrial: 1.63 employees/KSF	0.7	80	11	0.63	11	71
10,589	32	10.589x.3.03 = 32							
		Urban Neighborhood	Govt Office: 3.03 employees/KSF	3.34	26	9	1.71	4	14
0	0								
		-							
0	0								
		-							
560,119	**1,426**				**413**	**149**		**383**	**583**
			Retail Pass-By Rate: 10% AM PHT and 34% PM PHT		**5**	**3**		**100**	**109**

2035 GP - RESIDENTIAL TRIP GENERATION

TAZ	GP Housing Units	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out
1430	2	0	1	1	1
1431	203	38	113	127	74
1433	141	15	50	50	29
	141	26	78	88	52
1445	31	3	11	11	6
1447	13	1	5	5	3
1448	12	2	7	7	4
1449	89	9	32	31	18
	30	6	17	19	11
1450	51	5	18	18	11
	50	9	28	31	18
1451	0				
1452	228	24	81	80	47
1453	293	31	104	103	61
1454	86	16	48	54	32
1455	3	1	2	2	1
1469	836	88	296	295	173
1472	0				
1474	0				
1476	196	36	109	122	72
1478	372	69	206	232	136
1535	0				
TOTAL	**2,777**	**381**	**1,203**	**1,276**	**750**

2035 GP - NON-RESIDENTIAL TRIP GENERATION

GP Non-Residential SF	GP Jobs	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out
4,000	12	4	1	1	4
41,524	103	8	2	2	8
		19	12	115	125
96,595	240	20	3	4	19
		45	27	214	232
28,261	74	12	2	2	11
		10	6	69	75
0	0				
8,581	26	21	8	4	11
37,453	98	25	8	4	13
		5	1	1	5
		13	8	86	94
12,878	32	3	0	0	3
		6	4	48	52
0	0				
54,255	134	10	2	2	10
		42	16	142	155
98,439	240	13	2	2	13
		50	30	231	251
0	0				
0	0				
0	0				
22,085	36	13	2	2	12
285,276	465	176	24	23	157
0	0				
3,630	11	9	3	1	5
0	0				
692,977	**1,471**	**504**	**161**	**953**	**1,255**

2035 GP - TOTAL TRIP GENERATION

AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out
4	2	2	5
46	115	129	82
19	12	115	125
35	53	54	48
71	105	302	284
15	13	13	17
10	6	69	75
1	5	5	3
23	15	11	15
34	40	35	31
11	18	20	16
13	8	86	94
8	18	18	14
15	32	79	70
34	83	82	57
42	16	142	155
44	106	105	74
50	30	231	251
16	48	54	32
1	2	2	1
88	296	295	173
13	2	2	12
176	24	23	157
36	109	122	72
78	209	233	141
885	**1,364**	**2,229**	**2,005**
19	***10***	***308***	***335***
866	**1,354**	**1,922**	**1,670**

Retail Pass-By Rate: 10% AM PHT and 34% PM PHT

NET NEW TRIPS

2035 CSESP - RESIDENTIAL TRIP GENERATION

TAZ	CSESP Housing Units	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out
1430	5	1	3	3	2
1431	233	25	83	82	48
	156	29	87	97	57
1433	79	8	28	28	16
1445	37	4	13	13	8
1447	55	6	19	19	11
1448	0				
1449	281	30	100	99	58
1450	295	31	104	104	61
1451	117	22	65	73	43
1452	421	45	149	149	87
	105	19	58	65	38
1453	34	4	12	12	7
	20	4	11	12	7
1454	127	13	45	45	26
1455	3	1	2	2	1
1469	0				
1472	0				
1474	53	6	19	19	11
	29	5	16	18	11
1476	188	20	67	66	39
	101	19	56	63	37
1478	104	11	37	37	22
	56	10	31	35	21
1535	0				
TOTAL	2,499	311	1,004	1,042	612

2035 CSESP - NON-RESIDENTIAL TRIP GENERATION

CSESP Non-Residential SF	CSESP Jobs	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out
0	0				
23,717	54	6	1	1	6
		10	7	72	79
7,145	18	2	0	0	2
		3	2	30	32
3,460	9	1	0	0	1
		1	1	17	19
3,390	9	1	0	0	1
		1	1	17	19
0	0				
24,652	62	1	0	0	1
		10	7	17	19
17,459	53	43	15	7	23
0	0				
36,050	91	9	1	1	9
		15	10	99	107
725	2	1	1	7	7
9,405	24	3	0	0	3
		4	3	36	40
0	0				
30,334	64	26	9	4	14
		12	2	2	11
69,333	199	5	3	3	5
		100	34	17	51
		6	1	1	5
323,860	809	47	31	37	44
		80	11	11	71
10,589	32				
		26	9	4	14
0	0				
0	0				
560,119	1,426	413	149	383	583

2035 CSESP - TOTAL TRIP GENERATION

AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out
1	3	3	2
31	84	83	54
39	94	169	136
10	28	28	18
3	2	30	32
5	13	13	9
1	1	17	19
7	19	19	12
1	1	17	19
31	100	99	59
10	7	17	19
74	119	111	84
22	65	73	43
54	150	150	96
34	68	164	145
5	13	19	14
4	11	12	7
16	45	45	29
4	3	36	40
1	2	2	1
26	9	4	14
12	2	2	11
5	3	3	5
100	34	17	51
6	1	1	5
53	50	56	55
85	27	29	82
20	67	66	39
45	65	67	51
11	37	37	22
10	31	35	21
724	**1,153**	**1,425**	**1,195**
5	***3***	***100***	***109***
719	**1,150**	**1,325**	**1,086**

Retail Pass-By Rate: 10% AM PHT and 34% PM PHT

NET NEW TRIPS

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E.2 - Vehicle Miles Traveled Analysis

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CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: August 16, 2022

TO: Sophia Pagoulatos and Drew Wilson, City of Fresno

FROM: Ambarish Mukherjee, Principal, LSA

SUBJECT: Fresno Central Southeast Area Specific Plan - Vehicle Miles Traveled Analysis

LSA has prepared this memorandum documenting the methodology and findings of a Vehicle Miles Traveled (VMT) analysis for the Fresno Central Southeast Area Specific Plan (CSESP) (project/specific plan) in the City of Fresno (City). Based on our understanding of the project, modifications are currently being proposed for some of the CSESP land uses. As such, these updates within CSESP would require a General Plan Amendment (GPA). Since the project is a specific plan, it qualifies as a land use plan. Therefore, the project's VMT analysis needs to be prepared using the criteria set forth in the City's CEQA Guidelines for VMT Thresholds (VMT Guidelines) adopted June 25, 2020 for land use plans. The City's VMT guidelines require that for land use plans, the project's VMT per capita and VMT per employee under forecast/cumulative scenario be compared to the corresponding base year VMT per capita/employee to determine whether the project would have a significant VMT impact. Additionally, this memorandum also provides VMT per capita and VMT per employee under the no project cumulative scenario (no changes to the General Plan) for uses within the CSESP area. Although analysis of this scenario is not required per the City's guidelines, the findings from this analysis will help develop a narrative regarding whether the proposed project would be beneficial in reducing VMT per capita and VMT per employee under cumulative conditions. The Fresno Council of Governments (Fresno COG) Activity Based Model (ABM) has been used to determine VMT impact of the proposed changes.

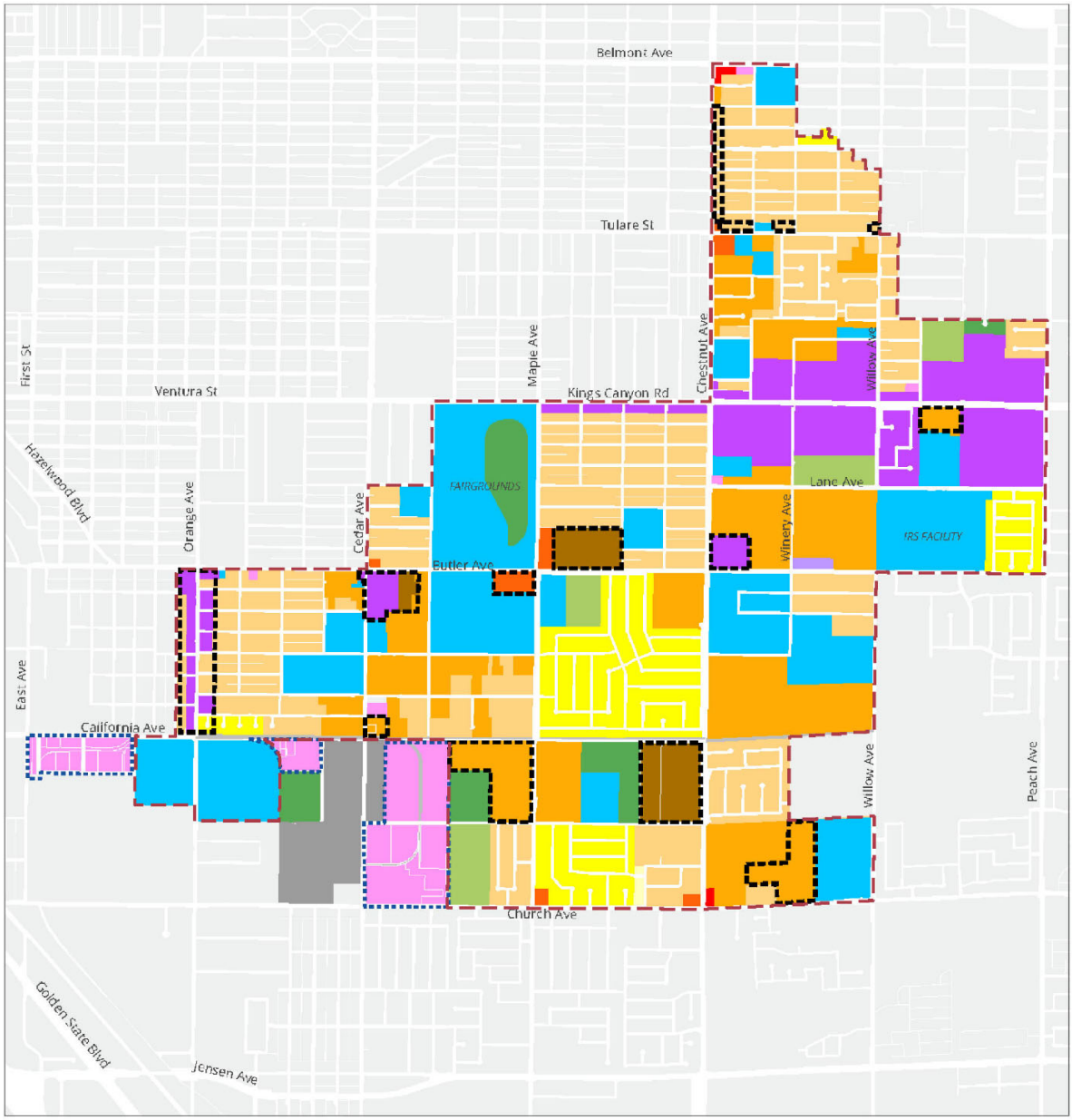
INTRODUCTION

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's/plan's effect on VMT.

PROJECT DESCRIPTION

The Fresno CSESP is a long-term, comprehensive planning document which provides the basis for implementation of the City's General Plan over the 2,200-acre Plan Area. The CSESP provides policies relating to land use and urban design, transportation, public spaces, and economic development, as well as a range of specific projects that would address these policies in areas considered deficient in their existing condition. The CSESP Public Draft, completed in April 2021, defines the Plan Area, and shows proposed land use changes as shown in Figure 1.

Figure 1: CSESP Plan Area and Proposed Land Use Changes



METHODOLOGY

These updates within CSESP would require a GPA. Since the project is a specific plan, it qualifies as a land use plan. Therefore, the project's VMT analysis needs to be prepared using the criteria set forth in the City's VMT Guidelines, 2020, for land use plans.

The VMT Guidelines also provide multiple screening criteria for land use projects. However, given the project is a specific plan with an amendment and would require a GPA, the screening criteria are not applicable and hence a complete VMT analysis was conducted.

The City's VMT guidelines require that for land use plans, the project's VMT per capita and VMT per employee under forecast/cumulative scenario be compared to the corresponding base year VMT per capita/employee to determine whether the project would have a significant VMT impact.

The Fresno Council of Governments (Fresno COG) Activity Based Model (ABM) has been used to determine VMT impact of the proposed changes. Total CSESP area comprises of 19 ABM/model Traffic Analysis Zones (TAZs) – 1096, 1115, 1117, 1135, 1136, 1137, 1138, 1139, 1140, 1153, 1154, 1155, 1156, 1157, 1166, 1167, 1168, 1169 and 1170 as shown in Figure 2.

The current amendment is proposing changes in approximately 14 different areas within the specific plan (identified in Figure 1). The 14 different areas fall within 11 ABM TAZs. The proposed land uses within these 14 areas are shown in Figure 3. The city provided the existing and proposed CSESP land uses for these amended areas/parcels.

PROJECT TRAFFIC ANALYSIS ZONES UPDATE

LSA converted the amended parcel land uses into model socioeconomic categories using generic land use to socioeconomic conversion factors. The conversion factors are same as the conversion factors used during the City's latest General Plan update. Table 1 shows the conversion factors used to convert the CSESP amended land uses into model socioeconomic categories.

Table 1: CSESP Proposed Land Use Conversion Factors

CSESP Proposed Land Use	DUs per Acre	Employees per Acre
Business Park	0.0	16.3
Commercial Community	0.0	17.5
Corridor - Center Mixed Use *	9.6	26.2
Residential - Medium Density	8.0	0.0
Residential - Medium High Density	14.0	0.0
Urban Neighborhood	24.0	0.0

DU – Dwelling Units
**: Assumed 75% of area for residential uses and 25% of area for non-residential uses*

Figure 2: Fresno COG Activity-Based Model Traffic Analysis Zones

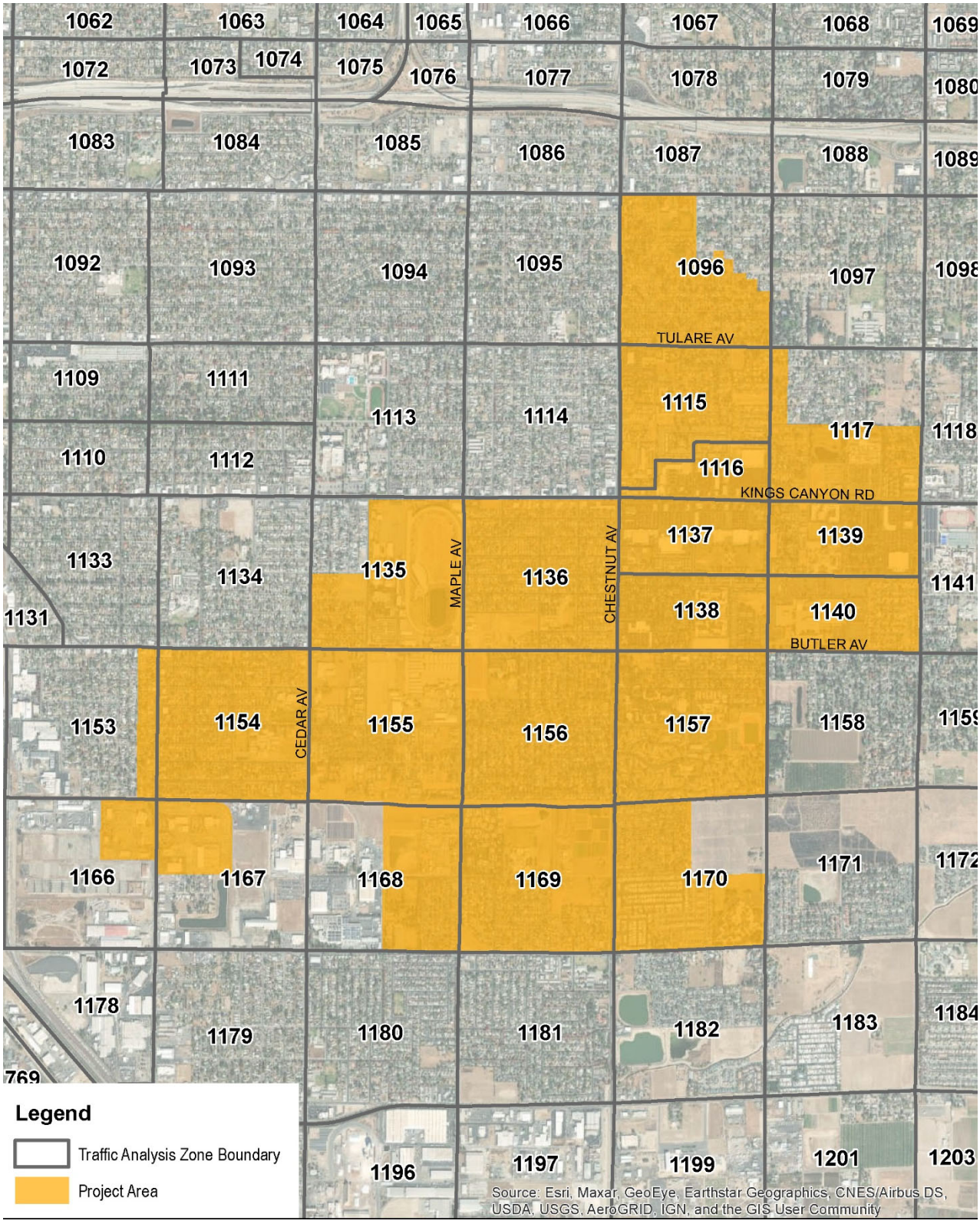


Figure 3: Proposed CSESP Land Use Changes

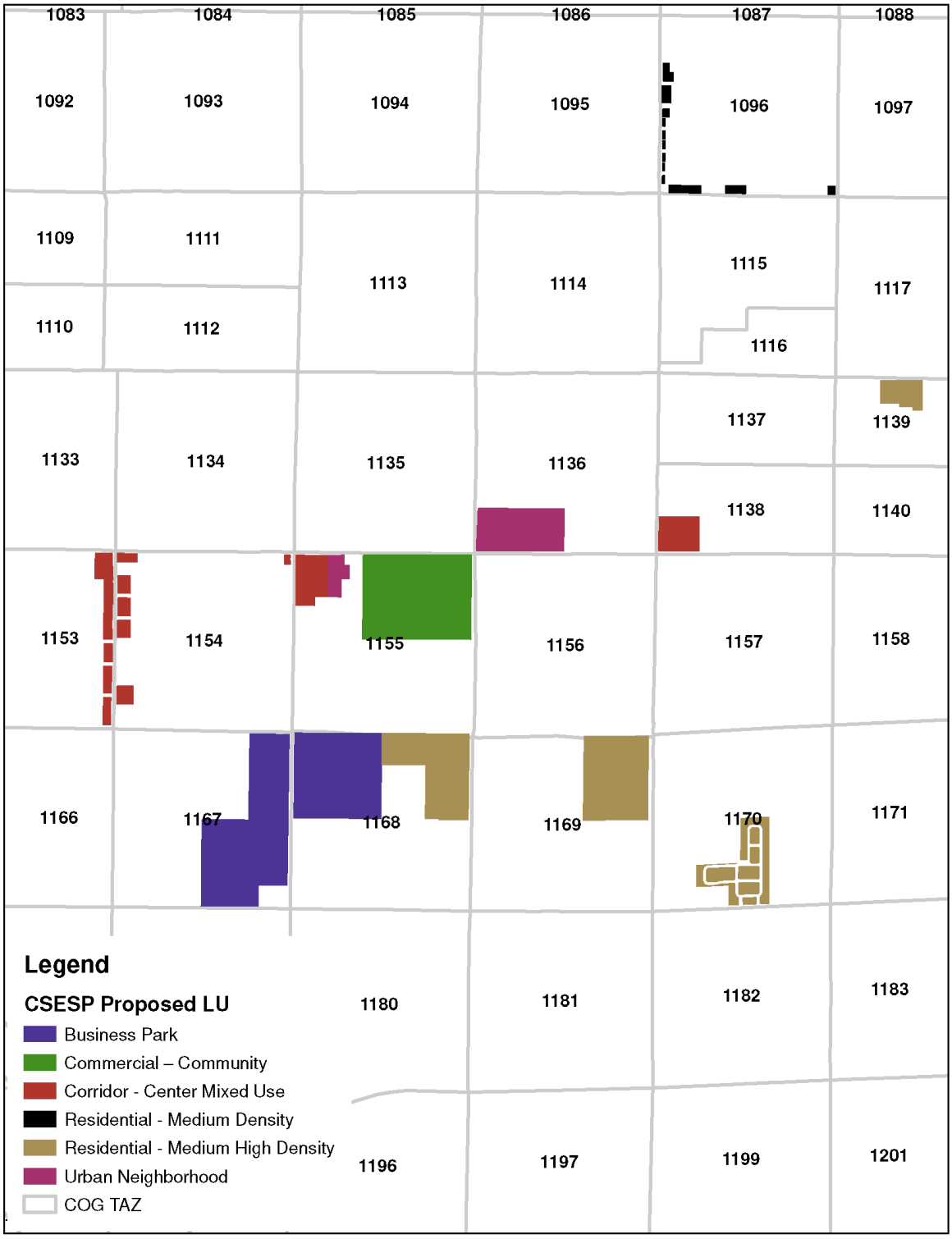


Table 2 shows the resulting dwelling units and total employment for each project TAZ. LSA understands that the conversion was conducted using maximum densities as specific probable densities are unavailable and use of maximum densities would also present with a conservative scenario.

Table 2: CSESP Proposed Dwelling Units and Employment

Existing Fresno COG TAZ / Parent TAZ	New TAZ ID for VMT Analysis	CSESP Amendment Area DU	CSESP Amendment Area Employment
1096	**2856**	48	-
1136	**2857**	443	-
1138	**2858**	50	46
1139	**2859**	75	-
1153	**2860**	60	54
1154	**2860**	43	39
1155	**2861**	143	861
1167	**2862**	-	837
1168	**2863**	356	609
1169	**2864**	142	-
1170	**2865**	183	-
Total		**1,544**	**2,447**

DU – Dwelling Units

The Fresno COG ABM includes ability to split zones/add new zones. As indicated before, the 14 different areas with amendments fall within 11 ABM TAZs. To isolate the effect of the amendments, 10 new TAZs were created for the 11 different areas. Amendments in existing TAZs 1153 and 1154 were combined into one new TAZ, given parcels in both areas contain same land use type and are adjacent to one another.

Given that the proposed project is an amendment to the 2035 General Plan, the amended land uses cannot be directly added to the model but the 2035 growth in the Fresno COG model dataset need to be adjusted appropriately before adding the amendments.

Upon conversion of the amendment land uses to socioeconomic data (SED), the General Plan SED from Fresno COG 2035 was adjusted appropriately and SED for the amendment was added into the new model TAZs. Comparison of SED between CSESP amendments and Fresno COG growth (2035 – 2019) was conducted at a TAZ level.

Table 3 illustrates the existing 2019, 2035 ABM, CSESP amendment SEDs, and the corresponding adjusted SED for the parent/original TAZs. The adjusted SED for the parent/original TAZs was arrived by the following methodology:

- For each TAZ, if proposed CSESP SED is higher than the model growth, then entire growth for the TAZ was removed from Fresno COG 2035 model.

- If model growth is higher than CSESP SED then, the model growth was adjusted to the difference between model growth and CSESP SED (model growth minus CSESP amendment data).

The corresponding SED for the proposed CSESP was added to the new TAZs as a conservative approach. Same methodology was followed for both households and total employment. The resulting 2035 SED for the parent TAZs is illustrated under the "Adjusted 2035 ABM" columns of Table 3. The 2035 SED for the project TAZs is illustrated in previously referenced Table 2.

MODEL RUNS AND PROJECT VMT ESTIMATION

A horizon year (2035) model run was conducted using the adjusted socioeconomic data for the original zones (Table 3) and amended socioeconomic data for the new TAZs (Table 2). No roadway or transit network modifications were conducted for the model run with the CSESP amendments. The outputs from this updated model run were used to calculate the VMT per capita and VMT per employee for the proposed amendments.

As indicated before, for land use plans, the City's guidelines recommend use of VMT per capita to evaluate residential land uses and VMT per employee to evaluate non-residential land uses. Since the project contains both residential and non-residential uses, LSA estimated VMT per capita for the amended parcel's residential land uses and VMT per employee for the non-residential land uses. VMT metrics for Fresno COG ABM include two components, internal-internal (II) and internal-external/external-internal (IXXI) VMT. Both II VMT and IX/XI VMT were included in the estimation of overall project VMT per capita and VMT per employee.

PROJECT VMT ANALYSIS

Table 4 shows the VMT metrics for the amended parcels only. As can be seen from Table 4, the proposed amendments/project does not constitute a significant VMT impact.

Table 4: 2035 CSESP Amended Parcels Only and Regional VMT Metrics

2035	CSESP (Project)	City of Fresno (Threshold) ***	Significant Impact
VMT per capita *	8.7	14.0	**No**
VMT per employee **	20.0	22.3	**No**

**: VMT per capita estimate includes internal-internal (II) and internal-external (IX) VMT*
***: VMT per employee estimate includes internal-internal (primary work tour and sub-tours) and external-internal (XI) VMT*
****: City thresholds are 13% below the existing county averages*

Table 3: Model Socioeconomic data Adjustments for CSESP Amendments

	2019 ABM		2035 ABM		Growth ABM (2035 - 2019)		CSESP Amendment Area		Adjusted 2035 ABM	
ABM TAZ	**Total Households**	**Total Employment**	**Total Households**	**Total Employment**	**Total Households**	**Total Employment**	**Total Households**	**Total Employment**	**Total Households**	**Total Employment**
1096	417	80	418	82	1	2	48	-	417	82
1115	898	263	931	267	33	5	na	na	931	267
1117	273	704	391	723	118	19	na	na	391	723
1135	262	263	280	281	18	18	na	na	280	281
1136	516	254	520	254	4	(0)	443	-	516	254
1137	122	1,201	122	1,201	-	(0)	na	na	122	1201
1138	884	394	938	394	54	-	50	46	888	394
1139	505	1,099	505	1,099	-	(0)	75	-	505	1099
1140	101	4,892	101	4,892	-	-	na	na	101	4892
1153	437	826	465	825	28	(0)	60	54	437	826
1154	549	176	581	176	32	(0)	43	39	549	176
1155	655	561	688	575	33	14	143	861	655	561
1156	687	63	687	75	-	12	na	na	687	75
1157	623	1,089	638	1,150	15	61	na	na	638	1150
1166	1	216	1	928	-	712	na	na	1	928
1167	21	387	21	668	-	281	-	837	21	387
1168	95	544	95	575	-	31	356	609	95	544
1169	486	110	518	110	32	(0)	142	-	486	110
1170	436	103	438	103	2	(0)	183	-	436	103
Total	**7,968**	**13,224**	**8,338**	**14,377**	**370**	**1,153**	**1,544**	**2,447**	**8,156**	**14,052**

VMT metrics for the entire CSESP area were also estimated with and without the proposed amendments to assess their impact to the entire specific plan area. As can be seen from Tables 5 and 6, (both VMT per capita and VMT per employee) for the entire CSESP area with proposed amendments (project) as the CSESP area without proposed amendments (no project) scenarios would not have a significant VMT impact. Additionally, as can be identified from both tables, the project would have a lower VMT per capita and VMT per employee compared to the no project scenario within the entire CSESP plan area.

Table 5: 2035 CSESP Entire Plan Area and Regional VMT Metrics With Proposed Amendments

2035	CSESP (Project)	City of Fresno (Threshold) ***	Significant Impact
VMT per capita *	8.7	14.0	**No**
VMT per employee **	20.4	22.3	**No**

**: VMT per capita estimate includes internal-internal (II) and internal-external (IX) VMT*

***: VMT per employee estimate includes internal-internal (primary work tour and sub-tours) and external-internal (XI) VMT*

****: City thresholds are 13% below the existing county averages*

Table 6: 2035 CSESP Entire Plan Area and Regional VMT Metrics Without Proposed Amendments

2035	CSESP (Project)	City of Fresno (Threshold) ***	Significant Impact
VMT per capita *	9.2	14.0	**No**
VMT per employee **	20.7	22.3	**No**

**: VMT per capita estimate includes internal-internal (II) and internal-external (IX) VMT*

***: VMT per employee estimate includes internal-internal (primary work tour and sub-tours) and external-internal (XI) VMT*

****: City thresholds are 13% below the existing county averages*

ATTACHMENTS

Appendix A – Detailed VMT Calculation Worksheets

LSA

Appendix A: Central Southeast Specific Plan (CSESP), City of Fresno VMT Analysis (Amended Parcels Only)

Detailed VMT per capita calculations

Total households	1,544
Total Population (a)	4,403
Total Internal-Internal (II) household VMT (b) *	26,591
II VMT per capita (c=a/b)	6.04
IX VMT per capita (d) **	2.28
VMT per capita (e=c+d)	8.32
Adjustment factor (new base)(f)	1.05
Adjusted VMT per capita (g=e*f)	**8.74**

Detailed VMT per employee calculations

Total employment (a)	2,447
Total Internal-Internal (II) Work VMT (b) *	27,922
II VMT per employee (c=a/b)	11.41
XI VMT per employee (d) **	8.13
VMT per employee (e=c+d)	19.54
Adjustment factor (new base)(f)	1.02
Adjusted VMT per capita (g=e*f)	**20.01**

LSA

Appendix A: Central Southeast Specific Plan (CSESP), City of Fresno VMT Analysis (Entire CSESP area including CSESP Amendments)

Detailed VMT per capita calculations

Total households	10,982
Total Population (a)	33,075
Total Internal-Internal (II) household VMT (b) *	201,778
II VMT per capita (c=a/b)	6.10
IX VMT per capita (d) **	2.18
VMT per capita (e=c+d)	8.28
Adjustment factor (new base)(f)	1.05
Adjusted VMT per capita (g=e*f)	**8.70**

Detailed VMT per employee calculations

Total employment (a)	16,498
Total Internal-Internal (II) Work VMT (b) *	199,425
II VMT per employee (c=a/b)	12.09
XI VMT per employee (d) **	7.81
VMT per employee (e=c+d)	19.89
Adjustment factor (new base)(f)	1.02
Adjusted VMT per capita (g=e*f)	**20.38**

LSA

Appendix A: No project / 2035 Fresno COG ABM, City of Fresno VMT Analysis (Entire CSESP area)

Detailed VMT per capita calculations

Total households	9,485
Total Population (a)	27,560
Total Internal-Internal (II) household VMT (b) *	181,642
II VMT per capita (c=a/b)	6.59
IX VMT per capita (d) **	2.18
VMT per capita (e=c+d)	8.77
Adjustment factor (new base)(f)	1.05
Adjusted VMT per capita (g=e*f)	**9.22**

Detailed VMT per employee calculations

Total employment (a)	14,377
Total Internal-Internal (II) Work VMT (b) *	177,625
II VMT per employee (c=a/b)	12.35
XI VMT per employee (d) **	7.81
VMT per employee (e=c+d)	20.16
Adjustment factor (new base)(f)	1.02
Adjusted VMT per capita (g=e*f)	**20.65**

County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
STEVEN E. WHITE, DIRECTOR

DATE: December 24, 2025

TO: Juan Lara

FROM: Hector Luna, Senior Planner
Water and Natural Resources
Transportation Planning Unit

SUBJECT: Review of the Central Southeast Specific Plan

PROJECT OVERVIEW

The Department of Public Works and Planning, Water and Natural Resources Division, Transportation Planning Unit has completed our review of the City of Fresno Central Southeast Area Specific Plan proposing the repeal of the Roosevelt Community Plan and the Butler/Willow Specific Plan, amendment of the Fresno General Plan, and the rezoning of approximately 119 acres in the Plan Area. The Specific Plan Area is just east and southeast of Downtown Fresno and is bounded by Belmont Avenue to the north, Fourth Avenue to the west, Church Avenue to the south, and Peach Avenue to the east and encompasses approximately 2,067 acres.

COMMENTS/ MITIGATION:

The Transportation Planning Unit has completed our review and have come up with the following comments:

The Central Southeast Area Specific Plan could significantly affect the county's transportation network. It is critical to align the project with regional mobility objectives, reduce traffic congestion, and improve connectivity between local streets and county roadways. Key considerations should include roadway capacity, traffic flow efficiency, and multimodal options—such as pedestrian, bicycle, and transit facilities—to accommodate projected growth. Coordination with county transportation agencies will also be essential to evaluate potential impacts on county-maintained infrastructure and to identify opportunities for broader regional improvements. The Transportation Planning Unit therefore requests inclusion in the review process for any future transportation studies associated with the Central Southeast Area Specific Plan.

If you have any questions regarding this matter, please contact Hector Luna at hluna@fresnocounty.gov

HEL:
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San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

January 5, 2026

Juan Lara
City of Fresno
Planning & Development
2600 Fresno Street
Fresno, CA 93721

Project: Recirculated Mitigated Negative Declaration for the Central Southeast Specific Plan (CSSP)

District CEQA Reference No: 20251449

Dear Mr. Lara:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Recirculated Mitigated Negative Declaration (RMND) from the City of Fresno (City) for the project mentioned above. Per the RMND, the project consists of future development of 1,751 acres of various land use designations including residential, commercial, office, neighborhood mixed use, corridor center mixed use, open space, parks, and public facilities (Project). The Project is located southeast of downtown Fresno bounded by Belmont Avenue to the north, Fourth Street to the west, Church Avenue to the south and Peach Avenue to the east, in Fresno, CA.

Much of the Specific Plan area is within one of the communities in the state selected by the California Air Resources Board (CARB) for investment of additional air quality resources and attention under Assembly Bill (AB) 617 (Garcia) in an effort to reduce air pollution exposure in impacted disadvantaged communities. See Figure 1 below.

Samir Sheikh
Executive Director/Air Pollution Control Officer

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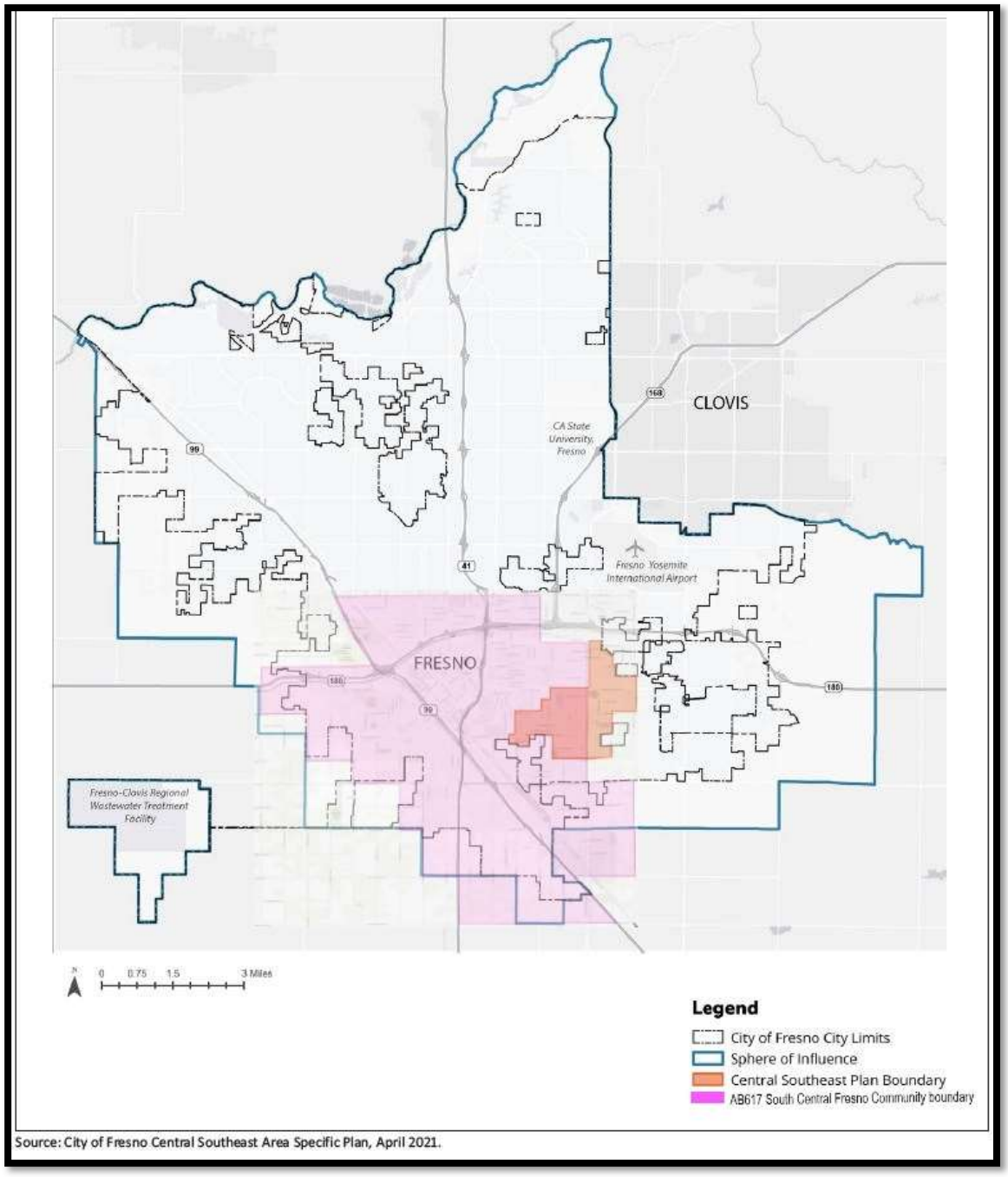
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Figure 1: Boundaries of the South-Central Fresno AB 617 Community and the Central Southeast Area Specific Plan



The District offers the following comments at this time regarding the CSSP:

1) Assembly Bill 617

AB 617 requires CARB and air districts to develop and implement Community Emission Reduction Programs (CERPs) in an effort to reduce air pollution exposure in impacted disadvantaged communities, like those in which the Project is located. The South Central Fresno AB 617 community is one of the statewide communities selected by CARB for development and implementation of a CERP.

Following extensive community engagement and collaboration with the Community Steering Committee, the CERP for the South Central Fresno Community was adopted by the District's Governing Board in September 2019 and by CARB in February 2020.

During the development of the CERP, the Community Steering Committee expressed concerns regarding the proximity of emission sources to nearby sensitive receptors like schools, homes, day care centers, and hospitals, and the potential future industrial development within the community that may exacerbate the cumulative exposure burden for community residents. The Community Steering Committee also expressed the desire for more meaningful avenues of engagement surrounding the land-use decisions in the area. As these issues can most effectively be addressed through strong partnerships between community members and local land-use agencies. Furthermore, the District recommends the City assess the emission reductions measures and strategies included in the CERP and address them in the RMND, as appropriate, to align the City work with the air pollution and exposure reduction strategies and measures outlined in the CERP.

For more information regarding the CERP approved for South Central Fresno https://community.valleyair.org/selected-communities/south-central-fresno

2) Voluntary Emission Reduction Agreement

Future development projects from the Project could have a significant impact on air quality. The District recommends the RMND include a feasibility discussion on implementing a Voluntary Emission Reduction Agreement (VERA) as a mitigation measure for future development projects that may be approved under implementation of the Project that are determined to exceed the District's CEQA significance thresholds.

A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter

into a contractual agreement in which the project proponent agrees to mitigate project specific emissions by providing funds for the District's incentives programs. The funds are disbursed by the District in the form of grants for projects that achieve emission reductions. Thus, project-related impacts on air quality can be mitigated. Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of agricultural equipment with the latest generation technologies.

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District certifies to the Lead Agency that the mitigation is completed, providing the Lead Agency with an enforceable mitigation measure demonstrating that project-related emissions have been mitigated. To assist the Lead Agency and project proponent in ensuring that the environmental document is compliant with CEQA, the District recommends the environmental document includes an assessment of the feasibility of implementing a VERA.

3) Allowed Uses Not Requiring Project-Specific Discretionary Approval

In the event that the City determines that a project be approved as an allowed use not requiring a project-specific discretionary approval, the District recommends the RMND include language requiring such projects to prepare a technical assessment, in consultation with the District, to determine if additional analysis and/or mitigation is required.

4) Industrial/Warehouse Emission Reduction Strategies

The District recommends the City consider the feasibility of incorporating emission reduction strategies that can reduce potential harmful health impacts, such as the examples listed below, for future development projects within the CSSP:

- Require cleanest available heavy-duty trucks and off-road equipment (see comments 5 and 7)
- Require minimization of heavy-duty truck idling (see comment 6)
- Require solid screen buffering trees, solid decorative walls, and/or other natural ground landscaping techniques are implemented along the property line of adjacent sensitive receptors
- Orient loading docks away from sensitive receptors unless physically impossible

- Require loading docks a minimum of 500 feet away from the property line of the nearest truck loading bay opening, unless dock is exclusively used for electric trucks
- Require truck entries be located on streets of a higher commercial classification
- Locate and require truck entry, exit, and internal circulation away from sensitive receptors
- Prohibit Heavy-Duty diesel truck drive aisles from being used on sides of the building that are directly adjacent to a sensitive receptor property line
- Require a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial oriented uses
- Require projects be designed to provide the necessary infrastructure to support use of zero-emissions on-road vehicles and off-road equipment (see comment 11)
- Require all building roofs are solar-ready
- Ensure rooftop solar panels are installed and operated to supply 100% of the power needed to operate all non-refrigerated portions of the development project
- Install solar photovoltaic systems and associated battery storage on the project site
- Incorporate bicycle racks and electric bike plug-ins
- Require the use of low volatile organic compounds (VOC) architectural and industrial maintenance coatings
- Designate an area during construction to charge electric powered construction vehicles and equipment, if temporary power is available
- Prohibit the use of non-emergency diesel-powered generators during construction
- Inform the project proponent of the incentive programs (e.g., Carl Moyer Program and Voucher Incentive Program) offered to reduce air emissions from the Project
- Ensure all landscaping be drought tolerant

5) Cleanest Available Heavy-Duty Trucks

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NOx emissions in the San Joaquin Valley. Accordingly, to meet federal air quality attainment standards, the District's ozone and particulate matter attainment plans rely on a significant and rapid transition of HHD fleets to zero or near-zero emissions technologies.

Since future development projects within the project area have the potential to generate HHD truck trips. For future development projects, the District recommends that the following measures be considered by the City to reduce Project-related operational emissions:

- *Recommended Measure*: Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero technologies.

- *Recommended Measure*: All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.

6) Reduce Idling of Heavy-Duty Trucks

The goal of this strategy is to limit the potential for localized PM2.5 and toxic air contaminant impacts associated with the idling of Heavy-Duty trucks. The diesel exhaust from idling has the potential to impose significant adverse health and environmental impacts.

Since future development projects have the potential to generate HHD truck trips, the District recommends the RMND include measures to ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors. In addition, the District recommends the City consider the feasibility of implementing a more stringent 3-minute idling restriction and requiring appropriate signage and enforcement of idling restrictions.

7) Electric On-Site Off-Road and On-Road Equipment

Future development projects may have the potential to result in increased use of off-road equipment (e.g., forklifts) and on-road equipment (e.g., mobile yard trucks with the ability to move materials). The District recommends that the RMND include requirements for project proponents to utilize electric or zero emission off-road and on-road equipment.

8) Under-fired Charbroilers

Future development projects have the potential to include restaurants with under-fired charbroilers. Such charbroilers may pose the potential for immediate health risk, particularly when located in densely populated areas or near sensitive receptors.

Since the cooking of meat can release carcinogenic PM2.5 species, such as polycyclic aromatic hydrocarbons, controlling emissions from new under-fired charbroilers will have a substantial positive impact on public health. The air quality impacts on neighborhoods near restaurants with under-fired charbroilers can be

significant on days when meteorological conditions are stable, when dispersion is limited and emissions are trapped near the surface within the surrounding neighborhoods. This potential for neighborhood-level concentration of emissions during evening or multi-day stagnation events raises air quality concerns.

Furthermore, reducing commercial charbroiling emissions is essential to achieving attainment of multiple federal PM2.5 standards. Therefore, the District recommends that the RMND include a measure requiring the assessment and potential installation, as technologically feasible, of particulate matter emission control systems for new large restaurants operating under-fired charbroilers.

The District is available to assist the City and project proponents with this assessment. Additionally, the District is currently offering substantial incentive funding that covers the full cost of purchasing, installing, and maintaining the system during a demonstration period covering two years of operation. Please contact the District at (559) 230-5800 or technology@valleyair.org for more information, or visit: https://ww2.valleyair.org/grants/restaurant-charbroiler-technology-partnership/

9) Vegetative Barriers and Urban Greening

For future development projects within the Project area, and at strategic locations throughout the Project area in general, the District suggests the City consider incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the update of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

10) On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public

health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for future development projects that may be approved under implementation of the Project.

11) Electric Infrastructure

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations.

Please visit https://ww2.valleyair.org/grants/charge-up for more information.

12) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: https://ww2.valleyair.org/rules-and-planning/current-district-rules-and-regulations. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

12a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to

Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

Future development projects may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, project proponents shall obtain an ATC permit from the District for equipment/activities subject to District permitting requirements.

Recommended Mitigation Measure: For projects subject to permitting by the San Joaquin Valley Air Pollution Control District, demonstration of compliance with District Rule 2201 (obtain ATC permit from the District) shall be provided to the City before issuance of the first building permit.

For further information or assistance, project proponents may contact the District's SBA Office at (559) 230-5888.

12b) District Rule 9510 - Indirect Source Review (ISR)

Accordingly, future development projects within the CSSP may be subject to District Rule 9510 if upon full buildout, the project would equal or exceed any of the following applicability thresholds, depending on the type of development and public agency approval mechanism:

Table 1: ISR Applicability Thresholds

Development Type	Discretionary Approval Threshold	Ministerial Approval / Allowed Use / By Right Thresholds
Residential	50 dwelling units	250 dwelling units
Commercial	2,000 square feet	10,000 square feet
Light Industrial	25,000 square feet	125,000 square feet
Heavy Industrial	100,000 square feet	500,000 square feet
Medical Office	20,000 square feet	100,000 square feet
General Office	39,000 square feet	195,000 square feet
Educational Office	9,000 square feet	45,000 square feet
Government	10,00 square feet	50,000 square feet
Recreational	20,000 square feet	100,000 square feet
Other	9,000 square feet	45,000 square feet

District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two tons of NOx or two tons of PM.

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

In the case the individual development project is subject to District Rule 9510, per Section 5.0 of the rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency so that proper mitigation and clean air design under ISR can be incorporated into the public agency's analysis.

Information about how to comply with District Rule 9510 can be found online at: https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview

The AIA application form can be found online at: https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview/forms-and-applications/

District staff is available to provide assistance with determining if future development projects will be subject to Rule 9510, and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

12c) District Rule 9410 (Employer Based Trip Reduction)

Future development projects may be subject to District Rule 9410 (Employer Based Trip Reduction) if the project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees.

Information about District Rule 9410 can be found online at: https://ww2.valleyair.org/compliance/rule-9410-employer-based-trip-reduction/.

For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org

12d) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished or removed, future development projects may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: https://ww2.valleyair.org/compliance/demolition-renovation/

12e) District Rule 4601 (Architectural Coatings)

Future development projects may be subject to District Rule 4601 since future development projects may utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at: https://ww2.valleyair.org/media/tkgjeusd/rule-4601.pdf

12f) District Regulation VIII (Fugitive PM10 Prohibitions)

Future development project proponents may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

Should the project result in at least 1-acre in size, future development project proponents shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, future development project proponents shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at: https://ww2.valleyair.org/media/fm3jrbsq/dcp-form.docx

Information about District Regulation VIII can be found online at: https://ww2.valleyair.org/dustcontrol

12g) District Rule 4901 - Wood Burning Fireplaces and Heaters

The purpose of this rule is to limit emissions of carbon monoxide and particulate matter from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This rule establishes limitations on the installation of new wood burning fireplaces and wood burning heaters. Specifically, at elevations below 3,000 feet in areas with natural gas service, no person shall install a wood burning fireplace, low mass fireplace, masonry heater, or wood burning heater.

Information about District Rule 4901 can be found online at: https://ww2.valleyair.org/compliance/residential-wood-smoke-reduction-program/

12h) Other District Rules and Regulations

Future development projects may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

13) Future Projects / Land Use Agency Referral Documents

Future development projects may require an environmental review and air emissions mitigation. A project's referral documents and environmental review documents provided to the District for review should include a project summary, the land use designation, project size, air emissions quantifications and impacts, and proximity to sensitive receptors and existing emission sources, and air emissions mitigation measures. For reference and guidance, more information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at: https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf

If you have any questions or require further information, please contact Eric McLaughlin by e-mail at Eric.McLaughlin@valleyair.org or by phone at (559) 230-5808.

Sincerely,

Mark Montelongo
Director of Policy and Government Affairs



Daniel Martinez
Program Manager