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January 21, 2026

Juan Lara, Planner III
City of Fresno, Planning and Development Department
2600 Fresno Street
Fresno, CA 93721

RE: Response to Comments Received on the Recirculated Draft Initial Study/Mitigated Negative Declaration for the Fresno Central Southeast Area Specific Plan

To Mr. Lara:

Although not required by the California Environmental Quality Act (CEQA), the City of Fresno (City) has directed FirstCarbon Solutions (FCS) to prepare the following responses to significant environmental comments received on the Fresno Central Southeast Area Specific Plan's (proposed project's) Recirculated Draft Initial Study/Mitigated Negative Declaration (Recirculated Draft IS/MND). All public comments regarding the Recirculated Draft IS/MND are included for consideration by the City. Copies of the letters are included herein as Attachment A.

County of Fresno

The County of Fresno, Department of Public Works and Planning, provided two letters on December 24, 2025, and January 20, 2026. The letters state that the proposed project could significantly affect the County of Fresno's (County's) transportation network and that coordination with County Transportation agencies will be essential to evaluate potential impacts and identify opportunities for regional improvements. The Transportation Planning Unit and the Road Maintenance and Operations Division requested inclusion in the review process for future transportation studies associated with the proposed project.

The Recirculated IS/MND evaluates transportation impacts consistent with CEQA, Senate Bill (SB) 743, and the City's adopted Vehicle Miles Traveled (VMT) thresholds. As detailed in Section 2.17 (Transportation) of the Recirculated Draft IS/MND, the Specific Plan would reduce overall development intensity compared to the General Plan buildout assumptions, resulting in a lower potential for vehicle trips and associated roadway impacts.

Additionally, the Specific Plan includes policies that prioritize Complete Streets, improved transit access, bicycle and pedestrian connectivity, and enhanced safety, particularly along key corridors that interface with County roadways.

As a policy-level document, the proposed project does not approve any specific development, road improvements, or circulation modifications; therefore, no direct physical transportation impacts would occur at



this stage. Consistent with CEQA and City practice, transportation impacts would be evaluated at the project level when individual development proposals are submitted within the Specific Plan Area.

The County's request to be included in the review process for future transportation studies associated with the proposed project is noted and has been passed to the City's decision-makers for their review and consideration.

San Joaquin Valley Air Pollution Control District

The San Joaquin Valley Air Pollution Control District (Valley Air District) provided a letter on January 5, 2026, which provides various comments related to the air quality analysis of the Recirculated Draft IS/MND. The following responses address each of the Valley Air District's comments and confirm how the City would incorporate Valley Air District guidance, statutory requirements, and applicable mitigation into future project-level review under the proposed project.

As a policy-level Specific Plan that does not authorize or approve any development, the Recirculated Draft IS/MND appropriately provides program-level analysis. Project-specific emissions, health risk, and regulatory compliance requirements would be evaluated as individual development applications are submitted.

Assembly Bill 617

The City acknowledges that the Specific Plan Area lies partly within the South-Central Fresno Assembly Bill (AB) 617 community. The Recirculated Draft IS/MND already incorporates Community Emission Reduction Program (CERP) consistent measures through Specific Plan policies addressing land use compatibility, truck routing, complete streets, transit, urban greening, pedestrian improvements, and infill design standards.

Mitigation Measure (MM) AIR-1a through MM AIR-1d would require future development projects within the Specific Plan Area to comply with design features that would reduce construction and operational emissions. These mitigation measures are consistent with the goals of the CERP to reduce criteria air pollutants and toxic air contaminants (TAC) emissions generated by the proposed project in impacted disadvantaged communities.

During project-level review, the City would:

- evaluate each proposal for consistency with the South-Central Fresno CERP,
- consult with the Valley Air District to determine the feasibility of additional CERP-recommended measures, and
- apply site-specific mitigation as needed to minimize exposure of sensitive receptors.

Because the Specific Plan itself does not authorize any specific development, CERP implementation would appropriately occur at the time individual projects are submitted.



Voluntary Emission Reduction Agreements

As noted above, the proposed project is evaluated at a programmatic level, and future development projects associated with the implementation of the Specific Plan would be required to undergo project-specific review. MM AIR-1b and MM AIR-1c require development project applicants to prepare and submit a technical assessment evaluating potential project operation-related and construction-related air quality impacts prior to discretionary project approval in conformance with Valley Air District methodology. If operation- or construction-related emissions are determined to have the potential to exceed the Valley Air District-adopted thresholds of significance, applicants would be required to incorporate mitigation measures to reduce air pollutant emissions during construction and operation, which can include the option of preparing a Voluntary Emission Reduction Agreement (VERA). Therefore, entering into a VERA is one of several feasible mitigation options that is available to be implemented on a site-specific project-by-project basis.

Allowed Uses Not Requiring Project-specific Discretionary Approval

MM AIR-1b and MM AIR-1c require development project applicants to prepare and submit a technical assessment evaluating potential project operation-related and construction-related air quality impacts prior to discretionary project approval in conformance with Valley Air District methodology. It is not anticipated that any large development projects with potential significant air quality impacts would be approved without discretionary review and approval. Ministerial projects that are not subject to environmental review under CEQA must still comply with the Fresno Municipal Code and other applicable rules, regulations, and environmental programs. Accordingly, the City can reasonably rely on these mandatory regulations and policies to reduce potential environmental impacts.

Industrial/Warehouse Emission Reduction Strategies

MM AIR-1c requires future development project applicants to prepare and submit a technical evaluation of project operation-related air quality impacts in conformance with Valley Air District methodology. Applicants would be required to incorporate mitigation measures to reduce air pollutant emissions during operational activities. Project-specific mitigation measures consistent with the performance standards established by the Recirculated Draft IS/MND mitigation measures would be implemented and made enforceable as applicable on a project-by-project basis during the discretionary review process. All potential measures would be considered, consistent with Valley Air District guidance

Cleanest Available Heavy-duty Trucks

All future development projects proposed within the Specific Plan Area would comply with the State's requirements regarding electrification of heavy heavy-duty (HHD) fleets. The California Air Resources Board (ARB) regulates emissions from HHD vehicles at the State level to meet the State's emission goals. Trucks used for operations would be required to meet United States Environmental Protection Agency (EPA) and ARB regulatory requirements that will put more alternative-fueled and clean trucks onto the road. The trucks that



meet the new ARB Heavy-Duty Low Nitrogen Oxide (NO_x) Omnibus Regulation and new federal Heavy-Duty Engine and Vehicle Standards will have significantly decreased particulate emissions from today's diesel trucks. Likewise, all on-site service equipment would meet applicable Statewide regulations.

Reduce Idling of Heavy-duty Trucks

All HHD trucks would be subject to the State anti-idling regulation (13 California Code of Regulations [CCR] § 2485 and 13 CCR § 2480), which, including but not limited to, restricts truck idling to less than five consecutive minutes. Limiting idling to no greater than three minutes would not clearly lessen any significant environmental impacts to below the significance thresholds because the suggested mitigation is not considerably different compared to compliance with State anti-idling regulation 13 California Code of Regulations Section 2485 and 13 California Code of Regulations Section 2480.

Further, all future development within the Specific Plan Area would be subject to MM AIR-1d, as applicable, which requires a Health Risk Assessment (HRA) be prepared and mitigation measures to reduce potential health risks to an acceptable level. As discussed in MM AIR-1d, one Best Available Control Technology for Toxics (T-BACT) measure includes restricting idling on-site or electrifying warehouse docks to reduce diesel particular matter (DPM). Therefore, MM AIR-1d would satisfy this request.

Electric On-site Off-road and On-road Equipment

MM AIR-1b requires project applicants for future development projects within the Specific Plan Area to prepare a technical assessment evaluating potential project construction-related air quality impacts and incorporate mitigation measures to reduce air pollutant emissions. While MM AIR-1b does not specifically list the use of electric or zero-emission equipment, it does identify that it does not include an exhaustive list of measures and other mitigation measures could be identified, in addition to those it has specifically included. Therefore, future projects could choose to utilize electric or zero-emission equipment as a mitigation measure to reduce air quality impacts.

Under-fired Charbroilers

The Recirculated Draft IS/MND includes MM AIR-1b and MM AIR-1c, which require that future development project applicants prepare and submit a technical assessment evaluating potential project operation-related and construction-related air quality impacts prior to discretionary project approval in conformance with Valley Air District methodology. Additionally, MM AIR-1d requires that new development proposals with the potential to introduce sources of DPM and/or 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 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 Valley Air District.



Therefore, individual developments that would include char broilers would be required to assess TACs associated with char broilers, as applicable. In addition, development projects within the Specific Plan would be required to comply with all applicable Valley Air District rules and regulations, including demonstrating consistency with Valley Air District Rule 4692 for commercial charbroiling and an associated HRA.

Vegetative Barriers and Urban Greening

All development projects within the Specific Plan Area would be required to meet the City's landscaping requirements, which will be enforced through Conditions of Approvals. The City requires urban greening to be incorporated into projects and requires appropriate landscaping and setbacks (Fresno Municipal Code Chapter 15 Article 23). Therefore, the City's design standards that will be enforced through Conditions of Approvals and the analysis contained in the Recirculated Draft IS/MND already address the concerns raised in the comment.

On-site Solar Deployment

The California Building Standards Code (CBC) requires that nonresidential projects construct their roofs to be solar-ready to accommodate the future installation of solar panels. The proposed project would be required to comply with the foregoing, thereby contributing to improved air quality and making progress toward reducing greenhouse gas (GHG) emissions through the facilitation of the future production of solar energy. Further, as discussed in the Recirculated Draft IS/MND, the Pacific Gas and Electric Company (PG&E) is the private utility that would supply the proposed project's electricity.

Electric Infrastructure

All future development projects within the Specific Plan Area, including ministerial and discretionary projects, are required to comply with the California Green Building Code, which contains electric vehicle (EV) charging requirements. Specifically, warehouses are required to provide EV supply and distribution equipment, such as spare raceway(s) or busway(s), and adequate capacity for transformer(s), service panel(s), or subpanel(s) shall be installed at the time of construction to accommodate future medium- and heavy-duty EVs. Therefore, the proposed project would provide the EV charging infrastructure that would support future use of electric trucks.

District Rules and Regulations

All future projects proposed within the Specific Plan Area would be required to comply with all applicable rules and regulations.

Fresno Metropolitan Flood Control District

The Fresno Metropolitan Flood Control District (FMFCD) provided a letter on January 16, 2026. The FMFCD states that drainage fees shall be collected pursuant to the Drainage Fee Ordinances for future development



projects associated with the implementation of the Specific Plan and that the FMFCD has no further comments related to the Recirculated Draft IS/MND. As noted in the Recirculated Draft IS/MND, future development projects would be required to comply with all applicable requirements of the General Plan and FMFCD, including the payment of applicable fees.

Sunnyside Property Owners Association

The Sunnyside Property Owners Association provided a comment letter on January 15, 2026, which outlined various concerns related to cultural and historic resources within the Specific Plan Area that could be impacted by the implementation of the proposed project.

The Recirculated Draft IS/MND provides a program-level evaluation of potential cultural resource impacts associated with implementation of the Specific Plan. While the Fresno County Historical Landmarks and Records Advisory Commission Inventory or the Roosevelt Community Plan (RCP) were not specifically reviewed as part of this programmatic Recirculated Draft IS/MND, future development projects would be subject to project-level environmental review under CEQA. This includes compliance with the City's Historic Preservation Ordinance and General Plan policies such as Policy HCR-2-g, which requires review of demolition permits to determine eligibility for listing on the Local Register of Historic Resources.

In addition, MM CUL-1, MM CUL-2, and MM CUL-3 would apply to all future discretionary projects. These measures require a qualified architectural historian to conduct a historical resources assessment prior to any project that may affect historical resources, including a records search of the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and local registers, including, but not limited to, the Fresno County Historical Landmarks and Records Advisory Commission Inventory of Historic Landmarks. If resources such as the Fresno Assembly Center, Fairgrounds, or the historic olive tree stand along Butler Avenue are determined to be significant during the project-level analysis, appropriate measures—such as documentation, preservation in place, or relocation—would be implemented. The mitigation measures also require compliance with California Office of Historic Preservation (OHP) guidelines and preparation of documentation meeting Historic American Building Survey standards. These requirements, combined with existing City policies and ordinances, would ensure that cultural and historic resources are appropriately identified and protected during implementation of the Specific Plan.

Fresno Irrigation District

The Fresno Irrigation District (FID) provided a comment letter on January 21, 2026, which outlined various concerns related to FID facilities within the Specific Plan Area and water supply for the proposed project.

Impacted Facilities

The proposed project is a policy-level document and does not propose or contemplate any specific development. As discussed in Section 2.10, Hydrology and Water Quality, of the Recirculated Draft IS/MND, the



grading plan review process for future individual projects in the Specific Plan Area would identify any plan to alter the course of any creek, stream, or irrigation canal, and in compliance with existing local, State, and federal regulations, the City would require additional other reviews, permits, and agreements with agencies including, but not limited to, FID. Possible permits and agreements include the Clean Water Act (CWA) Section 401 and 403 permits, Endangered Species or Habitat Plan, Section 1603 Streambed Alteration Agreement, and Irrigation Canal Encroachment permit. Future development would be required to make any required agreements prior to the issuance of grading permits.

Future development under the proposed project that would impact small or medium canal crossings in the Specific Plan Area would be required to meet FID's applicable standards in effect at the time the project is proposed, including the requirements specified in FID's comment letter and including, but not limited to, the Master Trails Agreement recently executed between the City and FID, if it is in place at the time of site-specific project approval.

Water Supply Impact

Section 2.10, Hydrology and Water Quality, of the Recirculated Draft IS/MND, found that the North Kings Groundwater Sustainability Agency (GSA) could reach sustainability by 2040 if groundwater flows from within the North Kings GSA to neighboring GSAs and basins are reduced and projects are developed to mitigate present and future projected impacts. Additional projects identified by member agencies and those included in the North Kings Groundwater Sustainability Plan (GSP) may be implemented in the future depending on cost. The proposed project would not conflict with or obstruct implementation of projects and management actions included in the North Kings GSP. Therefore, the Recirculated Draft IS/MND determined that impacts related to the implementation of a water quality control plan or sustainable groundwater management plan would be less than significant.

The commenter then states that, "A large portion of the planned area is currently being used for agricultural purposes." However, as described in Section 1.3, Environmental Setting, of the Recirculated Draft IS/MND, the Specific Plan Area is characterized by housing developments, industrial facilities, public facilities, vacant land, and commercial areas. 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. Presently, the Specific Plan Area does not contain any land designated for agricultural uses. The California Department of Conservation's (DOC's) Farmland Mapping and Monitoring Program (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).

Furthermore, as discussed in the Recirculated Draft IS/MND, 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.



Additionally, the proposed project would implement General Plan Objective RC-6, Policies RC-6-a through RC-6-e and RC-6-l, Objective RC-7, Policies RC- 7-a through RC-7-h, Policy PU-7-d, Policy PU7-d, Objective PU-8, and Policies PU-8-a and PU-8-g, which would reduce the potential for groundwater overdraft impacts. Impacts related to groundwater demand would be less than significant.

Conclusion

In closing, all comments received during the public review period have been thoughtfully considered and addressed in this memorandum. The proposed project and subsequent development within the Specific Plan Area would adhere to all relevant local, State, and federal requirements. With the implementation of established policies and mitigation measures, the proposed project would facilitate responsible growth while ensuring the protection of community values and important resources.

Should you have any questions regarding this memorandum, please contact me at lcampion@fcs-intl.com.

Sincerely,

A handwritten signature in cursive script that reads 'Laura Campion'.

Laura Campion, Project Manager

FirstCarbon Solutions

Enclosure: Attachment A: Public Comments Received



Attachment A:

Public Comments Received



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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County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
STEVEN E. WHITE, DIRECTOR

January 20, 2026

Juan Lara, Planner III
Planning and Development Department
City of Fresno
2600 Fresno Street
Fresno, CA 93721
Juan.lara@fresno.gov

SUBJECT: NOI MND CSASP – County of Fresno Comments

Dear Juan Lara:

The County of Fresno appreciates the opportunity to review and comment on the subject project being reviewed by the City of Fresno. Staff's understanding is that the Central Southeast Area Specific Plan proposal consists of repealing the Roosevelt Community Plan and the Butler/Willow Specific Plan, amending the City of Fresno General Plan, and rezoning of approximately 119-acres.

I am providing the following comments provided by our County of Fresno divisions, as it relates to proposed project.

Fresno County, Road Maintenance and Operations Division:

Fresno County requests to be included in any traffic impact studies performed as part of this project.

This concludes the County of Fresno comments on your project.

If you have any questions regarding the information described in this letter, please contact me at arbrown@fresnocountyca.gov or (559) 600-4245.

Sincerely,

Arianna Brown

Arianna Brown, Planner
Development Services and Capital Projects Division

AB
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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

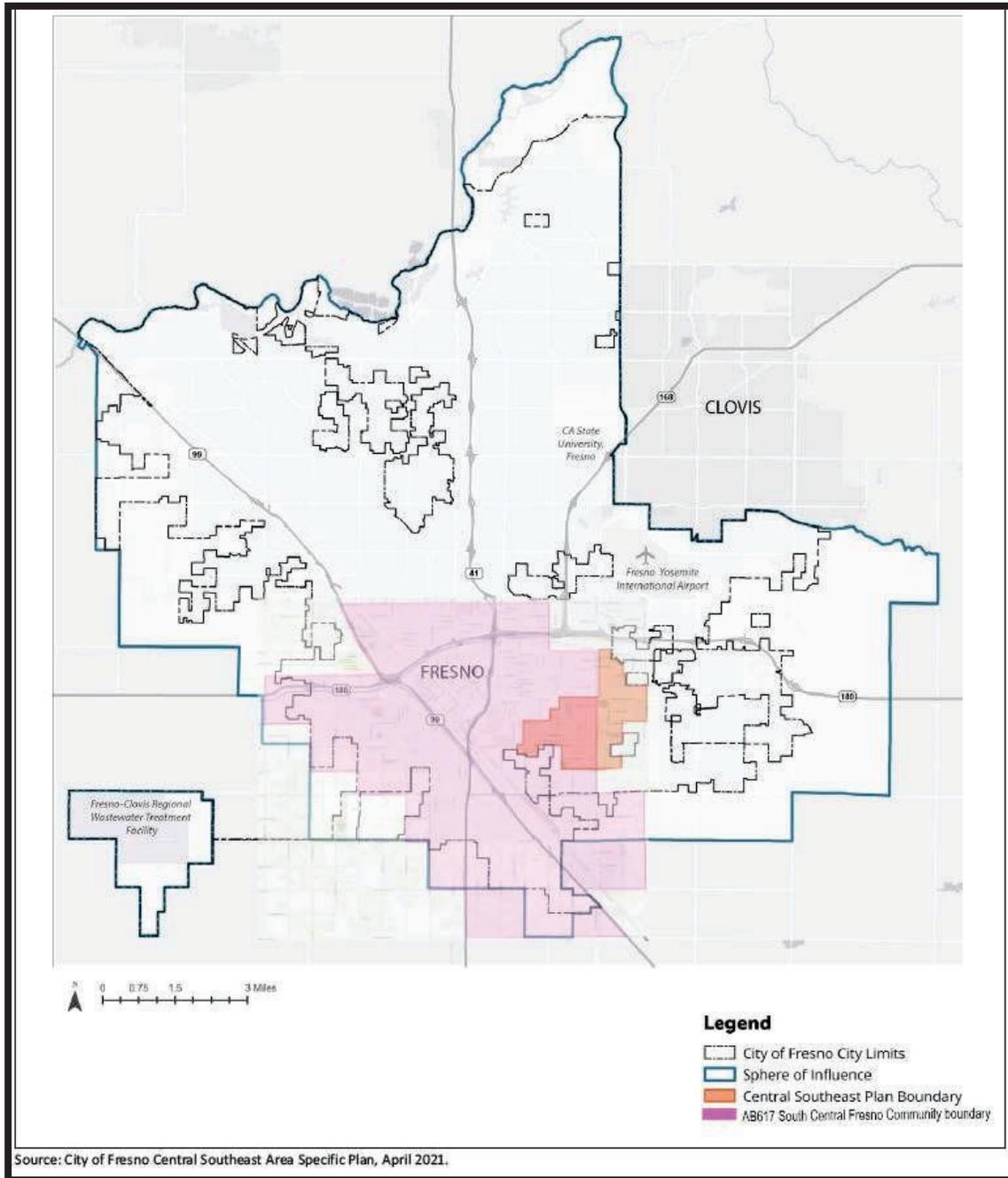
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Figure 1: Boundaries of the South-Central Fresno AB 617 Community and the Central Southeast Area Specific Plan



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 NO_x 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 PM_{2.5} 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 PM_{2.5} 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 PM_{2.5} 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 uptake 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 NO_x 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 NO_x 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

A handwritten signature in black ink, appearing to read 'Daniel Martinez', with a stylized flourish at the end.

Daniel Martinez
Program Manager



Fresno Metropolitan Flood Control District
Capturing Stormwater since 1956

File 310. "A", "BF", "GG",
"II2", "PP", "Y", "Z"
420.216

January 16, 2026

Sophia Pagoulatos, Panning Manager, Planning and Development Department
c/o Juan Lara, Planner III, Planning and Development Department
City of Fresno
2600 Fresno Street, Room 3065
Fresno, CA 93721

Dear Juan,

**Recirculated Initial Study and Mitigated Negative Declaration
for the Central Southeast Specific Plan
Drainage Areas "A", "BF", "GG", "II2", "PP", "Y", "Z"**

Drainage fees shall be collected pursuant to the Drainage Fee Ordinance prior to approval of final maps and/or issuance of building permits at the rates in effect at the time of such approval. Instances when the proposed density is reduced and the District's Master Plan facilities have been constructed will be subject to the higher rate anticipated to be collected when the facilities were installed. Should land use densities of existing areas be increased, the property would be subject to drainage fee commensurate to the higher density and paid to offset the effects of the increased land use. Please contact the District for a final fee obligation prior to issuance of any construction permits.

The Fresno Metropolitan Flood Control District (District) has no additional comments regarding the Recirculated Initial Study and Mitigated Negative Declaration for the Central Southeast Specific Plan (Plan). The District's previous comments on the Notice of Intent to Adopt a Mitigated Negative Declaration for the Central Southeast Area Specific Plan, dated March 6, 2023, have been fully addressed in the Plan. A copy of the referenced correspondence is enclosed for your reference.

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,

A handwritten signature in blue ink, appearing to read "Denise Wade", is written over a light blue circular stamp.

Denise Wade
Master Plan and Special Projects Manager

DW/lrl

Attachment

k:\letters\rezone letters\fresno\2026\recirculated initial study-mitig neg decla(central southeast spec plan)(dw).docx

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www.fresnofloodcontrol.org



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.

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www.fresnofloodcontrol.org

**City of Fresno Planning & Development Department
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”
March 6, 2023
Page 2**

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.

**City of Fresno Planning & Development Department
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”
March 6, 2023
Page 3**

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.

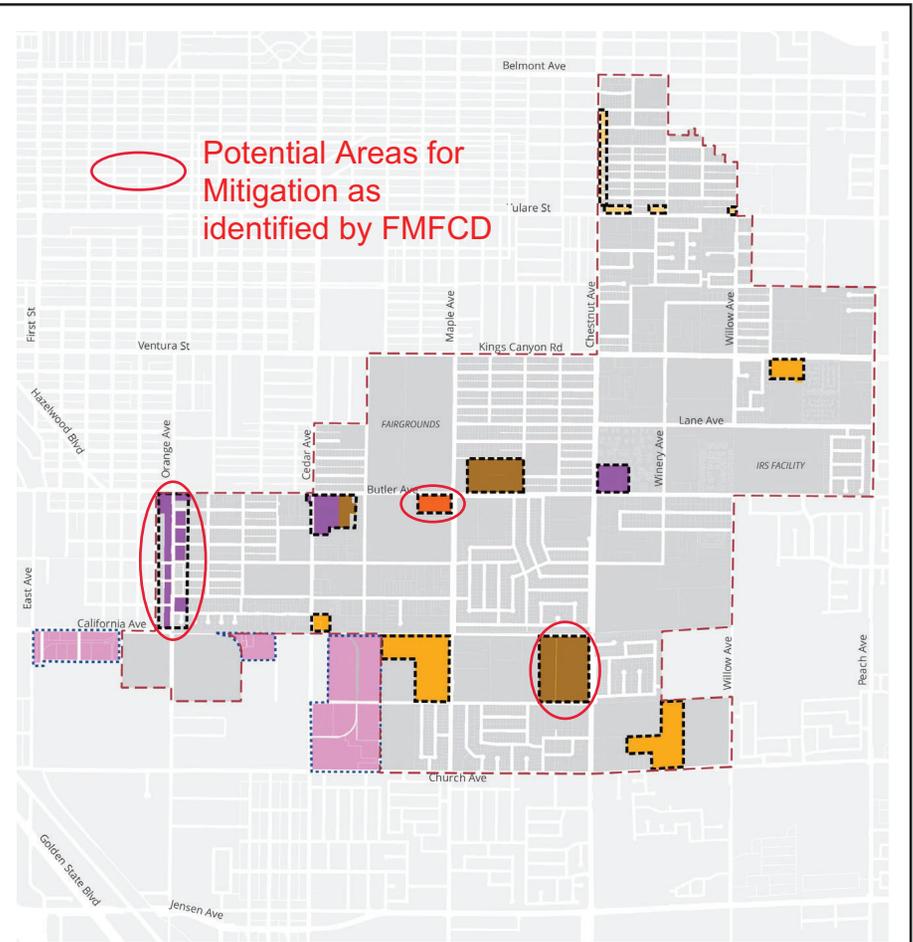
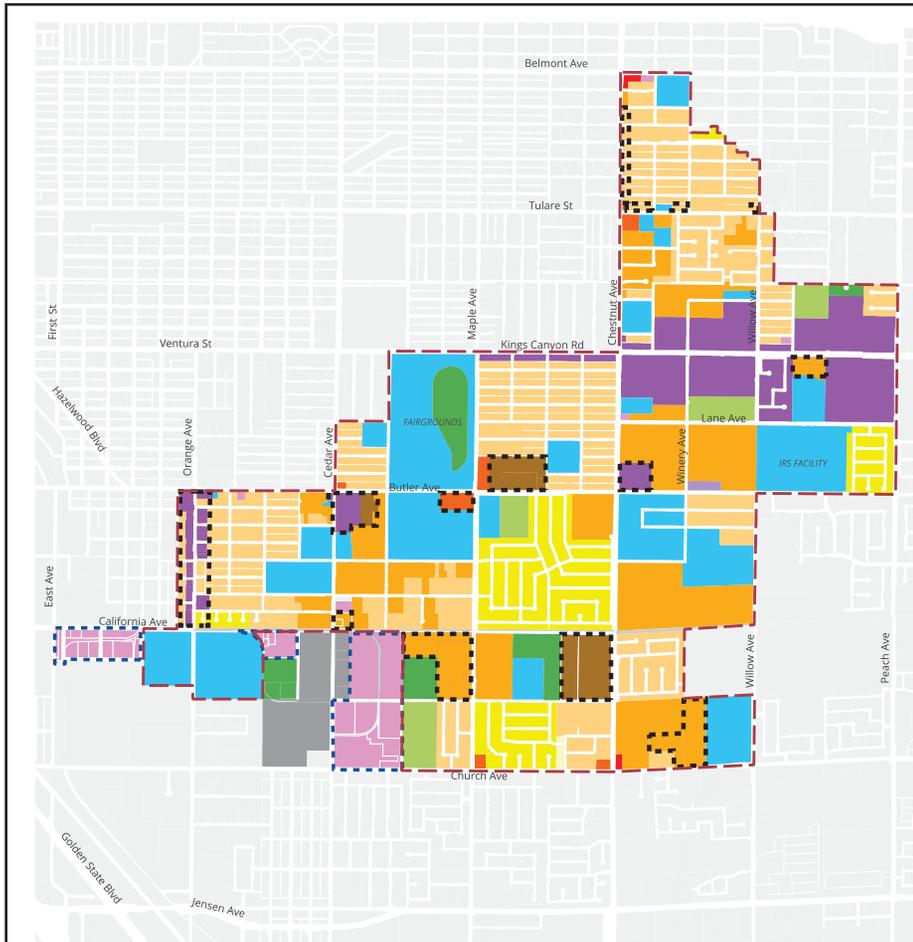
Sincerely,



Denise Wade
Master Plan and Special Projects Manager

DW/lrl

Attachments



Potential Areas for Mitigation as identified by FMFCD



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

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

Less than significant impact. Continued implementation of the General Plan would 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. ~~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.~~

FMFCD has identified Potential Areas for mitigation within this Plan Area.

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.

Participation levels, and to acceptable levels. NS-3-e, NS-3-h, the NPDES Permit, the significant Quality Management

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.

able S-3-b, on in with Water 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 v

The approved General Plan includes se of wastewater flows including PU-7-a, System Management Plan and CSMP a wastewater flows would be accommod infrastructure would be assessed on an

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

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.

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

⁹³ City of Fresno. 2015. Wastewater Collection System 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.

Sunnyside Property Owners Association
P. O. Box 8096, Fresno, California 93747

January 15, 2026

Mr. Juan Lara, City of Fresno
Planning and Development Department
2600 Fresno Street, 3rd Floor, Room 3043
Fresno, CA 93721-3604

RE: **Central Southeast Specific Plan and Related Environmental Assessment** including Plan Amendment, Rezone Application and Mitigated Negative Declaration

Thank you for the opportunity to review and comment on the Recirculated Initial Study and Mitigated Negative Declaration (MND) for the Central Southeast Specific Plan (CSESP) including the repeal of a portion of the Roosevelt Community Plan (RCP) and the Butler/Willow Specific Plan (BWSP).

Whereas the environmental assessment for the CSESP identifies the cultural resources within and adjacent to the proposed Plan recorded in the current inventories of the NRHP, the CRHR, the California Historical Landmarks list, the COHI list, and the BERD for Fresno County, it does not include a review of the Fresno County Historical Landmarks and Records Advisory Commission Inventory of Historic Landmarks or potential historic resources in the environmental document completed for the Roosevelt Community Plan (RCP).

The Fresno County Fairgrounds, WWII Japanese Internment Camp (Fresno Assembly Center), Frank Chance Field, the Senior Citizens Village, and others, that are all within the proposed Plan area should have been included in the initial study. And because the County's List of Historic Places was never inventoried, the historic designation of the treescape on Butler Avenue from Peach to Clovis (Site #203) and its relevance to the stand of olive trees west of Peach was never studied.

Thirty (30) olive trees are located on both sides of Butler Avenue west of Peach. These trees are of the same age, spacing, and species as the olive trees on the east side of Peach extending to Clovis Avenue and Minnewawa Avenue from the California alignment to Kings Canyon Road attributed to M. Theo Kearney and the Colony System of Development in the 1880s. The initial study does list the Scenic Corridors (Peach, Minnewawa, and Butler) adjacent to the proposed Plan and restate mitigation in the City General Plan that protects them, but in failing to address the historic significance of the same stand of trees east and west of Peach and eliminating the protections in the Butler Willow Specific Plan, mitigation for *their* protection and preservation is lost.

We object to the reclassification of Butler Avenue to a collector from 660 feet west of Peach, repealing the language that required the diverter at Peach and Butler, and removing protection for the olive trees within the Butler Willow Specific Plan area as these omissions and changes portend potential street widening with the resulting loss of a historic stand of trees over 100 years old, with great impact to the area's aesthetics, health, safety, road capacity, and place in history.

Because several of the most important policies and protections from the BWSP have been omitted in the proposed Plan and the initial study did not include any mitigation for potential historic resources, we request the designation of Heritage Tree be applied to the stand of olive trees on Butler west of Peach per Section 15-2308 of the General Plan. And, until a specific plan is adopted for the area east of Peach (the BWSP's eastern boundary was Villa, not Peach), the language in the BWSP requiring a diverter at Peach and Butler should be retained and included in the Central Southeast Specific Plan.

Respectfully,
Sue Williams, for the Board of Directors of the Sunnyside Property Owners Association

cc: Brandon Vang, Council Member District 5
Jennifer K. Clark, Director Planning & Development



2907 S. Maple Avenue
Fresno, California 93725-2208
Telephone: (559) 233-7161
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CONVEYANCE. COMMITMENT. CUSTOMER SERVICE.

January 15, 2026

Juan Lara
Development and Resource Management Department
City of Fresno
2600 Fresno Street, 3rd Floor, Room 3043
Fresno, CA 93721

RE: City of Fresno Central Southeast Area Specific Plan
FID Facilities: Various

Dear Mr. Lara:

The Fresno Irrigation District (FID) has reviewed the Central Southeast Area Plan for the City of Fresno (Project). The Planning Area is approximately 2,067 acres, located southeast of Downtown Fresno and is bounded by Belmont Avenue to the north, Fourth Street, Church Avenue and Minnewawa Avenue. Your proposed project is a significant development and requires thorough and careful consideration of potential impacts. FID has the following comments:

Impacted Facilities

1. FID has many canals within the Planning Area as shown on the attached FID exhibit map. The facilities include: Braly No. 14, and Ventura No. 13. These facilities precede the City, development, and/or roads. FID's canals range from smaller to medium diameter pipelines. In most cases, the existing facilities will need to be upgraded to meet current urban standards or relocated by the developer to accommodate new urban developments and provide for public safety which will require new pipelines and new exclusive easements. FID will impose the same conditions on future projects as it would with any other project located within the common boundary of the City of Fresno and FID including, but not limited to requirements from FID specified exclusive easements, access points, and drive approaches at all road crossings. Additionally, FID will also require all impacted open channel drive banks, to be built out to FID specified widths, heights, and overlaid with all-weather road. FID will require that it review and approve all maps and plans which impact FID canals and easements.

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BOARD OF DIRECTORS

President RYAN JACOBSEN Vice-President JERRY PRIETO, JR. CHRISTOPHER WOOLF
GEORGE PORTER GREGORY BEBERIAN General Manager BILL STRETCH

- a. Small/Medium Canal Crossings – The majority of the proposed Project area will impact existing pipelines. FID will require all existing pipelines impacted by the Project area development be upgraded to meet FID's then current standards for urban, rural, industrial areas. The majority of FID's facilities that lie within the project area do not meet FID's urban specifications, including road or highway crossings. The majority of the existing pipelines are monolithic cast-in-place concrete pipe (CIPCP), low head/thin wall PVC, and non-reinforced mortar jointed concrete pipeline. These pipelines were designed for a rural environment and must be replaced as development occurs.
2. FID's facilities that are within the Project area carry irrigation water for FID users, recharge water for the City of Fresno, and storm and flood waters during the winter months. In addition to FID's facilities, private facilities also traverse the Project area.

Water Supply Impact

1. California enacted landmark legislation in 2014 known as the Sustainable Groundwater Management Act (SGMA). The act requires the formation of local groundwater sustainability agencies (GSAs) that must assess conditions in their local water basins and adopt locally-based management plans. FID and the City of Fresno are members of the North Kings Groundwater Sustainability Agency which will manage the groundwater basin within the FID service area. This area is heavily reliant on groundwater pumping and SGMA will impact all users of groundwater and those who rely on it. The City of Fresno should consider the potential impacts of the development on the City's ability to comply with requirements of SGMA.
2. The proposed developments may negatively impact local groundwater supplies. A large portion of the planned area is currently being used for agricultural purposes. Under current circumstances the project area is experiencing a modest, but continuing groundwater overdraft. Should the proposed developments result in a greater consumption of groundwater, this deficit will increase. FID suggests the City of Fresno require balancing anticipated groundwater use with sufficient recharge of imported surface water to preclude increasing the area's existing groundwater overdraft and require the use of reclaimed water or other conservation methods.
3. It should be noted that without the use of surface water, continued dependence on solely a groundwater supply will do nothing to reverse or correct the existing overdraft of the groundwater supply beneath the City of Fresno and FID service area. As additional development within the Planning Area will "harden" or make

Juan Lara
Re: Central Southeast Area Specific Plan
January 15, 2026
Page 3 of 3

firmer the need for water, the long-term correction of the groundwater overdraft should be considered as any requirements for developments.

Thank you for providing to us the Notice of Preparation for the City of Fresno's Central Southeast Area Plan for our review and allowing us the opportunity to provide comments. We appreciate the opportunity to review and comment on the subject documents for this project. FID reserves the right to provide additional comments when more detailed information becomes available. If you have any questions please feel free to contact Jeremy Landrith at (559) 233-7161 extension 7407 or jlandrith@fresnoirrigation.com.

Sincerely,



Laurence Kimura, P.E.
Chief Engineer

Attachments

Jeremy Landrith

From: Juan Lara <Juan.Lara@fresno.gov>
Sent: Friday, December 19, 2025 11:34 AM
To: Nerland, Paul; mcregan@fresnocountyca.gov; FresnoAg@co.fresno.ca.us; wafox@fresnocountyca.gov; earmstrong@fresnocountyca.gov; Karen.Coletti@fresnolibrary.org; dluchini@fresnocountyca.gov; jprado@fresnocountyca.gov; Kettler, William; sgomez@fresnocountyca.gov; Jimenez, Bernard; White, Steven; cmotta@fresnocountyca.gov; hluna@fresnocountyca.gov; reneem@clovisca.gov; georgeg@clovisca.gov; thada@clovisca.gov; seans@clovisca.gov; mckenciep@clovisca.gov; lilyc@clovisca.gov; rhipps@fresnocog.org; pherman@fresnocog.org; jhutti@fresnocog.org; bhattarai@fresnocog.org; Brenda Thomas; Jeremy Landrith; Engineering Review; Laurence Kimura; Felix Vaquilar; denisew@fresnofloodcontrol.org; debbiec@fresnofloodcontrol.org; Samir.Sheikh@valleyair.org; jaime.holt@valleyair.org; mark.montelongo@valleyair.org; ceqa@valleyair.org; AB617@valleyair.org; Spaunhurst, Brian; Matias, Joel; hail.dustin@fire.ca.gov; Billy Alcorn; pgeplanreview@pge.com; Farl.Grundy@conservation.ca.gov; DLRP@conservation.ca.gov; Pricilla.Torres-Fuentes@nahc.ca.gov; ceqareview@dtsc.ca.gov; karen.buhr@sjrc.ca.gov; michael.navarro@dot.ca.gov; dave.padilla@dot.ca.gov; meghan_snow@fws.gov; justin_sloan@fws.gov; mjackson@usbr.gov; Rhiannon.l.kucharski@usace.army.mil; susan williams; KAREN MUSSON; John Kinsey; joseleonbarraza50@gmail.com
Cc: Sophia Pagoulatos
Subject: Notice of Intent to file a Mitigated Negative Declaration for the Central Southeast Specific Plan

You don't often get email from juan.lara@fresno.gov. [Learn why this is important](#)

PUBLIC REVIEW PERIOD FOR RECIRCULATED INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION FOR THE CENTRAL SOUTHEAST SPECIFIC PLAN

In accordance with Section 15072 of the California Environmental Quality Act Guidelines, this notice is to inform the general public that the City of Fresno has completed an Initial Study and Mitigated Negative Declaration (IS/MND) for General Plan Amendment Application No. P23-00400.

PROJECT LOCATION & PROJECT DESCRIPTION

A General Plan Amendment was filed by the City of Fresno (Applicant) for portions of the Central Southeast Area Specific Plan (Specific Plan). The Specific Plan proposes 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.

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. 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 Specific Plan Area.

The proposed land use designations of the Specific Plan are consistent with the General Plan; however, the proposed Specific Plan proposes rezoning of approximately 119 acres in the Plan Area, in addition to the repeal of the Roosevelt Community Plan and the Butler/Willow Specific Plan. These changes would facilitate revitalization of vacant lands or facilities along the Cesar Chavez Corridor, encourage development of underutilized parking lots near the Maple and Butler Avenue intersection, and encourage development of underutilized land near the Cedar and Butler Avenue intersection. The Specific Plan would also create higher intensity mixed-use infill opportunities along priority corridors and at key opportunity sites. Overall, development consistent with the proposed Specific Plan is expected to be less intense than what was contemplated by the General Plan.

DOCUMENT AVAILABILITY

The City of Fresno is making the proposed Recirculated IS/MND available to interested agencies and members of the public for review and comment. The public review period will begin on December 19, 2025, and conclude on January 19, 2026. The Recirculated IS/MND is available for review at this link https://www.fresno.gov/wp-content/uploads/2025/12/31680036-Fresno-Central-Southeast-SP-Recirculated-Draft-ISMND_PUBLIC.pdf and during regular business hours at the Planning and Development Department, Fresno City Hall, 2600 Fresno Street, 3rd Floor, Room 3043, Fresno, CA 93721-3604 or by contacting Juan Lara at (559) 621-8039 or Juan.Lara@fresno.gov and PublicCommentsPlanning@fresno.gov. The Draft Specific Plan and additional project information are available at www.fresno.gov/centralsoutheastplan.

Thank you,

Juan Lara | Planner III
Current Planning | Planning & Development
2600 Fresno Street | Fresno CA 93721
559.621.8039
Juan.Lara@Fresno.gov



Resources: [Current Planning](#) | [GIS & Mapping](#) | [Citywide Development Code](#)
[Accela Citizens Access \(ACA\)](#) | [ACA "How To" Videos](#)