



**CEQA Findings of Fact and
Statement of Overriding Considerations
Fresno Southeast Development Area Specific Plan Project
City of Fresno, Fresno County, California**

State Clearinghouse Number 2022020486

Prepared for:

**City of Fresno
Planning and Development
Department**

2600 Fresno Street, Room 3065 Fresno,
CA 93721
559.621.8277

Contact: Adrienne Asadoorian-Gilbert, Supervising Planner

Prepared by:

FirstCarbon Solutions
7726 N. First Street, No. 413
Fresno, CA 93720

Contact: Mary Bean, Project Director
Philip Ault, Project Director
Laura Campion, Project Manager

Date: July 29, 2026

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CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

1.1 - Introduction

The State Guidelines (Guidelines) promulgated pursuant to the California Environmental Quality Act (CEQA) provide:

No public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

- (a) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final PEIR.
- (b) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- (c) Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final PEIR.

The required findings shall be supported by substantial evidence in the record (CEQA Guidelines § 15091).

1.2 - Statement of Findings

A Recirculated Draft Program Environmental Impact Report (Recirculated Draft PEIR) pursuant to CEQA has been prepared by the City of Fresno (City). The Recirculated Draft PEIR for the Fresno Southeast Development Area (SEDA) Specific Plan Project (refined project) identifies significant effects on the environment, which may occur as a result of the refined project. The Final PEIR (consisting of the Introduction, Master Responses, Responses to Written Comments, and Errata) incorporates the Recirculated Draft PEIR. For these Findings, the PEIR shall consist of the Recirculated Draft PEIR, all appendices attached to the Recirculated Draft PEIR, and the Final PEIR. All acronyms used within this document shall have the same meaning as defined in the Recirculated Draft PEIR.

As discussed above, the City is required to make certain findings with respect to these impacts pursuant to CEQA Guidelines Section 15091. Accordingly, the City hereby makes these required

findings, as set forth in this document (Findings). These Findings summarize the environmental determinations about the refined project's significant impacts before and after mitigation and summarize the refined project's individual and cumulative impacts. These Findings do not attempt to describe the full analysis of each environmental impact. Instead, they provide a summary description of each significant impact and the applicable mitigation measures identified in the PEIR and adopted by the City and state the conclusions regarding the significance of each impact after incorporation of the identified mitigation measures. A comprehensive explanation of these environmental impact conclusions can be found in the PEIR, as supplemented and explained in staff reports and materials presented by City staff, various project consultants, and other relevant materials in the administrative record. The PEIR is incorporated into these Findings in its entirety. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, the basis for determining the significance of impacts, the comparative analysis of alternatives, and the reasons for approving the refined project in spite of the potential for associated significant and unavoidable adverse impacts.

The City's General Plan was approved in conjunction with a certified Master EIR (MEIR) and Mitigation Monitoring and Reporting Program (MMRP) in December 2014.

The City recognizes that the project proposed for approval and evaluated in these Findings differs from the Project Description evaluated in the Recirculated Draft PEIR and constitutes an alternative to the project analyzed therein, similar to Alternative 2 (Consolidated Business Park Alternative) as evaluated in the PEIR. However, the City finds, based on substantial evidence in the record, that the environmental effects of the refined project are within the scope of the impacts analyzed in the PEIR and are not materially different in kind or greater in severity than those disclosed in the PEIR. Accordingly, the City further finds that the analyses, discussions, and conclusions set forth in the PEIR, including the evaluation of direct, indirect, and cumulative impacts and the identification of applicable mitigation measures, are applicable to the refined project and provide an adequate basis for the Findings set forth below.

Section 1.5 sets forth potential environmental effects of the refined project, which have no impact or are not significant because of the design of the refined project. Section 1.6 sets forth those potential environmental effects of the refined project that are not significant because they can feasibly be mitigated below a level of significance. Section 1.7 discloses the environmental impacts that remain significant and unavoidable even with the incorporation of feasible mitigation. Section 1.8 summarizes the alternatives discussed in the PEIR and makes findings with respect to the feasibility of alternatives and whether the alternatives would lessen the significant environmental effects of the refined project.

The following sets forth all significant effects of the refined project and, with respect to each effect, makes one or more of the findings set forth in Section 1.1, Introduction, and provides facts in support of such findings.

1.3 - Project Summary

1.3.1 - Project Description

The refined project is a Specific Plan for the SEDA that would provide for increased density and accelerate housing production throughout the Plan Area. The refined project would offer flexibility in meeting the evolving needs of households in the region through a multimodal transportation network and diverse housing types and affordability levels. It has the potential to accommodate approximately 42,900 homes and 36,000 jobs within the nearly 9,000-acre Plan Area by the year 2050. The refined project is framed with three interrelated goals: fiscal responsibility, social equity, and environmental sustainability. The refined project would link a series of complete communities and mixed-use centers with a multimodal transportation network. Additionally, the refined project would include major transit lines, mixed-use centers, diverse residential districts, employment districts, open space, agriculture, and green infrastructure.

The Specific Plan Map (Exhibit 2 in Appendix A) establishes the distribution and location of proposed land uses. Initially, development would only be permitted in the South SEDA areas East of Temperance and South of Jensen. All other areas within the Specific Plan boundary would be identified as Future Reserve Areas.

South SEDA includes the following areas: East of Temperance and South of Jensen. These areas would include the following mix of land uses:

- East of Temperance
 - Neighborhood Residential: 407 acres
 - Mixed Residential: 41 acres
 - Neighborhood Town Center: 10 acres
 - Community Town Center: 11 acres
- South of Jensen
 - Flexible Research and Development: 1,369 acres
 - Institutional: 116 acres
 - Office Center: 63 acres

One existing elementary school, Lone Star Elementary School, is located within the South SEDA area South of Jensen. The refined project provides buffer requirements for future developments located adjacent to the existing school facility to ensure a safe and cohesive environment for students, faculty, and families. A full description of the refined project is included in Appendix A, and the revised Specific Plan is available in Appendix B.

1.3.2 - Project Objectives

The following objectives apply to the entire SEDA Plan Area and are intended to guide long-term, phased implementation of the Specific Plan. The objectives of the proposed project are to:

Quantified Objectives:

- Accommodate between 40,000 and 45,000 dwelling units of varying types, sizes, densities, and affordability levels.
- Accommodate between 30,000 and 37,000 jobs.

Fiscal Responsibility:

- Provide self-financing for the development and ongoing maintenance of the SEDA that does not reduce City of Fresno resources dedicated to other areas of the City or burden Fresno residents outside of the SEDA.
- Holistically coordinate infrastructure to integrate efficiencies that piecemeal planning cannot.
- Invest in resource conserving techniques for stormwater systems, water supply, and trail and open space networks to save on infrastructure and mitigation costs.

Social Equity:

- Promote health by reducing harmful emissions from cars and industry.
- Foster healthy physical activity and community interaction by providing easy, safe walking and bicycle access to parks, schools, and retail centers.
- Sustain the diversity of Fresno’s population by providing a wide variety of housing choices and business opportunities.
- Respect the major economic and cultural role of agriculture in the Central Valley by accommodating growth within the confines of a smaller urban footprint and directly integrating community-scale agriculture into the design of community centers, neighborhoods, and open spaces.

Environmental Sustainability:

- Emphasize the efficient use of energy, water, and other resources in SEDA design and policies. Strive to produce a self-mitigating plan that deeply reduces the environmental impacts of growth and can sustain and even serve to improve or repair natural systems.
- Reduce energy and water consumption through more efficient land use patterns, smarter building standards, and environmentally sensitive infrastructure to help Fresno meet standards for greenhouse gas (GHG) emissions, as well as air pollution and water quality.

Housing Choice:

- Offer a variety of housing choices to a mix of incomes, age groups, and lifestyles.
- Ensure that at least 10 percent of all housing units are affordable to low-, very low-, and extremely low-income households through covenants and deed restrictions or other affordability mechanisms.

- Ensure new housing units are affordable to households with varying levels of income through covenants and deed restrictions or other affordability mechanisms.

High Quality Transit Service:

- Provide convenient and frequent transit service to connect SEDA's town centers to jobs and housing inside the Plan Area and across the region.

Walkable Neighborhoods:

- Provide for nearly all homes to be located within walking distance of a Neighborhood Town Center with an elementary school, recreation areas, community gardens, and small shops.

Parks, Open Space, and Trails:

- Create a variety of natural open spaces and parks for recreation in all areas of the SEDA.
- Create trail systems and bicycle paths that make traveling without a car safe and convenient.
- Ensure that schools and major town centers can be reached safely with or without a car.

Mixed Use Town Centers:

- Mix shopping, housing, and jobs in vibrant Regional Town Centers and Community Town Centers that are easily accessible to most residents via a short walk, bike ride, drive, or transit trip.

Innovative Employment Areas:

- Attract opportunities in green technology and energy systems, agriculture-related industries, modular housing, and other emerging fields to provide jobs for Fresno residents.

Community Farming and Agriculture:

- Integrate small farms, community gardens, and farmers' markets into neighborhoods, schools, and town centers.
- Create a buffer that includes rural homes, organic farming, and open spaces to serve as a transition between the SEDA and commercial agriculture to the east.

Implementation:

- Develop the SEDA in an organized and phased manner based on housing needs, infrastructure availability, and minimization of impacts.
- Ensure amenities and infrastructure provision for each new phase prior to commencement of construction.

1.3.3 - Required Approvals

Discretionary and Ministerial Actions

The PEIR is a policy-level document, does not include any specific development proposals, and may not fully evaluate the impacts of other future specific, individual development that may be approved under implementation of the refined project. The Planning Commission and other decision-making bodies would review the refined project and make recommendations to City Council, who has approval authority for adoption of the Specific Plan and related actions. Future projects may be tiered off the PEIR or be found consistent with the PEIR pursuant to one or more of CEQA's streamlining processes and may require additional, project-specific environmental analysis to secure the necessary discretionary development permits. Subsequent projects would be reviewed by the City for consistency with the General Plan, Specific Plan, Zoning Ordinance, and the PEIR, and subsequent project-level environmental review would be conducted if required by CEQA.

Adoption of the refined project would be enacted by several discretionary actions:

Initial Discretionary Actions—Initial discretionary actions would include Resolutions of the Council of the City of Fresno for:

- Adoption of the Fresno Southeast Development Area Specific Plan.
- Amendment of the Fresno General Plan, including amendments to the Land Use Map and text.

Subsequent Discretionary Actions—Subsequent discretionary actions include Ordinances of the City of Fresno to adopt:

- A Text Amendment of the Development Code to incorporate new zone districts and other provisions called for in the SEDA Specific Plan.
- Rezoning of property for consistency with the General Plan Amendment and SEDA Specific Plan.

Other agencies may be consulted during the adoption process; however, their approval is not required for the adoption of the refined project. Any subsequent development under the refined project may require approval of State, federal, and Responsible Trustee Agencies that may rely on the program-level analysis in the PEIR.

Responsible and Trustee Agencies

A number of other agencies, in addition to the City, will serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. For the purposes of CEQA, the term "Responsible Agency" includes all public agencies other than the Lead Agency that have discretionary approval power over the refined project. Discretionary approval may include such actions as issuance of a permit, authorization, or easement needed to complete some aspect of the refined project. The Draft PEIR provides environmental information to these and other public agencies, which may be coordinated with other agencies, as part of project implementation. These agencies may include, but are not limited to, the following:

- California Department of Transportation (Caltrans)
- California State Water Resources Control Board (State Water Board)
- California Department of Fish and Wildlife (CDFW)
- Central Valley Regional Water Quality Control Board (Central Valley RWQCB)
- Fresno Local Agency Formation Commission (LAFCo)
- San Joaquin Valley Air Pollution Control District (Valley Air District)
- Fresno Metropolitan Flood Control District (FMFCD)
- Fresno Irrigation District (FID)
- County of Fresno

1.4 - Background

The City released a Notice of Preparation (NOP) for public review from February 22, 2022, to March 25, 2022 (30-day review period). The NOP and copies of comments received are included as Appendix A to the Recirculated Draft PEIR.

The Draft PEIR was circulated for a public review period between July 14, 2023, and August 28, 2023 (45-day review period). The Draft PEIR was publicly available at the City of Fresno Planning and Development Department at 2600 Fresno Street, Room 3065, and the Fresno County Public Library at 2420 Mariposa Street. In addition, the Draft PEIR was posted on the City Planning and Development website at www.fresno.gov/SEDA during the public review period.

On July 24, July 27, and August 12, 2023, three in-person public drop-in events were held at Hmong Alliance Church located at 8234 East Belmont Avenue, Sequoia Elementary School located at 1820 South Armstrong, and Young Elementary School located at 3140 North Locan Avenue, respectively. Individuals and organizations/agency representatives were invited to provide written comments on the Draft PEIR and Specific Plan at these public drop-in events.

To address comments related to transportation, the Draft PEIR was partially revised and recirculated to include a ramp queueing analysis, as requested by Caltrans. Additionally, Section 3.7, Geology, Soils, and Seismicity was recirculated due to its inadvertent omission from the online version of the previously circulated public review Draft PEIR due to a technological syncing issue that occurred when the document was uploaded to the SCH of the California Governor's Office of Planning and Research (OPR—now California Governor's Office of Land Use and Climate Innovation [LCI]). The mitigation measures included in the Geology, Soils, and Seismicity section were included in the Executive Summary of the previously circulated Draft PEIR, and the section was available in its entirety for review as part of the documents that were publicly available at City offices. The Partial Recirculated Draft PEIR was available for review from Tuesday, October 3, 2023, to Friday, November 17, 2023. Seven written comment letters were received in response to the Partial Recirculated Draft PEIR.

Prior to the finalization of the previously circulated Draft PEIR and the Partial Recirculated Draft PEIR, the Lead Agency decided to revise the PEIR to remove reliance on the City of Fresno General Plan PEIR, including both its findings and its mitigation measures that were previously referenced in both documents, as well as the 2021 GHG Reduction Plan. The City circulated the Recirculated Draft PEIR

for public review from February 7, 2025, to March 24, 2025. During the public review period for the Recirculated Draft PEIR, the City received 115 written comment letters.

The City prepared a Final PEIR, consisting of the comments received on significant environmental issues during the 45-day public review and comment period on the Recirculated Draft PEIR, written responses to those comments, revisions to the Recirculated Draft PEIR, and an Errata making minor, non-substantive changes to the Final PEIR.

The City held additional public hearings on November 19, 2025, and December 18, 2025. The City Council directed City staff to develop a refined project based primarily on the Consolidated Business Park Alternative evaluated in the PEIR, along with additional refinements, including the incorporation of specific phasing requirements and amendments to selected policies within the Specific Plan. This revised Project Description is provided in Appendix A to these Findings. The revisions requested by the City Council do not introduce a new concept but rather refine the proposed project to reflect policy direction provided through the public review and decision-making process.

The City considered all written comments regarding environmental issues in the Final PEIR and determined, based on all of the evidence presented, including but not limited to the PEIR, written and oral testimony given at public meetings and hearings in connection therewith, and the submission of comments from the public, organizations and regulatory agencies, as well as all other relevant information in the administrative record, the following environmental impacts associated with the refined project are: (1) less than significant and do not require mitigation; or (2) potentially significant but will be avoided or reduced to a level of insignificance through the identified mitigation measures; or (3) significant and cannot be fully mitigated to a level of less than significant but will be substantially lessened to the extent feasible by the identified mitigation measures.

The City concludes that implementation of the refined project could result in potentially significant and significant adverse environmental impacts. As reflected in the Final PEIR, there is disagreement among various parties regarding particular conclusions in the PEIR. CEQA and relevant case law interpreting the CEQA statute and Guidelines provide the standards for treating disagreement among experts in the context of a PEIR, as follows: Where evidence and opinions conflict on an issue concerning the environment, and the Lead Agency knows of these controversies in advance, the PEIR and/or related findings must acknowledge the controversies, summarize the conflicting opinions of the experts, and include sufficient information on the controversy. In making a decision on a project where there is disagreement among experts, the Lead Agency is not obligated to select the viewpoint that purports to be the most environmentally sensitive. Instead, decision-makers are vested with the discretion to weigh expert opinion and choose which they intend to rely on and are not required to resolve a dispute among experts. In their proceedings, decision-makers must consider comments received concerning the adequacy of the PEIR and address any objections raised in these comments. However, decision-makers are not obligated to follow any directives, recommendations, or suggestions presented in comments on a PEIR and can certify a PEIR without needing to resolve disagreements among experts.

In making its decision to certify the PEIR and approve the refined project, the City recognizes that a range of technical and scientific opinions exists with respect to certain environmental issues, particularly with respect to potential traffic and transportation impacts. The Lead Agency has acquired a comprehensive and well-rounded understanding of the range of this technical and scientific opinion by its review of the PEIR; as well as by its review of the information provided by the experts who prepared the PEIR; the Lead Agency's other consultants and its staff; along with testimony, letters, reports, and other relevant materials in the administrative record, as well as its own experience and expertise in these matters. The materials reviewed by the Lead Agency include conflicting expert opinions and conflicting statements of facts, as well as other comments on the environmental issues set forth in the PEIR. This comprehensive review has enabled the Lead Agency to make its decisions after weighing and considering the various viewpoints on these important issues, and the Lead Agency has made determinations of significant effects based on substantial evidence, not public controversy or speculation. Accordingly, the Lead Agency hereby certifies that its Findings and determinations are based on all of the evidence contained in the PEIR, as well as the evidence and other information in the record addressing the environmental impacts of the refined project and hereby elects to rely on the analysis and evidence set forth in the PEIR.

1.5 - Potential Environmental Effects Which Are Not Significant or Less Than Significant

The City has heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including the Draft and Final PEIR, and all oral and written evidence presented to it during all meetings and hearings. The PEIR reflects the independent judgment of the City and is deemed adequate for purposes of making decisions on the merits of the refined project.

Consistent with Public Resources Code Section 21002.1 and Section 15128 of the CEQA Guidelines, the PEIR focused its analysis on potentially significant impacts and limited discussion of other impacts for which it can be seen with certainty there is no potential for significant adverse environmental impacts. CEQA Guidelines Section 15091 does not require specific findings to address environmental effects that a PEIR identifies as “no impact” or a “less than significant” impact and for which no mitigation is necessary.

The City agrees with the characterization in the PEIR of all project-specific impacts identified as “no impact” or “less than significant” and finds that those impacts have been described accurately and either have no impact on the physical environment or a less than significant impact, as described in the PEIR. The City further finds that no substantial evidence was submitted or identified during the public comment period indicating that the refined project would have a potentially significant impact with respect to the environmental impacts or topical categories listed below.

Therefore, based on its independent judgment and the entire administrative record before it, the City has determined and finds that the following environmental impacts will not exceed any established thresholds, will have either no impact or less than significant effects and no mitigation is necessary:

1.5.1 - Aesthetics, Light, and Glare

- Impact AES-1** The refined project would not have a substantial adverse effect on a scenic vista (Recirculated Draft PEIR, Section 3.1, Aesthetics, Light, and Glare, Page 3.1-17; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-19).
- Impact AES-2** The refined project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway (Recirculated Draft PEIR, Section 3.1, Aesthetics, Light, and Glare, Page 3.1-18; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-19).

1.5.2 - Agricultural Resources and Forestry Resources

- Impact AG-3** The refined project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220 (g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)) (Recirculated Draft PEIR, Section 3.2, Agricultural Resources and Forestry Resources, Page 3.2-17; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-19).
- Impact AG-4** The refined project would not result in the loss of forest land or conversion of forest land to non-forest use (Recirculated Draft PEIR, Section 3.2, Agricultural Resources and Forestry Resources, Page 3.2-21; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-19).

1.5.3 - Biological Resources

- Impact BIO-4** The refined project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites (Recirculated Draft PEIR, Section 3.4, Biological Resources, Page 3.4-36; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-20).
- Impact BIO-5** The refined project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (Recirculated Draft PEIR, Section 3.4, Biological Resources, Page 3.4-37; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-20).
- Impact BIO-6** The refined project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan (Recirculated Draft PEIR, Section 3.4, Biological Resources, Page 3.4-37; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-20).

Cumulative Impact The refined project would have a less than significant cumulative impact on biological resources (Recirculated Draft PEIR, Section 3.4, Biological Resources, Page 3.4-39; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-20).

1.5.4 - Energy

Impact ENER-1 The refined project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (Recirculated Draft PEIR, Section 3.6, Energy, Page 3.6-17; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Pages 5-20–5-21).

Impact ENER-2 The refined project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency (Recirculated Draft PEIR, Section 3.6, Energy, Page 3.6-20; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Pages 5-20–5-21).

Cumulative Impact The refined project would have a less than significant cumulative impact on energy (Recirculated Draft PEIR, Section 3.6, Energy, Page 3.6-23; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Pages 5-20–5-21).

1.5.5 - Geology, Soils, and Seismicity

Impact GEO-1 The refined project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
- ii. Strong seismic ground shaking.
- iii. Seismic-related ground failure, including liquefaction.
- iv. Landslides (Recirculated Draft PEIR, Section 3.7, Geology, Soils, and Seismicity, Page 3.7-13; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-21).

Impact GEO-2 The refined project would not result in substantial soil erosion or the loss of topsoil (Recirculated Draft PEIR, Section 3.7, Geology, Soils, and Seismicity, Page 3.7-15; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-21).

Impact GEO-3 The refined project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, liquefaction or collapse. (Recirculated

Draft PEIR, Section 3.7, Geology, Soils, and Seismicity, Page 3.7-16; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-21).

Impact GEO-4 The refined project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property (Recirculated Draft PEIR, Section 3.7, Geology, Soils, and Seismicity, Page 3.7-17; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-21).

Impact GEO-5 The refined project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater (Recirculated Draft PEIR, Section 3.7, Geology, Soils and Seismicity, Page 3.7-18; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-21).

Cumulative Impact The refined project would have a less than significant or cumulative impact on geology and soils (Recirculated Draft PEIR, Section 3.7, Geology, Soils, and Seismicity, Page 3.7-23; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-21).

1.5.6 - Greenhouse Gas Emissions

Impact GHG-1 The refined project could generate direct and indirect greenhouse gas emissions, and these emissions would not result in a significant impact on the environment (Recirculated Draft PEIR, Section 3.8, Greenhouse Gas Emissions, Page 3.8-41; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-21).

Impact GHG-2 The refined project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases (Recirculated Draft PEIR, Section 3.8, Greenhouse Gas Emissions, Page 3.8-41; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-21).

Cumulative Impact The refined project would have a less than significant cumulative impact on greenhouse gas emissions (Recirculated Draft PEIR, Section 3.8, Greenhouse Gas Emissions, Page 3.8-57; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-21).

1.5.7 - Hazards and Hazardous Materials

Impact HAZ-1 The refined project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (Recirculated Draft PEIR, Section 3.9, Hazards and Hazardous Materials, Page 3.9-25; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-21).

Impact HAZ-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the refined project would not result in a safety hazard or excessive noise for people residing or working the project area (Recirculated Draft PEIR, Section 3.9, Hazards and Hazardous Materials, Page 3.9-34; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-21).

Impact HAZ-6 The refined project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Recirculated Draft PEIR, Section 3.9, Hazards and Hazardous Materials, Page 3.9-34; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-21).

Impact HAZ-7 The refined project would not expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires (Recirculated Draft PEIR, Section 3.9, Hazards and Hazardous Materials, Page 3.9-35; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-21).

Cumulative Impact The refined project would have a less than significant cumulative impact on hazards and hazardous materials (Recirculated Draft PEIR, Section 3.9, Hazards and Hazardous Materials, Page 3.9-38; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-21).

1.5.8 - Hydrology and Water Quality

Impact HYD-1 The refined project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality (Recirculated Draft PEIR, Section 3.10, Hydrology and Water Quality, Page 3.10-36; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-22).

Impact HYD-4 The refined project would not be located in a flood hazard zone, tsunami, or seiche zone, or risk release of pollutants due to project inundation (Recirculated Draft PEIR, Section 3.10, Hydrology and Water Quality, Page 3.10-50; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-22).

Impact HYD-5 The refined project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (Recirculated Draft PEIR, Section 3.10, Hydrology and Water Quality, Page 3.10-51; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-22).

1.5.9 - Land Use and Planning

Impact LAND-1 The refined project would not physically divide an established community (Recirculated Draft PEIR, Section 3.11, Land Use and Planning, Page 3.11-23; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-22).

Impact LAND-2 The refined project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (Recirculated Draft PEIR, Section 3.11, Land Use and Planning, Page 3.11-24; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-22).

Cumulative Impact The refined project would have a less than significant cumulative impact on land use and planning (Recirculated Draft PEIR, Section 3.11, Land Use and Planning, Page 3.11-38; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-22).

1.5.10 - Mineral Resources

Impact MIN-1 The refined project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State (Recirculated Draft PEIR, Section 3.12, Mineral Resources, Page 3.12-5; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Pages 5-22–5-23).

Impact MIN-2 The refined project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan (Recirculated Draft PEIR, Section 3.12, Mineral Resources, Page 3.12-5; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Pages 5-22–5-23).

Cumulative Impact The refined project would have a less than significant cumulative impact on mineral resources (Recirculated Draft PEIR, Section 3.12, Mineral Resources, Page 3.12-6; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Pages 5-22–5-23).

1.5.11 - Noise

Impact NOI-3 The refined project would not expose people residing or working in the project area to excessive noise levels for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport (Recirculated Draft PEIR, Section 3.13, Noise, Page 3.13-29; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-23).

1.5.12 - Population and Housing

Impact POP-1 The refined project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) (Recirculated Draft PEIR, Section 3.14, Population and Housing, Page 3.14-13; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-23).

Impact POP-2 The refined project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (Recirculated Draft PEIR, Section 3.14, Population and Housing, Page 3.14-14; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-23).

Cumulative Impact The refined project would have a less than significant cumulative impact on population and housing (Recirculated Draft PEIR, Section 3.14, Population and Housing, Page 3.14-16; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-23).

1.5.13 - Public Services

Impact PUB-1 The refined project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection (Recirculated Draft PEIR, Section 3.15, Public Services, Page 3.15-27; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-24).

Impact PUB-2 The refined project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection (Recirculated Draft PEIR, Section 3.15, Public Services, Page 3.15-29; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-24).

Impact PUB-3 The refined project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools (Recirculated Draft PEIR, Section 3.15, Public Services, Page 3.15-30; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-24).

Impact PUB-4 The refined project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks (Recirculated Draft PEIR, Section 3.15, Public Services, Page 3.15-32; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-24).

Impact PUB-5 The refined project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities (Recirculated Draft PEIR, Section 3.15, Public Services, Page 3.15-34; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-24).

Cumulative Impact The refined project would have a less than significant cumulative impact on public services (Recirculated Draft PEIR, Section 3.15, Public Services, Page 3.15-37; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-24).

1.5.14 - Recreation

Impact REC-1 The refined project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated (Recirculated Draft PEIR, Section 3.16, Recreation, Page 3.16-15; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-24).

1.5.15 - Transportation and Traffic

Impact TRANS-2 The refined project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) (Recirculated Draft PEIR, Section 3.17, Transportation and Traffic, Page 3.17-34; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-24).

1.5.16 - Utilities and Service Systems

Impact UTIL-5 The refined project would comply with federal, State, and local statutes and regulations related to solid waste (Recirculated Draft PEIR, Section 3.18, Utilities and Service Systems, Page 3.18-71; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-25).

1.5.17 - Wildfire

Impact WILD-1 The refined project would not substantially impair an adopted emergency response plan or emergency evacuation plan (Recirculated Draft PEIR, Section 3.19, Wildfire, Page 3.19-12; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-25).

Impact WILD-2 The refined project would not, due to slope, prevailing winds and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire (Recirculated

Draft PEIR, Section 3.19, Wildfire, Page 3.19-13; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-25).

Impact WILD-3 The refined project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment (Recirculated Draft PEIR, Section 3.19, Wildfire, Page 3.19-14; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-25).

Impact WILD-4 The refined project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes (Recirculated Draft PEIR, Section 3.19, Wildfire, Page 3.19-15; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-25).

Cumulative Impact The refined project would have a less than significant cumulative impact on wildfire (Recirculated Draft PEIR, Section 3.19, Wildfire, Page 3.19-18; Recirculated Draft PEIR, Section 5.4, Alternative 2—Consolidated Business Park, Page 5-25).

1.6 - Potential Environmental Effects Which Can Be Mitigated Below a Level of Significance

The City hereby finds that feasible mitigation measures have been identified in the PEIR that will avoid or substantially lessen the following potentially significant environmental impacts to a less than significant level. The potentially significant impacts and the mitigation measures that will reduce them to a less than significant level are as follows:

1.6.1 - Air Quality

Impact AIR-4

Impact: The refined project could result in other emissions (such as those leading to odors) that would adversely affect a substantial number of people.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Chapter 3, Air Quality, Page 3.3-57–3.3-58; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-19). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

MM AIR-4 Prior to future discretionary project approval in the Fresno Southeast Development Area Specific Plan Area (Plan Area), development project applicants proposing a project with the potential to generate significant odor impacts, as determined

through review of San Joaquin Valley Air Pollution Control District (Valley Air District) odor complaint history for similar facilities and consultation with the Valley Air District, shall prepare an odor impact assessment and shall implement odor control measures recommended by the Valley Air District or the City as needed to reduce the impact to a level deemed acceptable by the Valley Air District.

Facts in Support of Findings: Odors can cause a variety of responses. The impact of an odor is dependent on interacting factors such as frequency (how often), intensity (strength), duration (in time), offensiveness (unpleasantness), location, and sensory perception. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies.

Growth within the proposed Plan Area could generate new sources of odors. Odors from the types of land uses that could generate objectionable odors (see Table 3.3-7 of the Recirculated Draft PEIR) are regulated under Regulation IV, Prohibitions, Rule 4102, Nuisance, which states:

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

As further discussed in the “Methodology” section, the Valley Air District has published recommended screening distances, as included in Table 3.3-7, and guidance documentation related to odors, which has been referenced for this analysis.

Construction-related Odors

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. However, because of the temporary nature of these emissions, the intermittent nature of construction activities, and the highly diffusive properties of diesel exhaust, nearby receptors would not be affected by diesel exhaust odors associated with project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The refined project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Impacts would be less than significant.

Operational-related Odors

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

Future developments in the Plan Area could include light industrial land uses such as wastewater treatment plants, and so there is the potential for land uses typically considered to be associated with odors to be developed in the Plan Area. The refined project would also develop different types of residential and retail activities, which are not typical odor-generating land uses. Potential impacts from odor sources would be mitigated through compliance with General Plan Policy PU-9-d and by enforcement actions by agencies with regulatory authority over odors. General Plan Policy PU-9-d would ensure that waste and recycling facilities are properly located. The Valley Air District addresses odor issues through SJVAPCD Rule 4102– Nuisance. Facilities creating nuisance odors generating public complaints can result in Valley Air District enforcement action.

Future individual development projects consistent with the refined project will be required to determine whether odors would have a potentially significant impact as part of CEQA review. In addition, projects containing sensitive receptors are likely to be proposed near existing odor sources, such as agricultural operations. Projects proposing new receptors within screening level distances will reduce the impact to less than significant levels. Proposal of a new source within the screening distance would require the applicant to demonstrate that the proposed facility includes odor controls within its design and through implementation of odor management practices to reduce odors to less than significant.

Development consistent with the refined project could also result in sensitive receptors being constructed within the screening level distances from existing odor sources. These potential odor impacts on new sensitive receptors could be significant. When potential odor impacts on these new sensitive receptors occur, the Valley Air District has authority under SJVAPCD Rule 4102 to require the owner of the odor-generating source to take actions that would reduce impacts to less than significant. The Valley Air District provided a record of all odor complaints within the Plan Area from 2018 through 2021 for known sources of odors. No significant odor complaints have been received in the Plan Area or in the vicinity of the refined project in recent years.

In addition to the existing regulatory programs described above, MM AIR-4 requires developers of projects with the potential to generate significant odor to prepare an odor impact assessment and to implement odor control measures. Compliance with MM AIR-4 would further reduce potential impacts of objectionable odors to below a level of significance. Additionally, implementation of the refined project’s policies would help to minimize the effects of growth and development on air quality.

The Lead Agency finds that MM AIR-4 is feasible, is adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

1.6.2 - Biological Resources

Impact BIO-1

Impact: The refined project could have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Chapter 3, Biological Resources, Page 3.4-33; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-20). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

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

MM BIO-1b Direct or incidental take of any State or federally listed species shall be avoided to the greatest extent feasible. If construction of a proposed project will result in the direct or incidental take of a listed species, consultation with the resources agencies and/or additional permitting may be required. Agency consultation through the California Department of Fish and Wildlife (CDFW) 2081 and United States Fish and Wildlife Service (USFWS) Section 7 or Section 10 permitting processes shall take place prior to any action that may result in the direct or incidental take of a listed species. Specific mitigation measures for direct or incidental impacts to special-status species shall be determined on a case-by-case basis through agency consultation during the review process for discretionary projects and shall be consistent with survey protocols and mitigation measures recommended by the agency at the time of consultation.

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

MM BIO-1d Proposed projects within the Southeast Development Area (SEDA) Plan Area should avoid, if possible, construction within the general nesting season of February through August for avian species protected under Fish and Game Code 3500 and the Migratory Bird Treaty Act (MBTA), if it is determined that suitable nesting habitat occurs on a project site. If construction cannot avoid the nesting season, a qualified Biologist shall conduct a pre-construction clearance survey to determine whether any nesting birds or nesting activity is observed on or within 500 feet of a project site. If an active nest is observed during the survey, a Biological Monitor shall be on-site to ensure that no proposed project activities would impact the active nest. A suitable buffer shall be established around the active nest until the nestlings have fledged and the nest is no longer active. Project activities may continue in the vicinity of the nest only at the discretion of the Biological Monitor. Prior to commencement of grading activities and issuance of any building permits, the Director of the City of Fresno Planning and Development Department, or designee, shall verify that all proposed project grading and construction plans include specific documentation regarding the requirements of the MBTA and California Fish and Game Code Section 3503, that pre-construction surveys have been completed and the results reviewed by staff, and that the appropriate buffers (if needed) are noted on the plans and established in the field. Specific mitigation measures for direct or incidental impacts to avian species protected under Fish and Game Code 3500 and the MBTA shall be determined on a case-by-case basis through agency consultation during the review process for discretionary projects and shall be consistent with survey protocols and mitigation measures recommended by the agency at the time of consultation.

Facts in Support of Findings: Development under the refined project would result in additional residential and nonresidential development throughout the Plan Area. Additionally, the refined project may result in other private and public improvements throughout the Plan Area with the potential for environmental effects related to biological resources. Thus, subsequent development under the refined project could result in the direct/indirect loss of natural vegetation communities that provide suitable habitat for 27 special-status plant and wildlife species that have the potential to occur or are known to occur within the Plan Area. The vegetation communities within the Plan Area boundary that provide suitable habitat for listed and other special-status species are described in Section 3.4.2 of the Recirculated Draft PEIR. Development within the Plan Area could result in the loss or degradation of natural habitats such as lacustrine, riverine, and pasture, which may support special-status plant and wildlife species. Project-related impacts to any of these habitat types may result in a substantial adverse effect if it is determined that a special-status species would be impacted, either directly or through habitat modifications.

Special-status Plant Species

A special-status plant species is defined as any plant species that is listed, or proposed for listing, as threatened or endangered by the USFWS under the provisions of the Endangered Species Act. This includes any species designated by USFWS as a “candidate” or “species of concern” or species identified on the California Native Plant Society’s Lists 1A, 1B, or 2, implying potential danger of extinction.

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

Special-status and rare plant surveys were not conducted within the Plan Area. However, as shown on Exhibit 3.4-2 of the Recirculated Draft PEIR, a database search was conducted to identify where rare plant occurrences are located within the Plan Area. The results of that search determined that nine special-species plants have limited potential to occur in the Plan Area, as shown in Table 3.4-4 of the Recirculated Draft PEIR. If individuals of these species are present in the Plan Area, plants could be adversely impacted by development (e.g., soil compaction, trampling, or earthmoving activities) of the Plan Area.

Special-status Wildlife Species

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

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

Special-status wildlife surveys were not conducted within the Plan Area. However, as shown on Exhibit 3.4-2 of the Recirculated Draft PEIR, a database search was conducted to identify where special-status wildlife is located within the Plan Area. The results of that search determined that 18 special-species wildlife have limited potential to occur in the Plan Area, as shown in Table 3.4-5 of the Recirculated Draft PEIR.

Direct project impacts to species listed as a candidate, sensitive, or special-status species by local, State, and federal agencies should be avoided to the greatest extent feasible; however, it is acknowledged that it may not be feasible for future projects to avoid these species. Project-related impacts that result in the direct take of a special-status species may be considered a significant impact. The presence/absence of a special-status species on a project site and the potential to impact a special-status species must be determined prior to project construction. If development within the Plan Area results in the direct take or loss of suitable habitat for any of the 27 special-status species that have the potential to occur in the Plan Area, project-level site-specific mitigation would be required to reduce the potential impacts to less than significant levels. Project impacts to special-status species listed as threatened or endangered by CDFW and/or USFWS may also require agency consultation and/or take permits. However, future development in the Plan Area would be required to comply with the following General Plan policies pertaining to biological resources, specifically within the Parks, Open Space, and Schools Element (POSS). Project-level implementation of the General Plan Policies POSS-5-a through POSS-5-f would reduce potential project impacts to special-status species and their associated habitats. Furthermore, incorporation of MM BIO-1a to MM BIO-1d into the conditions of approval would ensure that if one or more of these special-status species occur in the Plan Area, their presence would be detected, and the risk of mortality would be avoided to the maximum extent feasible.

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

Implementation of the City's relevant General Plan policies pertaining to biological resources (POSS-5-a through POSS-5-f); mitigation measures (MM BIO-1a to MM BIO-1d); and Specific Plan Policies (OS-2.2 and OS-5.2) would reduce impacts to special-status species to a less than significant level.

The Lead Agency finds that MM BIO-1a, MM BIO-1b, MM BIO-1c, and MM BIO-1d are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Impact BIO-2

Impact: The refined project could have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Chapter 3, Biological Resources, Page 3.4-35; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-20). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

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

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

MM BIO-2c Prior to project approval, a pre-construction clearance survey, following current California Department of Fish and Wildlife (CDFW) protocols, shall be conducted by a qualified Biologist to determine whether a proposed project will result in project-related impacts to riparian habitat or a special-status natural community or if it may result in direct or incidental impacts to special-status species associated with riparian or wetland habitats. The project applicant/developer for a proposed project shall be obligated to address project-specific impacts to special-status species associated with riparian habitat through agency consultation, development of a mitigation strategy, and/or issuing incidental take permits for the specific special-

status species, as determined by the CDFW and/or the United States Fish and Wildlife Service (USFWS).

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

A significant impact would occur if the refined project would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional habitat or other sensitive natural community identified in local or regional plans, policies and regulations, or by the CDFW or USFWS.

The Plan Area contains natural communities, primarily along existing creeks and streams. Less than 1 percent of the Plan Area includes riparian habitats (riverine and lacustrine communities), which provide suitable habitat for a number of special-status plant and wildlife species known to occur in the region. The vast majority of future development within the Plan Area is limited to existing disturbed and developed land and within areas that are unlikely to support special-status species.

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

The Lead Agency finds that MM BIO-2a, MM BIO-2b, and MM BIO-2c are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Impact BIO-3

Impact: The refined project could have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Chapter 3, Biological Resources, Page 3.4-36; Recirculated Draft PEIR, Chapter 5,

Alternatives to the Proposed Project, Page 5-20). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

- MM BIO-3a** If a proposed project will result in the significant alteration or fill of a federally protected wetland, a formal wetland delineation conducted according to the United States Army Corps of Engineers (USACE) accepted methodology is required for each project to determine the extent of wetlands on a project site. The delineation shall be used to determine whether federal permitting and mitigation strategy are required to reduce project impacts. Acquisition of permits from USACE for the fill of wetlands and USACE approval of a wetland mitigation plan would ensure a “no net loss” of wetland habitat within the Planning Area. Appropriate wetland mitigation/creation shall be implemented in a ratio according to the size of the impacted wetland.
- MM BIO-3b** In addition to regulatory agency permitting, Best Management Practices (BMPs) identified from a list provided by the United States Army Corps of Engineers (USACE) shall be incorporated into the design and construction phase of the project to ensure that no pollutants or siltation drain into a federally protected wetland. Project design features such as fencing, appropriate drainage and incorporating detention basins shall assist in ensuring project-related impacts to wetland habitat are minimized to the greatest extent feasible.

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

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

Additionally, special-status species associated with wetlands and vernal pool habitats, such as vernal pool fairy shrimp, may be impacted as a result of project impacts to protected wetlands. Project-specific agency (i.e., CDFW, RWQCB, and/or USACE) coordination and/or regulatory permitting would be required to reduce potential project impacts to wetland habitat. The implementation of Policies (POSS-6-a through POSS-7-d) would reduce potential project impacts to wetlands and wetland habitat. Further, implementation of MM BIO-3a and MM BIO-3b would ensure that wetlands are not significantly impacted. Thus, impacts would be reduced to a less than significant level.

The Lead Agency finds that MM BIO-3a and MM BIO-3b are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

1.6.3 - Cultural Resources and Tribal Cultural Resources

Impact CUL-1

Impact: The refined project could cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.5, Cultural Resources and Tribal Cultural Resources, Page 3.5-24; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-20). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

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

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

- Embodies the distinctive characteristics of a significant architectural style, property type, period, or method of construction; represent the work of an architect, designer, engineer, or builder who is locally, regionally, nationally significant, or it is a significant visual feature of the City; possess high artistic values, represent a significant and distinguishable entity whose components may lack individual distinction; or
 - That have yielded, or may be likely to yield, information important in prehistory or history.
- Properties identified as historically significant resources, shall contain proper documentation meeting the Historic American Building Survey (HABS) Guidelines that shall be prepared and implemented, as approved by the qualified historian meeting the Secretary of the Interior’s Professional Qualifications Standards. Such documentation shall include drawings, photographs, and written data for each building/structure/element, and provide a detailed mitigation plan, including a monitoring program, recovery, rehabilitation, redesign, relocation, and/or in situ preservation plan.
 - To ensure that projects requiring the relocation, rehabilitation, or alternation of a historical resource do not impact the resource’s significance, the Secretary of Interior’s Standards for the Treatments of Historic Properties shall be used to the maximum extent possible. The application of the standards shall be overseen by a qualified architectural historian or historic architect meeting the Professional Qualified Standards. Prior to any construction activities that may affect the historical resource, a report identifying and specifying the treatment of character defining features and construction activities shall be provided to the City of Fresno for review and approval.
 - If a proposed project would result in the demolition or significant alteration of historical resource, such demolition cannot be mitigated to a less than significant level. However, recordation of the resource prior to construction activities will assist in reducing adverse impacts to the resource to the greatest extent possible. Recordation shall take the form of Historic American Buildings Survey, Historic American Engineering Record, or Historic American Landscape Survey documentation, and shall be performed by an architectural historian or historian who meets the Professional Qualified Standards. Documentation shall include an architectural and historical narrative; medium- or large-format black and white photographs, negatives, and prints; and supplementary information such as building plans and elevations, and/or historical photographs. Documentation shall be reproduced on archival paper and placed in appropriate local, State, or federal institutions. The specific scope and details of documentation are to be developed in coordination with the City of Fresno.

Facts in Support of Findings: A substantial adverse change in the significance of a historical resource is defined at Section 15064.5(b)(1) of the CEQA Guidelines as the “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a

historical resource would be materially impaired.” Known historic structures are located throughout the Plan Area as described in the preceding sections.

Development under the refined project would result in additional residential and nonresidential development throughout the Plan Area. Additionally, the refined project may result in other private and public improvements throughout the Plan Area that could have significant environmental impacts related to historic resources (see Chapter 2, Project Description, of the Recirculated Draft PEIR). Therefore, subsequent development under the refined project could affect known historic resources or previously unidentified or undesignated resources.

The General Plan includes policies intended to conserve and reduce impacts to historical resources. For example, Policies HCR-2-A through HCR-2-C provide clear guidance on when historic resource surveys and evaluations should be undertaken, as well as noting that the individuals making those evaluations should meet the Secretary of the Interior’s Qualification Standards for their respective roles. Policy HCR-2-g requires that the City review all demolition permits to determine whether buildings scheduled for demolition are potentially eligible for listing on the Local Register of Historic Resources and refer potentially eligible resources to the Historic Preservation Commission.

The Specific Plan includes policies specifically designed to address the conservation and protection of historical buildings and resources. Policy CR-3.1 requires that surveys for cultural resources are conducted for all projects in the Plan Area by a qualified professional Archaeologist and Historian or Architectural Historian as appropriate and that appropriate mitigation measures are implemented. Individual development projects which propose to alter a building or structure greater than 45 years of age at the time an application is deemed complete would also be required to undergo project-specific environmental review in compliance with CEQA Guidelines Section 15064.5, in order for the City to determine whether the building or structure may be a historic resource, and take appropriate action such as requiring additional site-specific or project-specific measures to reduce any potential impacts. Policies CR-3.6 through CR-3.8 further specify steps to be taken to help preserve the historic context of specific resources. The refined project would also be required to comply with the City’s Historic Preservation Ordinance, which is incorporated as Article 16 in the City’s Municipal Code.

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

In conclusion, development envisioned by the refined project could result in an increase in new residential and nonresidential development, as well as other public improvements, that could affect known historic resources or previously unidentified or undesignated historic resources within the Plan Area. In addition to and in accordance with the implementation of General Plan and Specific Plan objectives and policies, MM CUL-1 would ensure that future development projects are appropriately reviewed in terms of potential impacts to historic resources. Future development under the refined project would therefore not result in significant adverse effects to historical resources, and impacts would be less than significant.

The Lead Agency finds that MM CUL-1 is feasible, is adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Impact CUL-2

Impact: The refined project could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.5, Cultural Resources and Tribal Cultural Resources, Page 3.5-28; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-20). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

MM CUL-2 To determine the archaeological sensitivity for individual development projects within the City, an archaeological resources assessment shall be performed under the supervision of an Archaeologist that meets the Secretary of the Interior's Professional Qualified Standards for their role. The assessment shall include a California Historical Resources Information System (CHRIS) records search at the Southern San Joaquin Valley Information Center (SSJVIC) and a search of the Sacred Lands File (SLF) maintained by the Native American Heritage Commission (NAHC). The records searches shall determine if the proposed project has been previously surveyed for archaeological resources, identify and characterize the results of previous cultural resource surveys, and disclose any cultural resources that have been recorded and/or evaluated. A Phase I pedestrian survey shall be undertaken in areas that are developed and undeveloped to locate any surface cultural materials.

- If potentially significant archaeological resources are identified through an archaeological resources assessment, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation shall be performed by an Archaeologist who meets the Secretary of the Interior's Standards prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and site avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. These might include a Phase III data recovery program that would be implemented by a qualified Archaeologist and shall be performed in accordance with the California Office of Historic Preservation's (OHP) Archaeological Resource Management Reports (ARMR). The Archaeologist must prepare an archaeological data recovery plan to be reviewed and approved by the Lead Agency prior to the excavation of resources.

- If the archaeological assessment did not identify potentially significant archaeological resources within the proposed project area but indicated the area to be highly sensitive for archaeological resources, this shall be followed by monitoring of all ground-disturbing construction and pre-construction activities in areas with previously undisturbed soil by a qualified Archaeologist. The Archaeologist shall inform all construction personnel prior to construction activities of the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project's initial on-site safety meeting and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are exposed during ground-disturbing activities, construction activities within 100 feet of the discovery shall be halted while the resources are evaluated for significance by an Archaeologist who meets the Secretary of the Interior's Standards. If the discovery proves to be significant, the qualified Archaeologist shall make recommendations to the Lead Agency (City of Fresno) on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines.
- If the archaeological assessment did not identify potentially significant archaeological resources but indicates the area to be of medium sensitivity for archaeological resources, an Archaeologist who meets the Professional Qualified Standards shall be retained on an on-call basis. The Archaeologist shall inform all construction personnel prior to construction activities about the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project's initial on-site safety meeting and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are exposed during ground-disturbing activities, construction activities within 100 feet of the discovery shall be halted while the on-call Archaeologist is contacted. If the discovery proves to be significant, the qualified Archaeologist shall make recommendations to the Lead Agency (City of Fresno) on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines.
- Potentially significant cultural resources consist of, but are not limited to, stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project site should be recorded on appropriate California Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA Guidelines. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency (City of Fresno) approves the measures to protect these resources. The excavation,

study, curation, and/or repatriation of archaeological artifacts recovered as a result of mitigation shall be undertaken in close consultation with the Lead Agency (City of Fresno) and representatives from consulting Native American Tribes, as appropriate. All Reports and DPR forms shall be submitted to the Lead Agency (City of Fresno), the SSJVIC, and the OHP, as required.

Facts in Support of Findings: Based on a review of information available at the SSJVIC, portions of the Plan Area have been previously surveyed for archaeological resources. While no known archaeological resource sites have been recorded within the Plan Area, archaeological sites have been recorded within 0.5 mile and the possibility exists that additional undiscovered archaeological sites could be present within the Plan Area.

Development under the refined project would result in additional residential and nonresidential development throughout the Plan Area. Additionally, the SEDA Specific Plan may result in other private and public improvements throughout the Plan Area that could have significant environmental impacts related to archaeological resources. Therefore, subsequent development under the refined project could affect known archaeological resources or previously unidentified or undesignated archaeological resources.

The potential for additional archaeological sites to be present within the Plan Area exists but varies by location. Prehistoric habitation sites tend to be situated in proximity to creeks and other areas with a reliable water supply. Task-specific sites or resource procurement sites can be situated in almost any environment conducive to human activity. Buried prehistoric archaeological sites tend to be found on Holocene-era landforms, particularly alluvial fans, floodplains, and areas along rivers and streams. As such, within the Plan Area, the areas around Redbank Creek and Dog Creek have increased potential for buried prehistoric archaeological resources to be present.

Policy CR-3.1 requires that surveys for cultural resources be conducted for all projects in the SEDA Specific Plan Area by a qualified professional Archaeologist as appropriate and that appropriate mitigation measures are implemented should archaeological resources be discovered. Policy CR-3.2 requires that, if any previously undocumented cultural materials are discovered during construction of a project in the Plan Area, all ground-disturbing activity shall be suspended temporarily within a 100-foot radius of the find or a distance determined by a qualified professional Archaeologist. The Archaeologist shall determine potential significance and appropriate mitigation measures. The refined project would also be required to comply with the City's Historic Preservation Ordinance, which is incorporated as Article 16 in the City's Municipal Code.

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

In conclusion, development envisioned by the refined project could result in new residential and nonresidential development, as well as other public improvements, that could affect known or previously unidentified archaeological resources within the Plan Area. In addition to and in accordance with compliance with General Plan and SEDA Specific Plan policies, as well as the regulations of the Historic Preservation Ordinance, MM CUL-2 would ensure that future development projects are appropriately reviewed and designed in terms of potential impacts to archaeological resources. Consistent with the General Plan and Specific Plan, individual development projects would be required to undergo project-specific environmental review, which may require additional site-specific or project-specific measures to reduce any potential impacts and would ensure that impacts remain less than significant.

The Lead Agency finds that MM CUL-2 is feasible, is adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Impact CUL-3

Impact: The refined project could disturb human remains, including those interred outside of formal cemeteries.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.5, Cultural Resources and Tribal Cultural Resources, Page 3.5-29; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-20). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

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

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

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

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

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

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

Facts in Support of Findings: Excavation and construction activities allowed under the refined project may uncover human remains that may not be marked in formal burial locations. Therefore, as future development and infrastructure projects are reviewed by the City, each project would be evaluated for conformance with the General Plan, the Specific Plan, the Historic Preservation Ordinance, and other applicable State regulations.

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

The SEDA Specific Plan includes policies intended to conserve and reduce impacts to archaeological resources, including human remains. Policy CR-3.1 requires that surveys for cultural resources be conducted for all projects in the SEDA Specific Plan Area by a qualified professional Archaeologist as appropriate and that appropriate mitigation measures be implemented should archaeological resources be discovered. Policy CR-3.3 requires that, if human remains are uncovered during construction in the SEDA Specific Plan Area, all ground-disturbing activities shall immediately be

suspended within a 100-foot radius of the find or a distance determined by a qualified Archaeologist to be appropriate based on the potential for disturbance of additional remains.

In addition to and in accordance with the implementation of policies in the Specific Plan, as well as compliance with adopted State, federal, and local regulations for the protection of archaeological resources and human remains, MM CUL-3 would ensure that future development under the refined project would not result in significant adverse effects to human remains. Therefore, impacts would be considered less than significant.

The Lead Agency finds that MM CUL-3 is feasible, is adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Impact CUL-4

Impact: The refined project could cause a substantial adverse change in the significance of a Tribal Cultural Resource (TCR), defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.5, Cultural Resources and Tribal Cultural Resources, Page 3.5-31; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-20). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

Implement MM CUL-1, MM CUL-2, and MM CUL-3.

Facts in Support of Findings: On April 13, 2022, a letter was sent to the NAHC to determine whether any sacred sites are listed on its Sacred Lands File (SLF) for the Plan Area. A response was received on June 23, 2022, indicating the search returned positive results for TCRs in the Plan Area (see Appendix C of the Recirculated Draft PEIR). Furthermore, it is always possible that subsurface excavation activities may encounter previously undiscovered TCRs that may meet the eligibility requirements for listing in the CRHR. Therefore, any unidentified TCRs could be adversely affected by development under the refined project and create a potentially significant impact.

While the refined project does not directly propose any adverse changes to any recorded TCRs, future development allowed under the refined project could affect known or previously unidentified TCRs. In addition, the potential for additional undiscovered eligible TCRs to be present within the

Plan Area exists but varies by location. As with prehistoric archaeological resources, the areas around Redbank Creek and Dog Creek have increased potential for buried TCRs to be present.

The General Plan includes policies intended to conserve and reduce impacts to TCRs. Policy HCR-2-d requires that the City work with local Native American Tribes to protect recorded and unrecorded cultural and sacred sites, as required by State law.

The SEDA Specific Plan includes policies intended to conserve and reduce impacts to TCRs and archaeological resources, which may include TCRs. Policies CR-3.1 through CR-3.3 require that surveys for cultural resources be conducted and detail procedures to be followed in the event archaeological resources or human remains are encountered. The refined project would be required to comply with the City's Historic Preservation Ordinance, which is incorporated as Article 16 in the City's Municipal Code, and future projects within the SEDA Specific Plan Area would be subject to Tribal consultation requirements under AB 52 as applicable.

Additionally, in accordance with requirements promulgated by SB 18 and AB 52, the City sent notifications to Tribal representatives from the North Valley Yokuts Tribe, the North Fork Rancheria of Mono Indians, the Cold Springs Rancheria of Mono Indians, the Big Sandy Rancheria of Western Mono Indians, the Wuksache Indian Tribe/Eshom Valley Band, the Dumna Wo-Wah Tribal Government, the Traditional Choinumni Tribe, and the Table Mountain Rancheria in June 2023. No replies requesting additional consultation were received within the 90-day consultation period.

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

The Lead Agency finds that MM CUL-1, MM CUL-2, and MM CUL-3 are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Impact CUL-5

Impact: The refined project could cause a substantial adverse change in the significance of a TCR, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.5, Cultural Resources and Tribal Cultural Resources, Page 3.5-32; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-20).

Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

Implement MM CUL-1, MM CUL-2, and MM CUL-3.

Facts in Support of Findings: On April 13, 2022, a letter was sent to the NAHC to determine whether any sacred sites are listed on its SLF for the Plan Area. A response was received on June 23, 2022, indicating the search returned positive results for TCRs in the Plan Area, and recommended contacting Tribal representatives from 12 Tribes for additional information. A letter containing project information requesting any additional information was sent by FCS to each Tribal representative on June 30, 2022. No responses have been received to date. (See Appendix C of the Recirculated Draft PEIR).

Additionally, in accordance with requirements promulgated by SB 18 and AB 52, the City sent notifications to Tribal representatives from the North Valley Yokuts Tribe, the North Fork Rancheria of Mono Indians, the Cold Springs Rancheria of Mono Indians, the Big Sandy Rancheria of Western Mono Indians, the Wukache Indian Tribe/Eshom Valley Band, the Dumna Wo-Wah Tribal Government, the Traditional Choinumni Tribe, and the Table Mountain Rancheria in June 2023. No replies requesting additional consultation were received within the 90-day consultation period.

At this time, the City, in its capacity as Lead Agency, has not identified any TCRs meeting the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 that would be adversely impacted by the refined project. Nonetheless, as described under Impact CUL-4, future development allowed under the refined project could affect previously unidentified TCRs.

As discussed under Impact CUL-4, the SEDA Specific Plan includes policies to conserve and reduce impacts to TCRs, such as Policy CR-3.1, Policy CR-3.2, and Policy CR-3.3. Future projects within the SEDA Specific Plan Area would also be subject to Tribal consultation requirements under AB 52 as applicable. By adhering to the policies and actions in the General Plan Update, the provisions under State and federal law, and MM CUL-1 through MM CUL-3 potential impacts to existing or undiscovered eligible TCRs within the Plan Area would be reduced to less than significant.

The Lead Agency finds that MM CUL-1, MM CUL-2, and MM CUL-3 are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Cumulative Cultural Resources and Tribal Cultural Resources Impact

Impact: The refined project would have a less than significant cumulative impact on cultural and tribal cultural resources with mitigation incorporated.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.5, Cultural Resources and Tribal Cultural Resources, Page 3.5-33; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-20). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

Implement MM CUL-1, MM CUL-2, and MM CUL-3.

Facts in Support of Findings: The geographic scope of the cumulative impact analysis for cultural and TCRs is the Plan Area, as well as the City of Fresno, adjacent communities in the City of Clovis, and unincorporated Fresno County. This analysis evaluates whether the impacts of the refined project, together with the impacts of cumulative development, would result in a cumulatively significant impact on cultural resources and TCRs. This analysis then considers whether incremental contribution to cumulative impacts associated with the implementation of the refined project would be significant. Both conditions must apply for a project's cumulative effects to rise to the level of significance.

Future development within the cumulative geographic scope could have significant cumulative impacts on known or previously unidentified cultural resources and TCRs. However, development within the cumulative geographic context would be required to comply with federal, State, and local laws and policies that protect cultural and TCRs, including the provisions of SB 18 and AB 52, Section 15064.5 of the CEQA Guidelines, Section 7050.5 of the California Health and Safety Code, and Sections 5024.1 and 5097 of the Public Resources Code. Compliance with these policies may also require development projects to prepare site-specific project-level analysis to fulfill CEQA requirements, which also would include additional consultation that could lead to the identification of potential site-specific cultural and TCRs. Accordingly, because cumulative development would be required to comply with long-term planning documents and regulatory agency policies (including, but not limited to, evaluation requirements and inadvertent discovery procedures) that reduce impacts to potential cultural and TCRs, cumulative impacts would be less than significant.

Moreover, the refined project's incremental contribution to these less than significant cumulative impacts would not be significant with implementation of the policies and actions proposed in the Specific Plan. As analyzed above, Policy CR-3.1 requires that surveys for cultural resources are conducted for all projects in the Plan Area by a qualified professional Archaeologist as appropriate and that appropriate mitigation measures be implemented should archaeological resources be discovered. Policy CR-3.2 requires that, if any previously undocumented cultural materials are discovered during construction of a project in the Plan Area, all ground-disturbing activity shall be suspended temporarily within a 100-foot radius of the find or a distance determined by a qualified professional Archaeologist. The Archaeologist shall determine potential significance and appropriate mitigation measures. Policy CR-3.3 requires that, if human remains are uncovered during construction in the SEDA Specific Plan Area, all ground-disturbing activities shall immediately be suspended within a 100-foot radius of the find or a distance determined by a qualified Archaeologist to be appropriate based on the potential for disturbance of additional remains. The refined project

would also be required to comply with the City's Historic Preservation Ordinance, which is incorporated as Article 16 in the City's Municipal Code.

As discussed under Impacts CUL-1 through CUL-5, as the City receives development applications for subsequent development under the refined project, those applications would be reviewed by the City for compliance with the policies of the General Plan, the Specific Plan, the provisions of SB 18 and AB 52, the Historic Preservation Ordinance, and other relevant federal, State, and local regulations that protect cultural and TCRs, including Section 15064.5 of the CEQA Guidelines and Sections 5024.1 and 5097 of the Public Resources Code. Future individual development projects would further be required to comply with MM CUL-1, MM CUL-2, and MM CUL-3, described above.

Other municipalities within the cumulative geographic context have adopted similar policies to preserve and protect known or previously unidentified cultural and TCRs. Therefore, cumulative impacts from implementation of the refined project would not result in a considerable incremental contribution to cumulative impacts on cultural and TCRs. In addition, the Specific Plan contains policies to protect cultural and TCRs, and future development within the cumulative geographic context would be required to comply with regulations set forth by local, State, and federal agencies to protect cultural and TCRs. Therefore, the refined project's contribution to cumulative impacts would be less than significant.

The Lead Agency finds that MM CUL-1, MM CUL-2, and MM CUL-3 are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

1.6.4 - Geology, Soils, and Seismicity

Impact GEO-6

Impact: The refined project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.7, Geology, Soils, and Seismicity, Page 3.7-19; Recirculated Draft PEIR Chapter 5, Alternatives to the Proposed Project, Page 5-21). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

MM GEO-6a Subsequent to a preliminary City review of the project grading plans, if there is evidence that a project will include excavation or construction activities within previously undisturbed soils, a field survey and literature search for unique

paleontological/geological resources shall be conducted. The following procedures shall be followed:

- If unique paleontological/geological resources are not found during either the field survey or literature search, excavation and/or construction activities can commence. In the event that unique paleontological/geological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified Paleontologist shall be consulted to determine whether the resource requires further study. The qualified Paleontologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to, excavation of the finds and evaluation of the finds. If the resources are determined to be significant, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any paleontological/geological resources recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.
- If unique paleontological/geological resources are found during the field survey or literature review, the resources shall be inventoried and evaluated for significance. If the resources are found to be significant, mitigation measures shall be identified by the qualified Paleontologist. Similar to above, appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. In addition, appropriate mitigation for excavation and construction activities in the vicinity of the resources found during the field survey or literature review shall include a paleontological monitor. The monitoring period shall be determined by the qualified Paleontologist. If additional paleontological/geological resources are found during excavation and/or construction activities, the procedure identified above for the discovery of unknown resources shall be followed.

MM GEO-6b Applicants, owners and/or sponsors of all future development or construction projects shall be required to perform or provide paleontological monitoring during ground-disturbing activities. Should significant paleontological resources (e.g., bones, teeth, well-preserved plant elements) be unearthed by the future project construction crew, the project activities shall be diverted at least 15 feet from the discovered paleontological resources until a professional Paleontologist has assessed such discovered resources and, if deemed significant, such resources shall be salvaged in a timely manner. The applicant/owner/sponsor of said project shall be responsible for diverting project work and providing the assessment including

retaining a professional Paleontologist for such purpose. Collected fossils shall be deposited by the applicant/owner/sponsor in an appropriate repository (e.g., University of California Museum of Paleontology (UCMP), California Academy of Sciences) where the collection shall be properly curated and made available for future research.

Facts in Support of Findings: Any project involving earthmoving activity could potentially result in inadvertent discovery and disturbance of paleontological resources during grading and excavation work. Based on the paleontological records search conducted for the refined project by Kenneth L. Finger, PhD, on April 22, 2022, the project site and surrounding 0.5-mile radius are mapped as Recent (Holocene) Great Valley fan deposits (Qf) and Pleistocene nonmarine deposits (Qc). Although Holocene deposits are too young to be fossiliferous, the Riverbank Formation has the potential to yield significant paleontological resources. The nearest known paleontological resource is located 5 miles east of the City.

Late Pleistocene deposits have a high paleontological sensitivity and a low to moderate paleontological potential for significant paleontological resources. The flat surface of the project area, much of which has been developed for mixed uses, precludes any pre-construction paleontological surveys; however, the refined project would implement MM GEO-6a, which requires all future development to conduct a field survey and literature search for the unique paleontological/geological resources on any undisturbed soil, and MM GEO-6b, which requires that all future development conduct paleontological monitoring of construction activities on the site for all construction-related earth-disturbing activities that will impact previously undisturbed sediments. Pursuant to MM GEO-6b, should any significant paleontological resource (e.g., bones, teeth, well preserved plants) be unearthed, all construction activities should be diverted at least 15 feet from the find until a professional Paleontologist has assessed it and, if deemed significant, salvaged it in a timely manner. Salvaged fossils should be deposited in an appropriate repository, where they will be properly curated and made available for future research.

As such, construction-related and earth-disturbing actions that occur under the refined project have the potential to result in impacts on paleontological resources. However, MM GEO-6b, which requires paleontological monitoring, and MM GEO-6a, which requires a field survey and literature search for unique paleontological/geological resources if excavation or construction activities on undisturbed soils are to take place, would reduce impacts to paleontological resources. As such, with implementation of MM GEO-6a and MM GEO-6b, potential impacts to paleontological resources would be reduced to less than significant.

The Lead Agency finds that MM GEO-6a and MM GEO-6b are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

1.6.5 - Hazards and Hazardous Materials

Impact HAZ-2

Impact: The refined project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.9, Hazards and Hazardous Materials, Page 3.9-27; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-21). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

MM HAZ-2a Prior to the issuance of a grading permit, the property owners and/or developers of properties shall ensure that a Phase I Environmental Site Assessment (Phase I ESA) (performed in accordance with the current Airborne Toxic Control Measures [ATCM] Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process [E 1527]) shall be conducted for each individual property prior to development or redevelopment to ascertain the presence or absence of Recognized Environmental Conditions (RECs), Historical Recognized Environmental Conditions (HRECs), and Potential Environmental Concerns (PECs) relevant to the property under consideration. The findings and conclusions of the Phase I ESA shall become the basis for potential recommendations for follow-up investigation, if found to be warranted.

MM HAZ-2b In the event that the findings and conclusions of the Phase I Environmental Site Assessment (Phase I ESA) for a property result in evidence of Recognized Environmental Conditions (RECs), Historical Recognized Environmental Conditions (HRECs) and/or Potential Environmental Concerns (PECs) warranting further investigation, the property owners and/or developers of properties shall ensure that a Phase II ESA shall be conducted to determine the presence or absence of a significant impact to the subject site from hazardous materials. The Phase II ESA may include but may not be limited to the following: (1) Collection and laboratory analysis of soils and/or groundwater samples to ascertain the presence or absence of significant concentrations of constituents of concern; (2) Collection and laboratory analysis of soil vapors and/or indoor air to ascertain the presence or absence of significant concentrations of volatile constituents of concern; and/or (3) Geophysical surveys to ascertain the presence or absence of subsurface features of concern such as underground storage tanks (USTs), drywells, drains, plumbing, and septic systems. The findings and conclusions of the Phase II ESA shall become the basis for potential recommendations for follow-up investigation, site characterization, and/or remedial activities, if found to be warranted.

- MM HAZ-2c** In the event the findings and conclusions of the Phase II Environmental Site Assessment (Phase II ESA) reveal the presence of significant concentrations of hazardous materials warranting further investigation, the property owners and/or developers of properties shall ensure that site characterization shall be conducted in the form of additional Phase II ESAs in order to characterize the source and maximum extent of impacts from constituents of concern. The findings and conclusions of the site characterization shall become the basis for formation of a remedial action plan and/or risk assessment.
- MM HAZ-2d** If the findings and conclusions of the Phase II Environmental Site Assessment (Phase II ESA), site characterization and/or risk assessment demonstrate the presence of concentrations of hazardous materials exceeding regulatory threshold levels, prior to the issuance of a grading permit, property owners and/or developers of properties shall complete site remediation and potential risk assessment with oversight from the applicable regulatory agency including, but not limited to, the California Environmental Protection Agency (Cal/EPA) Department of Toxic Substances Control (DTSC) or Regional Water Quality Control Board (RWQCB), and Fresno County Environmental Health Division (FCEHD). Potential remediation could include the removal or treatment of water and/or soil. If removal occurs, hazardous materials shall be transported and disposed at a hazardous materials permitted facility.
- MM HAZ-2e** Prior to the issuance of a building permit for an individual property within the Plan Area with residual environmental contamination, the agency with primary regulatory oversight of environmental conditions at such property ("Oversight Agency") shall have determined that the proposed land use for that property, including proposed development features and design, does not present an unacceptable risk to human health, if applicable, through the use of an Environmental Site Management Plan (ESMP) that could include institutional controls, site-specific mitigation measures, a risk management plan, and deed restrictions based upon applicable risk-based cleanup standards. Remedial action plans, risk management plans and health and safety plans shall be required as determined by the Oversight Agency for a given property under applicable environmental laws, if not already completed, to prevent an unacceptable risk to human health, including workers during and after construction, from exposure to residual contamination in soil and groundwater in connection with remediation and site development activities and the proposed land use.
- MM HAZ-2f** For those sites with potential residual volatile organic compounds (VOCs) in soil, soil gas, or groundwater that are planned for redevelopment with an overlying occupied building, a vapor intrusion assessment shall be performed by a licensed environmental professional. If the results of the vapor intrusion assessment indicate the potential for significant vapor intrusion into the proposed building, the project design shall include vapor controls or source removal, as appropriate, in accordance with Regional Water Quality Control Board (RWQCB), the California Department of Toxic Substances Control (DTSC) or the Fresno County Environmental Health Division

(FCEHD) requirements. Soil vapor mitigation or controls could include passive venting and/or active venting. The vapor intrusion assessment as associated vapor controls or source removal can be incorporated into the Environmental Site Management Plan (ESMP) (Mitigation Measure HAZ4-4e).

- MM HAZ-2g** In the event of planned renovation or demolition of residential and/or commercial structures on the subject site, prior to the issuance of demolition permits, asbestos and lead-based paint (LBP) surveys shall be conducted in order to determine the presence or absence of asbestos-containing materials (ACM) and/or LBP. Removal of friable ACM, and non-friable ACMs that have the potential to become friable, during demolition and/or renovation shall conform to the standards set forth by the National Emissions Standards for Hazardous Air Pollutants (NESHAPs).

The San Joaquin Valley Air Pollution Control District (Valley Air District) is the responsible agency on the local level to enforce the NESHAPs and shall be notified by the property owners and/or developers of properties (or their designee(s)) prior to any demolition and/or renovation activities. If asbestos-containing materials are left in place, an Operations and Maintenance Program (O&M Program) shall be developed for the management of asbestos-containing materials (ACM).

- MM HAZ-2h** Prior to the import of a soil to a particular property within the Plan Area as part of that property's site development, such soils shall be sampled for toxic or hazardous materials to determine whether concentrations exceed applicable Environmental Screening Levels for the proposed land use at such a property, in accordance with Regional Water Quality Control Board (RWQCB), the Fresno County Environmental Health Division (FCEHD), and the California Department of Toxic Substances Control (DTSC), including but not limited to the DTSC 2001 Information Advisory Clean Imported Fill Material Fact Sheet, which identifies land use activities appropriate for a fill material source area and provides guidelines for types of analyses to be performed, prior to importing to such a property.

Facts in Support of Findings: Implementation of the Specific Plan would result in continued use and storage of hazardous materials, including household cleaning products, paints, solvents, building maintenance products, etc. Furthermore, as illustrated in Table 3.9-1 and Table 3.9-2 of the Recirculated Draft PEIR, some sites within the Plan Area have residual contamination that may require remediation. In addition, if existing structures are demolished to accommodate new development, hazardous building materials such as ACM or LBP could be encountered. Transport of hazardous materials is likely to continue to occur on State Route (SR) 180. Therefore, there is a potential for accidental release of hazardous materials within the Plan Area.

The Fresno Fire Department (FFD) has a Hazardous Materials Response Team (HMRT) that handles hazardous materials incidents within the City and consists of 60 personnel. The FFD HMRT ensures that the community receives a robust, competent Level of Service (LOS) provided in the event of an accidental hazardous material release. Furthermore, all new development resulting from the refined project that would handle, store, produce, or dispose of hazardous materials would be subject to

federal, State, and local regulations outlined in Section 3.9.3, Regulatory Framework. Furthermore, the Specific Plan proposes primarily residential and mixed-use land uses that are not expected to use and store large quantities of hazardous materials.

Additionally, future development under the Specific Plan would be required to adhere to applicable General Plan policies intended to reduce potential project-specific impacts, including Objective NS-4, Policies NS-4-a through NS-4-g, and Policy NS-4-I, as described in Section 3.9.3, Regulatory Framework, above.

However, the sites identified in Table 3.9-1 and Table 3.9-2 of the Recirculated Draft PEIR include contaminated properties owned by multiple property owners. Contaminated properties within the Plan Area would be remediated and developed in accordance with regulatory requirements. However, the cleanup process also would be subject to case-by-case considerations, with regulatory actions and oversight subject to agency-owner interactions and negotiations. While compliance with applicable federal, State, and local standards (including the hazardous materials policies under General Plan Objective NS-4) requires sites contaminated with hazardous materials to be cleaned up, the redevelopment of these or other future sites where hazardous materials are unknown could create a significant impact to future occupants of the Plan Area and/or construction workers. Therefore, the project-specific mitigation measures regarding hazardous materials would reduce potential impacts regarding the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving release of hazardous materials into the environment: MM HAZ-2a through MM HAZ-2h.

MM HAZ-2a requires new development to prepare a Phase I Environmental Site Assessment (Phase I ESA), which would identify Recognized Environmental Conditions (RECs) and become the basis for potential recommendations for follow-up investigation. MM HAZ-2b requires a Phase II ESA to be prepared to further evaluate RECs determined in the Phase I ESA. MM HAZ-2c requires additional Phase II ESAs to be prepared in the event that the initial Phase II ESA describes site characteristics that require further investigation. MM HAZ-2d requires site remediation in the event that the Phase II ESA(s) find concentrations of hazardous materials exceeding regulatory thresholds. MM HAZ-2e requires the use of an Environmental Site Management Plan (ESMP), when applicable. MM HAZ-2f provides requirements for sites with potential residual volatile organic compounds (VOCs) in soil, soil gas, or groundwater that are planned for redevelopment with an overlying occupied building. MM HAZ-2g provides requirements for demolitions when ACM and LBP may be present. Finally, MM HAZ-2h provides requirements that must be followed in the event that soils with toxic or hazardous materials concentrations that exceed applicable Environmental Screening Levels are found.

In addition to the above-referenced MM HAZ-2a through MM HAZ-2h, any future individual development projects that involve the transport, use, or disposal of hazardous materials would be subject to existing federal, State, and local regulations outlined in Section 3.9.3 Regulatory Framework as well as regulatory programs overseen/administered by the local CUPA. Compliance with the laws and regulations referenced above under Impact HAZ-1 would ensure hazardous impacts from development of the proposed Plan related to the creation of a possible hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment are anticipated to be less than significant.

Consistent with the General Plan and proposed Specific Plan policies, individual development projects would be required to undergo project-specific environmental review, which may require additional site-specific measures to reduce any potential impacts and ensure that impacts remain less than significant.

The Lead Agency finds that MM HAZ-2a through MM HAZ-2h are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Impact HAZ-3

Impact: The refined project could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Chapter 3, Hazards and Hazardous Materials, Page 3.9-31; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-21). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

Implement MM HAZ-2a through MM HAZ-2h.

Facts in Support of Findings: Presently, the Lone Star Elementary School, located in the southern portion of the Plan Area, and the Terry P. Bradley Educational Center, located in the northern portion of the Plan Area, are the only schools in the Plan Area. The refined project includes buffer requirements for future developments located adjacent to the existing school facilities to ensure a safe and cohesive environment for students, faculty, and families (Policy OS-8.3, Buffers Around Schools, and Policy OS-8.4, Buffers Around Schools).

The Specific Plan proposes to build schools within Neighborhood Town Centers, which are shown in Appendix A, Exhibit 2. The refined project aims to provide nearly all homes to be within walking distance of an elementary school. However, the exact location of future school developments is not known at this time. Siting of schools would be subject to the objectives and policies identified in the Specific Plan, including provisions related to school siting, access, and design, as well as safe access and buffers.

As illustrated in Table 3.9-1 and Table 3.9-2 of the Recirculated Draft PEIR, some sites within the Plan Area have residual contamination that may require remediation. Therefore, development under the refined project could include land uses, or could include disturbance of existing hazardous cleanup sites, which have the potential to emit hazardous emissions or handle hazardous materials and

substances. It is anticipated that future development under the refined project could occur within 0.25 mile of an existing or future school.

However, any future individual development projects that involve the transport, use, or disposal of hazardous materials would be subject to existing federal, State, and local regulations outlined in Section 3.9.3, Regulatory Framework. Future individual projects would be subject to City review and an environmental site assessment would be required for refined projects sited near schools.

Additionally, future development under the Specific Plan would be required to adhere to applicable General Plan policies intended to reduce potential project-specific impacts, including Objective NS-4, Policies NS-4-a through NS-4-g, and Policy NS-4-l, as described in Section 3.9.3, Regulatory Framework, of the Recirculated Draft PEIR. The Specific Plan contains proposed policies that would further minimize risk of emissions of hazardous materials near schools. For example, Policy RC-5.2 aims to prevent contamination of the groundwater table and surface water resources and discourages all pesticide use for agricultural and landscaping uses within SEDA through the use of signage, provision of pollution prevention information to SEDA residents, and remediation actions.

Moreover, implementation of the project-specific mitigation measures discussed under Impact HAZ-2, MM HAZ-2a through MM HAZ-2h, would further reduce impacts to schools. As stated in the discussions of Impacts HAZ-1 and HAZ-2, all future development under the refined project would be required to achieve compliance with existing federal, State, and local regulations, procedures and policies, which would avoid potential impacts associated with hazardous materials handling, use, and storage in the Plan Area. Compliance with these regulations, procedures, and policies would ensure that hazardous materials are properly handled, thereby reducing potential risks to nearby schools. At the programmatic level, impacts related to the handling of hazardous materials near a school would be reduced to a less than significant level with the implementation of MM HAZ-2a through MM HAZ-2h.

The Lead Agency finds that MM HAZ-2a through MM HAZ-2h are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Impact HAZ-4

Impact: The refined project could be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.9, Hazards and Hazardous Materials, Page 3.9-33; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-21). Changes or alterations have been required in, or incorporated into, the refined project which avoid or

substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

Implement MM HAZ-2a through MM HAZ-2h.

Facts in Support of Findings: As illustrated in Table 3.9-1 and Table 3.9-2 of the Recirculated Draft PEIR, some sites within the Plan Area have residual contamination, including contamination from VOCs, diesel, gasoline, various metals, pesticides, herbicides, PCBs, and other chemicals. For a majority of these properties, remediation to mitigate potential impacts is complete, and the cases are marked as closed. However, some of the sites have open cases, and additional action is recommended. Remediation is meant to clean up contaminated sites and reduce concentrations of chemicals to a level below a certain human health risk threshold. For a site to be developed, a regulatory agency must confirm that the site has been remediated properly and the contamination has been reduced to a safe level.

Contaminated sites are regulated on an individual basis in accordance with applicable federal, State, and local procedures and standards. However, regulatory actions are subject to agency-owner negotiations. Additionally, future development resulting from the Specific Plan could occur on sites where hazardous materials are unknown. This would create a potentially significant impact.

However, as further discussed under Impact HAZ-2, implementation of the project-specific mitigation measures discussed under Impact HAZ-2, MM HAZ-2a through MM HAZ-2h, would reduce impacts related to these sites to a less than significant level. Consistent with the General Plan and proposed Specific Plan policies, individual development projects would be required to undergo project-specific environmental review, which may require additional site-specific measures to reduce any potential impacts and ensure that impacts remain less than significant.

The Lead Agency finds that MM HAZ-2a through MM HAZ-2h are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

1.6.6 - Hydrology and Water Quality

Impact HYD-2

Impact: The refined project could substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.10, Hydrology and Water Quality, Page 3.10-38; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-22). Changes or alterations

have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

Implement MM UTIL-2a, MM UTIL-2b, MM UTIL-2c, and the following:

- MM HYD-2a** The City shall continue to be an active participant in the North Kings Groundwater Sustainability Agency (North Kings GSA) and the implementation of the North Kings Groundwater Sustainability Plan (North Kings GSP) in order to ensure that the Kings Subbasin has balanced levels of pumping and recharge. The City shall confirm that each project for future development in the Fresno Southeast Development Area Specific Plan Area (Plan Area) has incorporated any resulting standards prior to issuing approval for any development applications that require discretionary approval.
- MM HYD-2b** Prior to approving development per the Southeast Development Area (SEDA) Specific Plan for the Fresno SEDA Specific Plan Area (Plan Area), the City shall evaluate the water supply system to determine whether the proposed development will exceed the existing water supply capacity. If it is determined that such development would exceed the existing water supply capacity, the City shall provide additional capacity through water system improvements for the Plan Area in accordance with the City Metropolitan Water Resources Management Plan (Metro Plan).
- MM HYD-2c** Prior to approving development per the Southeast Development Area (SEDA) Specific Plan for the Fresno SEDA Specific Plan Area (Plan Area), the City shall evaluate existing water demands to determine whether the proposed development will exceed the existing water supplies. If it is determined that such development would exceed the existing water demands, the City shall pursue the provision of adequate water supplies by securing additional water sources.
- MM HYD-2d** The City shall develop new and expand existing groundwater recharge facilities to balance increased water demands resulting from the Fresno Southeast Development Area Specific Plan Area (Plan Area). New and expanded groundwater recharge facilities shall be in accordance with the City of Fresno General Plan and City Metro Plan. The City shall complete these measures prior to approving any new project applications for future development in the project area that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval.
- MM HYD-2e** The City shall continue to develop and implement water conservation measures to reduce the per capita water use to 190 gallons per capita per day (gpcd) in accordance with the conservation target specified in the Fresno General Plan.

Facts in Support of Findings: Implementation of the proposed Specific Plan would generate an additional 1.7 percent (0.33 MGD) of groundwater demand in the Plan Area than what was predicted by the General Plan; as such, impacts to groundwater could be significant without mitigation. The City's water system depended completely on groundwater as a water source until 2004, when the first SWTF was commissioned. Today, groundwater is still a primary water source for the City.

Total groundwater recharge in 2020 was 132,480 AF (24,970 AF of natural recharge, 47,510 AF of subsurface inflow, and 60,000 AF of intentional recharge); the total projected groundwater recharge for 2035 is 149,100 AF (26,280 AF of natural recharge, 54,720 AF of subsurface inflow, and 68,100 AF of intentional recharge) and for 2045 is 159,820 AF (26,790 AF of natural recharge, 59,530 AF of subsurface inflow, and 73,500 AF of intentional recharge) during normal water years and assuming groundwater characteristics are not altered due to climatic events or regulatory influences from SGMA.

Per the FMFCD, six new basins are proposed for the Plan Area for stormwater runoff collection. These basins would likely function as retention basins and retain the stormwater runoff for percolation through the soil to the underlying groundwater aquifer. While impervious surfaces would increase, resulting in higher amounts of runoff volume, the basins would help with the capture and dispersal of the runoff, thereby assisting with the process of groundwater recharge.

The existing and proposed basins will facilitate stormwater collection, which will encourage groundwater recharge through collection. Of the seven existing basins encompassed by the Plan Area and the six proposed basins, two proposed basins would require revisions to their designs to accommodate the increase in runoff volume. Proposed Basin DW does not have sufficient capacity to accommodate the increased runoff (available volume is exceeded by 12.8 AF), and Basin DX experiences a change in volume of 25.4 percent (exceeds FMFCD's limit of 20 percent before basin must be revised in size/location).

Groundwater pumping has been greatly reduced since the activation of the first SWTF in 2004 and has only further declined as a result of a second SWTF; per the 2020 UWMP, groundwater pumping has decreased from 165,200 AFY in 2003 to 55,000 AF in 2020.³⁸ Surface water has allowed the City to reduce its dependence on groundwater as a water supply. Prior to 2004, 100 percent of Fresno's water demand was met with groundwater. In 2004, the City's first SWTF, the NESWTF, was constructed and activated; it provided 10–15 percent of the City's potable water demand from 2005–2014, and 15 percent from 2016–2020. With the addition of the T-3 Water Storage and modular SWTF (T-3 SWTF) in 2015 and the SESWTF in 2018, the City was able to provide greater than 50 percent of its potable water supply with surface water in 2019 and 2020. The City plans to expand surface water treatment capacities and groundwater recharge activities to further reduce groundwater reliance.

Currently, the Kings Groundwater Subbasin is in a state of overdraft as defined by the DWR. In November 2019, the North Kings GSA adopted the North Kings GSP (prepared by Provost & Pritchard) with the sustainability goal to ensure that by 2040 the Kings Groundwater Subbasin is being managed in a sustainable manner by balancing water demand with available water supply. Continued participation and compliance with the North Kings GSP by the City and other member

agencies would ensure a balance of pumping and recharge in the basin by 2040. The GSP was submitted to the California DWR in January 2020. The DWR issued a response in January 2022 stating that the GSP was incomplete, after which the GSP was revised and resubmitted in July 2022. The DWR issued a letter on August 4, 2023, which approved the GSP and proposed a number of additional recommended corrective actions to be included per the DWR SGMA Portal GSP Status Summary. These are incorporated as MM HYD-2a. Impacts on groundwater supplies and groundwater recharge would be less than significant with mitigation incorporated.

The 2020 UWMP presents data available for actual water supply and demand for the year 2020, as well as projected water usage. For 2020, the projected potable water demand for the City in 2035 is 154,210 AF, but the actual total potable water demand for the City was 121,993 AF. The projected nonpotable water demand for the City for groundwater recharge is 68,100 AF for 2035. The estimated groundwater yield for the City in 2035 is projected to be 149,100 AF, assuming groundwater characteristics are not altered due to climatic events or regulatory influences from SGMA, indicating that groundwater alone will not be sufficient to meet future City demands, including those for SEDA. However, estimated surface water supplies for the City are projected to be 191,600 AF for 2035 (60,000 via USBR, 131,600 via FID) during normal water years, as well as 5,910 AF of recycled water. Total projected water supply for the City in 2035 is 346,610 AF during normal water years, assuming groundwater characteristics are not altered due to climatic events or regulatory influences from SGMA, and total projected demand is 222,310 AF. The estimated increase in total water use for SEDA in accordance with the Specific Plan selected alternative is 0.33 MGD, or 370 AF. This results in a modified projected potable demand for the City in 2035 of 154,580 AF, with a total water demand (potable and nonpotable) of 222,680 AF. Nonetheless, impacts to water supply and demand would be considered at the time of annexation for each specific parcel.

Assuming groundwater characteristics are not altered due to climatic events or regulatory influences from SGMA, the estimated increase in water demand for the Plan Area could be met with current water supplies in normal year and dry year scenarios; however, securing additional water supplies would likely improve these chances. Therefore, impacts on groundwater supplies would be less than significant with mitigation incorporated.

The Lead Agency finds that MM UTIL-2a, MM UTIL-2b, MM UTIL-2c, and MM HYD-2a through MM HYD-2e are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Impact HYD-3

Impact: The refined project could substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i) Result in substantial erosion or siltation on- or off-site.

- ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
- iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
- iv) Impede or redirect flood flows.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.10, Hydrology and Water Quality, Page 3.10-41; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-22). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

- MM HYD-3a** The City shall support the Fresno Metropolitan Flood Control District (FMFCD) in updating the Storm Drainage and Flood Control Master Plan for the Plan Area to include the proposed basins and the analysis necessary to provide adequate capacity for future stormwater runoff resulting from future development of the Southeast Development Area (SEDA) Specific Plan. The City shall complete these measures prior to approving any new project applications for future development in the Fresno SEDA Specific Plan Area (Plan Area) that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval.
- MM HYD-3b** The City shall support the Fresno Metropolitan Flood Control District (FMFCD) in implementing the Storm Drainage and Flood Control Master Plan improvements for the proposed drainage areas within the Fresno Southeast Development Area Specific Plan Area (Plan Area). Any new proposed development in the Plan Area shall be reviewed by the City and FMFCD to confirm that design and construction documents have incorporated the updated Storm Drainage and Flood Control Master Plan improvements, prior to approving any such development.
- MM HYD-3c** The City shall support the Fresno Metropolitan Flood Control District (FMFCD) in reevaluating proposed Basins DW and DX for available capacities and shall expand these basins or construct additional basins to accommodate the future stormwater capacities from development in the Southeast Development Area (SEDA) Specific Plan Area (Plan Area) in accordance with the SEDA Specific Plan. The City shall complete these measures prior to approving any new project applications for future development in the Plan Area that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval.
- MM HYD-3d** The City shall implement the following measures to reduce the impacts on the capacity of existing or planned storm drainage Master Plan collection systems within

the Fresno Southeast Development Area (SEDA) Specific Plan Area (Plan Area) to less than significant:

- Prior to approval of development projects, support the Fresno Metropolitan Flood Control District (FMFCD) in coordination with the Fresno Irrigation District (FID) in updating the Storm Drainage and Flood Control Master Plan to analyze the impacts to existing and planned retention basins within the Plan Area to determine remedial measures required to reduce the impact on retention basin capacity to less than significant. Remedial measures would include:
 - Increase the size of the retention basin through the purchase of more land or deepening the basin or a combination for planned retention basins.

MM HYD-3e The City shall implement the following measures to reduce the impacts on the capacity of existing or planned storm drainage Master Plan urban detention (stormwater quality) basins within the Fresno Southeast Development Area Specific Plan Area (Plan Area) to less than significant:

- Prior to approval of development projects, support the Fresno Metropolitan Flood Control District (FMFCD) in updating the Storm Drainage and Flood Control Master Plan to determine the impacts to the urban detention weir overflow rates and determine remedial measures required to reduce the impact on the detention basin capacity to less than significant. Remedial measures would include:
 - Modify overflow weir to maintain the suspended solids removal rates adopted by the FMFCD Board of Directors.
 - Increase the size of the urban detention basin to increase residence time by purchasing more land.

Facts in Support of Findings:

i. Result in substantial erosion or siltation on- or off-site.

Construction

Construction activities associated with the buildout of the Specific Plan would result in ground-disturbing activities such as grading, excavation, placing fill, trenching, spoil pile storage, and backfilling of trenches. These activities could lead to silt-laden stormwater contributing to downstream surface water degradation. Development within the Plan Area could require the realignment of an existing stream or canal, which could result in the erosion of soils within the channel or channel banks during rainfall events that could result in siltation of stormwater runoff that leaves/enters the stream or canal. This silt-laden stormwater could contribute to downstream stormwater degradation.

Regulatory requirements such as the City's grading plan check process, the FMFCD Storm Drain Master Plan, and the NPDES Construction General Permit would reduce the impacts of construction activities on drainage patterns and erosion.

Development within the Plan Area would be required to comply with the City's grading plan check process. Developers must submit grading plans in compliance with the California Building Standards Code (CBC), the Storm Drain Master Plan, and the NPDES Construction General Permit and obtain approval from the FMFCD.

The Storm Drain Master Plan includes proposed elevation of curbs in undeveloped areas, delineation of storm drain inlet watershed areas, collection system pipeline alignments and sizes, and retention basin or urban detention basin locations and sizing. Development in conformance with the Storm Drain Master Plan would ensure that the Plan Area is graded to drain into storm drainage facilities, which collect and dispose of stormwater from the planned development. Retention and urban detention basins intercept and remove silt from stormwater before it is discharged to surface water features.

The grading plan review process for future individual development projects in the Plan Area would identify any plan to alter the course of any creek, stream, or irrigation canal. In this case, the City would require additional other reviews, permits, and agreements with agencies such as the USACE, the USFWS, the CDFW, the Central Valley Flood Protection Agency, the State Water Board, the Central Valley RWQCB, the FMFCD, and the FID. Possible permits and agreements include the CWA Section 401 and 403 permits, Endangered Species or Habitat Plan, Section 1603 Streambed Alteration Agreement, and Irrigation Canal Encroachment permit. Agreements would need to be made prior to the issuance of grading permits.

The NPDES Construction General Permit program is administered for the City by the Central Valley RWQCB. It regulates sources of erosion at construction sites that would result in the discharge of silt-laden stormwater from the site and into subsequent receiving waters during both construction and operations activities.

Compliance with the grading plan check process along with other regulations described above would reduce project construction impacts on drainage patterns and erosion to acceptable levels. Therefore, construction impacts associated with erosion would be less than significant.

Operation

Implementation of the refined project would result in new commercial, residential, employment, and mixed-use land uses. Grading and increases in impervious surfaces resulting from this development could alter alignments of existing creeks, streams, or irrigation canals and increase stormwater runoff rates. Higher rates of stormwater runoff would increase the potential for soil erosion. The FMFCD works with developers and the City to collect and prevent silt-laden stormwater from entering local surface waters, including several irrigation canals that run through the Plan Area. As part of the Storm Drain Master Plan, new aboveground storm drainage infrastructure would direct runoff to underground pipelines, which would convey the stormwater to proposed retention and urban detention basins within the Plan Area. Discharges from the basins could increase the concentration of sediment in the receiving waters.

As described above, future individual development projects under the Specific Plan would be required to obtain a grading permit from the City and follow the grading plan check process. As a co-

permittee in the Phase I NPDES Permit, development associated with the proposed Specific Plan would be reviewed to ensure coverage under the Construction General Permit.

Portions of the Plan Area are currently in agricultural use. At buildout of the refined project, these areas may be developed with land uses consisting of buildings, paved areas, and landscaping. Bare soil on farmland is more susceptible to erosion than developed urban land. Therefore, buildout of the refined project is expected to cause some reduction in on-site erosion.

The General Plan and the proposed Specific Plan include objectives and policies that would reduce potential impacts related to erosion and siltation. Along with the grading plan check process, continued implementation of the proposed Specific Plan and approved General Plan would reduce project operational impacts associated with alteration of drainage patterns, streams or creeks, and erosion to less than significant levels.

- ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.*

Construction

Construction activities associated with buildout of the Specific Plan would result in ground-disturbing activities such as grading, excavation, placing fill, trenching, spoil pile storage, and backfilling of trenches. These activities would change existing surface drainage patterns and increase the potential for flooding, particularly during storm events. Temporary, ground-disturbing construction activities that substantially compact the development site soils could increase runoff volumes that could result in flooding on or off the construction site.

Development within the Plan Area could propose realigning an existing stream or canal; doing so could result in the alteration of drainage patterns that could result in flooding on or off the construction site.

Regulatory mechanisms in place that would reduce the impacts of construction activities on drainage patterns that could result in flooding on or off the construction site include compliance with the City's grading plan check process, the Storm Drain Master Plan, and the NPDES Construction General Permit. Discussion of these regulatory processes is included in the section for 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.

Operation

Development consistent with implementation of the proposed Specific Plan would result in new commercial, residential, employment, and mixed-use land uses that would regrade undeveloped land to new grading patterns, may propose to alter the alignments of existing creeks, streams, or irrigation canals, and would increase impervious surfaces, which would increase stormwater runoff rates. Higher runoff rates and greater volumes of stormwater runoff would increase the potential for flooding of the development site and off-site locations. Since the FMFCD is responsible for developing and implementing the Storm Drain Master Plan for the City, the FMFCD works with developers and the City to implement the storm drainage system to collect and dispose of the increased stormwater runoff rates and volumes and prevent flooding as a result of the development

and grading of the land. The storm drainage system that would be implemented for the Plan Area would include street, curbs, and gutters that direct stormwater to storm drain inlets and underground pipelines. The pipelines convey the runoff to retention and urban detention basins to be located at strategic locations in the Plan Area. The basins dispose of the runoff through percolation into the soil and, in emergencies and in preparation for the next series of rain events, through pumping to designated irrigation canals. The urban detention basins discharge to the San Joaquin River.

Development under the proposed Specific Plan would be required to obtain a grading permit from the City and follow the grading plan check process as described above. Developments would also be required to be designed and graded so as to not impede the flow of flood waters through or around their sites. This process would reduce the potential for long-term flooding impacts to less than significant.

Additionally, the proposed Specific Plan and the approved General Plan include objectives and policies that would reduce potential flooding impacts. Along with the grading plan check process, continued implementation of the proposed Specific Plan and approved General Plan would reduce project operational impacts associated with flooding due to alterations of drainage patterns to less than significant levels.

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.

Construction

The FMFCD implements the Storm Drain Master Plan and the District Services Plan. Local storm drainage Master Plan engineering of storm drain facilities analyzes the topography, planned land use, climatology, and geology to produce a detailed drainage hydrology for each local drainage area. Following these analyses, plans for preliminary pipeline or alternative conveyance systems are completed using runoff flow calculations based on planned land uses to guide retention basin size and location. System relief facilities are designed for use in major storm events. Land is assessed to ensure that there is no evidence of hazardous material or waste contamination that would enter the storm drainage system. Site-specific environmental studies are also conducted in compliance with CEQA review of discretionary projects. The change in land uses resulting from implementation of the proposed Specific Plan would slightly increase the sources of pollution in stormwater runoff by converting General Plan land uses to Specific Plan land uses. The increase in sources would result from the increased number of landowners and uses that would occur within the Plan Area.

Operation

Development as part of the refined project would increase impervious surfaces on-site and thus increase runoff from the Plan Area. The buildout of the proposed Specific Plan when compared to the General Plan would result in a net change of 248 AF in expected runoff; FMFCD allows a 20 percent change in required basin volumes before the basin must be modified. As illustrated in Table 3.10-2 of the Recirculated Draft PEIR, buildout of the Specific Plan would not result in a change of volume of more than 20 percent or exceed the remaining basin volume for existing basins encompassed within the Plan Area. As illustrated in Table 3.10-3 of the Recirculated Draft PEIR, buildout of the proposed Specific Plan would result in a change in required volume of more than 20

percent in one proposed basin (Basin DX) and the exceedance of one proposed basin's capacity (Basin DW). This creates a potentially significant impact. However, implementation of MM HYD-3a through MM HYD-3f, which includes revisions to Basin DX and Basin DW plans, would reduce impacts to a less than significant level.

As discussed above, stormwater runoff from urban development contains an array of pollutants. Future individual development project would be required to comply with the General Plan and the proposed Specific Plan policies and implement water quality and watershed protection measures for all development projects as part of its NPDES Phase 1 MS4 Permit. Furthermore, impacts associated with water quality standards and wastewater discharge requirements would be less than significant.

iv. Impede or redirect flood flows.

Constructing buildings in floodplains puts those structures in danger of repeated flooding. The sources of flooding in the Plan Area include several irrigation canals, including Redbank Creek, the Gould Canal, the Gray Colony Canal, Dog Creek, the Mill Canal, the Temperance Canal, the Fancher Creek Canal, the Briggs Canal, the East Branch West Branch Canal, the Hansen Canal, and the Armstrong Canal.

FEMA prepares FIRMs to map flood zones in order to assist communities with floodplain management regulations and flood insurance requirements. FEMA has prepared multiple FIRMs for the City that show floodplain zones throughout Fresno and surrounding areas. According to the FIRMs that include SEDA, a majority of the Plan Area is outside the 100-year flood zones; most areas are located within Zone X (Unshaded) (outside of the 500-year (0.2 percent annual chance) floodplain with minimal risk of flooding). However, several areas in the northern portion of SEDA (north of SR-180) are within zones of higher flood chances, including Zones X (shaded) (between the 100-year and 500-year floodplain with moderate risk of flooding), Zone A (SFHA within the 100-year floodplain with high risk of flooding), Zone AE (SFHA within the 100-year floodplain with high risk of flooding and known base flood elevations), and Zone A/AE Regulatory Floodplains (SFHA within the 100-year [1 percent annual chance] floodplain with high risk of flooding with areas that must be reserved for base flood discharge); these areas are mainly adjacent to existing rivers, creeks, canals, or detention basins.

Per the FEMA FIRM, areas surrounding and along the Fancher Creek Canal are within Zone X (shaded), the area containing the Redbank Detention Basin is within Zone A, areas surrounding and along the Mill Ditch and Redbank Creek are within Zone AE, and a portion of the Redbank Creek along the northern SEDA border is defined as a Regulatory Floodplain.

The City participates in the NFIP which adopts FIRMs, appoints a trained Floodplain Administrator, adopts a floodplain ordinance modeled after the Flood Insurance Program (FIP) model ordinance, and enforces the ordinance and the requirements of Title 40 of the Code of Federal Regulations (40 CFR-Protection of Environment), Subchapter D (Water Programs, Parts 100–149). The City enforces these requirements through Chapter 11, Article 6 of the Fresno Municipal Code (Fresno Flood Plain Ordinance), which outlines specific requirements for floodproofing of structures. The Specific Plan includes developments that would be located within these SFHAs; development within these areas would require substantial floodproofing and any required review and approval of the developments

by the City, FMFCD, FEMA, and any other governing body. If developments follow the floodplain ordinance and General Plan objectives and policies are implemented, impacts associated with flooding of developments within the 100-year floodplain would be less than significant.

Development as part of the proposed Specific Plan would increase the area of impervious surfaces within the Plan Area and thus increase runoff from the Plan Area. However, compliance with federal, State, and local regulations and requirements to prevent development within the 100-year floodplain, installation of flood protection mechanisms, and implementation of MM HYD-3a through 3g would reduce impacts to a less than significant level with mitigation incorporated.

The Lead Agency finds that MM HYD-3a through MM HYD-3f are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Cumulative Hydrology Impact

Impact: The refined project would have a less than significant cumulative impact with mitigation incorporated on hydrology and water quality.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.10, Hydrology and Water Quality, Page 3.10-53; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-22). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

Implement MM UTIL-2a, MM UTIL-2b, MM UTIL-2c, MM HYD-2a, MM HYD-2b, MM HYD-2c, MM HYD-2d, MM HYD-2e, MM HYD-3a, MM HYD-3b, MM HYD-3c, MM HYD-3d, MM HYD-3e, and MM HYD-3f.

Facts in Support of Findings: The proposed Specific Plan would develop hydrological infrastructure within the Plan Area and, therefore, would generally eliminate cumulative impacts outside of it. The impacts of anticipated development and projects resulting from the Specific Plan have been analyzed in the Recirculated Draft PEIR. Most impacts are localized and would occur at different times as the Specific Plan is built out. Therefore, by nature, the refined project would generally not combine with other projects to cause cumulatively considerable impacts. Where there are regional impacts, they would occur on a scale and of a difficulty that cannot be addressed within a Specific Plan and are being addressed with long-term planning by regional groups and State agencies. However, some potential cumulative impacts were identified and are discussed below.

Groundwater

The Kings Subbasin is in overdraft condition due to substantial groundwater pumping. Growth in the Kings Subbasin would increase demands for groundwater pumping, potentially resulting in continued drawdown of water levels, leading to localized cones of depression, changes in groundwater flow direction, concentration of contaminants, and land subsidence. This is a regional problem that is being addressed through several means, including the formation of GSAs and the development of GSPs. Implementation of the Specific Plan would generate an additional 1.7 percent (0.33 MGD) of groundwater demand in the Plan Area over what was predicted by the General Plan. However, as discussed above, this may be accommodated with full implementation of the proposed Specific Plan. The City has also placed a higher emphasis on surface water and groundwater recharge, supplying greater than 50 percent of its potable water supply with surface water in 2019 and 2020. The City is a member of the North Kings GSA; continued participation and compliance with the North Kings GSP and continued development of water conservation policies/programs and water supply infrastructure would reduce the cumulative impacts related to hydrology. This is incorporated as MM HYD-2a and would reduce impacts to a less than significant level with mitigation incorporated.

Hydrology and Water Quality

Buildout of the refined project would increase the amount of paved impervious surfaces within the Plan Area. This increase in impervious surfaces would increase stormwater runoff rates and volumes over those that occur from development under the General Plan. This increase in runoff would have the potential to increase the amount of polluted runoff. However, as described above, additional stormwater detention basins and expanded capacity for stormwater is planned throughout the Plan Area. This is required by MM HYD-3a, MM HYD-3b, and MM HYD-3c. Furthermore, all development projects within the Fresno-Clovis area would be required to comply with the MS4 Permit that requires the implementation of water quality and watershed protection measures. Compliance with the MS4 Permit would reduce potential impacts from cumulative projects to less than significant. Since the development under the proposed Specific Plan would also need to comply with the MS4 Permit and includes specific policies of the proposed Specific Plan and the approved City General Plan, the refined project's contribution to potential cumulative impacts would be less than significant with mitigation incorporated.

The Lead Agency finds that MM UTIL-2a, MM UTIL-2b, MM UTIL-2c, MM HYD-2a, MM HYD-2b, MM HYD-2c, MM HYD-2d, MM HYD-2e, MM HYD-3a, MM HYD-3b, MM HYD-3c, MM HYD-3d, MM HYD-3e, and MM HYD-3f are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

1.6.7 - Noise

Impact NOI-2

Impact: The refined project could result in generation of excessive groundborne vibration or groundborne noise levels.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.13, Noise, Page 3.13-27; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-23). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

MM NOI-2 Construction Vibration Reduction Plan

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

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

Facts in Support of Findings: This section analyzes both construction and operational groundborne vibration impacts. The City prohibits groundborne vibration that is discernible without the aid of instruments by a reasonable person at the lot lines of the site; however, vibrations from temporary construction activities are exempt from this standard. Therefore, for purposes of this analysis, the FTA's vibration impact criteria are utilized to analyze construction vibration impacts. The FTA has established industry accepted standards for vibration impact criteria and impact assessment. These guidelines are published in its Transit Noise and Vibration Impact Assessment Manual. The construction vibration impact criteria are summarized in Table 3.13-3 in the regulatory section of the Recirculated Draft PEIR.

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

Short-term Construction Vibration Impacts to Off-site Receptors

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of a construction site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. Table 3.13-3 of the Recirculated Draft PEIR provides approximate vibration levels for construction activities.

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

Construction vibration levels from future development projects could exceed the FTA's damage threshold criteria for receiving structures. Therefore, mitigation would be required to reduce this potential impact. Construction vibration sources can be mitigated to acceptable levels either at the source or on the adjacent property using alternate equipment, adequate setbacks, or by digging temporary trenches between the source and the receptor. For example, at a distance of 200 feet, vibration levels from an impact pile driver would attenuate to 0.02 in/sec PPV.

Therefore, implementation of MM NOI-2, which requires preparation of a Construction Vibration Reduction Plan for any nearby structure, would ensure that these vibration level impacts generated by future development projects would be reduced to a less than significant impact.

Operational Vibration Impacts

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

The Lead Agency finds that MM NOI-2 is feasible, is adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

1.6.8 - Recreation

Impact REC-2

Impact: The refined project could include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.16, Recreation, Page 3.16-17; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-24). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

MM REC-1 As new development occurs in the Plan Area, the City shall periodically (every 5 years) monitor residential population growth compared to development of new parklands for the purpose of evaluating the strength of this Plan to meet the ratio of 3 acres of parkland per 1,000 population. If the ratio is not met, the City shall explore additional ways to increase the amount of dedicated parkland in the Plan Area, including but not limited to designating additional lands for parkland development.

Facts in Support of Findings: Implementation of the refined project is projected to generate an increase in the population, requiring the dedication of new parks and recreational facilities. As discussed in Section 3.14, Population and Housing, the development of up to 42,900 new residential units could accommodate 123,271 residents by 2050.

The Plan Area does not currently contain any parkland that is maintained by the City. In order to meet the citywide parks and open space standard of 3 acres per 1,000 residents, the refined project would require approximately 384.8 acres of parks by 2050. The refined project would facilitate the creation of parks and recreational facilities. As discussed previously, Policy OS-2.1 would maximize active recreational opportunities in the open space network. Active space includes playgrounds, fields, hardcourts, pools, and other facilities for sports and other physical activities. Policy CF-2.2 would encourage the creation of regional trails and open spaces in Rural Cluster Districts that connect urban uses to agricultural uses with trails for pedestrians, bicyclists, and equestrians. Policy RC-4.4 would support recreational opportunities with a range of parks and multiuse trails by establishing joint-use agreements with FMFCD to allow access to storm drainage/recharge basins for recreational use, when appropriate. Furthermore, development within the Plan Area would be required pay applicable development fees to finance park facility improvements.

The population increase projected under the refined project is within the population growth contemplated by the General Plan and would therefore have less than significant impacts related to the provision of new or altered park facilities. However, the refined project would incorporate new zone districts and planned land use types, resulting in the need for up to 384.8 acres of additional parkland. Therefore, impacts related to the provision of parks and recreation services would require mitigation. MM REC-1 would require the City to monitor all residential population growth compared to development of new parklands within the Plan Area, in order to ensure compliance with the minimum ratio of 3 acres of parkland per 1,000 population. With implementation of MM REC-1, impacts would be less than significant.

The Lead Agency finds that MM REC-1 is feasible, is adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Cumulative Recreation Impact

Impact: The refined project could result in cumulative impacts with respect to recreation.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.16, Recreation, Page 3.16-19; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-24). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

Implement MM REC-1.

Facts in Support of Findings: The geographic scope of the cumulative impact analysis for Recreation impacts is the Plan Area and portions of the City of Fresno, City of Clovis, and unincorporated Fresno County adjacent to the Plan Area. This analysis evaluates whether impacts of the Specific Plan, together with impacts of cumulative development, would result in a cumulatively significant impact with respect to recreation. This analysis then considers whether incremental contribution of the impacts associated with implementation of the Specific Plan would be significant. Both conditions must apply for cumulative effects to rise to the level of significance.

As stated above, implementation of the refined project would result in up to 42,900 new residential units, which could accommodate 123,871 residents by 2050. At full buildout, the refined project would require approximately 410.4 acres of usable parkland to meet the citywide parks and open space standard of 3 acres per 1,000 residents. Parkland refers to Pocket, Neighborhood, and Community Parks. The Plan Area currently does not have any City-managed parkland.

The General Plan identified the need for nearly 2,313 acres of new Pocket, Neighborhood, and Community Parks by the General Plan horizon year of 2035 in the City's Sphere of Influence (SOI). As discussed under Impact REC-2, future development under the refined project could include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Individual development projects would be required to pay applicable development fees, which would allow new parks to be constructed at appropriate sites within the cumulative setting and adequately maintained. However, cumulative impacts could be significant, as the refined project would incorporate new zone districts and planned land use types in the Plan Area, resulting in the need for up to 384.8 acres of parkland to meet the citywide parks and open space standard of 3 acres per 1,000 residents. Therefore, implementation of MM REC-1, which requires the City to monitor residential population growth compared to development of new parklands to meet the ratio of 3 acres of parkland per 1,000 population, would

ensure potential impacts would be addressed and mitigated to meet the parkland requirements. Cumulative impacts would be less than significant with mitigation incorporated.

The Lead Agency finds that MM REC-1 is feasible, is adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

1.6.9 - Transportation and Traffic

Impact TRANS-1

Impact: The refined project could conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.17, Transportation and Traffic, Page 3.17-31; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-24). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

MM TRANS-1a Provide more options for shorter trips by encouraging vertical mixed uses and locating residential uses in walking distance (0.5 mile) to retail and employment uses.

MM TRANS-1b Provide pedestrian and bicycle network improvements within the development connecting complementary uses (i.e., residential, employment, retail, and transit stops) internally and to existing off-site facilities.

MM TRANS-1c Ensure that design of key intersections and roadways encourage the use of walking, biking, and transit.

MM TRANS-1d Collaborate with the Fresno Area Express (FAX) to provide new transit services, including the consideration of shuttle and micro-transit service, throughout the proposed project and within the proposed project area.

MM TRANS-1e In addition, the following Transportation Demand Management (TDM) strategies may be applicable at the implementing project level:

- Reduce Parking Supply for Retail Uses (maximum reduction: 12.5 percent)
- Add Transit Rerouting and Transit Stops (maximum reduction: 5 percent)
- Implementation of Local Shuttle Service (grouped strategy with transit system improvements)

- Mandatory Travel Behavior Change Program, Promotions and Marketing (maximum reduction: 1 percent)
- Promotions and Marketing (maximum reduction: 1 percent)
- Emergency Ride Home (ERH) Program (maximum reduction: 3 percent)
- School Carpool Program (maximum reduction: 15 percent)
- Bike Share (maximum reduction: 0.25 percent)
- Implement/Improve On-street Bicycle Facility (maximum reduction: 0.625 percent)
- Traffic Calming Improvements (maximum reduction: 1 percent)
- Pedestrian Network Improvements (maximum reduction: 2 percent)
- Unbundle the cost of parking from multi-family residential land uses.

Facts in Support of Findings: Table 3.17-5 of the Recirculated Draft PEIR summarizes daily and PM peak-hour trip generation for the refined project. Institute of Traffic Engineers (ITE) Trip Generation 11th Edition was used to generate the trip rates for the four types of land uses in the refined project. In total, the refined project, because it is slightly reduced compared to the analysis in the Recirculated Draft PEIR, is expected to generate fewer total daily trips and AM and PM peak-hour trips from the 42,900 total dwelling units and 36,000 estimated total employees at full buildout.

Roadway Impact Analysis—Traffic Increase

The refined project would not have an impact on the existing roadways within the project area. Other roadways within the Plan Area would be upgraded into a network of Complete Streets as defined by the Fresno Complete Streets Policy adopted in 2019. A Complete Street is defined as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users—including bicyclists, pedestrians, transit vehicles, trucks, and motorists. In addition to Complete Streets, the safety of the designed roadway network environment would be implemented such that driver, pedestrian, and bicyclist safety are paramount.

The refined project would be consistent with General Plan Policy MT-1-k, which calls for planning and design of roadway systems to meet LOS D on major roadways. Roadway improvements to increase capacity and maintain LOS standards would be planned and programmed based on consideration of the total overall needs of the roadway system, recognizing the priority of maintenance, rehabilitation, and operation of the existing road system. Convenient transit stops would be provided in the Plan Area, and sidewalks would be constructed pursuant to City standards.

Further, the refined project would be consistent with the General Plan objectives and policies to create and maintain a transportation system that is safe, efficient, provides access in an equitable manner, and optimizes travel by all modes. The refined project is a comprehensive planning document for the nearly 9,000-acre Plan Area and addresses wide-ranging infrastructure and community challenges associated with accommodating a large increment of the City's growth. Planning at this scale allows design and phasing of infrastructure improvements that are more efficient, environmentally sensitive, and cost-effective. The plan provides for mobility within and across town centers, neighborhoods, schools, and open spaces by comprehensively planning roadways, high-quality transit service, and safe walking and biking connections. The plan also provides for a variety of transportation options necessary to meet the needs of the residents and

employees within the Plan Area. Centers would be designed with a clear pattern of pedestrian-scaled streets, blocks, buildings, and public spaces based on the block connectivity and size standards specified in the SEDA Development Code Update, including a transportation network that is based on a high-density grid system. These policies would ensure consistency with applicable goals, objectives, and policies of the various transportation plans locally and regionally.

Because site-specific designs showing driveway locations have not been developed, there are no specific details to review and assess impacts on pedestrian, bicycle, and transit facilities. As part of the standard development review process, the City would require all future proposed development of parcels to go through a review of pedestrian, bicycle, and transit facilities in the area surrounding the individual development project to ensure that future developments do not conflict with existing or planned facilities supporting those travel modes. All proposed pedestrian, bicycle, and transit facilities would be designed using the appropriate design standards. The impact on these facilities would be less than significant.

The Lead Agency finds that MM TRANS-1a through MM TRANS 1-e are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Impact TRANS-3

Impact: The refined project could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.17, Transportation and Traffic, Page 3.17-36; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-24). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

Implement MM TRANS-1a through MM TRANS-1e.

The following mitigation measures shall be implemented as necessary through monitoring and coordination between Caltrans and the City of Fresno:

MM TRANS-3a Lengthen the eastbound turning lane to 875 feet and the westbound turning lane to 1,150 feet for the De Wolf Avenue and State Route (SR) 180 intersection.

MM TRANS-3b Lengthen the westbound turning lane to 1,075 feet for the McCall Avenue and State Route (SR) 180 intersection.

MM TRANS-3c Prior to approval of individual development projects within the Fresno Southeast Development Area Specific Plan Area (Plan Area), the City of Fresno shall coordinate with the California Department of Transportation (Caltrans) to determine whether the project would result in a potential impact on queueing lengths at either the Clovis Avenue and State Route (SR) 180 eastbound off-ramp interchange or the Temperance Avenue and SR-180 eastbound off-ramp interchange. If the queueing extends into the auxiliary lane of either of these interchanges, the City shall implement mitigation consistent with the Caltrans Local Development Review Safety Review Practitioners Guidance in coordination with Caltrans. This mitigation includes, but is not limited to:

- Implementation of project-specific transportation demand management programs, such as rideshare programs, shared mobility facilities, or improvements to bicycle and pedestrian infrastructure;
- Improvements to existing site-specific active transportation infrastructure; or
- Improvements to ramp terminal operations such as lane reassignment, traffic signalization phasing or retiming, and turn lane extensions.

MM TRANS-3d Prior to approval of individual development projects within the Fresno Southeast Development Area Specific Plan Area (Plan Area), the City of Fresno shall establish a development fee program that shall collect fees from developers of individual development projects within the Plan Area to fund required safety improvements to transportation facilities.

Facts in Support of Findings: As previously discussed, the refined project does not approve or entitle any specific development, and specific project design is unknown at this time. However, Caltrans comments on the NOP and subsequent comment letters on the Draft PEIR for the refined project requested that peak-hour ramp queue analyses be prepared for specific SR-180 interchanges and intersections at project buildout to determine potential impacts. The requested interchanges include Clovis Avenue, Fowler Avenue, and Temperance Avenue, and the requested intersections include De Wolf Avenue, Highland Avenue, and McCall Avenue. An unacceptable queueing condition exists if queue lengths extend past queue lanes or exit ramps (queue spillback), creating a potential traffic hazard. A significant impact could occur if new or worsening queue spillback occurs. Excess queueing can generate speed differentials between slow or stopped traffic on ramps or in turn pockets, and faster traffic in through lanes. Thus, the following analysis contains results of queue length analyses for all of the interchanges and intersections identified above.

The queueing analysis was conducted using expected lane geometry and traffic control at the Specific Plan buildout in 2035, which includes the anticipated widening of Temperance Avenue to six lanes, De Wolf Avenue to four lanes, and signal timings obtained from Caltrans. Estimated turning movements at all study locations were extracted from the Fresno Activity Based Model (FresnoABM) and adjusted to projected 2035 No Project and 2035 Refined project conditions using current ramp and mainline volumes. Using these volumes, the queueing analysis was conducted using Synchro 11 and SimTraffic 11 software. Simulation results were based on the average results of five one-hour

runs, in accordance with Caltrans methodology and are included in Appendix H of the Recirculated Draft PEIR.

As shown in Table 3.17-8 of the Recirculated Draft PEIR, the queueing analysis evaluated the potential queueing lengths under project conditions and identified two interchanges where projected queue lengths may extend into the auxiliary lanes: interchange 1 (Clovis Avenue and SR-180 EB Ramp), which would extend approximately 335 feet into the auxiliary lane, and Interchange 5 (Temperance Avenue and SR-180 EB Ramp), which would extend approximately 355 feet into the auxiliary lane. Based on consultation with Caltrans, neither restriping nor the use of the auxiliary lane for additional storage is an available mitigation measure to address the queueing lengths.

Therefore, in accordance with the Caltrans Highway Design Manual and project-specific recommendations through consultation with Caltrans, the refined project would implement MM TRANS-3c, which would require the close coordination between the City and Caltrans to determine at what point the queueing length would begin to extend into the auxiliary lanes identified above during implementation of the refined project. If queue lengths would extend into the auxiliary lanes identified for the interchanges above, the City would coordinate with Caltrans to implement mitigation consistent with Appendix B of the Caltrans Local Development Review Safety Review Practitioners Guidance. The refined project would implement General Plan and Specific Plan policies that implement some of the mitigation strategies identified in the Caltrans Local Development Review Safety Review Practitioners Guidance that may reduce vehicle queueing so that the available storage would not be exceeded during buildout of the refined project. Specifically, both the Fresno General Plan and the SEDA Specific Plan include policies that support the preparation of the transportation demand management programs as called for in the Caltrans Local Development Review Safety Review Practitioners Guidance. General Plan Policy MT-2-g directs the City to pursue implementation of Transportation Demand Management and Transportation System strategies to reduce peak-hour vehicle traffic and supplement the capacity of the transportation system. SEDA Specific Plan Policy UF-8.1 directs the City to develop a SEDA Transportation Demand Management Program consistent with the City's VMT policy. Policy UF-8.1 specified that this program should include physical design credits (i.e., bicycle storage, on-site showers, shared parking), lifestyle credits (i.e., on-site child care, telecommuting, flex hour programs), and credits for auto-alternative programs (i.e., shuttle service, subsidized transit, guaranteed ride home programs).

Similarly, both the General Plan and the SEDA Specific Plan contain policies related to active transportation and investments and improvements to the City's and Plan Area's transit and trail systems as specified in the second bullet above. General Plan Policies MT-1-j, MT-4-b, MT-4-c, MT-4-h, MT-4-l, MT-5-a through MT-5-d, and MT-8-a through MT-8c all direct the City to implement improvements and investments to bikeways, pedestrian walkways, existing and proposed transit systems, and other related features that support active transportation. The Urban Form Chapter of the SEDA Specific Plan contains multiple policies that address active transportation and transit service improvements within the Plan Area in order to create a balanced transportation network accessible to all users. Similarly, the Open Space Chapter of the SEDA Specific Plan addresses the future development of a SEDA Parks and Trails Master Plan, as well as improvements to curb, gutter, and sidewalk infrastructure.

Moreover, as discussed in Impact TRANS-1, the refined project would implement MM TRANS-1a through MM TRANS-1e, which require transportation demand management strategies to be developed at the project level, implementation of additional transit services, and the inclusion of design elements and pedestrian and bicycle network improvements that encourage fewer vehicle trips.

Therefore, because the Recirculated Draft PEIR is a programmatic document and the timing of specific development proposals within the Plan Area and implementation of the General Plan and Specific Plan policies identified above are unknown, it is too speculative to determine whether and when the available storage will be met. Therefore, MM TRANS-3c is included in the refined project to ensure that a significant safety hazard related to queueing would not occur. To support the implementation of MM TRANS-3c, the refined project would also implement MM TRANS-3d, which requires the City to collect development fees from future development projects in the Plan Area to fund necessary traffic safety improvements.

For Interchange 2 (Clovis Avenue and SR-180 westbound ramp), the refined project already fails in the no project condition, so no mitigation is necessary for the refined project.

For Intersection 7 (De Wolf Avenue and SR-180 intersection), the refined project would be required to implement MM TRANS-3a, which requires lengthening the eastbound turning lane to 875 feet and the westbound turning lane to 1,150 feet.

For Intersection 9 (McCall Avenue and SR-180 intersection), the refined project would be required to implement MM TRANS-3b, which requires lengthening the westbound turning lane to 1,075 feet.

In addition, future development consistent with the refined project would undergo individual planning review at the time of application and additional project-specific environmental review may be required. It is not anticipated that development would substantially increase hazards due to a geometric design feature or incompatible uses because the City would require review proposed future developments for consistency with applicable regulations, including the policies in the General Plan, designed to ensure safety, during planning review to eliminate any such hazards. Thus, with implementation of MM TRANS-3a, MM TRANS-3b, MM TRANS-3c, and MM TRANS-3d, as well as MM TRANS-1a through MM TRANS-1e, impacts would be less than significant.

The Lead Agency finds that MM TRANS-1a through 1e and MM TRANS-3a through MM TRANS-3d are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Impact TRANS-4

Impact: The refined project could result in inadequate emergency access.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.17, Transportation and Traffic, Page 3.17-41; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-24). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

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

Facts in Support of Findings: The refined project may require temporary lane closures or detours during construction activity. However, all lane closures or detours would be coordinated with the sheriff and fire departments to ensure that access to existing businesses and through circulation are maintained, as well as emergency access. The construction contractor would provide signage, cones, and/or flag persons as deemed necessary through a project-specific Construction Management Plan (CMP) to ensure adequate emergency access. All development will be required to prepare a CMP to demonstrate to the City and the associated sheriff and fire departments that emergency access would be maintained at all times during construction. Preparation of a CMP, as required by MM TRANS-4, would reduce any impact of temporary lane closures or detours to less than significant.

The Lead Agency finds that MM TRANS-4 is feasible, is adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Cumulative Transportation Impacts

Impact: The refined project would have a less than significant cumulative impact on transportation with mitigation incorporated.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Chapter 3, Transportation and Traffic, Page 3.17-41; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-24). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

Implement MM TRANS-1a through MM TRANS-1e, MM TRANS-3a through MM TRANS-3d, and MM TRANS-4.

Facts in Support of Findings:

Year 2035 Baseline (No Project) Conditions

The following presents the results of the LOS calculations under the year 2035 baseline conditions without the project. LOS analyses at the study segments were conducted for 2035 no project conditions to establish a base to evaluate the impacts due to the addition of traffic from the refined project. Study segment volumes were forecasted using the Fresno Activity Based Travel Demand Model. Table 3.17-9 of the Recirculated Draft PEIR shows the forecasted study segment volumes for the year 2035 baseline (no project) conditions.

Study Segment Level of Service Analysis—Year 2035 No Project Conditions

The study segment LOS analysis for the forecasted volumes are presented in Table 3.17-10 of the Recirculated Draft PEIR. All of the study segments in the year 2035 no project conditions are forecasted to perform at a LOS of D or better.

Level of Service

This analysis presents the results of the LOS calculations for the year 2035 conditions with the refined project. LOS analysis at the study segments were conducted for 2035 with project conditions. Study segment volumes were forecasted using delta method, using the FresnoABM. Table 3.17-11 of the Recirculated Draft PEIR shows the forecasted study segment volumes for the year 2035 with project conditions. Compared to the 2035 no project condition, Jensen Way and McCall Lane saw the most growth in AM peak-hour, PM peak-hour, and daily volumes with the refined project built out. Because of the existing low volumes from the City of Fresno count data, the forecasted with project volumes are not as high as raw FresnoABM output volumes.

Study Segment Level of Service Analysis—Year 2035 With Project Conditions

The study segment LOS analysis for the forecasted volumes are presented in Table 3.17-12 of the Recirculated Draft PEIR. All of the study segments in the year 2035 with project conditions are forecasted to perform at a LOS of D or better.

Refined project development in combination with future cumulative development in the City could result in localized impacts on the transportation network in the City. It is anticipated that cumulative development would be required to implement similar mitigation measures as the refined project to reduce potential impacts on the transportation system, although there may be residual significant and unavoidable impacts. MM TRANS-1a through MM TRANS-1e, MM TRANS-3a through MM TRANS-3d, and MM TRANS-4 would apply to the refined project to reduce any project-level impacts to less than significant. Therefore, the refined project would not make a cumulatively considerable contribution to potential cumulative transportation and circulation impacts, and the cumulative impact would be less than significant.

The Lead Agency finds that MM TRANS-1a through MM TRANS-1e, MM TRANS-3a through MM TRANS-3d, and MM TRANS-4, are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

1.6.10 - Utilities and Service Systems

Impact UTIL-1

Impact: The refined project could require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.18, Utilities and Service Systems, Page 3.18-64; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-25). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

Implementation of all other mitigation measures in the Recirculated Draft PEIR would be required for all construction activities. Therefore, construction of new utilities would cause less than significant impacts with mitigation incorporated, with regard to the other potential environmental impacts discussed in this Recirculated Draft PEIR. Mitigation measures for all resource topics in the Recirculated Draft PEIR would be applicable to construction of new or expanded utility infrastructure.

MM UTIL-1a The City shall evaluate the water conveyance system at the time that discretionary projects are submitted for approval by the City, and the City shall not approve development that would demand additional water and exceed the capacity of a facility until additional capacity is provided. The City shall evaluate proposed water capacity and conveyance improvements provided in the City Metro Plan and General Plan for potential environmental impacts, and shall construct such improvements prior to exceedance of capacity to accommodate full buildout of the Specific Plan.

MM UTIL-1b The City shall evaluate the water supply system at the time that discretionary projects are submitted for approval by the City, and the City shall not approve development that would demand additional water until additional sources are secured and provided for future development. The City shall evaluate proposed water supply improvements for potential environmental impacts, and shall construct such improvements prior to exceedance of demand to accommodate full buildout of the Specific Plan.

- MM UTIL-1c** The City shall evaluate the wastewater system at the time that discretionary projects are submitted for approval by the City, and the City shall not approve development that would contribute wastewater to the wastewater treatment system that would exceed capacity until additional capacity is provided. The City shall evaluate proposed wastewater treatment improvements provided in the City Wastewater Master Plan and General Plan for potential environmental impacts, and shall construct such improvements prior to exceedance of capacity to accommodate full buildout of the Specific Plan.
- MM UTIL-1d** Consistent with the Sewer System Management Plan, the City shall evaluate the wastewater collection system at the time that discretionary projects are submitted for approval by the City, the City shall not approve development that would generate additional wastewater and exceed the capacity of a facility until additional capacity is provided. The City shall evaluate proposed wastewater collection improvements provided in the City Wastewater Master Plan and General Plan for potential environmental impacts, and shall construct such improvements prior to exceedance of capacity to accommodate full buildout of the Specific Plan.
- MM UTIL-1e** The City shall support the Fresno Metropolitan Flood Control District (FMFCD) in evaluating the stormwater collection system and implementing the District Services Plan and Storm Drainage and Flood Control Master Plan, and in constructing such improvements to the storm drain system prior to exceedance of capacity to accommodate full buildout of the Specific Plan. The City shall complete these evaluations prior to approving any new project applications for future development in the Plan Area that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval.
- MM UTIL-1f** At the time discretionary projects are submitted, the City shall require project-specific environmental evaluations for the expansion or relocation of electric or telecommunication facilities be completed prior to project approval.

Facts in Support of Findings: The potential long-term impacts to utility services and facilities are based on the potential increase in development as a result of the implementation of the proposed Specific Plan. The Specific Plan for SEDA provides implementation mechanisms for development in the Plan Area that accommodate increased density and accelerate housing production. As part of the City's General Plan, SEDA was designated with land use classifications as defined in the General Plan. The Specific Plan presents alternative land use classifications for SEDA and seeks to propose how the Plan Area would develop over time to complete buildout conditions with these newly defined land use categories. As such, utility infrastructure would need to accommodate the increased development and densities among the Specific Plan land use classifications when compared to the previously approved General Plan land uses and developments.

The refined project would involve the relocation, construction, or expansion of numerous utility facilities in order to provide utility services for the new land uses associated with the refined project. The proposed utility expansions are a part of the Project Description, and the potential impacts that

would result from construction of these facilities are evaluated throughout the Recirculated Draft PEIR (e.g., Section 3.3, Air Quality; Section 3.10, Hydrology and Water Quality; and Section 3.13, Noise and Vibration, etc.). The purpose of the analysis in this section is to evaluate whether the proposed facilities would have adequate capacity to serve the refined project's demand for utilities and service systems during construction and operation, or whether further relocation or construction of new or expanded facilities would be required.

Construction

The construction of expanded and new water, wastewater treatment, stormwater drainage, and other utility facilities could result in short-term environmental effects. These temporary effects include traffic, air emissions, GHG emissions, and noise from construction equipment and vehicles as well as water quality effects during construction. The following is a discussion of each potential impact.

- **Traffic**—Construction of these facilities may require lane closures or other traffic control measures along the adjacent roadway and could result in lower levels of service on nearby roadways and intersections. These effects would be potentially significant.
- **Air Emissions**—Construction activities would result in the generation of criteria pollutants, such as reactive organic gases (ROGs) and nitrogen oxides (NO_x) (ozone precursors) and particulate matter (PM₁₀ and PM_{2.5}) pollutant emissions. The implementation of the proposed Specific Plan policies as well as existing San Joaquin Valley Air Pollution Control District (Valley Air District) regulations identified in Section 3.3, Air Quality, of the Recirculated Draft PEIR, would reduce potential construction emissions. However, since the timing of the construction of the expanded and new facilities is not known, there could be more than one facility under construction at one time. Therefore, there is a possibility that emission standards for the criteria pollutants identified above could be exceeded, and significant impacts could occur. In addition, the operation of treatment plants and the construction of other utility infrastructure (pipes, basins, etc.) would contribute to emissions associated with the buildout of the proposed Specific Plan. These emissions could be criteria pollutants, toxic pollutants, and odors. These emissions would be potentially significant.
- **GHG Emissions**—Construction of utility facilities and treatment plants would result in the generation of GHG emissions. Construction emissions would occur only in the short-term; however, since the timing of the construction of the expanded and new facilities is not known, there could be more than one facility under construction at one time. Therefore, there is a possibility that a substantial amount of GHG emissions could occur. In addition, the operation of treatment plants and the construction of other utility infrastructure (pipes, basins, etc.) could contribute to emissions associated with the buildout of the proposed Specific Plan. These emissions would be potentially significant.
- **Noise**—Construction and operation of expanded and new treatment plants and other utility infrastructure (pipes, basins, etc.) would increase noise levels in the vicinity of each improvement and facility location. Various proposed Specific Plan policies and existing General Plan policies would reduce potential noise levels to meet City noise standards. Therefore,

potential increases in noise levels associated with the future construction and operation of expanded and new utility facilities and infrastructure would be less than significant.

- **Water Quality**—Construction activities associated with expanded and new utility facilities and infrastructure could result in potential water quality issues. However, projects that disturb more than one acre of soil must obtain coverage under the Construction General Permit and implement BMPs to protect surface water flows from sources of pollution at the construction site. With the implementation of the proposed Specific Plan policies, existing General Plan policies, and the required BMPs, short-term construction impacts on surface water quality would be less than significant. In addition, the operations of any treatment facilities would discharge treated water to approved locations. The approval of these locations would require consistency with the regulatory requirements identified in a waste discharge permit. Consistency with these discharge permits would result in a less than significant impact on long-term water quality.

There may also be construction impacts as a result of new or expanded utility infrastructure that could result in long-term effects related to aesthetics, agricultural resources, biological resources, and cultural resources. The following is a discussion of these potential impacts.

- **Aesthetics**—Impacts to aesthetics may be adverse on the Plan Area. The construction of expanded or new utility facilities, infrastructure, or treatment facilities could alter the current visual characteristics of the area. However, the proposed Specific Plan includes various policies (see Section 3.2, Aesthetics) to reduce potential aesthetic impacts, and the expanded or new facilities would not substantially alter the visual characteristic of the area. These potential facilities may add lighting systems in the area; however, the increases in lighting are anticipated to be less than significant with the implementation of the proposed Specific Plan policies and mitigation measures identified in Section 3.2, Aesthetics, of the Recirculated Draft PEIR.
- **Agricultural Resources**—The general locations of proposed expanded or new utility facilities or infrastructure could result in impacts to current Farmland Mapping and Monitoring Program (FMMP) designated areas. The removal of FMMP lands would result in significant impacts; therefore, the construction of expanded or new utility facilities and infrastructure could result in significant farmlands impacts.
- **Biological Resources**—The future construction of expanded or new utility facilities and infrastructure could result in impacts to biological resources. Proposed Specific Plan policies and mitigation measures identified in Section 3.4, Biological Resources, of the Recirculated Draft PEIR, would reduce potential impacts to biological resources to less than significant.
- **Cultural Resources**—The future construction of expanded or new utility facilities and infrastructure could result in impacts to cultural resources. There is a potential for unknown cultural resources (i.e., archaeological, paleontological, and human remains) to be located at the future sites of the proposed utilities. Although there is a potential for unknown resources, the implementation of the proposed Specific Plan policies and mitigation measures identified in Section 3.5, Cultural Resources, of the Recirculated Draft PEIR, would reduce the potential impacts to cultural resources to less than significant.

- **Water Supply**—The potential long-term impacts related to water supply requirements of the baseline General Plan conditions for the Plan Area versus the proposed Specific Plan conditions for the Plan Area differ by 1.7 percent and are considered less than significant for full implementation of the proposed Specific Plan with mitigation incorporated. The results of the water demand analysis are shown in Table 3.18-1 and Table 3.18-2 of the Recirculated Draft PEIR.

Per the Water Technical Study prepared for the Recirculated Draft PEIR, projected water demand for the Plan Area under General Plan conditions was 19.50 mgd, and the projected water demand for the Plan Area under Specific Plan conditions was 19.83 mgd, resulting in an increase of 0.33 mgd (370 AFY), or 1.7 percent. Though this increase is not substantial, there may still be a need for expansion of water supply and treatment facilities, and construction of new distribution facilities to serve future land uses in the Plan Area is still required, as there are no existing City water distribution facilities in the Plan Area. Thus, development of the Plan Area could result in significant impacts to the existing water supply and distribution system.

A summary of the master planned proposed water supply, treatment, and distribution infrastructure that would accommodate future development associated with the Specific Plan include the following:

- New municipal groundwater wells.
 - Wellhead treatment as needed.
- Expansion of the NESWTF.
- New water storage tanks and booster pump stations.
- Extension of 48-inch diameter RTM.
- New Transmission Grid Mains of various sizes.
- New recharge inter-ties to FMFCD basins.

Recycled Water Supply

Improvements within the Plan Area would be required to facilitate the use of recycled water. Since the recycled water distribution system has not yet been planned for the area, it has been assumed that all land uses that would be eligible for recycled water use would utilize potable water until the recycled water supply and distribution system are available. However, these potable water facilities should be installed in accordance with all recycled water regulations and requirements, allowing a seamless transition to recycled water. This includes installing purple pipe, purple valve boxes, purple irrigation facilities, and maintaining required clearances with other adjacent utilities.

If the Plan Area is expected to be supplied with recycled water from the Fresno-Clovis RWRF, considerable infrastructure will be needed to convey the water from the facility to the Plan Area at a usable flow rate and pressure. Piping of various sizes and booster pump stations will be required, among other improvements. If a satellite RWRF is planned, then the infrastructure required would likely mainly consist of a distribution system of pipelines to convey the recycled water to the users.

Consideration would need to be given to recycled water storage facilities when assessing the demand versus the supply of recycled water produced.

The following paragraphs provide a baseline analysis of the Plan Area to understand a preliminary recycled water demand based solely on the estimated area of open space presented in the Specific Plan buildout plan, and only accounting for recycled water that may be used for irrigation of said open space. According to the Specific Plan, each land use classification will encompass some percentage of open space, or “Park Acres.”

The total minimum park acres in the Plan Area equal 464 acres. Utilizing precipitation data obtained from the Western Regional Climate Center for Fresno, preliminary irrigation calculations were completed to determine the ETWU of the park acres in the Plan Area. Assuming the landscaping would be warm-season turf, and irrigation would mainly be applied via overhead spray/rotors, an annual ETWU with rainfall included of approximately 283 AF (0.3 mgd) was found for the Plan Area (without rainfall yields an ETWU of 1,572 AF, or 1.4 mgd). This represents the minimum required recycled water demand for the park acres included in each of the land use classifications and does not account for any designated open spaces, agricultural areas, or other miscellaneous potential recycled water uses. This has also been completed without knowledge about the available supply of recycled water for the Plan Area, and demands would need to be reassessed once a supply is available.

This demand is not a clear indicator of how much recycled water the Plan Area would actually use. Updates to the Recycled Water Master Plan will be required to fully develop the recycled water distribution system for the Plan Area. Determinations of potential recycled water users will need to be made to accurately estimate the anticipated recycled water demand.

Recycled water may be a considerable contributor to the Plan Area’s water supply system. The principal impact of providing recycled water is the overall water supply rather than direct shortages for end users because the ability exists to trade off and supplement recycled water supply from other sources. The recycled water planning documents do not delve into detailed plans for improvements for the Plan Area. Recycled water is not currently utilized in the Plan Area, and there are no portions of the recycled water distribution system that have been constructed within the area. Thus, any proposed recycled water use would necessitate the expansion of the existing recycled water system and installation of new recycled water pipelines, and potentially new treatment and storage facilities to provide sufficient recycled water at buildout conditions.

Because of the lack of planning document details and the absence of recycled water supply currently in the Plan Area, it is difficult to assess the necessary mitigation measures to accommodate the impacts of new facilities. Continued evaluation of available capacity and construction of improvements is required. Construction and operation of potential improvements could result in project-specific impacts that are not currently known because recycled water facilities have not yet been designed or planned. Until further environmental evaluations have occurred and further planning is completed, potential impacts would be considered significant without any mitigation. Therefore, impacts related to the construction of new recycled water treatment facilities or

expansion of baseline facilities would be less than significant with mitigation incorporated. See the Recycled Water Technical Study for a full explanation of the analysis process and subsequent results.

Wastewater Treatment

The Specific Plan proposes a transfer of density from the General Plan conditions to the Specific Plan conditions, which would modify the distribution of wastewater generation in the Plan Area from that originally planned. Generally, wastewater generation is predicted to increase as growth occurs, both in the General Plan and this Specific Plan. For the purposes of this analysis, it was assumed that development of the Plan Area would proceed as described in the Wastewater Technical Study prepared for the Recirculated Draft PEIR—from the General Plan to the Specific Plan land conditions, resulting in new or reoccupied dwelling units and new or repurposed commercial/mixed-use space within the Plan Area. Per the proposed Specific Plan, the Plan Area has capacity for the proposed dwelling units and 5,580 acres of residential space, 1,120 acres of commercial/mixed-use space, and 1,820 acres of office/employment space.

As shown in Table 3.18-3 of the Recirculated Draft PEIR, there would be an increase in baseline wastewater generation of 1.46 mgd, or 15 percent when compared to the buildout General Plan conditions. The Plan Area is projected to produce an estimated 11.32 mgd at buildout with Specific Plan land uses compared to 9.86 mgd under the General Plan land uses. Given that the Master Plan utilities were designed based on General Plan buildout conditions, a 15 percent increase would impact associated wastewater treatment requirements and WDRs, and the impacts would be significant without mitigation.

The City would be required to increase wastewater treatment capacity and obtain revised and/or new waste discharge permits. The policies included in the General Plan and the Wastewater Master Plan would reduce the potential impacts associated with increased wastewater generation and treatment requirements; however, these improvements would need to be reevaluated given the projected increase in wastewater generation in the Plan Area, and the City will need to update the Wastewater Master Plan. The implementation of the proposed Specific Plan will result in the need for expansion of the existing wastewater treatment facilities, and new wastewater collection and treatment facilities to serve future land uses in the Plan Area.

A summary of master planned proposed wastewater treatment facilities and collection infrastructure that should accommodate future development associated with the Specific Plan include:

- Wastewater Master Plan Update: Large-diameter trunk sewers, arterial lateral sewer mains, and a satellite wastewater reclamation/scalping plant.
- Expansion of Fresno-Clovis RWRF wastewater treatment capacity.
- Increased size of planned wastewater collection facilities.
- Various wastewater improvement/rehabilitation plans within the City to improve overall wastewater collection and treatment system conditions.

Stormwater Drainage

As development of the Plan Area occurs under the Specific Plan, new and expanded storm drain facilities will be necessary to adequately accommodate the increase in stormwater flows due to an increase in impervious surfaces. Implementation of the Specific Plan would result in a significant impact on existing drainage facilities. The transition from General Plan to Specific Plan, though, proposes a modest transfer of density and land uses throughout the Plan Area, which would modify the distribution of stormwater generation. Under both the General Plan and Specific Plan, stormwater generation would continue to increase as growth continues.

The buildout of the Specific Plan when compared to the General Plan would result in a net increase of 248 AF in expected runoff; FMFCD allows a 20 percent change in required basin volumes before the basin must be modified. Table 3.18-4 of the Recirculated Draft PEIR shows that all existing basins that are encompassed in or serve SEDA do not exceed a 20 percent change in volume or exceed its capacity.

Table 3.18-5 of the Recirculated Draft PEIR shows that the buildout of the Specific Plan results in a change in required volume of more than 20 percent in one basin (Basin DX), and the exceedance of one basin's proposed capacity (Basin DW). These two basins would need to be revised by resizing or relocating.

The Plan Area does have master planned FMFCD utilities, including inlets, pipelines, basins, and drainage areas, which have been designed to accommodate the General Plan developments, and are being modified for the SEDA Specific Plan developments by FMFCD. The majority of the planned facilities would be sufficient to provide drainage for the Specific Plan improvements without significant environmental impacts, except for Basin DW and DX, which would require reassessment and possibly resizing or relocation. FMFCD plans for drainage facilities but does not construct facilities until such time as development. Therefore, impacts related to the construction of new storm drain treatment facilities or expansion of baseline facilities would be less than significant with mitigation incorporated. See the Storm Drain Technical Study for a full explanation of the analysis process and subsequent results.

Mitigation measures related to storm drain systems are established and required in the Storm Drain Master Plan and other applicable City planning documents. Stormwater collection and handling must adhere to these mitigation measures.

A summary of master planned proposed storm drain facilities and collection infrastructure that should accommodate future development associated with the Specific Plan include the design and construction of Basins DS, DT, DU, DV, DW, DX, DY, DZ, and their associated collection facilities, including but not limited to inlets, manholes, catch basins, pipelines, and pump stations.

Electricity, Natural Gas, and Telecommunications

The refined project would not utilize natural gas, so there would be no impacts related to natural gas infrastructure. Electricity and telecommunications utilities respond to increased demands in various ways. These may include temporary stoppages or rolling blackouts, extension of existing infrastructure, or construction of new facilities.

Each of these utility providers prepares long-range plans to accommodate projected growth in their service areas. For example, PG&E provides annual sustainability reports that outline strategies to accommodate future growth and ensure reliability of electrical service. As indicated in the 2021 Corporate Sustainability Report, PG&E has requested approval for 387 megawatts of additional energy storage from six projects slated for completion by August 2023. These projects will provide “system reliability procurement that will help integrate increasing amounts of renewable energy and meet peak summer demand.” Telecommunications companies continually expand infrastructure to serve the growing population. These planning efforts take into account growth projections, including the growth under the refined project. Because the refined project would not result in unplanned growth, the majority of growth would be infill, and because the utility providers take into consideration all future growth projections in their planning efforts, the refined project would not be expected to require or result in new or expanded electricity or telecommunications facilities beyond those already planned. Impacts would be less than significant.

The Lead Agency finds that MM UTIL-1a through MM UTIL-1f are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Impact UTIL-2

Impact: The refined project could have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.18, Utilities and Service Systems, Page 3.18-69; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-25). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

Implement MM HYD-2b, MM HYD-2c, MM UTIL-1a, MM UTIL-1b, and the following:

MM UTIL-2a The City shall develop and implement water conservation measures to reduce the per capita water use, and continue to refine and implement water saving and conservation standards for new developments approved under the Specific Plan. The City shall complete these measures and standards prior to approving any new project applications for future development in the Plan Area that require a discretionary approval and shall confirm that each project has incorporated the refined measures and standards prior to issuing approval.

MM UTIL-2b The City shall continue to implement the City of Fresno Water Conservation Program, as may be updated, and periodically update restrictions on water uses, and

evaluate the feasibility of the conservation target identified as part of the Fresno General Plan. The City shall complete these measures prior to approving any new project applications for future development in the Plan Area that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval. The City shall continue to implement Objective RC-7 and Policies RC-7-a through RC-7-l of Chapter 7, “Resource Conservation and Resilience,” and Objective PU-8 and Policies PU-8-a through PU-8-g of Chapter 6, “Public Utilities and Services,” of the approved Fresno General Plan.

MM UTIL-2c The City shall refine landscape water conservation standards that will apply to new development installed landscapes, building on the State Model Water Efficient Landscape Ordinance (MWELO) and other State regulations. The City shall complete these standards prior to approving any new project applications for future development in the Plan Area that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval.

Facts in Support of Findings: As shown by the 1.7 percent increase in water demand, existing City water supplies could be sufficient to supply the future development in the Plan Area in addition to the existing demands. Current City water supply sources are as follows:

- **Groundwater:** The City owns and operates 270 municipal water wells with 202 active wells; projected groundwater supply for the City of Fresno in 2035 is 149,100 AFY.
- **Surface Water:** The City owns and operates two surface water treatment facilities—the NESWTF and the SESWTF. The NESWTF has a design capacity of 30 mgd expandable to 60 mgd, and the SESWTF has a design capacity of 54 mgd expandable to 80 mgd. The surface water is obtained from the Kings River via an agreement with FID, and from the Friant-Kern Canal through an agreement with the USBR. Treated surface water is used for potable uses and groundwater recharge. The projected surface water supply for the City of Fresno in 2035 is 191,600 AFY (60,000 via USBR, 131,600 via FID).
- **Recycled Water:** The City owns and operates the Fresno-Clovis RWRF and the NFWRF, which collects and treats wastewater from City users to various levels of treatment for nonpotable uses. The Fresno-Clovis RWRF produces undisinfected secondary effluent for use as restricted irrigation water for farmland and for groundwater recharge via discharge into adjacent percolation ponds, and disinfected tertiary effluent for distribution through the City’s recycled water distribution system for nonpotable uses, including landscape irrigation and industrial processes. The NFWRF collects and treats wastewater to a disinfected tertiary level for use as landscape irrigation supply for the Copper River Ranch Golf Course. The projected supply of recycled water for the City of Fresno in 2035 is 5,910 AFY.

The UWMP presents actual data available for water supply and demand for the year 2020, as well as projected water usage. For 2020, the actual total potable water demand for the City was 121,993 AFY, and the projected potable water demand for the City in 2035 is 154,210 AFY. Additionally, the projected nonpotable water demand for the City for groundwater recharge is 68,100 AFY for 2035. The estimated groundwater yield for the City in 2035 was projected to be 149,100 AF, assuming

groundwater characteristics are not altered due to climatic events or regulatory influences from SGMA, indicating that groundwater alone will not be sufficient to meet future City demands, including those for SEDA.

However, estimated surface water supplies for the City are projected to be 191,600 AF for 2035 (60,000 via USBR, 131,600 via FID) during normal water years, as well as 5,910 AF of recycled water. Total projected water supply for the City in 2035 is 346,610 AF during normal water years and assuming groundwater characteristics are not altered due to climatic events or regulatory influences from SGMA, and total projected demand is 222,310 AF. The estimated increase in total water use for SEDA in accordance with the Specific Plan selected alternative is 0.33 mgd, or 370 AFY. This results in a modified projected potable demand for the City of 154,580 AFY, with a total water demand (potable and nonpotable) of 222,680 AFY.

In the event of a single dry year, the projected water supply for 2035 is 200,862 AF assuming groundwater characteristics are not altered due to climatic events or regulatory influences from SGMA and the projected demand is 184,174 AF; for multiple dry years, the projected water supplies and demands are shown in Table 3.18-6 of the Recirculated Draft PEIR.

The City Metro Plan Update will include proposed infrastructure improvements necessary to sustain development in the Plan Area, including the construction of new groundwater wells, surface water treatment plant expansions, and expansion of the Regional Transmission water distribution system. Impacts would be less than significant with the incorporation of mitigation and compliance with all regulatory requirements and proposed policies for the proposed Specific Plan.

Implementation of the proposed plan would result in a total buildout of approximately 42,000 dwelling units and over 3,000 acres (130+ million square feet) of mixed use, commercial, office, retail, public, and open spaces throughout the Plan Area. The General Plan anticipated that approximately 15,000 dwelling units would be built out in the Plan Area by 2035. The proposed increase in development would result in a long-term increase in water demand with each new land use. Additionally, construction activities associated with development will require the use of water for various purposes. Operations of construction equipment and tools, and construction operations such as excavation, grading, and demolition would increase impacts as well.

Future planned improvements to the water conveyance and treatment infrastructure in the Plan Area include:

- New municipal groundwater wells.
 - Wellhead treatment as needed.
- Expansion of the NESWTF.
- New water storage tanks and booster pump stations.
- Extension of 48-inch diameter RTM in Olive Avenue.
- New Transmission Grid Mains.
- New recharge inter-ties to FMFCD basins.

Additionally, updates to the Recycled Water Master Plan would help ensure that adequate water is available to serve the development under the Specific Plan.

Since the increase in water demand for the Specific Plan Area is 1.7 percent beyond the General Plan condition, the impacts to water supply could be potentially significant; upon compliance with regulatory requirements, proposed policies for full implementation of the proposed Specific Plan, proposed mitigation measures, and construction of proposed water supply and distribution system infrastructure, the impact could be reduced. The normal water year supply projected for the City of Fresno in 2035 is 346,610 AF, and total projected demand is 222,310 AF. All water supply scenarios for dry years for 2035 are sufficient to accommodate the increase in water demand for the Specific Plan Area of 370 AFY assuming groundwater characteristics are not altered due to climatic events or regulatory influences from SGMA.

A WSA has been completed for the refined project and is included in Appendix I of the Recirculated Draft PEIR. As shown in the WSA, the total projected water supplies for the refined project during normal, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand associated with the refined project in addition to existing and planned future uses. As shown in Table 7.1 of the WSA, demand within the City's service area is not expected to exceed the City's supplies in any normal, single dry, or multiple dry year between 2020 and 2045. The projected increase in water demand for the refined project is 0.33 MGD, or approximately 370 AFY. As shown in the WSA, the increase in water demand due to the refined project would not exceed the projected available water supplies for the normal, single dry, and multiple dry years. See the WSA for additional information and further analysis.

Continued implementation of Objective PU-8 and Policies PU-8-a through PU-8-g of the approved General Plan would apply to the refined project.

The Lead Agency finds that MM HYD-2b, MM HYD-2c, MM UTIL-1a, MM UTIL-1b, MM UTIL-2a, MM UTIL-2b, and MM UTIL-2c are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Impact UTIL-3

Impact: The refined project could result in a determination by the wastewater treatment provider which serves or may serve the refined project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.18, Utilities and Service Systems, Page 3.18-70; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-25). Changes or alterations have been required in, or incorporated into, the refined project which avoid or

substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

Implement MM UTIL-1c and MM UTIL-1d.

Facts in Support of Findings: The potential long-term impacts related to wastewater collection, treatment, and disposal requirements of the General Plan versus the Specific Plan differ by 15 percent, or 1.46 mgd, and are considered significant for full implementation of the proposed Specific Plan. Development in accordance with the proposed Specific Plan would result in a significant impact on the existing wastewater treatment facilities and their capacities and require an increase of wastewater treatment capacities in the form of expansions to existing facilities or the construction of new facilities.

The following proposed Wastewater Master Plan improvements could help accommodate future development associated with the Specific Plan:

- Expansion of Fresno-Clovis RWRF wastewater treatment capacity.
- SEDA Reclamation Facility—A satellite treatment facility in the southeast portion of the City to serve the SEDA Plan Area.
- Increased size of planned wastewater collection facilities.
- Various wastewater improvement/rehabilitation plans within the City to improve overall wastewater collection and treatment system conditions.

Other additional proposed Wastewater Master Plan improvements would help with conveyance of wastewater to treatment facilities, including:

- New trunk sewers and arterial lateral sewer mains.

Additionally, the implementation of the Specific Plan policies and improvements would result in significant impacts associated with wastewater treatment requirements and WDRs.

The policies in the General Plan are designed to reduce potential effects associated with expansion of wastewater treatment capacity, including those associated with the proposed Specific Plan. The measures required by the General Plan and the Wastewater Master Plan (listed above) also include surface water treatment facilities, additional wastewater collection system infrastructure, water conveyance facilities, and additional pipeline and storage facilities.

Implementation of the proposed plan would result in a total buildout of approximately 45,000 dwelling units and over 3,000 acres (130+ million square feet) of mixed use, commercial, office, retail, public, and open spaces throughout the Specific Plan Area. The proposed increase in development would result in a long-term increase in wastewater generation with each new land use. Additionally, construction activities associated with development would generate wastewater.

The proposed Specific Plan would require new connections to and expansion of the existing wastewater infrastructure to serve future development. Construction of this expansion and new connections have been evaluated as part of the Recirculated Draft PEIR, and the implementation of these capital improvements would ensure that the City's wastewater conveyance and treatment infrastructure would be sufficient to accommodate the needs of the Specific Plan development. Compliance with all regulatory requirements and policies in the General Plan and the Specific Plan would further ensure adequate wastewater treatment and conveyance capacity. The impact would be less than significant with mitigation incorporated.

The Lead Agency finds that MM UTIL-1c and MM UTIL-1d are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Impact UTIL-4

Impact: The refined project could generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.18, Utilities and Service Systems, Page 3.18-71; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-25). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

MM UTIL-4 The City shall evaluate additional landfill locations at the time discretionary projects are submitted and shall not approve development that could contribute solid waste to a landfill that is at capacity until additional capacity is provided.

Facts in Support of Findings: New residential, commercial, mixed-use, and public land uses in the Plan Area would increase the amount of solid waste generated by residents and businesses. The increase in growth and development as a result of the implementation of the proposed Specific Plan would result in an increase of solid waste to transfer stations and landfills and contribute to an increased demand for solid waste services throughout the Plan Area.

Based on the estimated closure dates of the American Avenue Landfill in 2031 and the Clovis Landfill in 2047, there is a potential for additional landfill capacity needed to accommodate the additional development from this Specific Plan. Therefore, development under the proposed Specific Plan could result in a significant impact on landfill capacity.

Implementation of the proposed plan would result in a total buildout of approximately 42,000 dwelling units and over 3,000 acres (130+ million square feet) of mixed-use, commercial, office,

retail, public, and open spaces throughout the Plan Area. The proposed increase in development would result in a long-term increase in solid waste generation with each new land use.

To reduce the significant impacts associated with the solid waste disposal, the City would need to increase disposal capacity. The policies in the General Plan are designed to reduce the potential effect associated with solid waste disposal, including those associated with the proposed Specific Plan. The City is responsible for evaluating additional landfill locations to ensure adequate landfill capacity for future development, and MM UTIL-4 requires that the City shall not approve development that could contribute solid waste to a landfill that is at capacity until such additional capacity has been provided. All future development under the Specific Plan would be required to comply with State and local requirements for reduction of solid waste going to landfills.

The Lead Agency finds that MM UTIL-4 is feasible, is adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

Cumulative Utilities and Service Systems Impacts

Impact: The refined project would have a less than significant cumulative impact on utilities and service systems with mitigation incorporated.

Findings: Less than significant impact with mitigation incorporated. (Recirculated Draft PEIR, Section 3.18, Utilities and Service Systems, Page 3.18-75; Recirculated Draft PEIR, Chapter 5, Alternatives to the Proposed Project, Page 5-25). Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)).

Mitigation Measures

Implement MM HYD-2b, MM HYD-2c, MM UTIL-1a through MM UTIL-1f, MM UTIL-2a through MM UTIL-2c, and MM UTIL-4.

Facts in Support of Findings: The cumulative impact analysis evaluates the incremental contribution of the refined project in combination with past, present, and reasonably foreseeable future development within the Plan Area, the City, and the broader service areas of individual utility providers. Buildout of the refined project, together with regional growth, would increase demand for public utilities and service systems and could require expansion or construction of new infrastructure.

Cumulative demand for water supply and treatment facilities would increase due to regional population and employment growth. However, water service providers are required to prepare and regularly update UWMPs to ensure long-term supply reliability, including during normal, dry, and multiple dry years. The City's water supply planning, including potable and recycled water infrastructure improvements, conservation programs, and required system expansions, is designed

to accommodate projected cumulative growth. With implementation of water conservation standards, verification of adequate supply prior to development approval, and construction of necessary infrastructure improvements, the project's contribution to cumulative water impacts would not be cumulatively considerable.

Cumulative impacts related to recycled water systems would result from the need to expand distribution and treatment infrastructure to serve growth within the City and Plan Area. Although recycled water infrastructure does not currently serve the Plan Area, future development would be required to implement recycled water consistent with City policies and applicable regulations. Planned expansion of recycled water facilities and integration into future development would ensure system capacity is available, and with implementation of mitigation measures requiring infrastructure expansion and planning coordination, cumulative impacts would be reduced to a less than significant level.

Cumulative impacts to wastewater treatment and conveyance systems would occur due to increased wastewater generation from forecasted regional development. These increases could require expansion of existing treatment plants and conveyance infrastructure. However, the City's Wastewater Master Plan anticipates projected growth, including development under the Specific Plan, and includes planned system upgrades and capacity improvements. Mitigation measures requiring verification of available capacity, phased infrastructure expansion, and construction of necessary facilities prior to capacity exceedance would ensure that cumulative wastewater impacts would be less than significant.

Cumulative stormwater drainage impacts would result from increased impervious surfaces associated with urban development, which would increase runoff volumes and peak flows. The FMFCD manages and updates the Storm Drainage and Flood Control Master Plan to address regional drainage needs. Planned basin expansions, updated drainage infrastructure, and implementation of Low Impact Development (LID) measures and detention facilities would ensure adequate system capacity for cumulative conditions. Compliance with these requirements and implementation of associated mitigation measures would reduce the project's contribution to cumulative storm drainage impacts to a less than significant level.

Cumulative impacts to solid waste disposal capacity would increase as regional development generates additional waste. Disposal needs are addressed through regional landfill planning, capacity expansions, and compliance with State-mandated waste reduction and diversion requirements. Mitigation measures requiring verification of available landfill capacity prior to project approval and implementation of waste reduction strategies would ensure that the project's contribution to cumulative solid waste impacts is not cumulatively considerable.

Cumulative demand for electric power and telecommunications services would increase with continued regional development. Utility providers plan for long-term growth within their service areas and routinely upgrade and expand infrastructure to maintain service reliability. Compliance with applicable regulations and coordination with service providers to ensure adequate infrastructure capacity would ensure that cumulative impacts related to energy and communications services would be less than significant.

The PEIR identifies and requires implementation of mitigation measures (MM HYD-2b and MM HYD-2c, MM UTIL-1a through MM UTIL-1f, MM UTIL-2a through MM UTIL-2c, and MM UTIL-4) across all utility categories, including but not limited to:

- Evaluation of system capacity prior to project approval;
- Construction of infrastructure improvements prior to capacity exceedance;
- Implementation of water conservation and efficiency standards;
- Expansion of water, wastewater, and storm drainage facilities consistent with applicable master plans; and
- Verification of landfill capacity and continued compliance with solid waste regulations.

With implementation of these mitigation measures and compliance with applicable regulatory frameworks and service provider planning documents, the refined project's incremental contribution to cumulative impacts on utilities and service systems would not be cumulatively considerable.

The Lead Agency finds that MM HYD-2b and MM HYD-2c, MM UTIL-1a through MM UTIL-1f, MM UTIL-2a through MM UTIL-2c, and MM UTIL-4 are feasible, are adopted, and will further reduce impacts. Accordingly, the Lead Agency finds that, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the refined project that mitigate or avoid the potentially significant impacts as identified in the PEIR. Therefore, impacts would be less than significant with mitigation incorporated.

1.7 - Impacts Identified in the PEIR as Being Significant and Unavoidable Even After the Incorporation of All Feasible Mitigation Measures

The Lead Agency hereby finds that, despite the incorporation of mitigation measures outlined in the PEIR and the attached MMRP, the following impacts from the refined project and related approvals cannot be fully mitigated to a less than significant level and a Statement of Overriding Considerations is therefore included herein.

1.7.1 - Aesthetics, Light, and Glare

Impact AES-3

Impact: The refined project would in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point).

Findings: The City finds that specific economic, legal, social, technological, and other considerations make it infeasible to reduce Impact AES-3 to a less than significant level. (CEQA Guidelines Section 15091(a)(3)). The City has reviewed any suggested mitigation measures and finds these suggestions infeasible. This impact will remain significant and unavoidable. The City concludes, however, that the benefits of the refined project outweigh the significant unavoidable impacts of the refined project, as set forth in Section 1.14, Statement of Overriding Considerations, below.

Mitigation Measures

No feasible mitigation measures are available.

Facts in Support of Findings: Future development allowed by the Specific Plan could degrade the visual character of the Plan Area if the form and appearance of new development deteriorate the quality of the existing setting. The Plan Area exhibits a predominantly agricultural and rural residential character. Future development allowed by the Specific Plan would introduce intensified building development compared with what is currently characteristic of the Plan Area. However, some rural residential, open space, and agricultural land uses would be preserved.

The refined project includes updates to the Development Code to implement the proposed land use and zoning updates. The Specific Plan also includes policies intended to guide the visual character of the Plan Area to ensure visually appealing and cohesive design. Policy UF-2.3 outlines design principles for the character of buildings, street blocks, commercial uses, and town centers. Policy UF-7.3 supports vibrant, walkable, and accessible communities by enabling parking lot design that is pleasant and unobtrusive to the streetscape by adhering to the listed standards. Policy OS-2.2 supports natural landscape and wildlife habitats by encouraging the maintenance of passive open spaces. Policy OS-4.1 encourages the establishment of a planned network of multiuse greenway trails. Policy CF-3.3 encourages the expansion of a viable community farming program, which would help preserve the agricultural character of the area. Lastly, Policy CR-3.6 requires the incorporation of historic sites, infrastructure, and landscape features into new developments to preserve the Plan Area's sense of place.

The Specific Plan includes updates to the Development Code, which would require that the size, density, composition, and building character of residential districts be consistent with the SEDA Land Use District Standards set forth in the SEDA Development Code Update. These updates, along with Specific Plan policies, would guide the development of the area such that visual quality is maintained. Any future individual development projects would be reviewed by the City for compliance with the Development Code, which provides a precise guide for the physical development of the City, promotes high-quality architecture and sustainable design, and aims to safeguard and enhance the appearance of the City. In addition, all future development would be required to comply with the policies and actions of the General Plan and Specific Plan designed to protect visual character and quality. Consistent with the General Plan and Specific Plan policies, individual development projects would be required to undergo project-specific environmental review, which may require additional site-specific or project-specific measures to reduce any potential impacts.

However, buildout of the Specific Plan would alter the existing visual character by increasing the intensity of development in many areas that are primarily agricultural. No feasible mitigation measures are available to mitigate the impact to a less than significant level. Therefore, impacts are considered significant and unavoidable.

Impact AES-4

Impact: The refined project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Findings: Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)). However, impacts would still remain significant and unavoidable even with mitigation incorporated. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the PEIR (CEQA Guidelines § 15091(a)(3)).

Mitigation Measures

- MM AES-4a** Lighting systems for street and parking areas shall include shields to direct light to the roadway surfaces and parking areas. Vertical shields on the light fixtures shall also be used to direct light away from adjacent light sensitive land uses such as residences.
- MM AES-4b** Lighting systems for public facilities such as active play areas shall provide adequate illumination for the activity; however, low-intensity light fixtures and shields shall be used to minimize spillover light onto adjacent properties.
- MM AES-4c** Lighting systems for nonresidential uses, not including public facilities, shall provide shields on the light fixtures and orient the lighting system away from adjacent properties. Low-intensity light fixtures shall also be used if excessive spillover light onto adjacent properties will occur.
- MM AES-4d** Lighting systems for freestanding signs shall not exceed 100 footlambert (ft-L) when adjacent to streets which have an average light intensity of less than 2.0 horizontal foot-candles and shall not exceed 500 ft-L when adjacent to streets that have an average light intensity of 2.0 horizontal foot-candles or greater.
- MM AES-4e** Materials used on building façades shall be non-reflective.

Facts in Support of Findings: All future development in accordance with the Specific Plan would result in land use changes within the Plan Area. These land use changes include the development of new residential and nonresidential land uses.

Intensified development in the Plan Area could increase the amount of light from streetlights, exterior lighting from buildings, and vehicle headlights. The increase in lighting within the Plan Area could result in light spillover onto adjacent areas and could substantially illuminate the sky during nighttime. This increase in illumination is considered a significant impact.

Many areas directly adjacent to the Plan Area are exposed to a small amount of light due to the existing rural and agricultural setting. Intensified development in the Plan Area would considerably increase the amount of lighting systems within the Plan Area, which could result in an increase in light spillover to adjacent areas. Furthermore, increased nighttime traffic resulting from intensified development would create additional sources of light from car headlights. Therefore, development

would increase the amount of light, causing spillover onto properties adjacent to the Plan Area and an increase in the nighttime sky illumination. This increase in light is considered a significant impact.

Development in accordance with the proposed Specific Plan and the Development Code would increase the number of new structures that could create new sources of glare within the Plan Area and directly adjacent to the Plan Area. These new sources of glare could result from materials used on building façades, parking lots, signs, roadway surfaces, and motor vehicles. Because of the amount of new building square footage planned for the Plan Area, new buildings would result in a substantial increase in glare. This increase could result in significant glare impacts.

Future development facilitated by implementation of the refined project would be required to comply with the lighting standards established in the City Municipal Code (Article 25, Performance Standards). Future development would also comply with the proposed Specific Plan policies related to light and glare including Policy OS-4.3, which provides guidance on lighting standards for trails.

Further, the General Plan does not include any specific existing policies related to light and glare. Therefore, the refined project would be required to implement MM AES-4a, which requires outdoor lighting to include shields; MM AES-4b, which requires lighting in public locations to have enough light for activities but while minimizing light spill; MM AES-4c, which requires light to be oriented away from other residential uses; MM AES-4d, which requires freestanding signs to not exceed 100 ft-L; and MM AES-4e, which restricts use of reflective surfaces. The implementation of MM AES-4a through MM AES-4e would reduce impacts related to light and glare.

Consistent with the existing General Plan and proposed SEDA Specific Plan policies, individual development projects would be required to undergo project-specific environmental review, which may require additional site-specific or project-specific measures to reduce any potential impacts. For example, all future development would be required to comply with glare standards established Article 25 of the Municipal Code. Additionally, implementation of MM AES-4a through MM AES-4b would reduce potential glare impacts resulting from the refined project. However, impacts would remain significant and unavoidable.

Cumulative Aesthetics Impacts

Impact: The refined project would have a significant and unavoidable cumulative impact on aesthetics, light, and glare.

Findings: Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)). However, impacts would still remain significant and unavoidable even with mitigation incorporated. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the PEIR (CEQA Guidelines § 15091(a)(3)).

Mitigation Measures

Implement MM AES-4a through MM AES-4e.

Facts in Support of Findings: The geographic scope of the cumulative impact analysis for aesthetics is the Plan Area and portions of the City of Fresno, City of Clovis, and unincorporated Fresno County located outside of the Plan Area that can be viewed from and have views of the Plan Area. This analysis evaluates whether impacts of the Specific Plan, together with impacts of cumulative development, would result in a cumulatively significant impact with respect to aesthetics. This analysis then considers whether incremental contribution of the impacts associated with implementation of the Specific Plan would be significant. Both conditions must apply for cumulative effects to rise to the level of significance.

In general, potential visual impacts to the character of an area take into account the immediate surroundings; thus, the analysis of cumulative aesthetic impacts focuses on areas that share a viewshed with the Plan Area. The Plan Area and most of the surrounding area is predominantly rural and rural residential. Future development in the cumulative context would include new residential, commercial, and industrial development consistent with the General Plan or the applicable General Plans of each of the surrounding municipalities. Future development would be subject to the design review processes of the individual jurisdiction, and the applicable land use plans contain policies and implementing actions to preserve visual character, land use compatibility, and views in those jurisdictions. Cumulative projects within the City would be required to comply with applicable City General Plan policies and programs and adhere to development and design standards in the Municipal Code that address aesthetics, including lighting and glare, the alteration of scenic resources and natural features, and the alteration of views of scenic resources and natural features. However, continued buildout of the General Plan and nonagricultural development in the surrounding communities identified by the geographic scope would continue to significantly change the visual character of the area and amount of nighttime illumination, even with adherence to General Plan policies and project-specific design review. For these reasons, cumulative impacts to aesthetics or nighttime lighting and daytime glare would be significant.

As previously discussed above, there are no designated scenic vistas or State-designated Scenic Highways in the Plan Area or the City. The refined project and cumulative development would be subject to specific regulations and guidelines related to building heights, setbacks, undergrounding of utilities, landscaping, signage, and permitted land uses. However, cumulative development is anticipated to contribute to the conversion of rural and agricultural uses to urban uses. This cumulative change is expected to result in a substantial alteration of the existing visual character of the area. Additionally, the project's contribution to light and glare is also expected to generate new sources of light and glare, even with the implementation of MM AES-4a through MM AES-4e. These new sources of glare could result from materials used on building façades, parking lots, signs, roadway surfaces, and motor vehicles. Therefore, the refined project could result in cumulatively considerable visual character and light and glare impacts. Thus, overall, the refined project would result in significant and unavoidable cumulative impacts.

1.7.2 - Agricultural Resources and Forestry Resources

Impact AG-1

Impact: The refined project would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural uses.

Findings: Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)). However, impacts would still remain significant and unavoidable even with mitigation incorporated. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the PEIR (CEQA Guidelines § 15091(a)(3)).

Mitigation Measures

MM AG-1 Prior to initiation of grading activities, project proponents shall compensate for the loss of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland within the Fresno Southeast Development Area Specific Plan Area (Plan Area) by preserving an equivalent type and quantity of land at a 1:1 ratio through recordation of a conservation easement, or other recorded instrument, such as a covenant or deed that restricts the preserved land in perpetuity to agricultural uses.

The acreage and type of land use to compensate for the loss of farmland shall be determined using the Land Evaluation and Site Assessment (LESA) Model. The LESA Model evaluates measures of soil resource quality, a given project's size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands.

In the alternative, if the City adopts a Farmland Preservation Program pursuant to Fresno General Plan Policy RC-9-c, project proponents may compensate for the loss of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland by complying with the adopted Farmland Preservation Program.

Facts in Support of Findings: According to the FMMP California Important Farmland Finder, as shown in Exhibit 3.2-1 of the Recirculated Draft PEIR, there are approximately 2,475 acres of land designated as Prime Farmland, approximately 1,352 acres of Farmland of Statewide Importance, approximately 1,189 acres of land designated as Farmland of Local Importance, and approximately 1,725 acres of land designated as Unique Farmland scattered throughout the Plan Area. The remainder of the Plan Area has a variety of designations, including approximately 337 acres of Urban Built-Up Land and approximately 1,536 acres of Rural Residential Land. As previously discussed, about half of the land in the Plan Area, approximately 5,000 acres, contains agricultural uses. Therefore, buildout of the Specific Plan would occur on land with soil types designated by the FMMP as farmland.

The Specific Plan does not contemplate or approve any specific development but rather provides a framework for future development within the Plan Area. Agricultural preservation is a guiding principle behind the planning and design of the Specific Plan, and Plan buildout would include components designed to preserve the continuity and viability of surrounding land for agricultural uses and open space and to integrate community-scale farming and agriculture. Furthermore, the refined project's objectives include integrating small farms, community gardens, and farmers' markets into neighborhoods, schools, and town centers and creating a buffer that includes rural homes, organic farming, and open spaces to serve as a transition between the Plan Area and commercial agriculture to the east. However, the refined project would facilitate future development of housing within the Plan Area and, as a result, would result in the conversion of Prime Farmland, Farmland of Local Importance, and Unique Farmland to nonagricultural uses.

To counter the effects of agricultural conversion, the Specific Plan includes a policy framework to support the integration of agriculture within the urban sphere. Programs that would be integrated into the Specific Plan may include school and neighborhood gardens, community orchards, agricultural education centers, and small farming operations in green belts and on the buffer edge. Furthermore, the Specific Plan includes policies to address land use compatibility through a Buffer District. Buffer Districts act as a transitional buffer between the urban areas of the Plan Area and larger-scale agricultural uses. Unlike the patchwork of rural ranchette development that is typically found at the rural outskirts of cities, the Buffer District would discourage outward sprawl by clearly delineating the urban-rural edge. Therefore, the policies included in the Specific Plan would directly limit farmland conversion and thereby help to preserve agriculture in the Plan Area.

Further, the refined project would comply with the General Plan, which includes several policies intended to protect agricultural uses in the City and SOI. Policy RC-9-a directs the City to work with the Counties of Fresno and Madera, the City of Clovis, and other public agencies to conserve agricultural land resources. Additionally, Policy RC-9-b defines when residential and commercial development on unincorporated agricultural land should be prohibited, and Policy RC-9-c describes implementation of the Farmland Preservation Program.

Additionally, the refined project would implement MM AG-1, which requires future developments within the Plan Area to evaluate and mitigate the potential loss of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland by utilizing the LESA Model and 1:1 conservation easements, or other recorded instruments, to mitigate the loss of farmland. If the City adopts a Farmland Preservation Program pursuant to Fresno General Plan Policy RC-9-c, MM AG-1 states that project proponents may compensate for the loss of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland by complying with the adopted Farmland Preservation Program.

However, while implementation of MM AG-1 would reduce the degree of potential impacts associated with future development under the Specific Plan, the conversion of Farmland to nonagricultural uses would still occur. Therefore, this impact would be significant and unavoidable even with implementation of available mitigation.

Impact AG-2

Impact: The refined project would conflict with existing zoning for agricultural use, or a Williamson Act Contract.

Findings: Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)). However, impacts would still remain significant and unavoidable even with mitigation incorporated. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the PEIR (CEQA Guidelines § 15091(a)(3)).

Mitigation Measures

Implement MM AG-1.

Facts in Support of Findings: The Plan Area does not contain land designated for agricultural use by the General Plan. However, as shown in Exhibit 3.2-2 of the Recirculated Draft PEIR, there are parcels within the Plan Area that are currently under Williamson Act Contracts. As provided in Exhibit 2 of Appendix A, the Specific Plan would designate the majority of land within the Plan Area that is under Williamson Act Contract for nonagricultural land uses (such as residential and regional and community center uses). Therefore, implementation of the refined project could conflict with existing Williamson Act Contracts because nonagricultural uses would be allowed on lands under a Williamson Act Contract and because project implementation would facilitate future development of nonagricultural land uses within the Plan Area.

However, Williamson Act Contract holders can continue commercial agriculture operations pursuant to the existing contract. Agricultural lands which do not hold an existing Williamson Act Contract may continue agricultural uses as a legal non-conforming use and under protections of the Fresno County Right-to-Farm Ordinance, as noted in Policy UF-1.6 of the Specific Plan, which establish right-to-farm practices in accordance with the Fresno County Right-to-Farm Ordinance to allow the continued operation of agricultural activities which occur adjacent to new residential developments.

Policy UF-1.6 further requires buffers between new residential development and existing farmlands to protect ongoing farming operations. Existing agricultural activities as established within Fresno County are permitted to continue operations in perpetuity.

The refined project would also implement MM AG-1 as described above, which could reduce impacts related to Williamson Act Contract land in the event that there is overlap with Prime Farmland, Farmland of Statewide Importance, or Unique Farmland on future development sites. However, there are no feasible mitigation measures available that would reduce impacts to Williamson Act Contracts to less than significant levels, and therefore, project impacts would be significant and unavoidable.

Impact AG-5

Impact: The refined project would involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use.

Findings: Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)). However, impacts would still remain significant and unavoidable even with mitigation incorporated. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the PEIR (CEQA Guidelines § 15091(a)(3)).

Mitigation Measures

Implement MM AG-1.

Facts in Support of Findings: As discussed under Impact AG-1, future development facilitated by the refined project would result in the conversion of farmland to nonagricultural uses, which would result in a potentially significant impact. The refined project would implement MM AG-1, which would require future projects that would convert farmland to nonagricultural uses to evaluate and mitigate impacts on a project-by-project basis through the implementation of 1:1 conservation easements until such time as a Farmland Preservation Program is adopted by the City. Project implementation would not result in other changes in the existing environment that would impact agricultural land outside of the Plan Area. Additionally, there is no designated forest land or Timberland in the Plan Area, and therefore, development in accordance with the refined project would not impact forest land, as discussed under Impact AG-3 and Impact AG-4. Despite implementation of MM AG-1, impacts associated with conversion of Farmland to nonagricultural use would be significant and unavoidable.

Cumulative Agriculture Impacts

Impact: The refined project would result in significant and unavoidable cumulative impacts to agriculture and forestry resources.

Findings: Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)). However, impacts would still remain significant and unavoidable even with mitigation incorporated. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the PEIR (CEQA Guidelines § 15091(a)(3)).

Mitigation Measures

Implement MM AG-1.

Facts in Support of Findings: The cumulative setting for agriculture and forestry resources includes the cities of Fresno, Clovis, and Sanger, and Counties of Fresno and Madera. This analysis evaluates whether impacts of the proposed Specific Plan, together with impacts of cumulative development, would result in a cumulatively significant impact with respect to agriculture and forestry resources. This analysis then considers whether incremental contribution of the impacts associated with implementation of the proposed Specific Plan would be significant. Both conditions must apply for cumulative effects to rise to the level of significance.

Agriculture

Cumulative development is anticipated to convert agricultural uses to nonagricultural uses and conflict with existing agricultural zoning and Williamson Act Contracts. Development in accordance with the continued implementation of the approved General Plan would result in a significant impact on agricultural resources. To reduce potential cumulative impacts on agricultural uses, the approved General Plan includes Objective RC-9 and Policies RC-9-a through RC-9-c, which would reduce cumulative impacts to agricultural resources. In addition, the refined project would incorporate MM AG-1, which requires all future development to evaluate and mitigate the loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on a project-by-project basis prior to grading activities to address the conversion of farmland to non-farmland uses. However, despite the implementation of MM AG-1, cumulative impacts related to the conversion of agricultural land would remain significant. For these reasons, cumulative impacts on agricultural resources would be significant and unavoidable.

In addition, as identified under Impact AG-2, development consistent with the proposed Specific Plan could conflict with existing agricultural zoning and land under Williamson Act Contracts, and there is no feasible mitigation that would reduce this impact to less than significant. Therefore, the refined project's incremental contribution to the conversion of farmland is cumulatively considerable. Thus, cumulative impacts related to the conversion of Williamson Act Contract land would be significant and unavoidable.

Forestry

No cumulative impacts would occur to forestland because there is no identified or zoned forestland in the geographic scope of cumulative projects. Given the location of the refined project and the surrounding area and the lack of any forestland or land zoned as forest, the refined project would not contribute to any cumulative impact.

1.7.3 - Air Quality

Impact AIR-1

Impact: The refined project would conflict with or obstruct implementation of the applicable air quality plan.

Findings: Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)). However, impacts would still remain significant and unavoidable even with mitigation incorporated. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the PEIR (CEQA Guidelines § 15091(a)(3)).

Mitigation Measures

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

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

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

- Use of offroad construction equipment that meets the United States Environmental Protection Agency (EPA) Tier 4 Final off-road engine emissions standards.
- Install temporary construction power supply meters on-site and use these to provide power to electric power tools whenever feasible. If temporary electric

power is available on-site, forbid the use of portable gasoline- or diesel-fueled electric generators.

- Use of diesel oxidation catalysts and/or catalyzed diesel particulate traps on diesel equipment, as feasible.
- Maintain equipment according to manufacturers' specifications.
- Restrict idling of equipment and trucks to a maximum of 5 minutes (per California Air Resources Board [ARB] regulation).
- Phase grading operations to reduce disturbed areas and times of exposure.
- Avoid excavation and grading during wet weather.
- Limit on-site construction routes and stabilize construction entrance(s).
- Remove existing vegetation only when absolutely necessary.
- Sweep up spilled dry material (e.g., cement, mortar, or dirt trackout) immediately. Never attempt to wash them away with water. Use only minimal water for dust control.
- Store stockpiled material and waste under a temporary roof or secured plastic sheeting or tarp.

MM AIR-1c

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

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections including the use of electric-powered forklifts and/or other interior vehicles at loading docks for plugging in the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage (i.e., battery) and combined heat and power (CHP, also known as cogeneration) in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with SJVAPCD Rule 2845 (13 California Code of Regulations [CCR] Chapter 10, § 2485).

- Electric vehicle (EV) charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the California Green Building Standards Code (CALGreen) Code.
- Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.
- Projects shall be required to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24 and reduction of indoor water use by 25 percent.
- Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on building roofs throughout the City to generate solar energy.
- Maximize the planting of trees in landscaping and parking lots.
- Use light-colored paving and roofing materials.
- Require use of electric or alternatively fueled street-sweepers with HEPA filters.
- Require use of electric lawn mowers and leaf blowers.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Use of water-based or low volatile organic compound (VOC) cleaning products.
- For buildings with more than 10 tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the California Green Building Standards Code (CALGreen) Code.
- Long-term and short-term bicycle parking shall be provided as specified in Section A5.106.4 (Nonresidential Mandatory Measure) of the CALGreen Code.
- Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code.

Facilities shall be installed to support future EV charging at single-family, multi-family, commercial, and nonresidential uses. EV charging infrastructure shall meet the most ambitious voluntary standard of the CALGreen Code.

MM AIR-1d Prior to future discretionary project approval in the Fresno Southeast Development Area Specific Plan Area (Plan Area), development project applicants proposing a project with the potential to introduce sources of diesel particulate matter (DPM) and/or toxic air contaminants (TACs) (such as diesel backup generators or significant truck trips) within 0.25 mile 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 Prioritization (Screening HRA) and/or a Health Risk Assessment (HRA). An analysis evaluating potential health risks to sensitive receptors farther than 0.25 mile from the proposed project site may also be required, depending on the size and scope of the project, the amount of air toxic emissions from project construction and operation sources (HHD truck trips, stationary source emissions, etc.), the type of pollutants emitted, the proximity to the nearest sensitive receptor, and the expected

duration of project construction. The Prioritization should be performed using Valley Air District-approved methods. If a project will result in a Prioritization score of 10 or greater, then an HRA shall be prepared in accordance with policies and procedures of the most current California Office of Environmental Health Hazard Assessment (OEHHA) and the San Joaquin Valley Air Pollution Control District (Valley Air District). If the HRA shows that the incremental health risks exceed their respective thresholds, as established by the Valley Air District at the time a project is considered, the project applicant shall be required to identify and demonstrate that Best Available Control Technologies for toxics (T-BACTs), including appropriate enforcement mechanisms to reduce risks to an acceptable level. T-BACTs may include, but are not limited to:

- Restricting idling on-site or electrifying warehousing docks to reduce DPM;
- Requiring use of newer tier equipment and/or vehicles;
- Providing charging infrastructure for: electric forklifts, electric yard trucks, local drayage trucks, last mile delivery trucks, electric and fuel-cell heavy-duty trucks; and/or
- Installing solar panels, zero-emission backup electricity generators, and energy storage to minimize emissions associated with electricity generation at the project site.
- T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

Facts in Support of Findings: The Recirculated Draft PEIR proposes the following criteria for determining project consistency with the current AQPs:

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

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

- AQP emissions inventories and attainment modeling are based on growth assumptions for the area within the air district's jurisdiction.
- AQPs rely on a set of air district-initiated control measures, as well as implementation of federal and State measures, to reduce emissions within their jurisdictions, with the goal of attaining the air quality standards.

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

Consistency with Assumptions in AQPs

A method for determining consistency with the AQP's assumptions is determining consistency with the applicable General Plan to ensure that the refined project's population density and land use are consistent with the growth assumptions used in the AQPs for the SJVAB. The regional emissions inventory for the SJVAB is compiled by the Valley Air District and Fresno COG. Regional population, housing, and employment projections developed by Fresno COG are based, in part, on the local jurisdictions' general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP. These demographic trends are incorporated into the 2022–2046 RTP/SCS, compiled by Fresno COG to determine priority transportation projects within the Fresno COG region.

The Valley Air District is tasked with implementing programs and regulations required by the federal CAA and the California CAA. The Valley Air District has prepared several plans to attain the National AAQS and California AAQS. Emission reductions achieved through implementation of the Valley Air District's NSR offset requirements are a major component of the Valley Air District's AQPs. The established thresholds of significance for criteria pollutant emissions are based on the Valley Air District's offset requirements for stationary sources. Therefore, projects with emissions below the thresholds of significance for criteria pollutants would be determined to "not conflict or obstruct implementation of the District's air quality plan." The analysis in Impact AIR-2 demonstrates that the proposed Specific Plan would generate long-term emissions of criteria air pollutants that would exceed the Valley Air District's regional operation-phase significance thresholds, which were established to determine whether a project has the potential to cumulatively contribute to the SJVAB's nonattainment designations. Thus, implementation of the proposed Specific Plan would result in an increase in the frequency or severity of existing air quality violations; cause or contribute to new violations; or delay timely attainment of the AAQS.

Various policies of the General Plan and the proposed Specific Plan would promote complete streets, mixed-use and transit-oriented neighborhoods, and increased capacity for alternative transportation modes, which would help reduce air pollutant emissions. As included in the Regulatory Framework section above, these policies include General Plan policies UF-1c, UF-12a-f, UF-14a and 14b, LU-2, LU-3, LU-5-f, RC-4, HC-3-d, HC-3-f, MT-1, and MT-2. Proposed Specific Plan policies related to air quality include HC-3.2 and 3.3, OS-6, and the policies included in the draft Plan's Greenhouse Gas Reduction and Conservation chapter, including Policy RC-1.1 through 1.7. These policies promote active transit, clean air measures, and support the reduction in average vehicle trip distances, which contribute to reducing overall per capita VMT in the region.

MM AIR-1a would serve to further reduce emissions generated by future development projects envisioned in the Plan Area. MM AIR-1b and MM AIR-1c require the submittal of a technical assessment of project-specific construction phase and operation-related air quality impacts, and the identification of project-specific mitigation measures as appropriate, prior to future discretionary project approval. MM AIR-1d requires the submittal of an HRA and the inclusion of project-specific T-BACTs as appropriate, prior to future discretionary approval for future industrial or warehousing projects located within established screening distances. In addition, as described in the regulatory section, AB 98 will prescribe various Statewide warehouse design and building standards for new or

expanded logistics use developments. These requirements will ensure that individual future development projects in the Plan Area do not have a significant impact on sensitive receptors.

However, even with the implementation of these policies and mitigation measures, as further discussed under Impact AIR-2 and Impact AIR-3, due to the size of the proposed development, the refined project could create a localized violation of State or federal air quality standards, significantly contribute to cumulative nonattainment pollutant violations, and potentially expose sensitive receptors to substantial pollutant concentrations under cumulative conditions. There is no mitigation available that would reduce the criteria pollutant emissions from the refined project's construction or operation to less than significant levels, as compared to the recommended Valley Air District significance thresholds. Therefore, the refined project would have a significant impact under this criterion.

Control Measures

The AQP contains a number of control measures that are enforceable requirements through the adoption of rules and regulations. A detailed description of rules and regulations that apply to this project is provided in Section 3.3.2, Regulatory Framework, of the Recirculated Draft PEIR. The refined project would comply with all applicable District rules and regulations. Therefore, the refined project complies with this criterion and would not conflict with or obstruct implementation of the applicable air quality attainment plan for this criterion.

Impact Summary

The refined project has the potential to exceed the Valley Air District's significance thresholds during construction and operation. Implementation of the refined project would result in the generation of substantial long-term criteria air pollutant emissions that would exceed the Valley Air District regional significance thresholds and would therefore not be considered consistent with the existing AQPs. MM AIR-1a, MM AIR-1b, MM AIR-1c, and MM AIR-1d would serve to reduce construction and operation-phase criteria air pollutant emissions; however, the mitigation measures would not reduce emissions to less than significant levels. Applicable Valley Air District rules and regulations, in addition to the refined project's policies and design guidelines, would contribute to reducing long-term criteria air pollutant emissions to the extent feasible. However, due to the magnitude and intensity of development accommodated by the refined project, Impact AIR-1 would remain significant and avoidable.

Impact AIR-2

Impact: The refined project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.

Findings: Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)). However, impacts would still remain significant and unavoidable even with mitigation incorporated. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation

measure or project alternatives identified in the PEIR (CEQA Guidelines § 15091(a)(3)).

Mitigation Measures

Implement MM AIR-1a through MM AIR-1d.

Facts in Support of Findings: This impact is related to the cumulative effect of a project's regional criteria pollutant emissions. By its nature, air pollution is largely a cumulative impact resulting from emissions generated over a large geographic region. The nonattainment status of regional pollutants is a result of past and present development within the SJVAB, and this regional impact is a cumulative impact. In other words, new development projects (such as the refined project) within the SJVAB would contribute to this impact only on a cumulative basis. No single project would be sufficient in size, by itself, to result in nonattainment of regional air quality standards. Instead, a project's emissions may be individually limited but cumulatively considerable when taken in combination with past, present, and future development projects. All new development that would result in an increase in air pollutant emissions above those assumed in regional AQPs would contribute to cumulative air quality impacts.

The cumulative analysis focuses on whether a specific project would result in cumulatively considerable emissions. According to Section 15064(h)(4) of the CEQA Guidelines, the existence of significant cumulative impacts caused by other projects alone does not constitute substantial evidence that the refined project's incremental effects would be cumulatively considerable.

Rather, the determination of cumulative air quality impacts for construction and operational emissions is based on whether the refined project would result in regional emissions that exceed the Valley Air District regional thresholds of significance for construction and operations on a project level. Projects that generate emissions below the significance thresholds would be considered consistent with regional air quality planning efforts and would not generate cumulatively considerable emissions. The primary pollutants of concern during project construction and operation are ROG, NO_x, PM₁₀, and PM_{2.5}. The Valley Air District's GAMAQI, adopted in 2015, contains thresholds for CO, NO_x, ROG, SO_x, PM₁₀, and PM_{2.5}.

Ozone is a secondary pollutant that can be formed miles from the source of emissions, through reactions of ROG and NO_x emissions in the presence of sunlight. Therefore, ROG and NO_x are termed ozone precursors. The SJVAB often exceeds the State and national ozone standards. Therefore, if the refined project emits a substantial quantity of ozone precursors, the refined project may contribute to an exceedance of the ozone standard. The SJVAB also exceeds air quality standards for PM₁₀, and PM_{2.5}; therefore, substantial project emissions may contribute to an exceedance for these pollutants. The Valley Air District's annual emission significance thresholds used for the refined project define the substantial contribution for both operational and construction emissions as follows:

- 100 tons per year CO
- 10 tons per year NO_x
- 10 tons per year ROG
- 27 tons per year SO_x

- 15 tons per year PM₁₀
- 15 tons per year PM_{2.5}

Construction Emissions

Construction emissions result from on-site and off-site activities. On-site emissions principally consist of exhaust emissions from the heavy-duty off-road construction equipment, on-site motor vehicle operation, and fugitive dust from disturbed soil. Off-site emissions are caused by motor vehicle exhaust from delivery and haul truck vehicles, work traffic, and road dust (mainly PM_{2.5} and PM₁₀). The majority of this fugitive dust would remain localized and limited to the atmosphere around the project site. However, the potential for off-site impacts from fugitive dust exists unless control measures are implemented to reduce the particulate emissions from this source prior to leaving construction sites.

Construction activities associated with buildout of the refined project are anticipated to occur sporadically over approximately 25 years or more. Buildout would consist of multiple smaller projects, each having its own construction timeline and activities. Development of multiple properties could occur at the same time. However, there is no defined development schedule for these future projects at this time. For this analysis, the estimate of annual emissions is based on a conservative scenario, where several construction projects occur at one time and all construction phases overlap. Table 3.3-8 of the Recirculated Draft PEIR shows the unmitigated annual construction emissions for future development projects envisioned under the refined project. The table shows the annual emissions that would be generated over the anticipated development period.

As shown in the table, construction activities associated with implementation of the proposed Plan could potentially exceed the Valley Air District regional thresholds for VOC, NO_x, CO, PM_{2.5}, and PM₁₀. The primary source of NO_x emissions is vehicle and construction equipment exhaust. NO_x is a precursor to the formation of both ozone and particulate matter (PM₁₀ and PM_{2.5}). VOC is a precursor to the formation of ozone. PM₁₀ emissions primarily occur as fugitive dust due to disturbed soil, and road dust. Project-related emissions would contribute to the ozone, PM₁₀, and PM_{2.5} nonattainment designations of the SJVAB.

As previously discussed, existing General Plan policies would help minimize construction emissions from projects in the Plan Area. Compliance with the Valley Air District Regulation VIII requirements, which serve to reduce fugitive dust from construction and trackout, help to reduce particulate matter emissions from construction activities in the SJVAB. As part of the development process, individual site-specific projects accommodated under the proposed Specific Plan that meet the criteria of SJVAPCD Rule 9510 would be required to prepare a detailed air quality impact assessment. To the extent applicable under SJVAPCD Rule 9510 for each such individual development, the Valley Air District would require calculation of the construction emissions from the development.

The purpose of the air quality impact assessment is to confirm a development's construction exhaust emissions and therefore be able to identify appropriate mitigation, either through implementation of specific mitigation measures or payment of applicable off-site fees. Compliance with SJVAPCD Rule 9510 will be required for future development projects envisioned as part of the refined project.

However, because these future projects are not yet defined, it is not possible to quantify the potential emission reductions that would be associated with compliance with SJVAPCD Rule 9510 at the project level. Furthermore, while adherence to SJVAPCD Rule 9510 would contribute to reducing exhaust NO_x emissions, it would not be applicable to reducing VOC emissions generated by operation of equipment and from off-gassing from asphalt and paints.

There is the potential for multiple projects and construction phases to be constructed at one time in the Plan Area, which may result in the generation of cumulatively significant amounts of criteria pollutant emissions. Therefore, project-related construction activities would result in potentially significant regional air quality impacts due to the potential for overlapping impacts from multiple projects being constructed at one time.

To reduce the impacts of future development projects consistent with the refined project, MM AIR-1a and MM AIR-1b are required. These mitigation measures would reduce emissions of VOC, NO_x, PM₁₀, and PM_{2.5} associated with the construction of future development projects in the Plan Area to the extent feasible. However, due to the size of the refined project and the potential for overlapping construction activities, future development projects could still potentially exceed the Valley Air District regional thresholds, even with the implementation of mitigation. Therefore, project-related construction activities would result in significant and unavoidable regional air quality impacts.

Operational Emissions

Buildout of the refined project would result in direct and indirect criteria air pollutant emissions from area, energy, and mobile sources. Area sources would include activities such as landscape maintenance and occasional architectural coatings. Energy sources would include electricity. Mobile sources would include vehicle trips associated with passenger cars. As previously discussed, the Valley Air District regional emission significance thresholds were used to determine the refined project's impact significance. The proposed Fresno SEDA Specific Plan policies emphasize development of mixed-use areas and improvements to active and public transit facilities that would contribute to reducing vehicle trips and VMT. As an example, the refined project would create mixed-use areas and would integrate distinct neighborhood commercial development areas that would provide daily services and amenities for the nearby residences and businesses.

Overall, the general proposed guiding principles and objectives for land use planning and the proposed land use changes and transportation improvements would contribute to reducing vehicle trips and VMT per service population to the extent feasible. Furthermore, existing General Plan policies would further reduce emissions from the operation of future projects in the Plan Area. However, when compared to the existing land uses, due to the magnitude of planned growth in the Plan Area, implementation of the refined project would generate significant emissions of criteria pollutants, and a net increase of approximately 602,972 in total regional VMT (see Appendix B of the Recirculated Draft PEIR). As the refined project would become fully operational in 2050, Table 3.3-9 of the Recirculated Draft PEIR shows the annual operational emissions for full buildout of the refined project in 2050.

As shown in this table, due to the magnitude of the proposed growth, operation of the land uses accommodated under the refined project at buildout would generate air pollutant emissions that

exceed the Valley Air District's regional significance thresholds for VOC, NO_x, CO, PM₁₀, and PM_{2.5} at full buildout. Emissions of VOC and NO_x that exceed the Valley Air District regional threshold would cumulatively contribute to the ozone nonattainment designation of the SJVAB. Emissions of NO_x that exceed the Valley Air District's regional significance thresholds would cumulatively contribute to the ozone and particulate matter nonattainment designations of the SJVAB. Emissions of direct PM₁₀ and PM_{2.5} would contribute to the PM_{2.5} nonattainment designations.

The application of the SJVAPCD 9510 to future individual projects would contribute to reducing NO_x and particulate matter emissions. In addition, application of SJVAPCD Rule 9410 (Employer Based Trip Reduction) would contribute to reducing mobile source emissions from the operation of the refined project. The objectives and policies included in the proposed Specific Plan would generally support a more sustainable development pattern to accommodate growth within the Plan Area by creating complete neighborhoods, high-density housing in proximity to jobs and service amenities, and supporting alternative transit options through improvements to the pedestrian, bicycle, public transportation, and alternative-fueled vehicle networks and infrastructure, which would contribute in minimizing long-term criteria air pollutant emissions.

However, while compliance with the Valley Air District rules and the policies of the proposed Specific Plan may contribute to reducing operation-related regional air quality impacts of individual projects envisioned under the proposed Specific Plan to less than significant levels, the projected cumulative emissions associated with future development projects would be in exceedance of the Valley Air District thresholds. Therefore, implementation of the refined project would result in a significant impact because it would significantly contribute to the nonattainment designations of the SJVAB. To reduce emissions from the operation of future projects envisioned in the refined project, MM AIR-1c and MM AIR-1d are required to reduce emissions to the extent feasible, in combination with the existing General Plan policies applicable to the refined project. However, due to the magnitude of emissions generated by the residential, office, and commercial land uses proposed as part of the refined project, no mitigation measures are available that would reduce cumulative impacts below the Valley Air District's thresholds. Therefore, despite adherence to the applicable mitigation measures, Impact AIR-2 would remain significant and unavoidable.

Impact Summary

Regional emissions generated by the refined project would exceed applicable thresholds after compliance with all rules, regulations, and mitigation measures during operation. Localized operational emissions would also present a potentially significant impact after incorporation of identified mitigation. This impact would be significant and unavoidable.

Impact AIR-3

Impact: The refined project would expose sensitive receptors to substantial pollutant concentrations.

Findings: Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)). However, impacts would still remain significant and unavoidable even with mitigation incorporated. Specific

economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the PEIR (CEQA Guidelines § 15091(a)(3)).

Mitigation Measures

Implement MM AIR-1d.

Facts in Support of Findings:

Sensitive Receptors

Those who are sensitive to air pollution include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. The Valley Air District considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools.

Construction: ROG

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

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

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

Operation: ROG

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

Construction and Operation: NO_x, PM₁₀, and PM_{2.5}

As discussed in Impact AIR-2, construction and operation of future individual development projects accommodated under the proposed Specific Plan could potentially result in an exceedance of the Valley Air District's ambient air quality screening threshold of 100 pounds per day.

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

However, while individual development projects may not result in exceeding the screening threshold of 100 pounds per day, the projected cumulative emissions associated with future development projects accommodated under the proposed Specific Plan would be in exceedance and could result in causing an exceedance of the AAQS. Therefore, as construction and operation of future individual development projects accommodated under the proposed Specific Plan could result in causing or contribute to a violation of the AAQS, impacts to air quality would be significant.

Toxic Air Contaminants

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

Project construction would involve the use of diesel-fueled vehicles and equipment that emit DPM, which is considered a TAC. Industrial land uses, such as chemical processing facilities, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from the Valley Air District for emissions of TACs. Emissions of TACs would be controlled through permits issued by the Valley Air District and would be subject to further study and an HRA prior to the issuance of any necessary air quality permits. In addition to stationary/area sources of TACs, commercial and industrial operations could generate a substantial amount of DPM emissions from off-road equipment use and truck idling. New land uses in the proposed Plan Area that use diesel trucks, including trucks with transport refrigeration units, could generate an increase in DPM that would contribute to cancer and non-cancer health risk in the SJVAB.

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

The ARB developed a guidance document, Air Quality and Land Use Handbook: A Community Health Perspective (ARB Handbook), to address the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was developed to assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources. The ARB's recommendations for the siting of new sensitive land uses were based on a compilation of studies that evaluated data on the adverse health effects from proximity to air pollution sources. The key observation in these studies is that proximity to air pollution sources substantially increases both exposure and the potential for adverse health effects. Respiratory and cardiovascular problems including asthma, lung cancer, and premature death have been associated with living near major roadways and freeways. Children who live near major roadways and freeways have been found to have higher asthma rates and reduced lung function. There are three carcinogenic TACs that constitute the majority of the known health risks from motor vehicle traffic: DPM from trucks and benzene and butadiene from passenger vehicles. It has been found that outdoor concentrations are highest near the roadway and decrease with increasing distance downwind of the source. The ARB recommends avoiding siting new sensitive land uses within 500 feet of urban roads with more than 100,000 vehicles per day or rural roads with more than 50,000 vehicles per day. MM AIR-1d requires that an HRA be performed and potential health impacts be mitigated.

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

In addition to operational emissions from new stationary sources of emissions and vehicle trips to and within the Plan Area, the refined project would locate new sensitive receptors (residents) that could be subject to existing sources of TACs within the refined project boundary. The California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management*

District concluded that agencies generally subject to CEQA are not required to analyze the impact of existing environmental conditions on a project's future users or residents.

Compliance with existing regulatory programs, General Plan policies, and MM AIR-1d would serve to reduce the health risk impacts of the refined project to the extent feasible. However, the refined project would result in the future development of numerous projects, each contributing incrementally to air emissions affecting sensitive receptors. Thus, it is possible that the refined project would result in cumulatively significant impacts to sensitive receptors, even if individual projects were each less than significant. This is particularly likely since none of the measures herein would prevent multiple development projects from being constructed concurrently within close proximity to sensitive receptors in such a manner as to cause substantial concentrations within the area. Further, neither the amount of construction occurring nor the exact location within the Plan Area is foreseeable, and, as such, it cannot be determined whether the resultant construction emissions could be adequately controlled or reduced to below regulatory thresholds. Without such information, it is not possible to conclude that air pollutant emissions resulting from construction activities would be adequately reduced to the point that sensitive receptors are not exposed to substantial concentrations of air pollutants, and thus a significant and unavoidable impact may result.

Cumulative Air Quality Impacts

Impact: The refined project would have a significant and unavoidable cumulative impact on air quality.

Findings: Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)). However, impacts would still remain significant and unavoidable even with mitigation incorporated. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the PEIR (CEQA Guidelines § 15091(a)(3)).

Mitigation Measures

Implement MM AIR-1a through MM AIR-1d and MM AIR-4.

Facts in Support of Findings: The geographic scope of the cumulative impact analysis for Air Quality is the SJVAB. This analysis evaluates whether impacts of the Specific Plan, together with impacts of cumulative development, would result in a cumulatively significant impact with respect to air quality emissions. This analysis then considers whether incremental contribution of the impacts associated with implementation of the Specific Plan would be significant. Both conditions must apply for cumulative effects to rise to the level of significance.

In accordance with the Valley Air District's methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Because of the extent of the area potentially impacted from cumulative project

emissions (i.e., the SJVAB); the Valley Air District considers a project cumulatively significant when project-related emissions exceed the regional emissions thresholds, as discussed in Impact AIR-2 and Impact AIR-3. No significant cumulative impacts were identified with regard to CO hotspots.

Criteria Pollutants

The SJVAB is designated nonattainment for ozone and PM_{2.5}, under the California and national AAQS and nonattainment for PM₁₀ under the California AAQS. Construction of cumulative projects will further degrade the regional and local air quality. Air quality will be temporarily impacted during construction activities. As discussed in Impact AIR-2, construction emissions associated with the proposed Plan would exceed the Valley Air District's regional construction emissions thresholds for VOC, NO_x, CO, PM_{2.5}, and PM₁₀, and NO_x, after implementation of MM AIR-1a and MM AIR-1b. Thus, the refined project's contribution to cumulative air quality impacts would be cumulatively considerable and therefore significant.

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the annual regional threshold values is not considered by the Valley Air District to be a substantial source of air pollution and does not add significantly to a cumulative impact. As discussed, the SJVAPCD Rules 9510 and 9410 would contribute to reducing emissions of NO_x and particulate matter associated with future individual projects accommodated under the proposed Specific Plan and may reduce impacts for these individual development projects to a less than significant level. In addition, the planned improvements, design guidelines, objectives, and policies under the proposed Specific Plan would generally support a more sustainable development pattern in the Plan Area. Creation of more complete neighborhoods, with high-density housing located in proximity to jobs and amenities, in addition to improving the public transit, pedestrian, and bicycle networks and infrastructure would contribute to reducing per capita VMT. However, due to the amount of growth for the proposed Plan Area, operation of the cumulative projects accommodated under the proposed Plan would result in emissions in excess of the Valley Air District regional emissions thresholds for VOC, NO_x, CO, PM₁₀, and PM_{2.5} after implementation of MM AIR-1c. Thus, the proposed Specific Plan's criteria air pollutant emissions would be cumulatively considerable and therefore significant.

Toxic Air Contaminants

The refined project would permit residential, office, commercial, and industrial land uses. Development of the land uses that are allowed under the refined project may result in stationary sources of TAC emissions, including light industrial facilities, warehouses, dry cleaners, restaurants with charbroilers, or buildings with emergency generators and boilers. While MM AIR-1d would serve to reduce the potential health impacts of TAC emissions in the Plan Area, there is not enough information currently available to quantify the emissions of specific project development that may occur as a part of the refined project to guarantee a less than significant finding. Furthermore, the construction and operation of multiple projects in the Plan Area may lead to a cumulatively considerable, and therefore significant, amount of TAC emissions.

Objectionable Odors Exposure

As discussed in Impact AIR-4, potential odor sources associated with the refined project may result from construction equipment exhaust and the application of asphalt and architectural coatings

during construction activities; however, construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. Although it is possible other construction activities could occur in proximity concurrent with construction of the refined project, due to the short duration and intermittent nature of construction-related odors, impacts would be less than cumulatively considerable.

For long-term operation, the refined project and other cumulative developments would be required to comply with SJVAPCD Rule 4102 to prevent occurrences of public nuisances, as well as MM AIR-4, which would require potential future odor-generating industrial projects to mitigate potential impacts. Therefore, odors associated with the refined project operations would be less than cumulatively considerable.

1.7.4 - Noise

Impact NOI-1

Impact: The refined project would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Findings: Changes or alterations have been required in, or incorporated into, the refined project which avoid or substantially lessen the significant environmental effects as identified in the PEIR (CEQA Guidelines § 15091(a)(1)). However, impacts would still remain significant and unavoidable even with mitigation incorporated. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the PEIR (CEQA Guidelines § 15091(a)(3)).

Mitigation Measures

MM NOI-1a Construction Activity Hours Restriction

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

MM NOI-1b Construction Noise Mitigation Plan

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

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

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

the construction phase; and discussed at the pre-demolition, -grade, and/or -construction meetings.

MM NOI-1c Traffic Noise Reduction Plan

Prior to issuance of building permits, the property owner/developer shall be responsible to implement the following measures to limit potential traffic noise source impacts:

- Any proposed development project that would include noise-sensitive land use development along noise impacted roadway segments identified in Table 3.13-8 shall demonstrate compliance with Municipal Code Section 15-2506 by submitting a final acoustical report. This report shall demonstrate that the proposed project incorporates sufficient noise attenuation features, if needed, to meet the City's exterior/interior noise performance standards. The individual project owner/developer shall submit the acoustic study to the Planning Director for review and approval. Upon approval by the City of Fresno, the proposed acoustical design features shall be incorporated into the proposed development. Noise reduction design features may include, but are not limited to, locating noise-sensitive development on the site to be shielded by structures (buildings, enclosures, or sound walls) or by using upgraded wall and window assemblies to ensure that acceptable interior noise levels are maintained.

MM NOI-1d Stationary Source Noise Reduction Plan

Prior to issuance of building permits, the property owner/developer shall be responsible to implement the following measures to limit operational stationary noise source impacts:

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

Facts in Support of Findings

Temporary Construction Noise Impacts

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

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

For future development projects, two types of short-term noise impacts would occur during site preparation and project construction. The first type would result from the increase in traffic flow on local streets associated with the transport of workers, equipment, and materials to and from the project site. The transport of workers, construction equipment, and materials to a development site would incrementally increase noise levels on access roads leading to the site. Typically, a doubling of the ADT hourly volumes on a roadway segment is required in order to result in an increase of 3 dBA in traffic noise levels, which, as discussed in the characteristics of noise discussion above, is the lowest change that can be perceptible to the human ear in outdoor environments. Individual development project's construction trips would not be expected to double the hourly or daily traffic volumes along roadway segments in the vicinity of a development site. For this reason, short-term intermittent noise from construction trips would not be expected to result in a perceptible increase in hourly or daily average traffic noise levels. Therefore, short-term construction-related noise impacts associated with the transportation of workers and equipment to a development site would be less than significant.

For future development projects, the second type of short-term noise impact is related to noise generated during site preparation, grading, and construction activities. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on-site. Thus, the noise levels vary as construction progresses. Despite the variety in the types and sizes of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction noise ranges to be categorized by work phase. Table 3.13-2 shows typical noise levels of construction equipment as measured at a distance of 25 feet from the operating equipment.

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

Development projects that could occur with implementation of the of the Specific Plan would be expected to require the use of some of the loudest pieces of construction equipment listed in Table 3.13-2 of the Recirculated Draft PEIR. For example, the maximum noise level generated by each pile driver is assumed to be 112 dBA Lmax at 25 feet from this equipment. Bulldozers would generate 87 dBA Lmax at 25 feet. The maximum noise level generated by graders is approximately 82 dBA Lmax at 25 feet. Each doubling of sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, a reasonable worst-case combined noise level during this phase of construction would be 90 dBA Lmax at a distance of 50 feet from the acoustical center of a construction area. This would result in a reasonable worst-case hourly average of 86 dBA Leq. The acoustical center reference is used because construction equipment must operate at some distance from one another on a project site and the combined noise level as measured at a point equidistant from multiple sources operating simultaneously would represent the worst-case noise levels.

There are no site-specific development plans; however, project development in the Plan Area could result in the potential for relatively high single-event construction noise causing resulting in temporary substantial increase in ambient noise levels in the vicinity of the project in excess of established standards, potentially resulting in an intermittent noise nuisance that could result in annoyance or sleep disturbances at nearby sensitive receptors. Therefore, mitigation is required to reduce this potential impact. With implementation of Mi NOI-1a and MM NOI-1b, construction noise impacts due to construction activities would be reduced to the extent feasible. However, given that details of individual development projects in the vicinity of the Plan Area are currently unknown, it is not possible to quantify the construction noise impacts at specific off-site or on-site sensitive receptors. Because these construction activities may occur near noise-sensitive receptors and because noise disturbances may occur for prolonged periods of time, construction noise impacts would remain significant and unavoidable.

Operational Mobile Source Noise Impacts

A significant impact would occur if project-generated traffic would result in a substantial increase in ambient noise levels compared with those that would exist without the refined project. The City does not define “substantial increase”; therefore, for purpose of this analysis, a substantial increase is based on the following criteria. A characteristic of noise is that audible increases in noise levels generally refer to a change of 3 dBA or more as this level has been found to be barely perceptible to the human ear in outdoor environments. A change of 5 dBA is considered the minimum readily perceptible change to the human ear in outdoor environments. Therefore, for purposes of this analysis, a significant impact would occur if the refined project would cause the CNEL to increase by any of the following:

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

As identified in Table 3.13-6 of the Recirculated Draft PEIR, noise environments with transportation noise levels of up to 65 dBA CNEL are considered normally acceptable for new residential, transient lodging, hospitals, nursing homes, churches, and meeting halls land use development.

The FHWA highway traffic noise prediction model (FHWA-RD-77-108) was used to evaluate existing and future project-related traffic noise conditions along modeled roadway segments in the vicinity of the project site. Traffic modeling was performed using the data provided by TJKM in the traffic analysis prepared for the refined project. The resultant noise levels were weighed and summed over a 24-hour period to determine the CNEL values. The traffic noise modeling input and output files—including the 60 dBA, 65 dBA, and 70 dBA CNEL noise contour distances—are included in Appendix I of the Recirculated Draft PEIR. Table 3.13-8 of the Recirculated Draft PEIR shows a summary of the traffic noise levels for year 2035 forecast traffic conditions without and with the refined project, as measured at 50 feet from the centerline of the outermost travel lane.

As shown in Table 3.13-8 of the Recirculated Draft PEIR, the highest traffic noise level increase with implementation of the refined project would occur along De Wolf Avenue, on the segment north of Jensen Avenue. The modeling results show that the plus project traffic noise levels would result in an increase of 3.3 dBA over conditions that would exist without the project, resulting in traffic noise levels of 63.6 dBA CNEL as measured at 50 feet from the centerline of the outermost travel lane along this roadway segment. These noise levels are below the City's normally acceptable land use compatibility standard of 65 dB CNEL for noise-sensitive land use development. The resulting increase is less than the 5 dBA increase that would be considered a substantial increase. Therefore, project-related traffic noise levels would not result in a substantial permanent increase in traffic noise levels in excess of applicable standards and would represent a less than significant impact.

However, several of the modeled roadway segments, shown in bold in Table 3.13-8 of the Recirculated Draft PEIR, have traffic noise levels that exceed the City's land use compatibility standards for new development proposed near transportation noise sources. The roadway segment of Jensen Avenue east of Temperance Avenue would experience the highest forecasted traffic noise levels, with noise levels of 71.6 dBA CNEL as measured at 50 feet from the centerline of the outermost travel lane under With Project conditions. This would be considered a significant impact and site-specific analysis would be required for future noise-sensitive land use development in these areas. These traffic noise impacts can be mitigated either by using setbacks, soundwalls, acoustic-rated windows, or by siting nonsensitive buildings as shielding. For example, at a distance of 160 feet from the centerline of Jensen Avenue, future traffic noise levels would attenuate to below 65 dBA CNEL; in addition, properly sited structural (building or sound wall) shielding can provide 15 dBA or greater additional noise reduction.

Therefore, implementation of MM NOI-1c, which requires preparation of a traffic noise reduction plan to identify appropriate design measures, where required, would ensure traffic noise impacts on future noise-sensitive land use development projects would be reduced to less than significant.

Operational Stationary Source Noise Impacts

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

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

Typical maximum noise levels from truck loading and unloading activity are 65 dBA to 75 dBA Lmax as measured at 50 feet. These maximum noise levels include noise from associated truck loading/unloading activities, including maneuvering, trailer loading and unloading, backup alarms or beepers, and docking noise. Parking activities include vehicles cruising at slow speeds, doors shutting, or cars starting, would generate noise levels of approximately 60 dBA to 70 dBA Lmax at 50 feet. Current market available residential mechanical ventilation equipment has rated operational noise levels up to 70 dBA Leq at a distance of 3 feet. Current market available commercial grade mechanical ventilation equipment is rated as having operational noise levels up to 80 dBA Leq at 3 feet from the operating equipment.

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

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

Cumulative Noise Impacts

Impact: The refined project would have a significant and unavoidable impact regarding construction noise.

The refined project would have a less than significant impact with regard to all other noise and vibration impacts.

Findings: The City finds that specific economic, legal, social, technological, and other considerations make it infeasible to reduce Cumulative Noise Impact to a less than

significant level. (CEQA Guidelines Section 15091(a)(3)). The City has reviewed any suggested mitigation measures and finds these suggestions infeasible. This impact will remain significant and unavoidable. The City concludes, however, that the benefits of the refined project outweigh the significant unavoidable impacts of the refined project, as set forth in Section 1.14, Statement of Overriding Considerations, below.

Mitigation Measures

No mitigation is available that would reduce cumulative construction noise impacts to less than significant.

Facts in Support of Findings: The geographic scope of the cumulative noise analysis is limited by the range of potential noise impacts. Noise impacts tend to be localized; therefore, noise impacts for traffic and stationary noise sources are limited to approximately 500 feet from the source. This analysis evaluates whether impacts of the Specific Plan, together with impacts of cumulative development, would result in a cumulatively significant impact with respect to noise. This analysis then considers whether incremental contribution of the impacts associated with implementation of the Specific Plan would be significant. Both conditions must apply for cumulative effects to rise to the level of significance.

Construction Noise Impacts

The significance threshold for a cumulative construction noise impact would be a substantial temporary noise increase in areas in the project vicinity, which already experience excessive noise levels from construction activities. There are no major long-term development projects undergoing construction in the Plan Area that would constitute an existing cumulative impact. However, given that details of individual development projects adjacent to the Plan Area are currently unknown, it is not possible to quantify future cumulative construction noise impacts that could occur if multiple developments were to construct simultaneously, which could constitute a cumulative noise impact. Because construction activities associated with implementation of the Specific Plan could then also occur simultaneously and because noise disturbances could occur for prolonged periods of time, there is the possibility for cumulative construction noise impacts that would remain significant and unavoidable.

Traffic Noise Impacts

The significance threshold for a cumulative traffic noise impact would be a substantial permanent increase in traffic noise levels in the vicinity of the project along any roadway segment that already experiences noise levels in excess of normally acceptable standards for adjacent land uses. As shown in Table 3.13-8 of the Recirculated Draft PEIR, several modeled roadway segments currently experience traffic noise levels that exceed the City's land use compatibility standards for new development proposed near transportation noise sources. This would be considered an existing cumulative impact. However, as shown in the traffic noise impact discussion above, for each of the existing impacted roadway segments, implementation of the Specific Plan would not result in a considerable contribution to this existing cumulative impact. Therefore, implementation of the project would not result in a potentially significant cumulatively considerable contribution to traffic

noise impacts on roadway segments in the Plan Area or within 500 feet of the Plan Area. This impact would be less than significant.

Stationary Source Noise Impacts

The significance threshold for a cumulative stationary source operational noise impact would be a substantial temporary noise increase at any location that is already exposed to excessive noise levels from stationary source operational noise. There are no major permanent stationary noise sources in the Plan Area that would constitute an existing cumulative noise impact. Therefore, since there is not an existing cumulative stationary source noise impact in the Plan Area, implementation of the Specific Plan would result in a less than significant cumulative impact related to stationary source noise. In addition, as shown in the stationary source noise impact discussion, any proposed project in the Plan Area that would have stationary noise sources would be required to prepare a site-specific analysis and incorporate design measures, where necessary, to ensure potential impacts would be reduced to less than significant as measured at sensitive receptors. Therefore, implementation of the project would not result in a potentially significant cumulatively considerable contribution to stationary source noise impacts in the Plan Area or within 500 feet of the Plan Area. This impact would be less than significant.

Construction Vibration Impacts

Construction-related groundborne vibration impacts are very localized; therefore, only areas within approximately 50 feet of a construction site could potentially be affected by groundborne vibration resulting from construction activities. There are no major long-term development projects undergoing construction in the Plan Area that would constitute an existing cumulative groundborne vibration impact. Therefore, since there is not an existing cumulative groundborne vibration impact in the Plan Area, the implementation of the Specific Plan would result in a less than significant cumulative impact related to construction groundborne vibration. Therefore, implementation of the project would not result in a potentially significant cumulatively considerable contribution to construction vibration impacts in the Plan Area or within 50 feet of the Plan Area. This impact would be less than significant.

Operational Groundborne Vibration Impacts

The only cumulatively considerable contribution to groundborne vibration conditions in the project vicinity would result from introduction of new permanent sources of groundborne vibration to an existing impacted environment. The only major sources of groundborne vibration in the project vicinity is railroad activity along the rail line located over 9,000 feet west of the refined project's development areas. Implementation of the refined project would not introduce any new permanent sources of groundborne vibration to the project vicinity and would not increase railroad activity. Therefore, implementation of the refined project would not result in a potentially significant cumulatively considerable contribution to vibration conditions in the project vicinity. This impact would be less than significant.

1.8 - Findings Regarding Alternatives

1.8.1 - Introduction

This section presents findings regarding alternatives to the refined project. The section provides a summary and discussion of the feasibility of the following alternatives evaluated in the Recirculated Draft PEIR:

- Alternative 1: No Project Alternative
- Alternative 2: Consolidated Business Park Alternative
- Alternative 3: Farmland Conservation Alternative

In accordance with CEQA Guidelines Section 15126.6, the PEIR contained a comparative impact assessment of alternatives to the project originally evaluated in the PEIR. The primary purpose of this analysis is to provide decision-makers and interested agencies, organizations and individuals with information about a reasonable range of potentially feasible project alternatives, which could avoid or reduce any of the project's significant adverse environmental effects. Important considerations for this alternatives analysis are noted below:

- A PEIR need not consider every conceivable alternative to a project;
- A PEIR should identify alternatives that were considered by the lead agency, but rejected as infeasible during the scoping process;
- Reasons for rejecting an alternative include:
 - Failure to meet most of the basic project objectives identified in Section 1.3.2;
 - Infeasibility; and
 - Inability to avoid significant environmental effects.

CEQA does not require that an analysis of alternate sites always be included in a PEIR. Pursuant to CEQA Guidelines Section 15126.6(f)(2), in making the decision to include or exclude analysis of an alternate site, the "key question and first step in analysis is whether any of the significant effects of the refined project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR."

An increased residential density alternative that increased residential uses by 45,000 units in a different project location than the proposed SEDA was considered and rejected because it would not lessen any of the refined project's impacts. There are no locations in the City where 45,000 homes could be constructed while avoiding environmental impacts to agricultural land. Agricultural land would be impacted regardless of where a large new residential development is located in the City. Therefore, no location alternative in the City is capable of avoiding the project's significant and unavoidable agriculture impact. For this reason, a location alternative is not considered further. Additionally, in this case, an alternative location does not constitute a feasible alternative because the project in question consists of a comprehensive specific plan for a 9,000-acre planning area. An alternative location would not meet the City's fundamental purpose of establishing a planning document that serves as the comprehensive land use planning document for the jurisdiction; as

such, the geographical area encompassed by the plan is an immutable, fundamental characteristic. Thus, it is not possible to evaluate an alternative location.

The City also finds that the project originally evaluated in the PEIR was subsequently refined through the public review and decision-making process to arrive at the refined project considered herein. The originally evaluated project is therefore treated as an alternative to the refined project. The City has considered the environmental analysis of the originally evaluated project as set forth in the PEIR, together with the comparative analysis of alternatives, and finds that although the originally evaluated project may avoid or lessen certain environmental effects, it would not fully achieve the City's policy objectives or respond to key feasibility and implementation concerns identified during the administrative process. Specifically, substantial evidence in the record demonstrates that the originally evaluated project raised unresolved issues related to the timing and phasing of development, the availability and financing of necessary infrastructure, and the coordination of land uses to ensure compatibility with existing and planned community facilities, including schools and other sensitive receptors. In contrast, the refined project incorporates a more defined and implementable framework, including a phased development approach tied to infrastructure delivery and fiscal capacity, as well as refinements to project configuration to better integrate land uses and provide appropriate buffers and safeguards. The City further finds that, based on substantial evidence in the record, specific economic, legal, social, technological, and policy considerations, including uncertainty regarding infrastructure funding mechanisms, the need for enforceable phasing thresholds, and the requirement to address site-specific compatibility constraints, render the originally evaluated project infeasible. Accordingly, the City rejects the originally evaluated project as an alternative pursuant to CEQA Guidelines Section 15091(a)(3).

The following discussion describes each considered alternative and identifies the reasons the Lead Agency rejects each alternative.

Alternative 1: No Project Alternative

Description: Under this alternative, the Specific Plan would not be approved, and thus, the proposed Specific Plan policies would not be implemented, and no zoning or land use designation changes would occur in the Plan Area. Additionally, the areas within the Plan Area that are outside of the City's SOI would not be annexed to the City. Future development in the Plan Area would be developed in accordance with the current land use and zoning maps identified in the General Plan. The buildout of the General Plan includes approximately 17,900 homes and approximately 29,600 jobs in the Plan Area. Comparatively, the proposed Specific Plan would include approximately 42,900 homes and approximately 36,000 jobs. The existing Plan Area contains the following General Plan designations that would not change under Alternative 1: Residential-Low Density, Residential-Medium Density, Residential-Urban Neighborhood, Employment-Mixed Use, Employment-Office, Public Facilities, Open Space, and Buffer.

Findings: Alternative 1 would have similar, but slightly less, impacts than the refined project for the following impact areas: biological resources; cultural and Tribal cultural resources; energy; geology, soils, and seismicity; GHG emissions; hazards and hazardous materials; hydrology and water quality; land use; public services; transportation; utilities and service systems; and wildfire, all of which would have a less than significant or no impact conclusion for the refined project. Impacts resulting

from the refined project that would be significant and unavoidable, including those related to aesthetics, light, and glare; agricultural resources and forestry resources; air quality; and noise, would also be significant and unavoidable under Alternative 1, but slightly less impactful.

Additionally, the City finds that this alternative would not meet project objectives to the same degree as the refined project. Under Alternative 1, the refined project would not be approved, and buildout of the Specific Plan would be consistent with the General Plan. Buildout under the General Plan includes approximately 17,900 homes and approximately 29,600 jobs in the Plan Area. Comparatively, the proposed Specific Plan would include approximately 42,900 homes and approximately 36,000 jobs. Accordingly, Alternative 1 would not meet project objectives related to housing choice and implementation, nor would it be as successful at attracting opportunities in green technology and energy systems, agriculture-related industries, modular housing, and other emerging fields to provide jobs for City residents as the refined project. Furthermore, it would not advance the City's goal to plan for the eventual full development of land within the SOI without expansion. Additionally, this alternative would not implement a key requirement of LAFCo Resolution USOI-144 calling for a specific plan in the SEDA (formerly SEGA), thus ensuring orderly and meaningful development for all land within the City's SOI. For each of these reasons, separately and independently, the City rejects Alternative 1.

Alternative 2: Consolidated Business Park Alternative

Description: Under the Consolidated Business Park Alternative (Alternative 2), the SEDA Specific Plan would occur as planned, but this alternative maintains the Flexible Research and Development land designations from the General Plan for the area south of Jensen Avenue. Similar to the refined project, it would accommodate approximately 42,900 homes and 36,000 jobs within the 9,000-acre planning area. The area identified in the Specific Plan as Flexible Research and Development to the east of Temperance Avenue and north of Jensen Avenue would be developed as Neighborhood Residential and Mixed Residential with two community centers and five neighborhood centers. Additionally, this alternative would change the land use designations for the planned Mixed Residential and Neighborhood Residential, along with the Community and Neighborhood Centers south of Jensen Avenue. Under Alternative 2, that area would be designated as Flexible Research and Development and Offices. Please refer to Exhibit 5-1 of the Recirculated Draft PEIR for a visual representation of this alternative.

Findings: Alternative 2, the Consolidated Business Park Alternative, is substantially similar to the refined project¹ and would have similar impacts compared to the project evaluated in the PEIR and would have less than significant or no impacts associated with biological resources; cultural resources and Tribal cultural resources; energy; geology, soils, and seismicity; GHG emissions; hazards and hazardous materials; hydrology and water quality; land use; mineral resources; public services; recreation; transportation; utilities and service systems; and wildfire. The significant and unavoidable impacts related to aesthetics, light, and glare; agricultural resources and forestry resources; air quality; and noise would remain significant and unavoidable. The significant and unavoidable impacts related to a conflict with the Valley Air District regional significant thresholds

¹ The refined project is based on Alternative 2 (Consolidated Business Park Alternative) evaluated in the Recirculated Draft PEIR but includes additional refinements adopted by the City following public review and consideration of the environmental analysis.

and a cumulatively considerable net increase in criteria pollutants would remain significant and unavoidable under Alternative 2.

Alternative 2 is substantially similar to the refined project; however, it would not meet some of the project objectives to the same degree as the refined project. Separately, the City rejects Alternative 2 as evaluated in the PEIR because the refined project incorporates additional modifications requested through the public review and City Council process, including the Lone Star Elementary School buffer and other implementation refinements. For each of these reasons, separately and independently, the City rejects Alternative 2.

Alternative 3: Farmland Conservation Alternative

Description: Under the Farmland Conservation Alternative (Alternative 3), buildout of the SEDR Specific Plan would occur as proposed in the Recirculated Draft PEIR; however, under this alternative, specific parcels of farmland along the entire eastern boundary of the Plan Area from Shields Avenue to Jensen Avenue would be conserved. No future development or ground-disturbing activities would be permitted on farmland designated for conservation. This would conserve a total of 648.61 acres of farmland that would not be conserved under the conditions evaluated in the PEIR (Exhibit 5-1 of the Recirculated Draft PEIR). The Plan Area currently has 5,552 acres of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance.

Under the refined project, buildout of the Specific Plan would include a farmland buffer along the east side of the Plan Area, designated as Rural Cluster Residential which allows specific residential development to be developed on the important farmlands. This Alternative would include the Rural Cluster Residential Buffer; however, it would not permit developments on identified farmland within this portion of Plan Area. It would be compatible with the uses of the surrounding land since the farmland preserved will also be rural in nature. It is important to note that although development would not be allowed in identified farmland, ground-disturbing activity consistent with agricultural uses would still be permitted. Please refer to Exhibit 5-2 of the Recirculated Draft PEIR for a visual representation of this alternative.

Findings: Alternative 3, the Farmland Conservation Alternative, would have similar, but slightly less impacts associated with biological resources; cultural resources and Tribal cultural resources; energy; geology, soils, and seismicity; GHG emissions; hazards and hazardous materials; hydrology and water quality; mineral resources; public services; recreation; transportation; utilities and service systems; and wildfire. The significant and unavoidable impacts related to aesthetics, light, and glare; agricultural resources and forestry resources; air quality; and noise would remain significant and unavoidable. The significant and unavoidable impacts related to a conflict with the Valley Air District regional significant thresholds and a cumulatively considerable net increase in criteria pollutants would remain significant and unavoidable under Alternative 3. Additionally, Alternative 3 would have a significant and unavoidable impact on land use, greater than the refined project.

Alternative 3 would result in fewer homes than the refined project, because land designated for residential uses would be conserved as farmland. However, although Alternative 3 would not fully reduce impacts to agriculture to below a level of significance, it would promote objectives related to Community Farming and Agriculture by preserving additional farmland to a greater degree than the

refined project. Nonetheless, this alternative would not advance the project objectives to the same degree as the refined project. For example, it would not attract opportunities in green technology and energy systems, agriculture-related industries, modular housing, and other emerging fields to provide jobs for City residents to the same degree as the refined project. Nor would it advance City's goal to plan for the eventual full development of land within the SOI without expansion.

Additionally, this alternative would not implement a key requirement of LAFCo Resolution USOI-144 calling for a specific plan in the SEDA (formerly SEGA), thus ensuring orderly and meaningful development for all land within the City's SOI, to the same degree as the refined project. For each of these reasons, separately and independently, the City rejects Alternative 3.

Environmentally Superior Alternative

CEQA Guidelines Section 15126(e)(2) requires identification of an environmentally superior alternative. If the No Project Alternative is environmentally superior, CEQA requires selection of the "environmentally superior alternative other than the No Project Alternative" among the project and the alternatives evaluated.

None of the alternatives analyzed would reduce the significant and unavoidable impacts related to Aesthetics, Light, and Glare; Agricultural Resources and Forestry Resources; and Noise, to below a level of significance although they would be incrementally less than the refined project. Most of the less than significant impacts in other resource areas would be substantially similar; although incrementally less than the refined project (with the exception of land use impacts under Alternative 3, which would be incrementally greater than the refined project).

Alternative 1, the No Project Alternative, would not meet the project objectives. Alternatives 2 and 3 would meet many of the project objectives. The Consolidated Business Park Alternative was identified as the environmentally superior alternative in the PEIR. The refined project is based on that alternative and incorporates additional refinements that further reduce potential impacts and improve implementation. Accordingly, the City finds that the refined project is environmentally equivalent to or environmentally superior to Alternative 2 and adopts the refined project.

1.9 - Findings Regarding Cumulative Impacts

Consistent with CEQA's requirements, the PEIR includes an analysis of cumulative impacts. The refined project before the City represents an alternative to the project as evaluated in the PEIR. The City finds, based on substantial evidence in the record, that the PEIR's analysis of cumulative impacts is applicable to the refined project being approved because the environmental effects of the refined project are within the scope of, and are not materially different in kind or greater in severity than, those disclosed in the PEIR. Accordingly, the findings set forth herein for cumulative impacts apply equally to the refined project.

As disclosed in the PEIR, and as applicable to the refined project, except as to cumulative air quality impacts, cumulative aesthetics, light, and glare impacts, cumulative agricultural resources and forestry resources impacts, and cumulative construction noise, all other cumulative impacts associated with the refined project are less than significant with the implementation of applicable

mitigation and compliance with applicable regulations. Cumulative air quality impacts, cumulative aesthetics, light, and glare impacts, cumulative agricultural resources impacts, and cumulative construction noise impacts remain significant and unavoidable even with incorporation of all feasible mitigation.

1.10 - Findings Regarding Growth Inducement

CEQA Guidelines Section 15126.2(e) requires a discussion of the ways in which a refined project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Typical growth-inducing factors might be the extension of urban services or transportation infrastructure to a previously unserved or underserved area, or the removal of major barriers to development.

Buildout of the Specific Plan could generate up to approximately 42,900 homes and 36,000 jobs, as well as 1,820 acres of employment-generating land uses such as office, Research and Development, and institutional uses by the year 2050. Based on the average household size in the City, this anticipated future development could accommodate up to 123,271 residents. The population potential for the Plan Area is within the population growth anticipated by the General Plan, which anticipates growth of up to 226,000 additional residents by 2035, consistent with the refined project. Accordingly, implementation of the refined project would not exceed the City's anticipated population growth.

According to the General Plan, the City projects that the total additional residential development capacity by the General Plan's horizon in 2035 would be approximately 76,000 additional dwelling units, and by the General Plan's buildout in 2050 would be approximately 145,000 additional dwelling units between both the infill and growth areas. These values constitute the planned growth anticipated by the City for residential units within its SOI. As the refined project would generate approximately 42,900 new dwelling units by 2050, approximately 30 percent of the total planned capacity for the City, full buildout of the Specific Plan would be considered planned growth providing housing to meet the demand for new residential units and would not be considered growth inducing.

The Lead Agency finds that the refined project would not result in unplanned growth.

1.11 - Findings Regarding Significant Irreversible Environmental Changes

According to Sections 15126(c) and 15126.2(d) of the CEQA Guidelines, the Lead Agency must address any significant irreversible environmental changes that would occur should the project be implemented. Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

- The project would involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of the project would generally commit future generations to similar uses;

- The project involves uses in which irreversible damage could result from any potential environmental accidents; or
- The proposed consumption of resources are not justified.

The Specific Plan is a planning level action that addresses plans and policies covering a planning area of 9,000 acres. Although the general location and type of development can be anticipated based on the guidance in the Specific Plan, until the City receives a development application, the exact location, type of development, and potential impacts are too speculative to be determined. Because there is no specific development project being proposed at this time, a project-level analysis cannot be prepared. Nonetheless, it is anticipated that nonrenewable resources would be used on-site during construction and operation of projects consistent with the Specific Plan, including fossil fuels, water, concrete, steel, and lumber. Accordingly, implementation of the refined project would result in the commitment of such resources. Sections 3.6 and 3.18 of the Recirculated Draft PEIR address the commitment of nonrenewable resources. As substantiated and described in Section 3.18, of the Recirculated Draft PEIR, the utilities that service the City, the City itself, and future projects that would implement the Specific Plan are all subject to regulations that are working to reduce the amount of nonrenewable resources that are committed to development projects.

As such, implementation of the refined project is not anticipated to consume substantial amounts of nonrenewable resources, such as energy in a wasteful manner, and implementation of the refined project would not result in significant impacts from consumption of utilities. Based on the conclusions outlined above and the analysis provided in the PEIR, the City finds that, although irreversible environmental changes would result from the refined project, such changes would not result in significant irreversible changes.

1.12 - Mitigation Monitoring and Reporting Plan

Pursuant to Public Resources Code Section 21081.6 and Guidelines Section 15091(d), the Lead Agency adopts the MMRP prepared for the refined project, attached as Appendix C. Implementation of the mitigation measures contained in the MMRP is hereby made a condition of approval of the refined project. The MMRP is incorporated by reference in these Findings. In the event of any inconsistencies between the mitigation measures set forth herein and the MMRP, the MMRP shall control.

1.13 - Findings Regarding Recirculation

During the public review period after the Draft PEIR was published in July 2023, the Lead Agency received certain additional information. In response to this information, the Lead Agency partially revised the environmental analysis to include updated analysis and mitigation in Section 3.17, Transportation and Traffic. Additionally, the Lead Agency became aware of a technological issue that caused Section 3.7, Geology, Soils, and Seismicity, to be inadvertently omitted from the previously circulated online document. Although the chapter was available for review on the Lead Agency's website and in hard copy form, the Lead Agency recirculated this section as part of the Partial Recirculated Draft PEIR. Accordingly, Section 3.7, Geology, Soils, and Seismicity, and Section 3.17, Transportation and Traffic, were partially recirculated for an additional 45-day comment period.

During the review period after the Partial Recirculated Draft PEIR was published, the Lead Agency received additional comments and information. Furthermore, prior to finalization of the 2023 Draft PEIR and the Partial Recirculated Draft PEIR, the Lead Agency decided to revise the PEIR to remove reliance on the City of Fresno 2021 General Plan PEIR, as well as the 2021 GHG Reduction Plan. The City prepared and circulated the Recirculated Draft PEIR from February 7, 2025, to March 24, 2025. Lead Agency staff and consultants involved in preparing the various studies, reports and analyses included in the PEIR have also presented additional information since the publication of the Recirculated Draft PEIR. Some of this information was contained in comments submitted on the Recirculated Draft PEIR, and in responses to those comments contained in the Final PEIR. Other information was presented at or before public meetings/hearings on the PEIR. The PEIR incorporates feasible mitigation, additions, clarifications, modifications, and other changes, in response to comments and as determined appropriate by Lead Agency staff and required under CEQA.

Under *Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1993) 6 CA4th 1112 (Laurel Heights II) and the CEQA Guidelines (14 California Code of Regulations [CCR] § 15088.5(a)(3)), when information added to the Final PEIR consists of a suggested additional mitigation measure, recirculation is required only if the new mitigation measure meets all of the following criteria (*South County Citizens for Smart Growth v. County of Nevada* (2013) 221 CA4th 316, 330):

- It is feasible;
- It is considerably different from the alternatives or mitigation measures already evaluated in the Draft PEIR;
- It would clearly lessen the project's significant environmental impacts; and
- It is not adopted.

Recirculation is only required if each of the above tests is met. (*South County Citizens, supra* at 330). As described in detail in the Final PEIR, mitigation measures proposed during the public comment period are either (1) not necessary; (2) not feasible; (3) or are already included as mitigation. As noted in Final PEIR Section 5, Errata, clarifications were made to the Final PEIR to revise mitigation measures in response to comments received on the Recirculated Draft PEIR. No additional mitigation measures were incorporated. These clarifications do not have any significant effects. The Lead Agency has considered all relevant information, including the opinions and comments of interested agencies, organizations, and individuals. The Lead Agency finds that the mitigation revisions do not meet the test for recirculation. Additionally, the Lead Agency finds that none of the additional information provided during the public comment period demonstrates any of the following situations requiring recirculation identified in CEQA Guidelines Section 15088.5 have occurred:

- A new significant environmental impact that would result from the project (or any alternative) or from a new mitigation measure proposed to be implemented.
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project (or an alternative), but the project's proponents decline to adopt it.
- The Draft PEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Based on the foregoing and as explained in more detail in the Final PEIR, and having reviewed all the information in the record of proceedings, the Lead Agency hereby finds that this additional information does not constitute significant new information, nor does it require recirculation of the PEIR. The additional information merely clarifies or amplifies an adequate PEIR.

Additionally, after circulation of the Recirculated Draft PEIR, the City directed staff to review the applicability of Alternative 2. Staff reviewed Alternative 2, and the City ultimately determined to adopt an alternative based on Alternative 2 (see Appendix A, Project Description) as the refined project.

As described above, under CEQA Guidelines Section 15088.5, recirculation is not required merely because a lead agency adopts a project or alternative that differs from those originally proposed, provided the environmental effects of the adopted project were adequately disclosed and analyzed such that the public had a meaningful opportunity to review and comment. (See *Laurel Heights Improvement Assn. v. Regents of Univ. of Cal.* (1993) 6 Cal.4th 1112, 1130–1131.) Here, the refined project does not introduce any new significant environmental impacts, does not increase the severity of any previously identified significant impact, and does not require the identification of new mitigation measures beyond those already analyzed and disclosed in the Recirculated Draft PEIR and the Final PEIR. Rather, the refined project represents the refinement of Alternative 2 and is a variation of an alternative that was fully evaluated in the Recirculated Draft PEIR. Its environmental effects are fully within the spectrum of impacts analyzed in the PEIR. (CEQA Guidelines § 15088.5(a); *South County Citizens for Smart Growth v. County of Nevada* (2013) 221 Cal.App.4th 316, 330.)

Moreover, the PEIR demonstrates that the environmental consequences of the refined project are equal to or less adverse than those disclosed for the project scenarios previously circulated for public review. Accordingly, the public and decision-makers were not deprived of a meaningful opportunity to comment on the environmental effects. For these reasons, adoption of the refined project does not require recirculation of the PEIR under CEQA.

1.14 - Statement of Overriding Considerations

CEQA requires that a Lead Agency balance the benefits of a project against its unavoidable environmental risk in determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse effects, those effects may be considered “acceptable” pursuant to CEQA Guidelines Section 15093(a). CEQA requires that a Lead Agency support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Those reasons must be based on substantial evidence in the PEIR or elsewhere in the administrative record pursuant to CEQA Guidelines Section 15093(b). The Lead Agency’s written reasons are referred to as a Statement of Overriding Considerations.

As explained in the above Findings of Fact, most of the refined project's impacts on the environment would either be insignificant or, through the incorporation of mitigation measures as conditions of approval of the refined project, can be reduced to less than significant. However, as set forth in Section 1.6 above, impacts to aesthetics, light, and glare; agriculture; air quality; and noise will remain significant and unavoidable as no mitigation measures are feasible that would reduce impacts to below a level of significance. Further, as set forth in Section 1.7 above, there are no feasible alternatives to the refined project, which would mitigate or avoid those environmental impacts and which would meet project objectives.

Accordingly, as set forth below, the City hereby declares that the following benefits provided to the public through the approval and implementation of the project outweigh the identified significant adverse environmental impacts of the project that cannot be mitigated. The City finds that each of the project benefits separately and individually outweighs all of the unavoidable adverse environmental effects identified in the PEIR and therefore finds those impacts to be acceptable.

- The Specific Plan would implement an important vision of the Fresno General Plan, in providing for the orderly development of the SEDA, thus maintaining the City's decision to plan for the eventual full development of land within the SOI without expansion.
- The Specific Plan would implement policies designed to facilitate housing affordable to all Fresno residents. This would also further an important goal of the Fresno General Plan and would be a valuable tool in supporting the objectives and policies of the City's Housing Element, such as Policy UF-1-d, Policy H-2-a, Policy H-2-b, Policy H-2-c, Policy H-5-a, Policy H-5-B, Policy H-5-c, Policy H-5-d.
- The Specific Plan would implement policies designed to establish active Employment Districts which will provide a variety of employment opportunities to meet the varied needs of residents and employers. This would also further policies of the Fresno General Plan oriented toward job creation, including Policy ED-3-f.
- The Specific Plan would implement policies designed to provide an accessible and well-balanced transportation network that provides a range of transportation options for residents and employees, including providing the framework for high-capacity public transit, bicycle and pedestrian routes, and a network of bicycle-priority routes. This would also further objectives and policies of the Fresno General Plan oriented toward multimodal transportation, including Objective UF-14; and Policies MT-1-j, RC-2-a, and HC-2-d.
- The Specific Plan would implement policies designed to support and promote local agriculture, community farming, and small-scale agriculture to both improve economic opportunities for residents and increase access to local foods. This would also further objectives and policies of the Fresno General Plan oriented toward promoting and supporting urban agriculture and access to healthy foods, including Objective HC-5; and Policy HC-5-f.
- The Specific Plan would implement a key requirement of LAFCo Resolution USOI-144 calling for a specific plan in the SEDA (formerly SEGA), thus ensuring orderly and meaningful development for all land within the City's SOI.

1.15 - Custodian of Record; Scope and Content of Record

The documents and materials that constitute the record of proceedings on which this Resolution has been based are located at the Planning and Development Department, 2600 Fresno Street, Third Floor, Room 3065, Fresno, CA 93721. This information is provided in compliance with Public Resources Code Section 21081.6.

Various documents, information, testimony, reports, studies, analyses, and other materials (both oral and written) constitute the record upon which the City Council bases these Findings and the basis for the Council's approval and/or adoption contained herein. These Findings cite specific pieces of evidence, but none of the Council's findings are based solely on those cited pieces of evidence. Rather, these Findings are based upon the entire record, and the Lead Agency intends to rely upon all supporting evidence in the record for each of its conclusions contained herein.

The documents in the record include all items referenced in Public Resources Code Section 21167.6(e) and any additional items, if otherwise required by law.

PROJECT DESCRIPTION

This Project Description describes the revised Fresno Southeast Development Area (SEDA) Specific Plan Project (refined project) considered by the City, which has been refined following completion of the Draft, Recirculated Draft, and Final Program Environmental Impact Report (PEIR), and subsequent public hearings before the City of Fresno Planning Commission and City Council. The City Council directed City staff to return with a refined project based primarily on the Consolidated Business Park Alternative evaluated in the PEIR, along with additional refinements, including the incorporation of specific phasing requirements and amendments to selected policies within the Specific Plan. This revised Project Description is intended to reflect that direction and to clearly describe the resulting refined project, while remaining consistent with the alternatives evaluated in the PEIR. The revisions described herein do not introduce a new concept but rather refine the project to reflect policy direction provided through the public review and decision-making process. The City is the California Environmental Quality Act (CEQA) Lead Agency and has final authority to approve the refined project and certify the PEIR.

Relationship to Recirculated Draft PEIR Alternatives. The refined project is based on Alternative 2 (Consolidated Business Park Alternative) evaluated in the Recirculated Draft PEIR but includes additional refinements adopted by the City following public review and consideration of the environmental analysis. References in this Project Description to the "refined project" refer to the refined project considered for approval by the City.

Specific Plan Approval Process and History

The SEDA, previously known as the Southeast Growth Area (SEGA), was approved for incorporation into the City in 2006 by the Fresno County Local Agency Formation Commission (LAFCo) with several provisions. The provisions included preparation of a Specific Plan and associated environmental assessment before any annexations of land to the City could be approved. The City initiated the process of preparing a Specific Plan for SEGA but put it aside amid the uncertainty of the recession in 2008. Concepts from the SEGA planning process were rolled into the current Fresno General Plan (General Plan) that was adopted in 2014. The General Plan includes the Plan Area as one of several growth areas.

Located in Growth Area II, the Plan Area was intended to be developed once other infill initiatives were given time to gain momentum. For example, only about one-third of the Plan Area's residential capacity (approximately 15,000 dwelling units out of a total 45,000 dwelling unit capacity) is included in the General Plan's buildout numbers, which accommodates the City's anticipated 2035 population. It is assumed that the remaining residential capacity of 30,000 dwelling units will not be developed until after 2035. While there is still ample residential capacity within the current city limits and in Growth Area I (which includes the Southwest Fresno and the West Area Neighborhoods Specific Plan areas), there is a sense of urgency about the current housing crisis and the City's ability to provide housing for the existing population and its natural growth.

Public Outreach

In an effort to offer multiple opportunities for engagement with the public and stakeholders, the City hosted three in-person workshops on May 3, 17, and 31, 2022, to facilitate discussion on the Specific Plan. City staff were also available to attend pop-up events, neighborhood meetings, religious gatherings, etc. During the summer of 2023, the City hosted three in-person drop-in sessions and one Zoom webinar. Additionally, the City has maintained a web page devoted to informing the public about, and encouraging participation in, the Specific Plan process. The website includes public notices, meeting materials, presentations, resources and reports, contact information, and other background materials. The web page is located at: www.fresno.gov/SEDA.

Program Environmental Impact Report

Notice of Preparation and Public Scoping Meeting

The Notice of Preparation (NOP) of the Draft PEIR was circulated from February 22, 2022, to March 25, 2022, to trustee and responsible agencies, the State Clearinghouse (SCH), and the public to share information and receive input on the scope of the environmental issues to be addressed in the Draft PEIR. A Scoping Meeting was held virtually, due to the COVID-19 restrictions, on March 3, 2022. Input obtained through the scoping process was incorporated into the environmental analysis and planning process.

2023 Draft PEIR

A Draft Program Environmental Impact Report (Draft PEIR), dated July 14, 2023, (2023 Draft PEIR) was prepared and circulated for public review between July 14, 2023, and August 28, 2023. On July 24, July 27, and August 12, 2023, three in-person public drop-in events were held at Hmong Alliance Church located at 8234 East Belmont Avenue, Sequoia Elementary School located at 1820 South Armstrong, and Young Elementary School located at 3140 North Locan Avenue, respectively. Individuals and organizations/agency representatives were invited to provide written comments on the Draft PEIR and Specific Plan at these public drop-in events. During the public review period for the 2023 Draft PEIR, the City received 38 written comment letters, 60 survey responses, five written comment cards, and 34 verbal comments.

Partial Recirculated Draft PEIR

Subsequently, a Partial Recirculated Draft PEIR, dated October 3, 2023, which included revisions to the Geology, Soils, and Seismicity and Transportation and Traffic sections of the 2023 Draft PEIR, was prepared and circulated for public review between October 3, 2023, and November 17, 2023. During the public review period for the Partial Recirculated Draft PEIR, the City received seven written comment letters. However, a Final PEIR was not finalized or certified at that time.

Recirculated Draft PEIR

Prior to the finalization of the 2023 Draft PEIR and the Partial Recirculated Draft PEIR, the Lead Agency decided to revise the PEIR to remove reliance on the City of Fresno 2021 General Plan PEIR, including both its findings and its mitigation measures that were previously referenced in both documents, as well as the 2021 GHG Reduction Plan. These revisions are considered substantial

changes to the environmental setting, and thus constitute “significant new information,” requiring recirculation of the entire Draft PEIR.

The City prepared and circulated the Recirculated Draft PEIR to the SCH, trustee and responsible agencies, the public, and all parties and individuals that submitted comments on the previously circulated Draft PEIR and Partial Recirculated Draft PEIR during the public comment period. The Recirculated Draft PEIR was circulated for public review from February 7, 2025, to March 24, 2025. During the public review period for the Recirculated Draft PEIR, the City received 115 written comment letters.

Final PEIR

Subsequent to the public comment period for the Recirculated Draft PEIR, the City prepared a Final PEIR, dated June 2, 2025, which responded to comments received on the Recirculated Draft PEIR and was intended to inform subsequent public hearings and deliberations. The Final PEIR was distributed to public agency decision makers, commenting agencies and organizations, trustee and responsible agencies, and the general public in 2025 and 2026.

Public Hearings

Planning Commission

The SEDA Specific Plan and associated environmental analysis were presented to the Fresno Planning Commission on November 19, 2025. The Planning Commission recommended approval of the subject applications with an additional recommendation to incorporate Environmental Alternatives No. 2 (Consolidated Business Park) and No. 3 (Farmland Conservation).

City Council

On December 18, 2025, the City Council voted to refer the Specific Plan back to City staff with the direction to select a refined version of the project based on the Consolidated Business Park Alternative evaluated in the PEIR, identified as the environmentally superior alternative, as the proposed land use map. As a result of the Planning Commission recommendation and City Council direction described above, City staff revised the Specific Plan to reflect a modified version of the Consolidated Business Park Alternative as the proposed land use map, in addition to incorporating Council-directed phasing requirements and Specific Plan policy amendments.

Existing Conditions

Regional Location

The City is located in Fresno County, California, within the San Joaquin Valley. The City is located approximately 200 miles north of Los Angeles and 170 miles south of Sacramento. The City is located on the State Route (SR) 99 corridor and bounded by Madera County to the north, the City of Clovis to the northeast, and unincorporated land and communities to the east, south, and west. The City

encompasses approximately 115.18 square miles and has a population of approximately 542,000 people.¹

Plan Area Location

The location of the nearly 9,000-acre Plan Area is in the southeast portion of the City, in Fresno County, California as shown in Exhibit 1. The Plan Area is bounded on the north by the Gould Canal, on the east by McCall, Highland, and Temperance Avenues, on the south by Jensen and North Avenues, and on the west by Locan, Temperance, and Minnewawa Avenues.

For implementation purposes, the Plan Area is organized into South SEDA development areas and Future Reserve Areas, all of which are part of the refined project and included within the Specific Plan approvals.

Existing Uses

Agricultural Uses

The predominant existing use in the Plan Area (approximately 5,000 acres) is agriculture, primarily vineyards, orchards, and vegetable farms. The average parcel size is approximately 25 acres and is typically used for growing a range of crops. The Plan Area also contains agriculture-related and commercial operations, such as plant nurseries, wineries, and other various agricultural businesses.

Rural Residential Uses

The second most predominant existing use is rural residential development, which is primarily concentrated in the area between SR-180 and McKinley Avenue but also scattered throughout the Plan Area. Currently, there are 700 residential parcels (approximately 2.6 acres on average) within the Plan Area, which accommodate 713 single-family homes and 13 mobile homes.

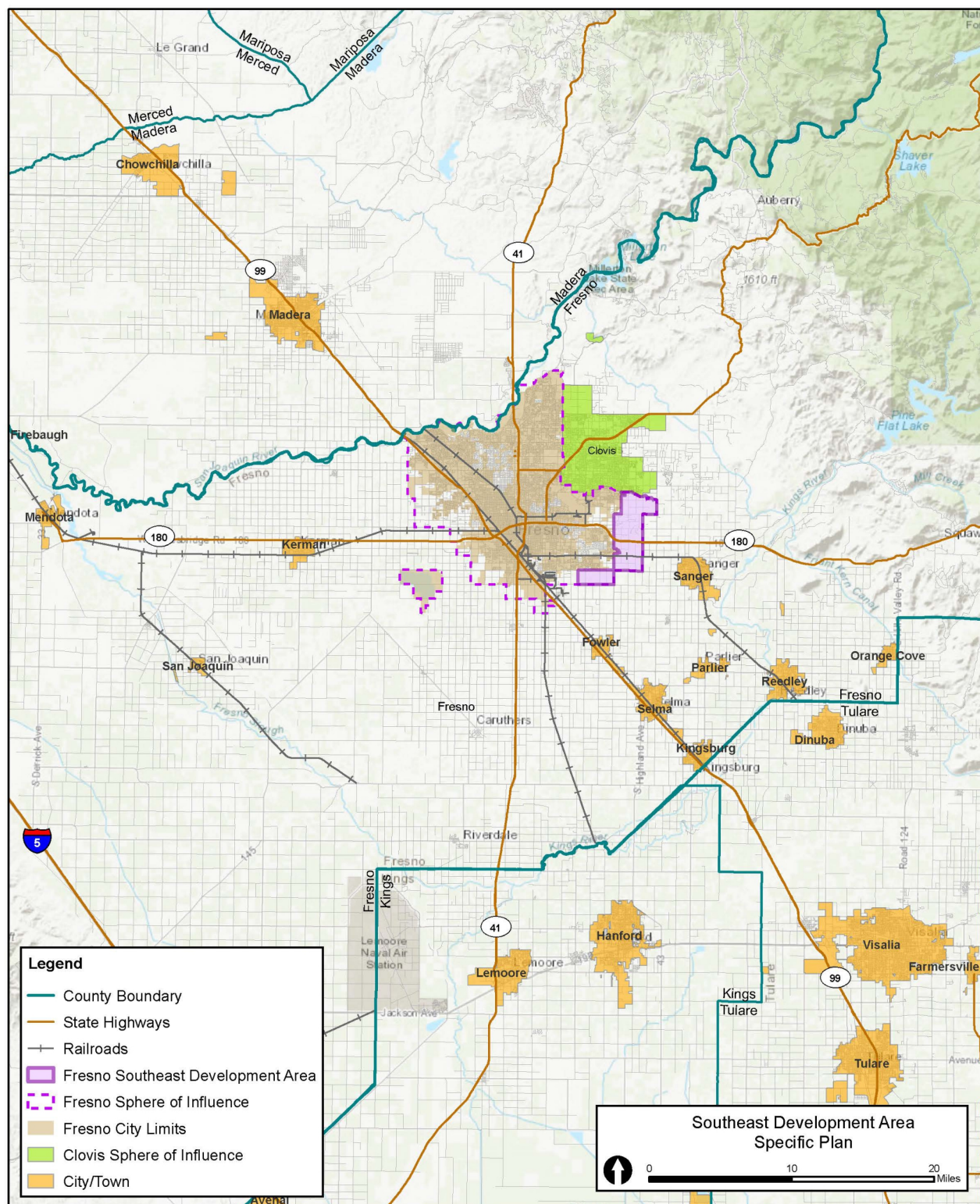
Institutional and Public Facilities Uses

A school, churches, and other public uses also occupy the Plan Area. The Plan Area includes land that falls within both the Sanger and Clovis Unified School Districts (Sanger Unified and Clovis Unified), with Fowler and Fresno Unified School Districts bordering the Plan Area. Presently, the Lone Star Elementary School, located in the southern portion of the Plan Area, is the only school in the Plan Area. However, Clovis Unified is constructing an educational center for middle and high school students in the northern portion of the Plan Area on a site along the Clinton Avenue alignment between Leonard and Highland Avenues, with phased opening expected in 2025.

¹ United States Census Bureau. Fresno City, California QuickFacts. Website: <https://www.census.gov/quickfacts/fresnocitycalifornia>. Accessed December 12, 2024.

FRESNO SOUTHEAST DEVELOPMENT AREA SPECIFIC PLAN PROJECT

PROJECT DESCRIPTION



Source: City of Fresno. Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), © OpenStreetMap contributors, and the GIS User Community. 2016 Census Designated Places.

Exhibit 1

Regional Location Map



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Natural Features

The Plan Area is traversed by several constructed drainage features and natural waterways: Gould Canal, Redbank Slough, Dry Creek Canal, Mill Ditch, Fancher Creek Canal, and Briggs Canal. Typically, canals in the Plan Area are mostly unvegetated, and the banks are reinforced with rock or broken asphalt and concrete, with some portions fully concrete-lined. In addition, there are several small ponds and numerous lateral irrigation ditches that deliver water from the canals to agricultural fields.

Existing General Plan Designations

According to the City's General Plan, the existing Plan Area contains the following General Plan designations:

- Residential—Low Density (1-3.5 DU/acre)
- Residential—Medium Density (5.0–12 DU/acre)
- Residential—Urban Neighborhood (16–30 DU/acre)
- Employment—Mixed Use
- Employment—Office
- Public Facilities
- Open Space
- Buffer

Circulation and Access

The current roadway network is mainly comprised of two-lane county roads at 0.5-mile intervals, interspersed with local streets. Major roadway access corridors include Temperance, Clovis, and Jensen Avenues. Each of these major roadway access corridors accommodates four lanes of traffic with a central turning lane. SR-180 has been extended eastward along the old Kings Canyon alignment from Temperance Avenue to Academy Avenue in Sanger. This route extension provides an east–west connection to SR-99, serving commuters and the movement of agricultural goods from the eastern portion of the County. Temperance Avenue has been expanded to four lanes where needed to serve new development.

Project Characteristics

The refined project consists of the adoption and implementation of the Specific Plan, which establishes a comprehensive land use, transportation, and infrastructure framework for approximately 9,000 acres in southeast Fresno. The Specific Plan provides for long-term, phased urban development, including residential, employment-generating, commercial, institutional, open space, and supporting infrastructure uses, consistent with General Plan growth policies.

The refined project reflects refinements informed by the environmental review process and City Council direction, including use of a modified version of the Consolidated Business Park Alternative evaluated in the PEIR as the Proposed Land Use Map. While the Specific Plan encompasses the full 9,000-acre SEDA Plan Area and all lands within the Plan Area are included as part of the refined project approvals, development would occur incrementally over time, with initial development

focused in South SEDA and future development in the remaining areas subject to defined phasing thresholds and implementation requirements.

Refined Project

The refined project is the revised Specific Plan for the SEDA, as directed by City Council, which establishes a long-term framework for urban development throughout the Plan Area. The refined project would offer flexibility in meeting the evolving needs of households in the region through a multimodal transportation network and diverse housing types and affordability levels. The refined project, as revised, has the potential to accommodate approximately 42,900 homes and 36,000 jobs within the nearly 9,000-acre Plan Area by the year 2050. The refined project is framed with three interrelated goals: fiscal responsibility, social equity, and environmental sustainability. The refined project would link a series of complete communities and mixed-use centers with a multimodal transportation network. Additionally, the refined project would include major transit lines, mixed-use centers, diverse residential districts, employment districts, open space, agriculture, and green infrastructure.

Contents of the Specific Plan

The Specific Plan is organized into nine chapters. A set of objectives and implementing policies are provided in each relevant section. The Specific Plan's chapters are as follows:

1. **Introduction.** This section provides an overview of the vision, opportunities, and challenges for development of the Plan Area, the existing conditions and growth expected in the Plan Area, and the implementation of the refined project.
2. **Urban Form.** This chapter contains a series of exhibits that showcase the Land Use vision and a description of the Land Use Districts that make up the map. The section also contains specific objectives and policies related to urban form.
3. **Housing Choice and Affordability.** This chapter discusses the availability of housing in the City and the challenges associated with providing housing affordability. This chapter includes the Plan Area's household demographics and discusses the diverse range of housing types to be developed as a result of the Specific Plan, from medium- and higher-density multi-family types to small- and medium-lot single-family options. This section also includes objectives and policies that reflect the priorities and vision for housing within the Plan Area.
4. **Open Space, Schools and Public Facilities.** This chapter outlines the refined project's plan to provide a high-quality, accessible open space system; provides standards for the location, accessibility, and design of key public facilities; and details design guidelines and standards for park development. This chapter also includes objectives and policies that define the variety of open spaces and public spaces envisioned for the Plan Area.
5. **Community Farming and Agriculture.** This chapter provides the refined project's policy framework to balance the needs of urban development with the need to conserve the economic, cultural, and historic value of agricultural land in the City's metropolitan area. In addition to including the policies and objectives for agricultural uses in the Plan Area, this

chapter also provides descriptions of the different types of community farming and agricultural uses.

6. **Greenhouse Gas Reduction and Conservation.** This chapter describes the objectives and policies that are aimed at reducing greenhouse gases (GHGs), conserving water and energy, and diverting waste, which together reduce GHG emissions and conserve resources.
7. **Economic Opportunity.** This chapter describes the City’s commitment to environmentally responsible economic opportunity that creates shared prosperity. This chapter includes the goals of the refined project to build on the City’s current strengths and to create more opportunities for current and future residents and businesses. The objectives and policies of this chapter serve to identify economic opportunities presented by the design and policies of the Plan Area.
8. **Cultural and Historical Resources.** This chapter discusses the policies that support preservation of the historically significant buildings, districts, sites, landscapes, and other features that reveal the unique identity of the City and contribute to its sense of place.
9. **Implementation.** This section outlines the actions, studies, plans, and procedures that would assist in implementing the Specific Plan.

Additional Project Components

The refined project sets a vision for how the Plan Area would develop over time and includes specific actions for implementing the plan. In addition, the Specific Plan is supported by several other documents and plans. The following components are part of the planning process and would be necessary prior to construction of any subsequent development under the Specific Plan:

Subsequent Discretionary Actions

In addition to adoption of the Specific Plan itself, the refined project includes discretionary actions that are integral components of the Plan’s implementation:

- **General Plan Amendment:** An amendment to the Fresno General Plan Planned Land Use Map and Dual Designation Map would be approved concurrently with the Specific Plan to ensure consistency of land use designations between the two plans and is part of the refined project.
- **Development Code Update:** A Text Amendment to the Development Code to codify the zoning districts, regulations, and standards set forth in the Specific Plan is part of the refined project and would be brought forward as a subsequent discretionary approval.

Related Planning Actions

In addition to the refined project, the related planning actions below would support implementation of the Specific Plan as the Plan Area is developed:

Public Facilities Financing Options Report

The Public Facilities Financing Options Report would accompany the Specific Plan and would provide options for various financing mechanisms to fund upfront infrastructure costs necessary to support development in South SEDA. The City Council would provide direction on which financing options to pursue. The City would work in coordination with all applicable agencies as future development in the Plan Area commences.

Annexation

Implementation of the refined project requires annexation of Fresno County (County) lands into the City. LAFCo is a Responsible Agency under CEQA for the proposed project. LAFCo would consider the analysis contained in the PEIR when considering the annexation of parcels within Plan Area into the City. Annexation would be strategic and proactive to facilitate infrastructure development by the City and would occur in tandem with development proposals.

Parks and Trails Master Plan

The Parks and Trails Master Plan would explore opportunities and constraints for location of parks and trails prior to determining final locations and would implement the objectives and policies of the Specific Plan to ensure that open space facilities and services meet community needs.

Proposed Specific Plan Buildout

The Specific Plan Map defines the physical extent of Land Use Districts, as well as major roadway alignments which constitute the buildout of the refined project, as shown in Exhibit 2. It also identifies potential locations for certain open space and institutional features. The implementation of the Specific Plan Map is administered through the application of Land Use District Standards and Street and Circulation Standards. The refined project land use categories by district are shown in Table 1 along with the total proposed acreage. Descriptions of each of the associated land use categories are further discussed below.

Table 1: Proposed Specific Plan Acreages

Land Use	Proposed Plan Acres	Percentages
Mixed-Use Land Uses		
Regional Town Center	310	3.5%
Community Town Center	290	3.3%
Neighborhood Town Center	520	5.9%
Mixed-Use Land Uses Total	1,120	12.7%
Residential Land Uses		
Mixed Residential	1,090	12.4%
Neighborhood Residential	1,520	17.3%
Rural Residential	2,160	24.5%
Rural Cluster Residential	810	9.2%

Land Use	Proposed Plan Acres	Percentages
Residential Land Uses Total	5,580	63.4%
Employment Land Uses		
Office Center	160	1.8%
Flexible Research and Development	1,380	15.7%
Institutional	280	3.2%
Employment Land Uses Total	1,820	20.7%
Other Land Uses		
Flood Control Basin	280	3.2%
Total	8,800	100%
Source: City of Fresno. 2022.		

Mixed-Use Land Uses

The refined project is based upon a hierarchy of walkable, mixed-use Town Centers supported by a multimodal transportation network. Town Centers, which would serve as commercial and civic focal points for the Plan Area, are designed to include a rich mixture of uses with varying intensities. Town Centers are human-scaled and defined by quality design features. They incorporate living and working opportunities with entertainment, cultural activities, and shops serving the daily needs of residents and employees. There are three types of Town Centers, including Regional Town Centers, Community Town Centers, and Neighborhood Town Centers.

Regional Town Centers

The Regional Town Center is at the top of the mixed-use center hierarchy in the Plan Area. The commercial uses in Regional Town Centers would serve approximately 40,000 to 60,000 households across the Plan Area and within the surrounding communities outside of the Plan Area. The Regional Town Center features region-serving retail and office activity, as well as medium- and higher-density housing. The Regional Town Center would be located south of SR-180 along the realigned Kings Canyon Boulevard. The center would be focused around one or more major transit stations linked to the regional rapid transit network. The Regional Town Center would be given priority as the primary mixed-use employment center, retail destination, and host to major cultural attractions.

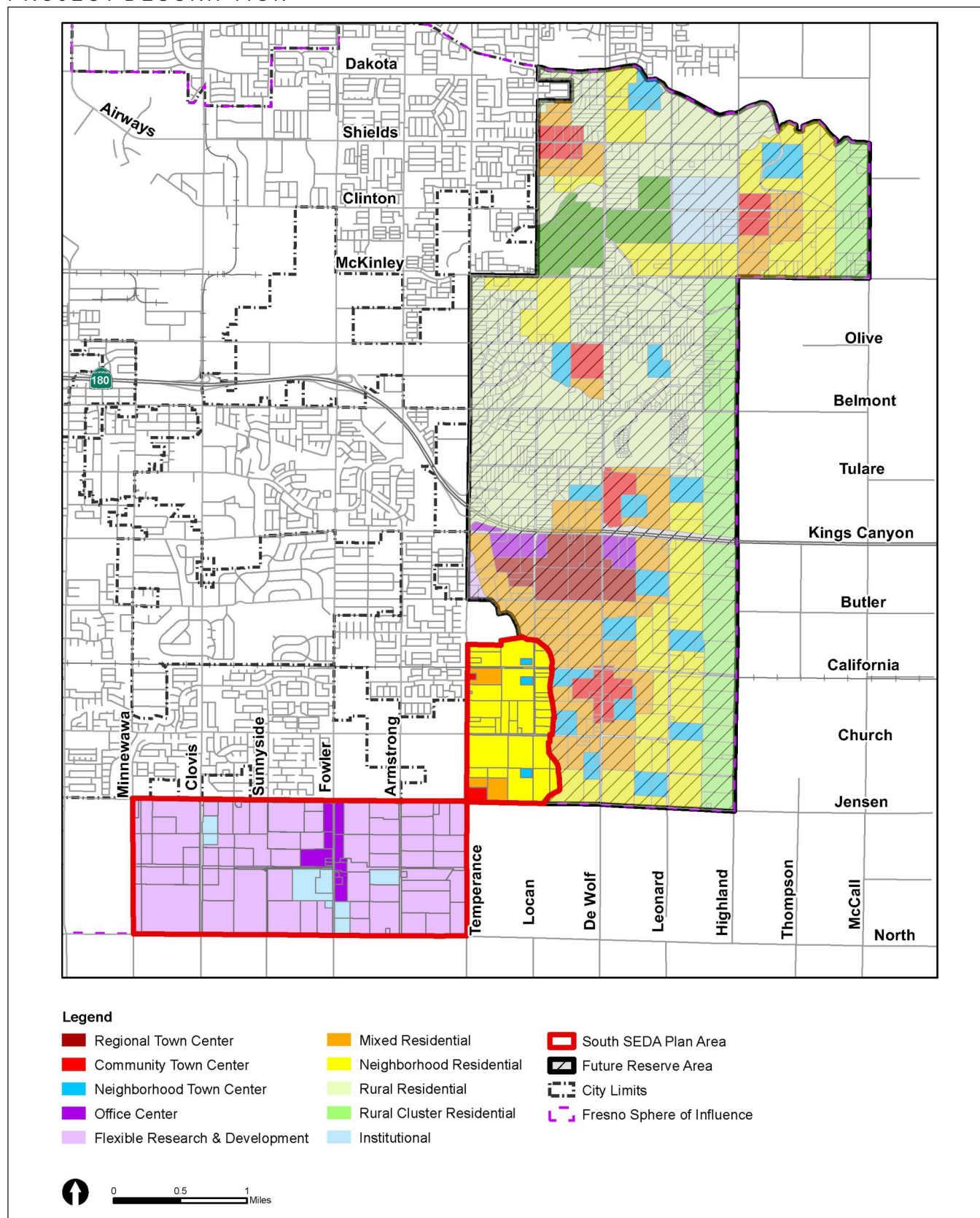
Community Town Centers

Seven Community Town Centers would be dispersed across the Plan Area and would provide commercial, civic, and other services to meet the needs of Community Town Center residents and employees, as well as those of surrounding neighborhoods. Community Town Center services, including grocery stores, support between 5,000 and 10,000 households both in the Plan Area and the surrounding communities outside of the Plan Area. Community Town Centers feature a variety of medium-density housing options. Some Community Town Centers are focused on major rapid transit stations.

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FRESNO SOUTHEAST DEVELOPMENT AREA SPECIFIC PLAN PROJECT

PROJECT DESCRIPTION



Source: City of Fresno, SEDA Illustrative Plan derived from community and stakeholder meetings.



Exhibit 2
Specific Plan Map

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Neighborhood Town Centers

Neighborhood Town Centers would be dispersed throughout the Plan Area and would serve as focal points of adjacent residential areas. Neighborhood Centers include employment and residential uses and would provide access to civic services and amenities, including elementary schools, local parks, community gardens, and other services. Each Neighborhood Town Center would serve approximately 1,500 to 2,000 households in the Plan Area and surrounding communities outside of the Plan Area and include a range of housing options.

Residential Land Uses

The Plan Area includes a rich and complete fabric of residential communities that support mixed-use centers and include a variety of housing types and affordability levels. The refined project would distribute a variety of housing types across the Plan Area to accommodate current and future housing needs. The range of housing types and densities throughout the communities would provide flexibility to meet the evolving needs of households in the region. There are four types of residential land uses, including Mixed Residential, Neighborhood Residential, Rural Residential, and Rural Cluster Residential.

Mixed Residential

Mixed Residential districts support the Regional and Community Town Centers with a variety of medium- and higher-density housing, including a diverse mix of attached and detached single-family and multi-family homes. The average gross density within the Mixed Residential district will be approximately 20–30 units per acre. Residential buildings range in net density from 8–60 units per acre.

Neighborhood Residential

Neighborhood Residential districts surround Neighborhood Town Centers and support the retail, employment, and other services provided throughout the Plan Area. Neighborhood Residential areas include a variety of detached and attached single-family housing types, as well as multi-family housing options. The average gross density within the Neighborhood Residential district will be approximately 20 units per acre. Residential buildings range in net density from 6–30 units per acre.

Rural Residential

There are approximately 1,536 acres in the Plan Area currently developed as very-low-density rural residential homes and ranchettes. The refined project designates these homes as Rural Residential. Upon annexation into the City, the existing land use on these parcels will remain protected under the Annexation Overlay Ordinance as adopted in ordinance 2015-39 on January 9, 2016, and codified in Section 15-1606 in the Fresno Municipal Code. Changes in land use would be subject to the process and regulations set forth in the SEDA Development Code Update.

Rural Cluster Residential

Rural Cluster districts, located along the eastern edge of the Plan Area, would concentrate residential lots within a small, clustered area of a larger parcel or groups of parcels. This clustering of homes preserves the continuity and viability surrounding land for agricultural uses and open space conservation. Rural Cluster districts serve as a transitional buffer between more intense urban uses within the Plan Area and the commercial agricultural operations outside of the Plan Area.

The average gross density of Rural Cluster districts is 0.1–0.5 units per acre. A district may include 20–80 acres, with single-family homes clustered on lots 1 acre or smaller in a designated cluster.

Employment Land Uses

The refined project would provide opportunities to attract diverse, high-quality employers and job opportunities while meeting the environmental challenges associated with growth in the City and the Central Valley. Many jobs would be located within a short distance to amenities in Regional and Community Town Centers, Office Centers, and in Flexible Research and Development districts. In these locations, employment opportunities can be closely linked to regional transit service and trail systems. The refined project would put a significant portion of Plan Area residents within walking distance of major employment areas and high-capacity transit services that link to regional employment centers, including Downtown Fresno. Reducing reliance on automobiles for work trips would significantly reduce GHG emissions, playing a significant role in meeting the refined project’s sustainability goals.

Office Center

Office Center districts are located adjacent to Regional and Community Centers or along regionally significant transportation corridors (e.g., SR-180, Kings Canyon Boulevard, Clovis Avenue). Office Centers accommodate professional offices and compatible commercial uses such as restaurants, coffee shops, cafés, banks, and book shops. Some residential uses could be conditionally permitted in Office Centers.

Flexible Research and Development

Flexible Research and Development districts would be primarily located west of the Briggs Canal and/or south of Jensen Avenue and are intended for uses such as research and development, light manufacturing, product testing centers, and office development. The area may also include compatible commercial uses such as restaurants, coffee shops, cafés, printing and publishing, dry cleaners, and other supporting businesses. Access to regional transportation corridors (both road and rail) is critical. Residential uses are not allowed in Flexible Research and Development areas.

Institutional Uses

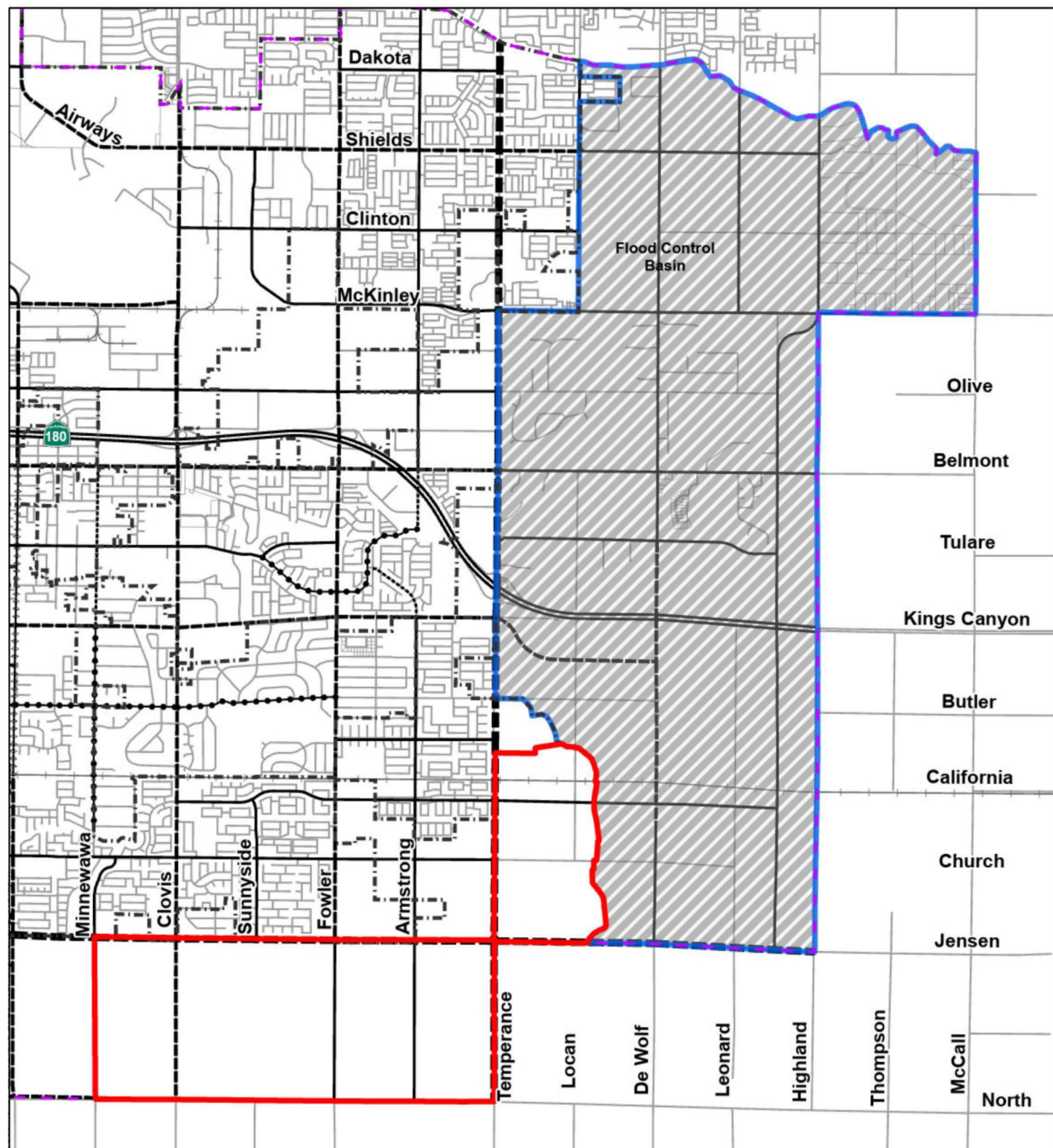
Institutional Land Use Districts would include the planned Clovis Unified School District Education Center and the existing Sanger Unified School District Education Center. The Institutional Land Use Districts would not include new SEDA high schools, middle schools, or elementary schools and other civic uses in the SEDA Plan. These uses are integrated into Neighborhood Town Centers and other districts.

Circulation and Access

The refined project’s multimodal circulation network would include a hierarchy of transportation options, ensuring that residents would have realistic choices for their daily travel needs. The refined project would be served by high-capacity public transit and safe bicycle and pedestrian routes. Arterials, collectors, and local streets would provide safe, convenient access for local trips. Exhibit 3 shows the proposed major street circulation network. Non-auto options are integrated throughout the plan, with dedicated bicycle/pedestrian trails and a network of bicycle-priority “Bicycle Boulevards.”

FRESNO SOUTHEAST DEVELOPMENT AREA SPECIFIC PLAN PROJECT

PROJECT DESCRIPTION



Legend

- | | | | | |
|---------------------|-------------------|--------------------|-----------------------|------------------------------|
| — Freeway | — Super Arterial | — Scenic Drive | — City Limits | — South SEDA Plan Area |
| — Expressway | — Arterial | — Collector | — Future Reserve Area | — Fresno Sphere of Influence |
| — Scenic Expressway | — Scenic Arterial | — Scenic Collector | | |



0 0.5 1 Miles

Source: City of Fresno, SEDA Illustrative Plan derived from community and stakeholder meetings.

Exhibit 3

Proposed Major Street Circulation Network



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Transit Service

Transit Corridors and Arterials with high-capacity public transit would serve major town centers, while collectors and local streets would provide safe, convenient options for local trips. Transit service will be provided to and within the Plan Area via regional transit connections along Kings Canyon Boulevard. The Kings Canyon high-frequency Q Bus Route would extend into the Regional Town Center and eventually terminate service in the Community Town Center located on South DeWolf Avenue. Local service would be provided along primary internal circulation corridors.

Bicycle and Pedestrian Trails

A network of pedestrian and bicycle routes, including dedicated trails and multi-purpose paths, would serve work, school, and recreational trips. This extensive non-auto travel network would be coordinated with existing and proposed regional trails. Trail systems would connect regional and sub-regional destinations for bicyclists, pedestrians, and equestrians (where appropriate). Multi-use trails would be parallel to canals and other east–west open space networks within the Plan Area. There would also be a network of bicycle lanes reflective of the Fresno Active Transportation Plan (ATP). This would consist of at least Class II Bike Lanes and other bicycle facilities as described in the California Department of Transportation (Caltrans) Bikeway Classification Guide.

Complete Streets

The Plan Area would be served by a network of Complete Streets as defined by the City’s Complete Streets Policy adopted in 2019. A Complete Street is defined in the policy as a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users—including bicyclists, pedestrians, transit vehicles, trucks, and motorists—appropriate to the function and context of the facility while connecting to a larger transportation network.

Open Spaces, Agriculture, and Green Infrastructure

Parks and Open Spaces

The refined project’s open space system would provide places for active and passive recreation and includes corridors for trails and paths that would connect many areas of the Plan Area.

Sustainable Infrastructure

Sustainable infrastructure components capture and retain runoff, then treat the runoff by allowing it to move slowly through natural systems, such as constructed wetlands and rock filters. Stormwater management systems help reduce impacts on the environment. Regional infrastructure systems can also be designed as visual and active amenities for residents in the Plan Area.

Community Farming and Agriculture

The refined project would integrate community-scale farming and agriculture into the urban fabric. Agricultural activities would range from neighborhood gardens to agricultural education and from small farming operations in green belts to those on the Rural Cluster edge.

Project Phasing

As described above, the refined project's buildout would be phased, with initial development under the Specific Plan being permitted in South SEDA, and development in other areas of the Plan Area occurring in later phases when the specific thresholds defined in the Specific Plan are met (Exhibit 2). The Specific Plan Map (Exhibit 2) establishes where development would first be permitted within the Plan Area, as well as the distribution and location of these land uses. Initially, development would only be permitted in South SEDA. All other areas within the Plan Area would be identified as Future Reserve Areas.

South SEDA is split into two areas: East of Temperance and South of Jensen. These areas would include the following mix of land uses:

- East of Temperance
 - Neighborhood Residential: 407 acres
 - Mixed Residential: 41 acres
 - Neighborhood Town Center: 10 acres
 - Community Town Center: 11 acres
- South of Jensen
 - Flexible Research and Development: 1,369 acres
 - Institutional: 116 acres
 - Office Center: 63 acres

One existing elementary school, Lone Star Elementary, is located within the South SEDA area South of Jensen. The refined project provides buffer requirements for future developments located adjacent to the existing school facility to ensure a safe and cohesive environment for students, faculty, and families.

Project Objectives

The following objectives apply to the entire SEDA Plan Area and are intended to guide long-term, phased implementation of the Specific Plan:

Quantified Objectives:

- Accommodate between 40,000 and 45,000 dwelling units of varying types, sizes, densities, and affordability levels.
- Accommodate between 30,000 and 37,000 jobs.

Fiscal Responsibility:

- Provide self-financing for the development and ongoing maintenance of the SEDA that does not reduce City of Fresno resources dedicated to other areas of the City or burden Fresno residents outside of the SEDA.
- Holistically coordinate infrastructure to integrate efficiencies that piecemeal planning cannot.

- Invest in resource conserving techniques for stormwater systems, water supply, and trail and open space networks to save on infrastructure and mitigation costs.

Social Equity:

- Promote health by reducing harmful emissions from cars and industry.
- Foster healthy physical activity and community interaction by providing easy, safe walking and bicycle access to parks, schools, and retail centers.
- Sustain the diversity of Fresno’s population by providing a wide variety of housing choices and business opportunities.
- Respect the major economic and cultural role of agriculture in the Central Valley by accommodating growth within the confines of a smaller urban footprint and directly integrating community-scale agriculture into the design of community centers, neighborhoods, and open spaces.

Environmental Sustainability:

- Emphasize the efficient use of energy, water, and other resources in SEDA design and policies. Strive to produce a self-mitigating plan that deeply reduces the environmental impacts of growth and can sustain and even serve to improve or repair natural systems.
- Reduce energy and water consumption through more efficient land use patterns, smarter building standards, and environmentally sensitive infrastructure to help Fresno meet standards for greenhouse gas emissions, and well as air pollution and water quality.

Housing Choice:

- Offer a variety of housing choices to a mix of incomes, age groups, and lifestyles.
- Ensure new housing units are affordable to households with varying levels of income through covenants and deed-restrictions or other affordability mechanisms.

High Quality Transit Service:

- Provide convenient and frequent transit service to connect SEDA’s town centers to jobs and housing inside the Plan Area and across the region.

Walkable Neighborhoods:

- Provide for nearly all homes to be located within walking distance of a Neighborhood Town Center with an elementary school, recreation areas, community gardens, and small shops.

Parks, Open Space, and Trails:

- Create a variety of natural open spaces and parks for recreation in all areas of the SEDA.
- Create trail systems and bicycle paths that make traveling without a car safe and convenient.
- Ensure that schools and major town centers can be reached safely with or without a car.

Mixed Use Town Centers:

- Mix shopping, housing, and jobs in vibrant Regional Town Centers and Community Town Centers that are easily accessible to most residents via a short walk, bike ride, drive, or transit trip.

Innovative Employment Areas:

- Attract opportunities in green technology and energy systems, ag-related industries, modular housing, and other emerging fields to provide jobs for Fresno residents.

Community Farming and Agriculture:

- Integrate small farms, community gardens, and farmers' markets into neighborhoods, schools, and town centers.
- Create a buffer that includes rural homes, organic farming, and open spaces to serve as a transition between the SEDA and commercial agriculture to the east.

Implementation:

- Develop the SEDA in an organized and phased manner based on housing needs, infrastructure availability, and minimization of impacts.
- Ensure amenities and infrastructure provision for each new phase prior to commencement of construction.

Discretionary and Ministerial Actions

The refined project is a policy-level document and does not include any specific development proposals and may not fully evaluate the impacts of other future specific, individual development that may be approved under implementation of the refined project. The Planning Commission and other decision-making bodies would review the refined project and make recommendations to City Council, who has approval authority for adoption of the SEDA Plan and related actions. Future projects may be tiered off the Recirculated Draft PEIR, or be found consistent with the Recirculated Draft PEIR pursuant to one or more of CEQA's streamlining processes and may require additional, project-specific environmental analysis to secure the necessary discretionary development permits. Subsequent projects will be reviewed by the City for consistency with the General Plan, Specific Plan, Zoning Ordinance, and the Recirculated Draft PEIR, and subsequent project-level environmental review will be conducted if required by CEQA.

Adoption of the refined project would be enacted by several discretionary actions:

Initial Discretionary Actions—Initial discretionary actions would include Resolutions of the Council of the City of Fresno for:

- Adoption of the Fresno Southeast Development Area Specific Plan.
- Amendment of the Fresno General Plan, including amendments to the Land Use Map and text.

Subsequent Discretionary Actions—Subsequent discretionary actions include Ordinances of the City of Fresno to adopt:

- A Text Amendment of the Development Code to incorporate new zone districts and other provisions called for in the SEDA Specific Plan.
- Rezoning of property for consistency with the General Plan Amendment and SEDA Specific Plan.

As discussed further under Section 2.6, Responsible and Trustee Agencies, other agencies may be consulted during the adoption process; however, their approval is not required for adoption of the refined project. Any subsequent development under the refined project may require approval of State, federal, and Responsible Trustee Agencies that may rely on the program-level analysis in the Recirculated Draft PEIR.

Responsible and Trustee Agencies

A number of other agencies in addition to the City will serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. For the purposes of CEQA, the term “Responsible Agency” includes all public agencies other than the Lead Agency that have discretionary approval power over the refined project. Discretionary approval may include such actions as issuance of a permit, authorization, or easement needed to complete some aspect of the refined project. The Recirculated Draft PEIR provides environmental information to these agencies and other public agencies, which may be coordinated with other agencies, as part of project implementation. These agencies may include, but are not limited to, the following:

- California Department of Transportation
- California State Water Resources Control Board (State Water Board)
- California Department of Fish and Wildlife (CDFW)
- Central Valley Regional Water Quality Control Board (Central Valley RWQCB)
- Fresno Local Agency Formation Commission
- San Joaquin Valley Air Pollution Control District (Valley Air District)
- Fresno Metropolitan Flood Control District
- Fresno Irrigation District
- County of Fresno

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SEDA

• SOUTHEAST DEVELOPMENT AREA •

SPECIFIC PLAN

SPECIFIC PLAN DRAFT

Alternate formats of this document
will be provided by the City upon request.

To request alternate formats contact:

Planning and Development Department at
(559) 621-8084

www.fresno.gov/seda

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CHAPTER 1

INTRODUCTION

The Southeast Development Area

With a population of approximately 543,660, the City of Fresno is the 5th largest City in the state of California and the 34th in the nation. It is located in the heart of California's Central Valley, one of the most productive agricultural regions in the world. Fresno is known for its proximity to national parks and the coast, its friendly and diverse population, its short commute times, and it's relatively affordable housing. Now, however, the housing crisis occurring across the nation and state has come to Fresno. In recent years, rent increases in Fresno were among the top 10 highest in the nation. In addition, both renter and owner households are cost-burdened, paying over 30% of household income for housing.

The Southeast Development Area Specific Plan is being planned in order to create more housing supply within complete, walkable communities in a fiscally sustainable, environmentally sound, climate-friendly and equitable manner.

Addressing Our Challenges

The Fresno Region is unique to many localized challenges as it pertains to affordability and housing, air quality, climate change, traffic, water availability, agricultural operations and economic activity. As a result, the Southeast Development Area Specific Plan must address these challenges and more.

Affordability and Housing. While the Fresno Region is known for relatively affordable housing and rent costs compared to many other cities and counties

across California, many of Fresno's families can no longer make ends meet through rising inflation costs for rent, food, energy, gasoline, and water prices. Communities where most trips are made by car, and where jobs are distant from housing, face higher fuel and other transportation costs. In addition, while the Fresno market is dominated by single-family housing, these types of homes often require greater spending on heating, cooling, and water bills than smaller more efficient homes and multi-family housing.

Air Quality. Recent studies completed through a California Health Interview Survey show that more than one in five children living in the Central Valley suffer from asthma, the highest rate in California. Although grim, understanding how air pollution in our city and across the Central Valley can endanger our is the first step to overcoming these challenges. The SEDA Plan addresses air quality through its unique Mixed-Use District land use pattern, which puts jobs, schools and housing within walking distance in order to reduce vehicular emissions.

Climate Change. The worldwide trend of climate change, caused by greenhouse gas (GHG) emissions, has the potential to affect us on the local level. Warmer temperatures could critically affect growth cycles and productivity of crops creating heat islands, drought and flooding. New state laws require cities to initiate deep cuts in GHG emissions, most of which come from our cars, homes, and businesses. Reducing how much we drive and improving the energy efficiency of our buildings are key components of the SEDA Plan to help the Fresno Region meet GHG reduction requirements and reduce climate change risks.

Traffic. Vehicle Miles Traveled (VMT) on our roads is increasing, bringing with it associated congestion, unhealthy air quality and climate concerns – all of which have the potential for increased negative health outcomes. Senate Bill 743 required the Fresno Region to establish a 13% reduction in VMT to address these issues. The SEDA Plan seeks to reduce VMT by locating homes, schools and jobs in proximity to one another and by providing high quality amenities for walking, biking and transit.

Water. Fresno has a low groundwater supply and must compete for limited surface water supplies. In standard suburban development, 60% of water consumption is used to water lawns and gardens. Development within the SEDA will be designed to be water efficient through higher density mixed-use design.

Farmland. The SEDA includes land designated as Prime Farmland, Farmland of both Statewide and Local Importance and Unique Farmland. The emphasis of the Plan is to prevent further conversion of farmland outside of the Sphere of Influence. The SEDA Plan introduces a land use intended to create a buffer along the eastern edge of the Plan Area to ensure that urban growth will not extend beyond existing Plan boundaries in the future. In addition, the California Environmental Quality Act (CEQA) requires mitigation for the loss of agricultural land within the SEDA footprint.

Economic Growth. Job growth in the San Joaquin Valley is outpacing all regions in California, but most new jobs are not in the innovative sectors that hold the greatest potential for economic stimulation. Despite strong assets to attract emerging industries, Fresno needs more investment in the burgeoning renewable energy and agricultural technology sectors – those of which that can produce high-quality jobs at all levels.

Project Location and Boundaries

Southeast Development Area

In its entirety, the SEDA Specific Plan covers approximately 9,000 acres and is bounded on the west by Minnewawa, Temperance and Locan Avenues, on the east by McCall, Highland and Temperance

Avenues, on the north by the Gould Canal, and on the south by North and Jensen Avenues, as shown in Map 1.1 Regional Context.

SOUTH SEDA

The Environmental Impact Report prepared for the Specific Plan identified the Consolidated Business Park Alternative as the Environmentally Superior Alternative. Through City Council direction for additional Specific Plan refinement during the legislative process, the proposed development area was revised to include a focus on the South SEDA area. Revisions to the Specific Plan resulted in a Modified Consolidated Business Park Alternative, as shown in Map 2.5. The South SEDA areas are as follows:

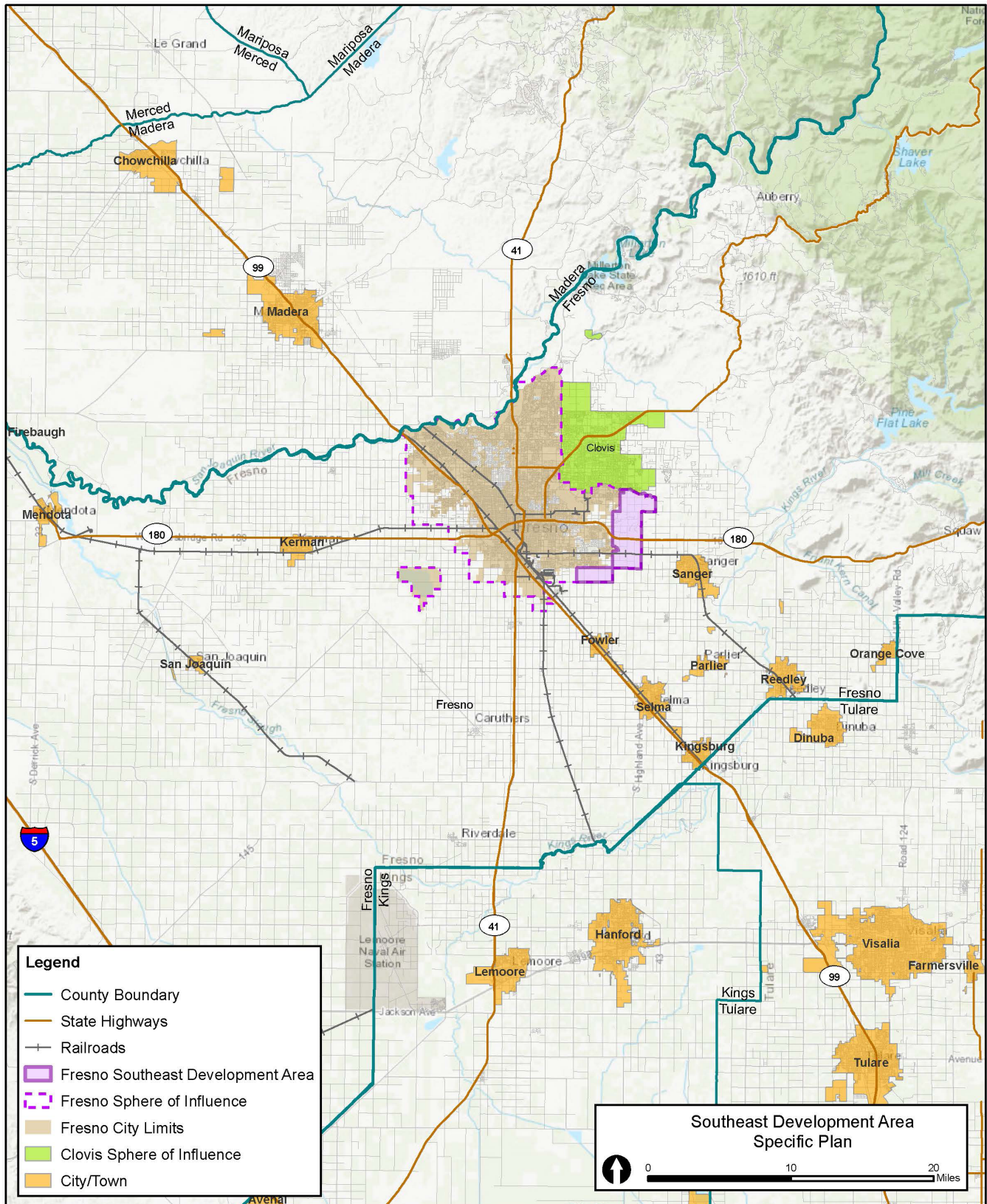
- **East of Temperance:** bounded on the west by Temperance Avenue, on the north and east by the Briggs Canal and on the south by Jensen Avenue.
- **South of Jensen:** bounded on the west by Minnewawa Avenue, on the north by Jensen Avenue, on the east by Temperance Avenue and on the south by North Avenue.

While the overarching goals, objectives and policies identified in each Chapter of this Plan remain, they should be applied with the understanding that development will only be permitted in the South SEDA areas East of Temperance and South of Jensen until thresholds identified in Chapter 9 – Implementation have been met.

Planning Context

In 2006, the Local Agency Formation Commission (LAFCO) approved the SEDA (previously known as the Southeast Growth Area - SEGA) for incorporation into the City of Fresno's Sphere of Influence. As a result, the City was required to prepare a Specific Plan and conduct associated environmental review before allowing any development. The City initiated the process of preparing a Specific Plan for SEGA, but put it aside amidst the uncertainty of the recession in 2010. At that point, a draft specific plan had been developed, shaped through a collaborative public outreach process. Concepts from the Draft SEGA Plan were then rolled

Map 1.1 Regional Context



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community. 2016 Census Designated Places.

into the current Fresno General Plan that was adopted in 2014.

The Fresno General Plan includes the SEDA as one of several growth areas. Located in Growth Area II, the SEDA was phased after other infill initiatives and Growth Area I to align with the General Plan's policy of balancing growth with infill development. SEDA's later time frame is reflected in the General Plan's buildout numbers, which include one third of SEDA's residential capacity (approximately 15,000 dwelling units) in order to accommodate Fresno's anticipated 2035 population. The remaining residential capacity of 30,000 dwelling units would be developed after 2035.

As the land in Growth Area I (which includes the Southwest Fresno and the West Area Neighborhoods Specific Plan areas) is planned and developed, the acceleration of the current housing crisis has prioritized completion of the SEDA Plan. The planning process involves adoption of the Specific Plan and certification of the Environmental Impact Report. In addition, the Fresno General Plan and Development Code will be amended to reflect new land use and zoning designations created as part of the Plan. While the planning process involves certification of the EIR and adoption of the Plan, development will only be permitted in the South SEDA areas East of Temperance and South of Jensen, until selected thresholds have been met. As identified in Chapter 9: Implementation, established thresholds will provide strategic and thoughtful guidance on when, and if, development in future reserve areas within the SEDA Planning Area should be accommodated.



Public Workshop for the SEGA

Plan Preparation Process

The SEGA Plan

During the initial SEGA planning process, several stages of public input and engagement were held. From the winter of 2006 to the summer of 2008, a series of listening sessions, advisory committee meetings, City meetings, presentations and workshops were held to inform the public about the SEGA planning process and design principles, obtain community feedback and help guide the development of the SEGA Plan.

The SEDA Plan

Upon re-initiation of the SEDA Plan, additional community outreach events were held to re-engage the public. A series of three public meetings were held throughout May of 2022 in addition to a listening session in June 2022. Each outreach event, which received in total approximately 243 attendees, served to update the public on the SEDA Plan status and receive community feedback on Plan updates. In order to ensure a robust community outreach process, the City hosted three additional in-person Summer Drop-ins and one Zoom webinar during the summer of 2023.

The purpose of these outreach efforts was to inform the public of the draft Environmental Impact Report (EIR) and 45-day public comment period, share how to comment on the EIR and answer questions on the Draft Specific Plan. The events were formatted open house style, where attendees could drop-in to the events during the allotted time and visit various stations and boards throughout the event room. In total, these outreach events garnered approximately 232 attendees.

South SEDA

As mentioned previously, the environmental analysis for the SEDA Plan identified the Consolidated Business Park Alternative as the Environmentally Superior Alternative. During the legislative process in 2025, the City Council provided direction for additional Specific Plan refinement. Revisions to the Specific Plan resulted in a Modified Consolidated Business Park Alternative, as shown in Map 2.5, with a

focus on two development areas in South SEDA: East of Temperance and South of Jensen.

While the overarching goals, objectives and policies identified in each Chapter of this Plan remain, they should be applied with the understanding that development will only be permitted in South SEDA areas East of Temperance and South of Jensen until thresholds identified in Chapter 9, Implementation have been met.

SEDA Specific Plan Goals

Land use plans begin with goals: vision statements that direct the development of the Plan. Below are the goals that guided preparation of the SEDA Specific Plan (these are described as the Plan objectives in the Environmental Impact Report):



Quantified Objectives

- Accommodate between 40,000 and 45,000 dwelling units of varying types, sizes, densities, and affordability levels.
- Accommodate between 30,000 and 37,000 jobs.



Fiscal Responsibility

- Provide self-financing for the development and ongoing maintenance of the SEDA that does not reduce City of Fresno resources dedicated to other areas of the City or burden Fresno residents outside of the SEDA.
- Holistically coordinate infrastructure to integrate efficiencies that piecemeal planning cannot.
- Invest in resource conserving techniques for stormwater systems, water supply, and trail and open space networks



Social Equity

- Promote health by reducing harmful emissions from cars and industry.
- Foster healthy physical activity and community interaction by providing easy, safe walking and bicycle access to parks, schools, and retail centers.
- Sustain the diversity of Fresno's population by providing a wide variety of housing choices and business opportunities.
- Respect the major economic and cultural role of agriculture in the Central Valley by accommodating growth within the confines of a smaller urban footprint and directly integrating community-scale agriculture into the design of community centers, neighborhoods, and open spaces.



Environmental Sustainability

- Emphasize the efficient use of energy, water, and other resources in SEDA design and policies. Strive to produce a self-mitigating plan that reduces the environmental impacts of growth and can sustain and even serve to improve or repair natural systems.
- Reduce energy and water consumption through more efficient land use patterns, smarter building standards, and environmentally sensitive infrastructure to help Fresno meet standards for greenhouse

to save on infrastructure and mitigation costs.

gas emissions, and well as air pollution and water quality.



Housing Choice

- Provide land uses which allow for a variety of housing choices that could be made available to a mix of incomes, age groups, and lifestyles.



High Quality Transit Service

- Provide convenient and frequent transit service to connect SEDA's Town Centers to jobs and housing in the Plan Area and across the region.



Walkable Neighborhoods

- Provide for nearly all residences to be located within walking distance of a Neighborhood Town Center with an elementary school, recreation areas, community gardens, and small shops.



Parks, Open Space, and Trails

- Create a variety of natural open spaces and parks for recreation in all areas of the SEDA.
- Through future development of a SEDA Parks and Trails Master Plan, create trail systems and bicycle paths that make traveling without a car safe and convenient.
- Ensure that schools and major town centers can be reached safely with or without a car.



Mixed Use Town Centers

- Mix shopping, housing, and jobs in vibrant Regional Town Centers and Community Town Centers that are easily accessible to most



Innovative Employment Areas

- Attract opportunities in green technology and energy systems, ag-related industries, modular housing, and other emerging fields to provide jobs for Fresno residents.



Community Farming and Agriculture

- Integrate small farms, community gardens, and farmers' markets into neighborhoods, schools, and town centers.
- Create a buffer that includes rural homes, organic farming, and open spaces to serve as a transition between the SEDA and commercial agriculture to the east.



Implementation

- Develop the SEDA in an organized and phased manner based on housing needs, infrastructure availability, and minimization of impacts.
- Ensure appropriate infrastructure is developed and installed prior to commencement of construction.

An Overview of the Southeast Development Area Plan

The SEDA Plan has the potential to lead the way in the Central Valley as an example of good urban design for lower vehicle miles traveled, reduced traffic congestion and air pollution, and the efficient use of limited energy and water resources. Building the “same old thing” no longer provides a viable solution toward meeting these challenges. Although typical suburban single-family homes and auto-oriented commercial development may comprise a significant part of the Fresno market, there is growing market demand for walkable, mixed-use urbanism like that included in the SEDA Plan. The smarter, more efficient land use planning of the SEDA Specific Plan provides an essential alternative to typical suburban development patterns.

As referenced previously, while the overarching goals, objectives and policies identified in each Chapter of this Plan remain, they should be applied with the understanding that development will only be permitted in South SEDA areas East of Temperance and South of Jensen until thresholds identified in Chapter 9, Implementation have been met.

Integrating Land Use and Transportation

Creating a well-rounded plan for the 9,000 acres that comprise the SEDA Plan presents opportunities to positively impact environmental, fiscal, and quality of life measures in ways that would not be doable with smaller, more fragmented planning. The SEDA Specific Plan links communities and Mixed-Use Districts with a multi-modal transportation network that connects people to destinations within and beyond the Southeast Development Area—including the Kings Canyon Corridor, Downtown Fresno and other key destinations. Chapter 2, Urban Form, discusses land use and transportation.

Vibrant Mixed-Use Districts

The SEDA Plan complements and supports walkable Mixed-Use Districts that are made possible through a transportation network that includes walkable and bikeable opportunities. Each of these town centers are designed with a common theme in mind – to serve as a commercial focal point that includes a variety of uses

which highlight the diverse nature of the Southeast Development Area community. Integral to the fabric of the SEDA, the Town Centers will also incorporate living and working opportunities with entertainment, cultural activities, and shops serving the daily needs of residents and employees.

Regional Town Center

The Regional Town Center areas are the most prominent centers within the Southeast Development Area, as they aim to serve 40,000 to 60,000 households across the Plan Area and within the surrounding communities.

The Regional Town Center features SEDA region-serving retail and office activity, as well as medium- and higher density housing, all supported through a high quality transit service.

Community Town Centers

Seven Community Town Centers are dispersed across the SEDA Specific Plan and provide commercial, civic, and other services to meet the needs of Community Town Center residents and employees, as well as those of surrounding neighborhoods. Community Town Centers aim to serve between 5,000 and 10,000 households, featuring a variety of medium-density housing options, with some focused around major transit stations.

Neighborhood Town Centers

Neighborhood Town Centers are dispersed throughout the Southeast Development Area and serve as focal points of adjacent residential areas. Neighborhood Town Centers include some employment and residential uses but serve primarily to provide a majority of SEDA residents with essential walk, bike, transit, and short-drive access to civic services and amenities, including elementary schools, local parks, community gardens, and other services.

Each Neighborhood Town Center serves approximately 1,500 to 2,000 households and includes a range of medium- to lower-density housing options.

Diverse Residential Districts

The SEDA Plan includes a rich and complete fabric of residential communities that support Mixed-Use Districts and include a diversity of housing types. The SEDA Specific Plan distributes a variety of housing types across the Plan Area to accommodate a variety of housing needs. The range of housing products integrated throughout each of these communities provides current and future residents with a variety of housing options to meet the needs of households within the SEDA region.

Mixed Residential

Mixed Residential Districts support the Regional and Community Town Centers with a variety of medium- and higher-density housing, including a diverse mix of attached and detached single family and multi-family homes.

Neighborhood Residential

Neighborhood Residential Districts surround Neighborhood Town Centers and support retail, employment, and other services provided throughout the Plan Area. It is common in these areas to include a diversity of detached and attached single family housing types, as well as some multi-family housing options.

Rural Cluster Residential

Rural Cluster Districts, located along the eastern edge of the SEDA, concentrate residential lots within a small, clustered area of a larger parcel or grouping of parcels. This clustering of homes serves to preserve the continuity and viability of the surrounding land for agricultural uses and open space conservation. Rural Cluster Districts serve as a transitional buffer between urban uses within the SEDA and the commercial agricultural operations outside the Plan Area.

Rural Residential

There are approximately 1,800 acres in the SEDA currently developed as very low-density rural residential homes and ranchettes that have been designated in the SEDA Specific Plan as Rural Residential. This land use was chosen to align with and support the existing rural residential neighborhoods.

Innovative Employment Districts

One of the opportunities of the Southeast Development Area is the ability to attract a diversity of high-quality employers and job opportunities. SEDA jobs will be located within a short walk of amenities in the Regional and Community Town Centers, Office Centers, and Flexible Research & Development Districts.

These locations can be closely linked to regional transit service and trail systems. The SEDA Specific Plan highlights the importance of locating SEDA residents within walking distance to major employment areas and high-capacity transit service that links to regional employment centers, including Downtown Fresno.

Reducing reliance on the automobile for work trips will significantly reduce Vehicle Miles Traveled, playing a significant role in meeting the SEDA's sustainability goals and creating a healthier community for future generations to come.

Office Center

Office Center Districts are located adjacent to Regional and Community Town Centers or along regionally significant transportation corridors (e.g. State Highway 180, Kings Canyon Boulevard, Clovis Avenue). The goal of Office Centers within the Plan Area is to accommodate professional office and compatible commercial uses such as restaurants, coffee shops, cafes, banks, book shops, and dry cleaners. Some residential uses could be permitted in Office Centers.

Flexible Research & Development

Flexible Research and Development Districts are primarily located west of the Briggs Canal and/ or south of Jensen Avenue and are intended to promote uses such as research and development, light manufacturing, product testing centers, and office development. This area could also include compatible commercial uses such as restaurants, coffee shops, cafes, printing and publishing, dry cleaners, and other supporting businesses. Having access in these areas to regional transportation corridors (both road and

rail) is critical, however, residential uses will not be allowed in Flexible Research and Development areas.

Transportation Choices

The multi-modal circulation network in the SEDA Plan provides a variety of transportation options, ensuring that residents have real choices for their daily travel needs.

Transit Corridors/Arterials with high-capacity public transit serve as a framework for major centers, while collectors and local streets provide safe, convenient options for local trips.

Arterials

Arterials are multi-functional roadways designed to complement and support Mixed-Use Districts, employment areas, and higher density neighborhoods. They provide options for dedicated median space for high-capacity rapid transit service such as light rail, streetcars, or Bus Rapid Transit (BRT).

Collectors

Collector streets form a finer grid of approximately one-quarter mile spaced roadways within and between neighborhoods. These connections, more frequent and continuous than standard suburban collectors or local streets, provide multiple routes for direct access to the Mixed-Use Districts of the Southeast Development Area.

Bicycle / Pedestrian Trails

Trail systems connect regional and sub-regional destinations for bicyclists, pedestrians, and equestrians (where appropriate). As part of the future Parks and Trails Master Plan, locations of multi-use trails and other open space networks within the Southeast Development Area will be contemplated.

Parks, Open Spaces and Green Infrastructure

The SEDA Plan features a well-coordinated system of natural and developed open spaces that serve many vital uses, from recreation to community farming and agriculture, to stormwater management. As part of the future Parks and Trails Master Plan, locations of multi-use trails and other open space networks within the Southeast Development Area will be contemplated.

Parks and open space are discussed in Chapter 4, Open Space, Schools and Public Facilities.

Sustainable Infrastructure

Focusing on sustainability pillars so important to the SEDA Plan, “sustainable infrastructure” components capture and retain runoff, then treat the water by allowing it to move slowly through natural systems such as constructed wetlands and rock filters. Stormwater management systems like these help to reduce impacts on the environment and regional infrastructure systems and can also be designed as visual and active amenities for the residents of the SEDA. Stormwater, water, wastewater, and recycled water infrastructure are discussed in Chapter 6, Greenhouse Gas Reduction and Conservation.

Community Farming and Agriculture

The Plan Area is rich in agricultural open space. An important aspect of the SEDA Plan is ensuring farming and agricultural activities remain an integral part of the Southeast Fresno community. The SEDA Plan integrates community-scale farming and agriculture into the urban fabric by providing for a variety of agricultural activities from neighborhood gardens to agricultural education, to small farming operations on the rural cluster edge. This topic is further discussed in Chapter 5, Community Farming and Agriculture.

Next Steps: Setting the Stage for Phasing and Implementation

As referenced throughout this Plan, while plan adoption will include the full 9,000-acres within the SEDA Planning Area, the Plan and associated land use map have been revised to include the Modified Consolidated Business Park Alternative as the Proposed Land Use Map, with a focus on two development areas in South SEDA:

- **East of Temperance:** bounded on the west by Temperance Avenue, on the north and east by the Briggs Canal and on the south by Jensen Avenue.
- **South of Jensen:** bounded on the west by Minneawawa Avenue, on the north by Jensen

Avenue, on the east by Temperance Avenue and on the south by North Avenue.

Development will only be permitted in South SEDA areas East of Temperance and South of Jensen. All other areas within the SEDA Plan boundary will be identified as Future Reserve Areas. Development will not be permitted to occur in Future Reserve Areas until thresholds identified in Chapter 9, Implementation have been met.

It is important to note that this plan is a first step on the path towards implementing the SEDA vision. The following next steps will need to occur:

Public Facilities Financing Options Report

The Public Facilities Financing Options Report will accompany the Specific Plan and will provide options for various financing mechanisms to fund upfront infrastructure costs necessary to support development in South SEDA. The City Council will direct which financing options to pursue. The City of Fresno will work in coordination with all applicable agencies as future development in the Plan Area commences.

Amend the General Plan and Development Code to Implement the Land Use and Zoning Described in the Plan

Concurrent with the adoption of the SEDA Specific Plan, the City of Fresno General Plan will be amended to reflect the new land use designations included as part of the Plan. After the General Plan Amendment, the Development Code will then be updated to include the new zoning districts created as part of the SEDA Plan, to ensure Plan consistency with local planning and zoning documents.

Complete a Parks and Trails Master Plan to Determine Locations for Parks and Trails

Opportunities and constraints for location of parks and trails need to be explored in detail prior to determining final locations

Address Annexation with Fresno County and the Local Agency Formation Commission (LAFCO), and the State of California

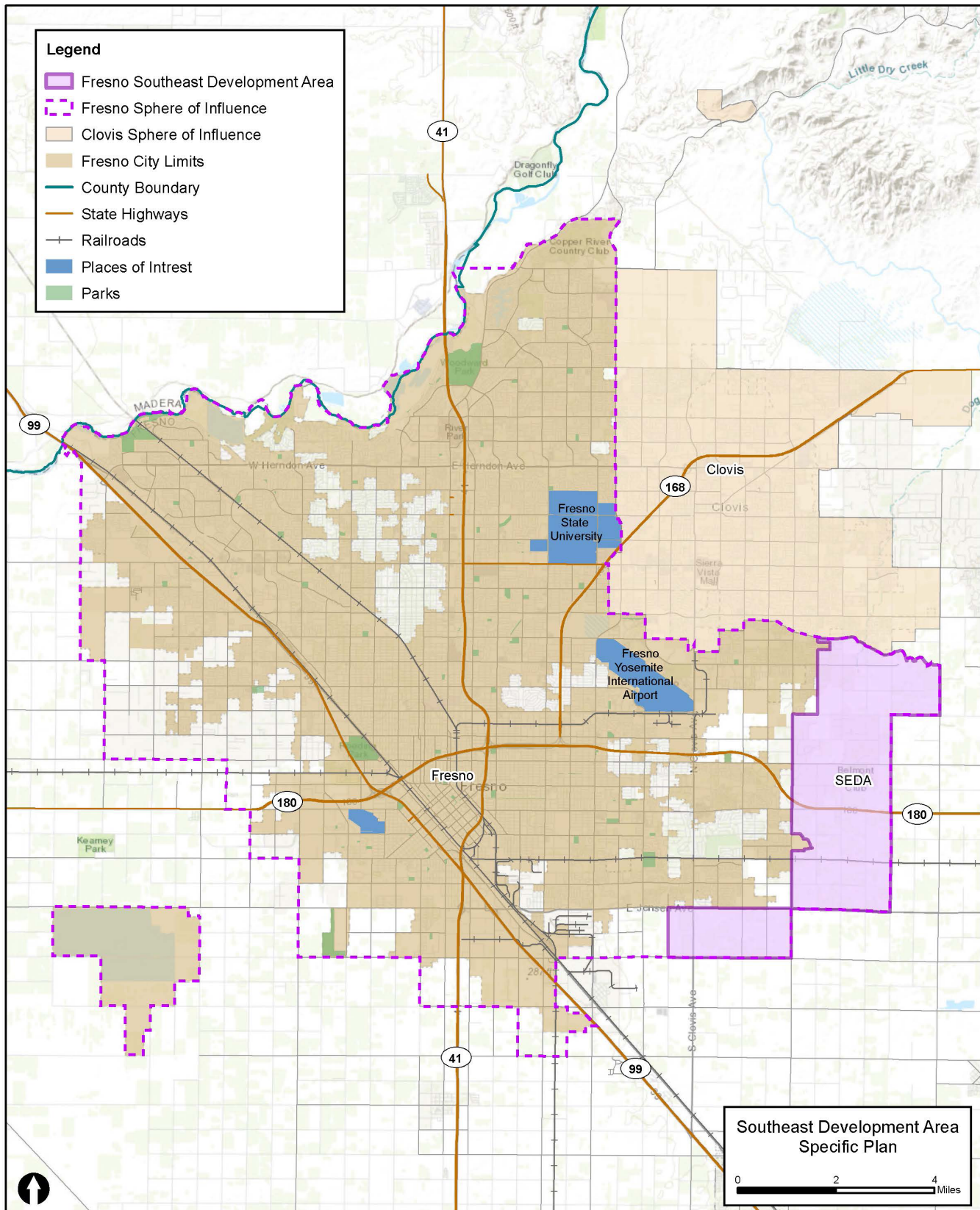
The vision of the SEDA Specific Plan can best be implemented through incremental annexation into the

City. The current practice of fragmented annexation on a project by project basis does not result in the type of cohesive, connected mixed-use, walkable neighborhoods envisioned in the SEDA.

Backbone Infrastructure: South SEDA

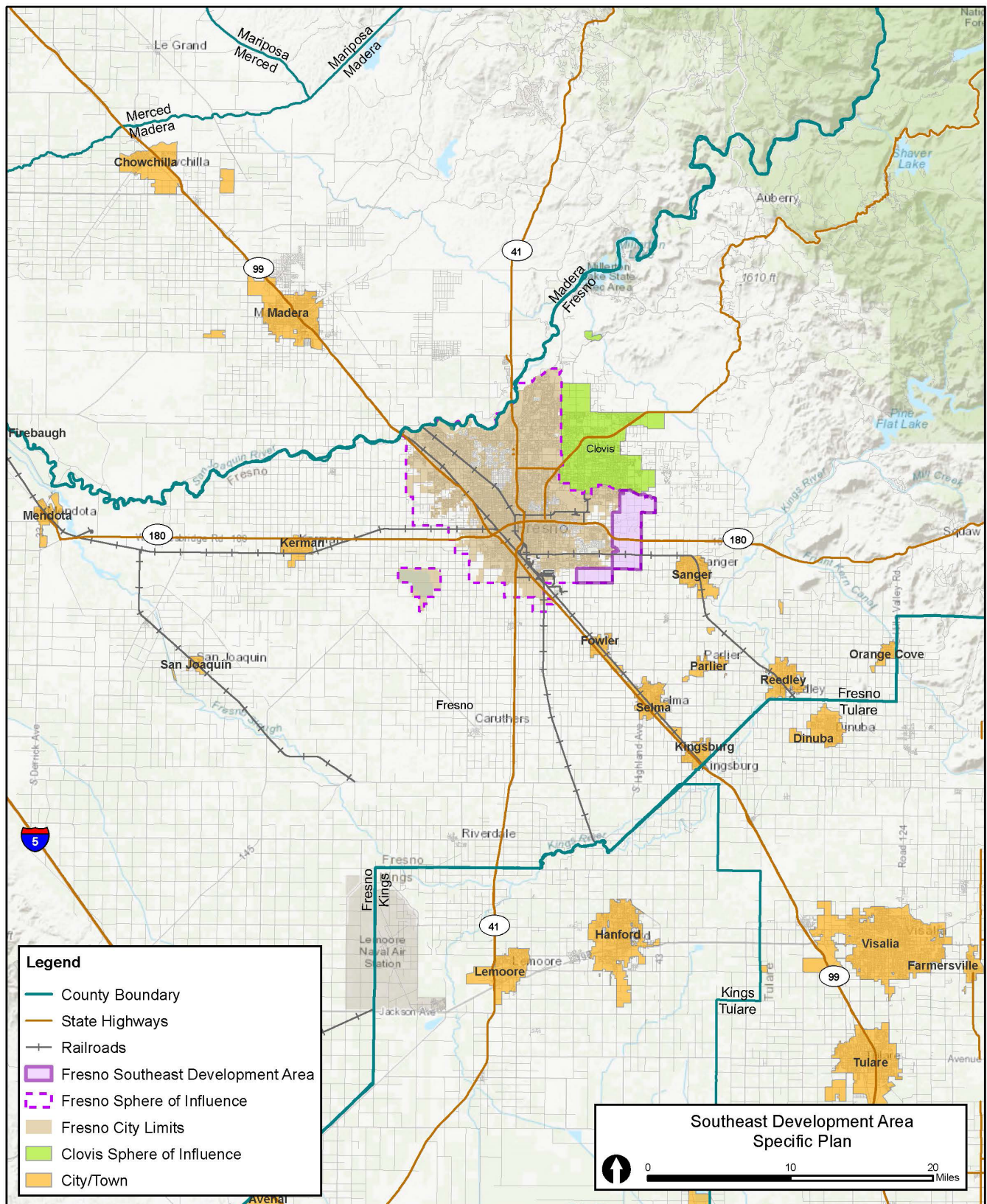
Construction of necessary water, recycled water, sewer, storm drainage and transportation need to occur prior to new development in the SEDA, as well as the planning and construction of dry utilities such as electricity and communications infrastructure.

Map 2.1 Sphere of Influence



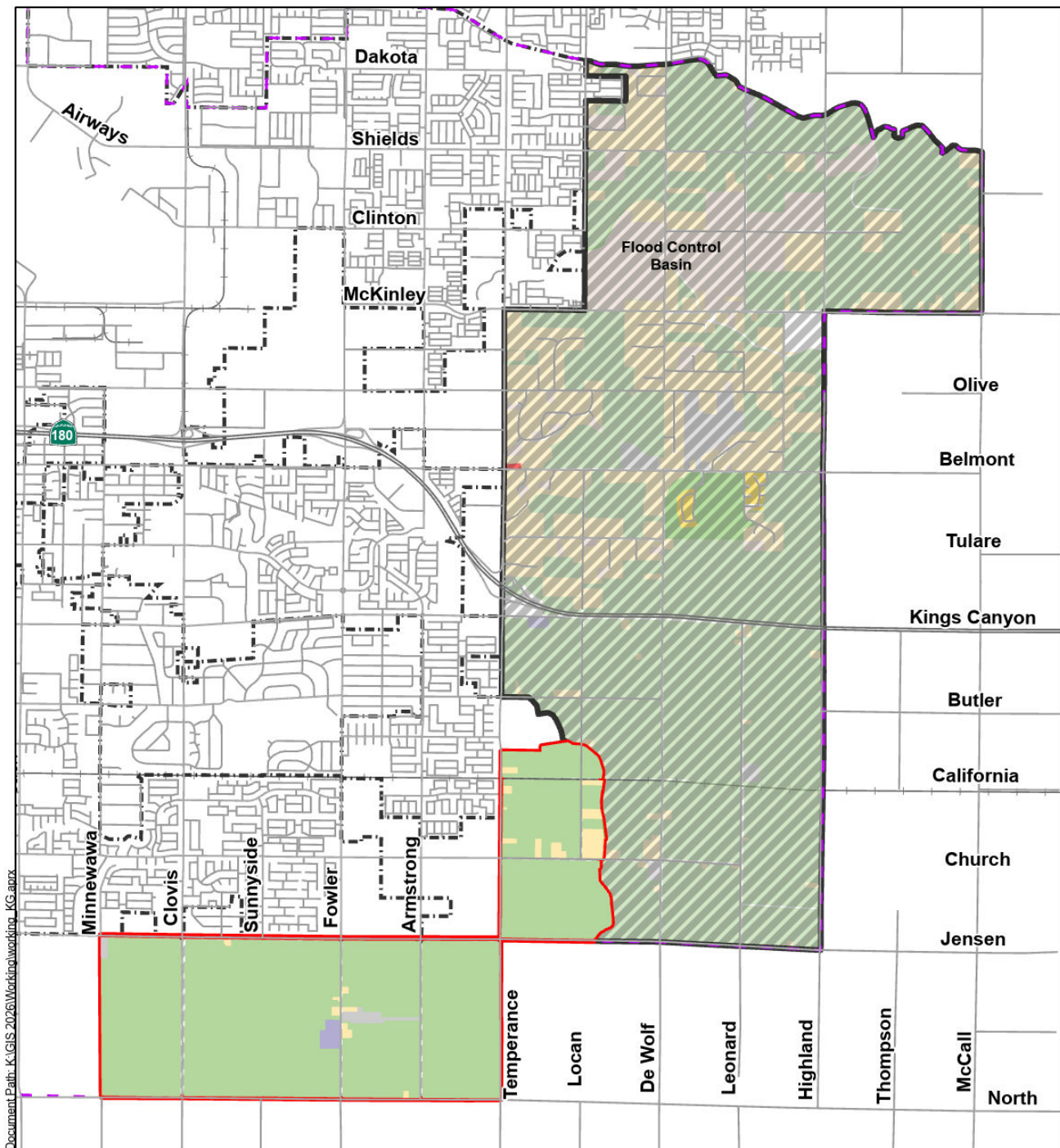
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong),

Map 2.2 Regional Context



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community. 2016 Census Designated Places.

Map 2.3 SEDA Existing Land Use

**EXISTING LAND USE MAP****Legend**

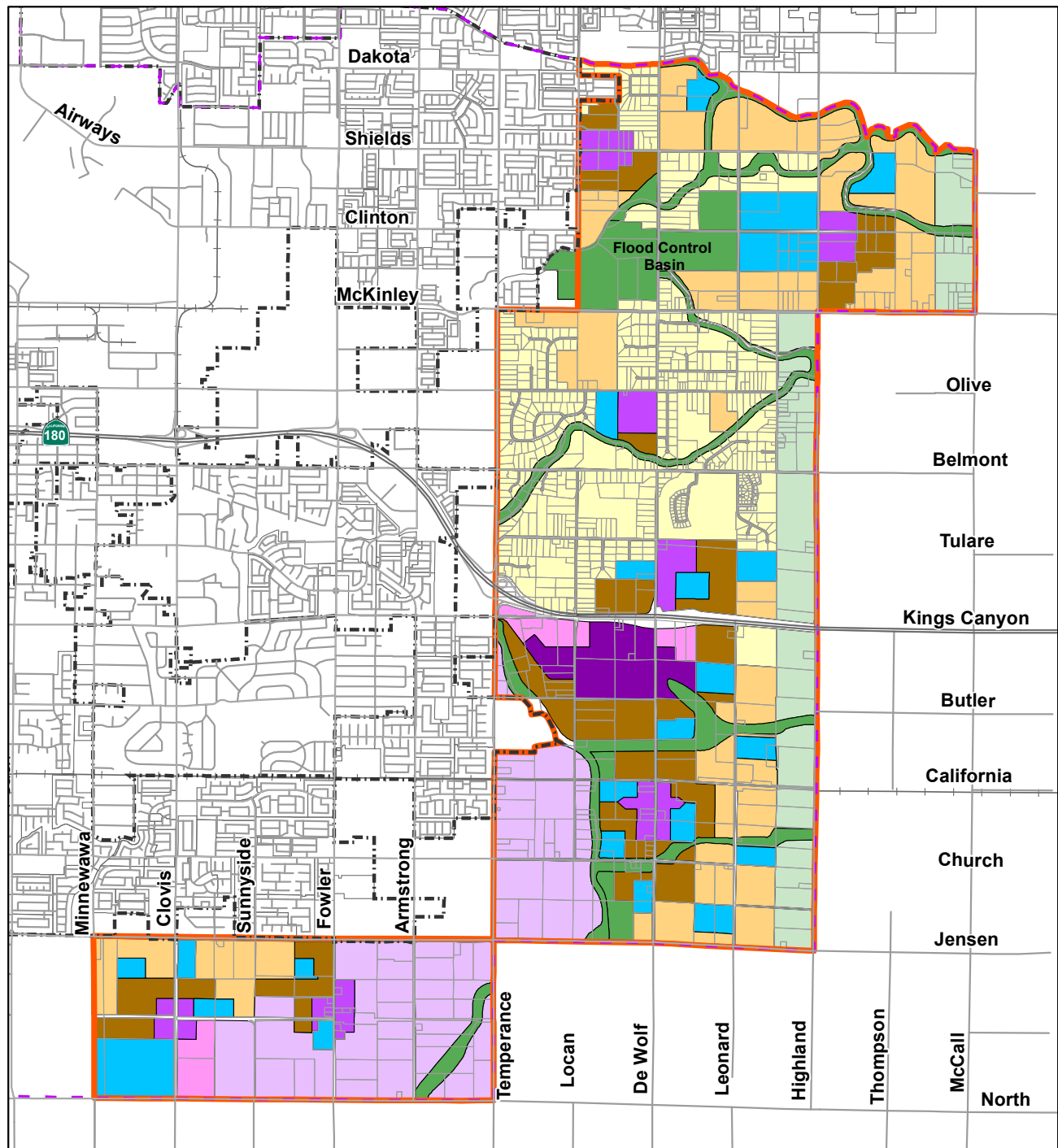
- | | | |
|---------------------------|------------------------|----------------------------|
| Rural Residential | Open Space/Agriculture | South SEDA Plan Area |
| Single Family Residential | Vacant Parcel | Future Reserve Area |
| Commercial | | City Limits |
| Public Facility | | Fresno Sphere of Influence |
| Industrial | | |
| Parks | | |



0 0.5 1 Miles

Southeast Development Area
Source: City of Fresno, SEDA Illustrative Plan
derived from community and stakeholder meetings.

Map 2.4 SEDA General Plan Land Use (Existing)

**GENERAL PLAN LAND USE MAP****RESIDENTIAL**

Low Density (1-3.5 D.U./acre)

Medium Density (5.0-12 D.U./acre)

Urban Neighborhood (16-30 D.U./acre)

EMPLOYMENT

Office

Business Park

Regional Business Park

MIXED USE

Corridor/Center Mixed Use

Regional Mixed Use

OPEN SPACE

Community Park

Open Space

PUBLIC FACILITIES

College

School with Park

BUFFER

Buffer

Ponding Basin

City Limits

Fresno Sphere of Influence

SEDA Plan Area

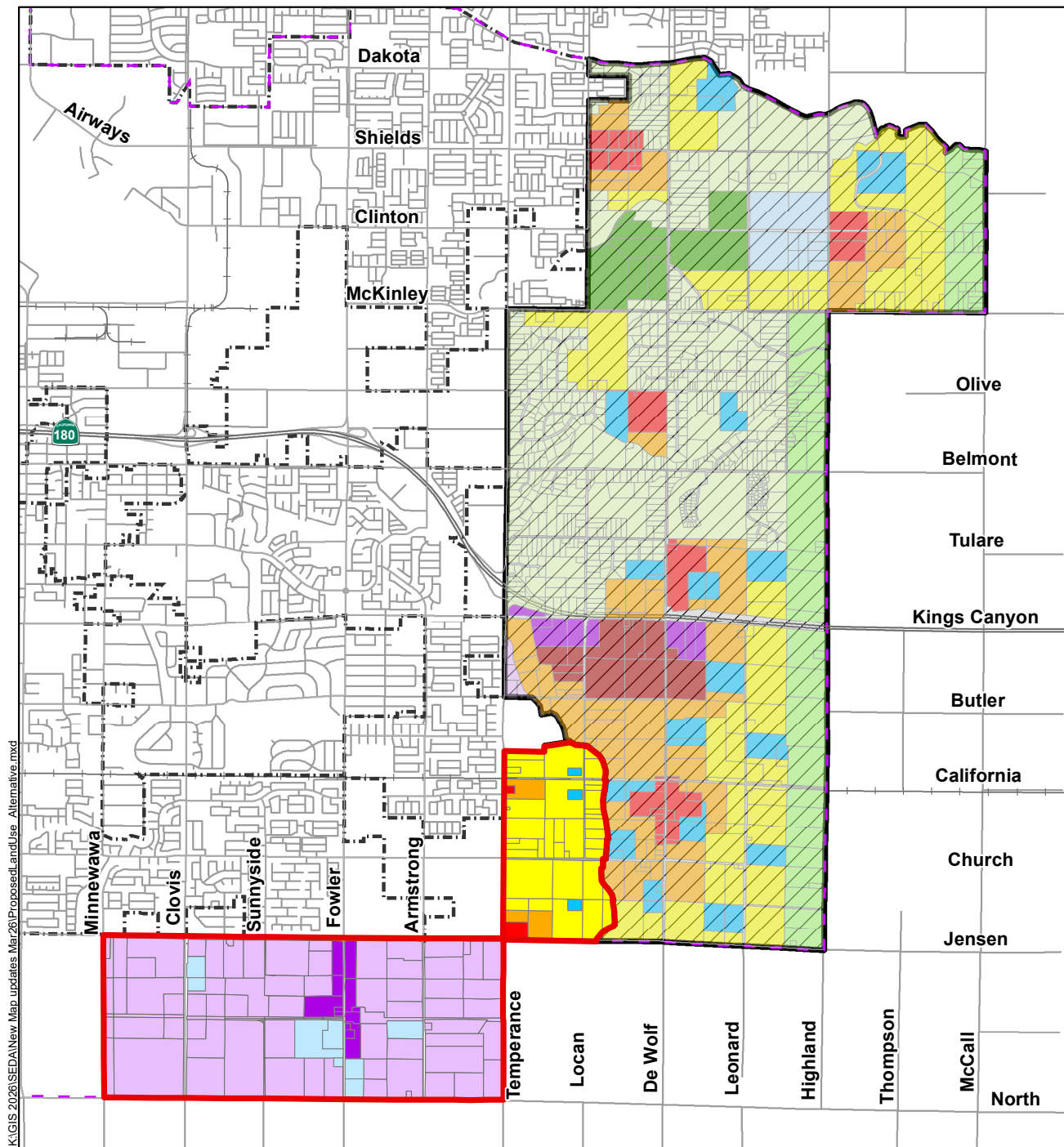


0 0.5 1 Miles

Southeast Development Area

Source: City of Fresno, SEDA Illustrative Plan derived from community and stakeholder meetings.

Map 2.5 SEDA Proposed Land Use

**Modified Consolidated Business Park Alternative Map****Legend**

- | | | |
|---|--|--|
| ■ Regional Town Center | ■ Mixed Residential | □ South SEDA Plan Area |
| ■ Community Town Center | ■ Neighborhood Residential | □ Future Reserve Area |
| ■ Neighborhood Town Center | ■ Rural Residential | □ City Limits |
| ■ Office Center | ■ Rural Cluster Residential | □ Fresno Sphere of Influence |
| ■ Flexible Research & Development | ■ Institutional | |

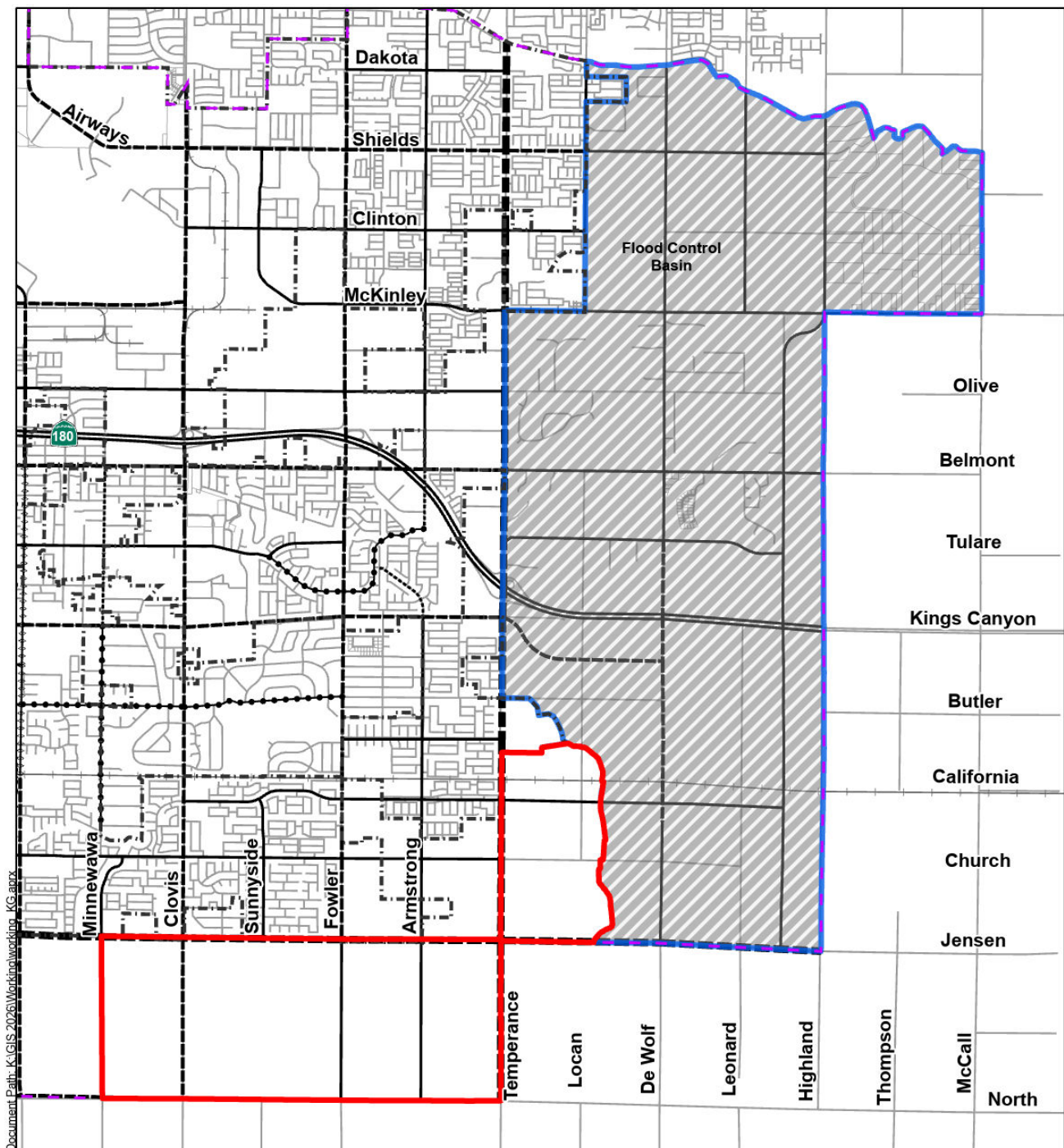


0 0.5 1 Miles

Southeast Development Area

Source: City of Fresno, SEDA Illustrative Plan
derived from community and stakeholder meetings.

Map 2.6 SEDA Proposed Major Street Circulation

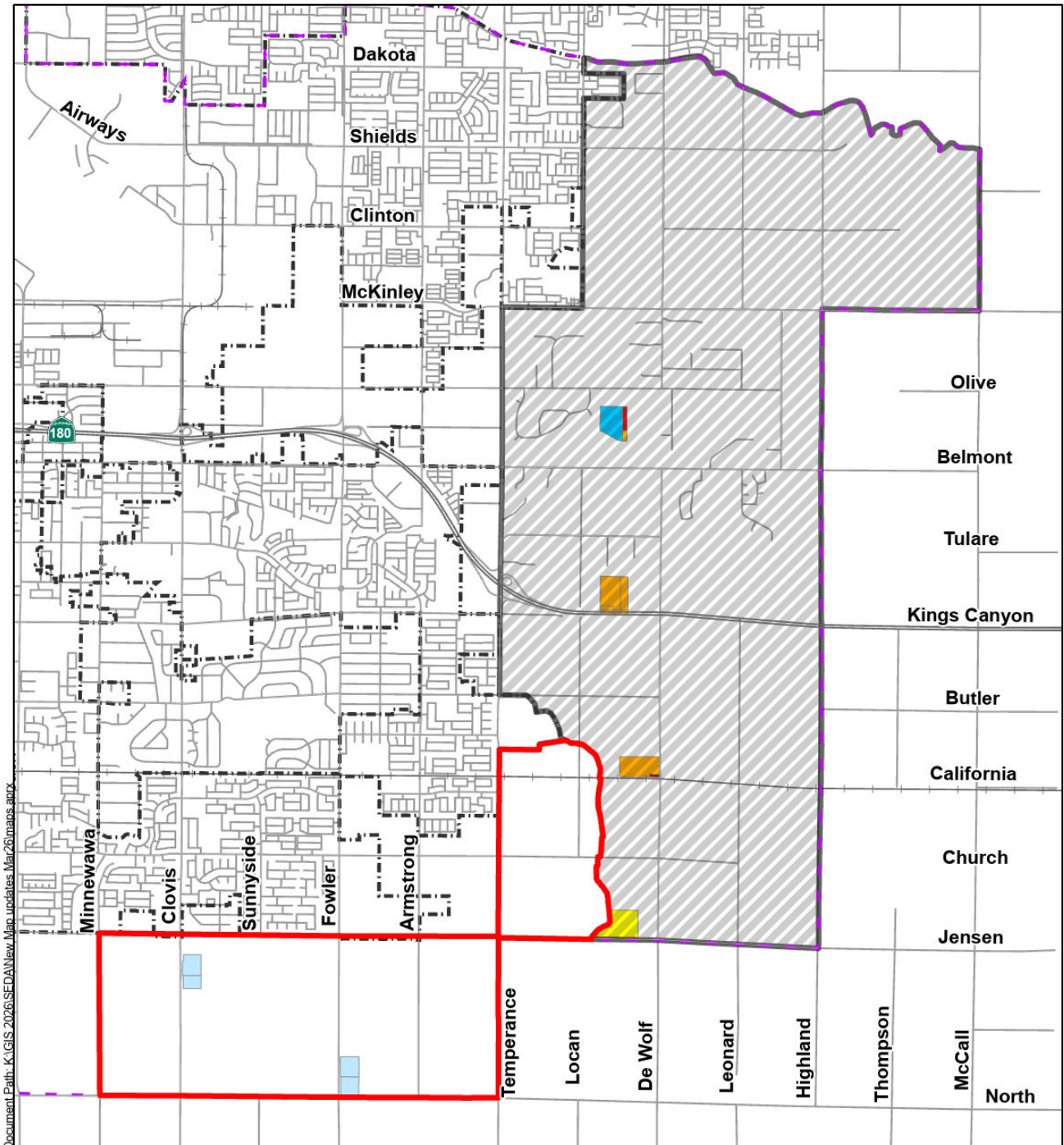
**PROPOSED MAJOR STREET CIRCULATION****Legend**

- | | | | | |
|---------------------|-------------------|--------------------|-----------------------|------------------------------|
| — Freeway | — Super Arterial | — Scenic Drive | — City Limits | — South SEDA Plan Area |
| — Expressway | — Arterial | — Collector | — Future Reserve Area | — Fresno Sphere of Influence |
| — Scenic Expressway | — Scenic Arterial | — Scenic Collector | | |



0 0.5 1
Miles

Map 2.7 Dual Designation



Proposed SEDA Amendment to Fresno General Plan Dual Designation Diagram, Figure LU-2.

Legend

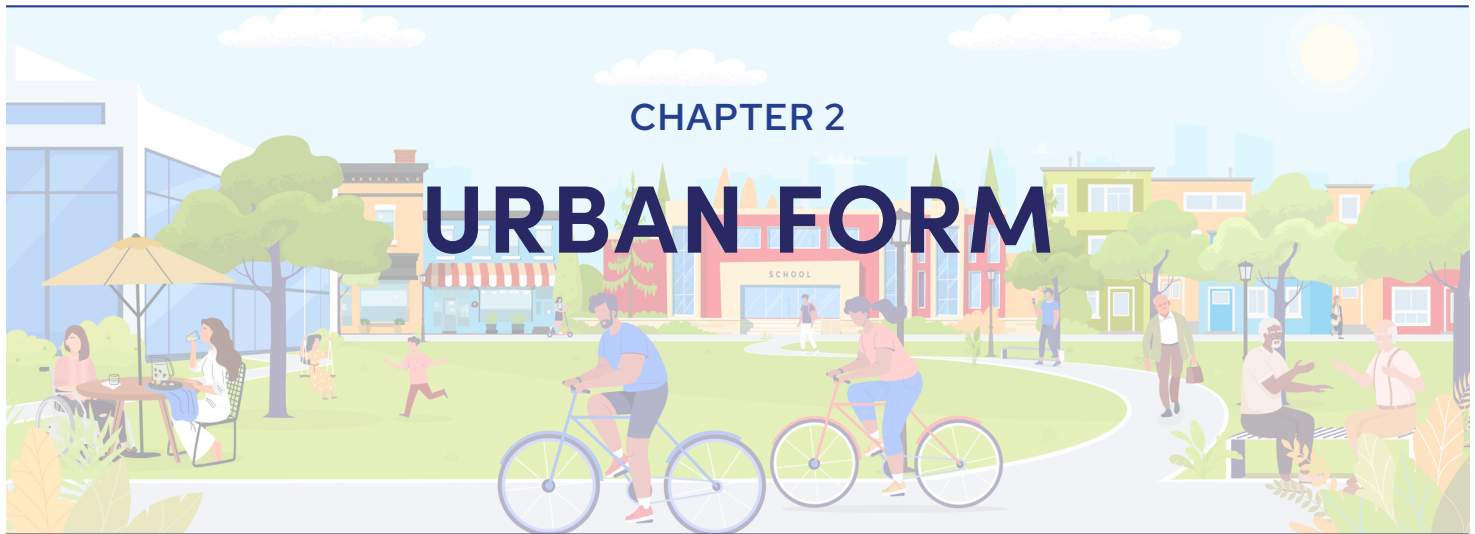
- | | | | | |
|---------------------------------|-------------------|------------------------------|-------------------|----------------------------|
| Regional Town Center | Rural Residential | OPEN SPACE | Special School | South SEDA Plan Area |
| Institutional | | Community Park | PG & E Substation | Future Reserve Area |
| Community Town Center | | Neighborhood Park | | City Limits |
| Neighborhood Town Center | | Open Space | | Fresno Sphere of Influence |
| Flexible Research & Development | | Ponding Basin | | |
| Mixed Residential | | PUBLIC FACILITIES | | |
| Neighborhood Residential | | Public/Quasi-public Facility | | |



0 0.5 1 Miles

Southeast Development Area
Source: City of Fresno, SEDA Illustrative Plan
derived from community and stakeholder meetings.

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The SEDA Plan proposes to incorporate new land use and zoning designations that will provide for smarter, more efficient land use planning as compared to the typical suburban patterns that have been the norm in Fresno.

Under this Plan, the City has the ability to become a role model for Central Valley communities in creating a unique approach to neighborhoods, establishing environmental sustainability and resource efficiency and planning for long-lasting economic vitality.

The SEDA Plan will address a number of important community concerns, including unhealthy air quality, environmental and community health issues, residential growth patterns that negatively impact natural resources and deplete strategic farmland and land use inefficiencies.

In addition, this Plan will continue to maintain the objectives and policies identified for the SEDA in the Fresno General Plan, in that it will facilitate multi-modal connectivity, promote walkability and develop complete neighborhoods with a diverse mix of residential densities and building types.

This Chapter provides a framework of development policies and regulations that will achieve the proposed community design, enhance the transition between uses, and subsequently help the SEDA Plan meet sustainability goals.

Urban Form in the SEDA

The Urban Form Chapter describes how mixed-use areas, residential areas, employment zones, and public facilities can be woven together to create complete neighborhoods. The Modified Consolidated Business Park Alternative Map (Map 2.5) establishes where development will first be permitted within the SEDA Planning Area and further identifies the general concept for the distribution and location of land uses. The environmental analysis for the SEDA Plan identified the Consolidated Business Park Alternative as the Environmentally Superior Alternative. During the legislative process in 2025, the City Council provided direction for additional Specific Plan refinement. Revisions to the Specific Plan resulted in a Modified Consolidated Business Park Alternative, as shown in Map 2.5, with a focus on two development areas in South SEDA: East of Temperance and South of Jensen.

The areas East of Temperance and South of Jensen provide a variety of land uses that concentrate residences, local serving amenities and jobs in proximity to one another. East of Temperance provides a variety of residential land uses from neighborhood residential to mixed residential land uses, while incorporating Neighborhood and Community Town Center land uses that serve the immediate area with local serving retail and businesses. South of Jensen provides Flexible Research and Development, Office Center and Institutional land uses. This area is intended to promote light manufacturing, product testing centers and office development while

supporting the existing Lone Star Elementary school at its current location.

As referenced previously, development will only be permitted in South SEDA areas East of Temperance and South of Jensen. All other areas within the SEDA Plan boundary will be identified as Future Reserve Areas. Development will not be permitted to occur in Future Reserve Areas until thresholds identified in Chapter 9, Implementation have been met.

The 4 Ds: The Relationship Between Land Use and Travel Behavior

How and where we travel is influenced by the way communities are planned and the distances and transportation choices available between housing and key destinations like schools or job centers. If distances are short and bike, pedestrian and transit facilities are available, walking, bicycling, and transit trips will increase, resulting in reductions in auto trip generation, reduced costs related to traffic congestion and air quality and increased health outcomes for our communities.

Four critical characteristics of land use (the 4 Ds) drive these trip reductions: a mix of land uses (diversity), residential and commercial densities (density), a connective street and pedestrian network (design), and accessibility to regional destinations (destination).

Diversity: Land use diversity means a good mix of land uses that support a balance of jobs, housing, shopping, education, and recreation within a short walking or cycling distance.

Density: Land use density means encouraging higher numbers of residents and employees per acre.

Design: Design refers to the layout and appearance of blocks. Well-connected streets and pedestrian networks encourage walking and bicycling.

Destination: Destination accessibility describes the relationship between communities and other critical activity centers in the SEDA region.

Creating a Flexible Development Framework

One of the goals of the SEDA Specific Plan is to create a framework that provides the tools to adapt to future economic changes. Flexibility is built into the

land uses in SEDA, as they allow a broader variety of uses than typical single-use frameworks. In order for this flexible land use vision to occur, a Development Code update (an update to the City's zoning code) is required to occur. This update will consist of a new set of zone districts tailored to implement the SEDA vision. In the end, the goal is to provide flexibility for the City, land owners, and developers to adapt to changes within future economic cycles.

How this Section is Organized

This Chapter is divided into two sections: Objectives and Policies and the SEDA Development Code. The Objectives and Policies section contains the policies that define the land use and transportation plan for the SEDA, including general principles that guide design and development decisions. The SEDA Development Code section provides a description of the regulations and guidelines for how land uses and streets are envisioned within the Plan Area. For ease of readability, the term Urban Form will be abbreviated as "UF" in this section.

While the overarching goals, objectives and policies identified in each Chapter of this Plan remain, they should be applied with the understanding that development will only be permitted in the South SEDA areas East of Temperance and South of Jensen until thresholds identified in Chapter 9 – Implementation have been met.

Objectives and Policies

OBJECTIVE UF-1

Create complete that integrate housing, business and retail amenities. Balance and mix housing, jobs, commercial businesses, services, and public facilities to help meet existing thresholds for lower vehicle miles traveled, reduced air pollution, and the efficient use of groundwater resources.

POLICY UF-1.1 LAND USE DIVERSITY.

Update the Citywide Development Code to include the new SEDA zone districts and associated development standards to encourage land use diversity within the Plan Area.

POLICY UF-1.2 JOBS-HOUSING BALANCE.

Maintain a target jobs-housing balance of at least 1 job to 1.25 housing units within the Plan Area.

POLICY UF-1.3 EMPLOYMENT CENTERS.

Promote employment-generating development within the Plan Area to expand Fresno's employment base beyond traditional industries (as specified in the policies of the Economic Opportunity Chapter).

POLICY UF-1.4 HOUSING CHOICES.

Encourage a variety of housing types that could support more affordable options accessible to a range of Fresno residents by implementing the housing policies identified in Chapter 3 – Housing Choice and Affordability.

POLICY UF-1.5 PUBLIC FACILITIES AND OPEN SPACES.

Support the development of public infrastructure, facilities, and parks that meet the needs of Plan Area residents according to the policies and standards set in the Open Space, Schools and Public Facilities Chapter and the General Plan.

POLICY UF-1.6 RIGHT-TO-FARM.

Establish right-to-farm practices in accordance with the Fresno County Right-to-Farm Ordinance to allow the continued operation of agricultural activities which occur adjacent to new residential developments. Require buffers between new residential development and existing farmlands to protect ongoing farming operations. Existing, legal agricultural activities as established within Fresno County are permitted to continue operations in perpetuity.

POLICY UF-1.7 BUFFERS BETWEEN USES.

Require buffers between new industrial development and existing neighborhoods. Investigate opportunities to develop resilient green buffers between existing industrial and residential uses. Light industrial areas may serve as buffers between heavy industrial and other land uses.

OBJECTIVE UF-2

Provide a mix of Regional, Community, and Neighborhood Town Centers where individuals can live, work and play.

Create a system of Mixed-Use Districts supported by a multi-modal transportation network. Centers are designed to include a mix and intensity of uses and serve as commercial and civic focal points for the SEDA. Centers will be smaller scaled and defined by quality design features and a rich mixture of uses that incorporate living and working opportunities with entertainment, cultural activities, and shops serving the daily needs of residents and employees.

The Regional Town Center will feature SEDA region-serving retail and office activity, as well as medium- and higher- density housing. Community Town Centers will support the daily commercial and business needs of the SEDA neighborhoods. Neighborhood Town Centers will accommodate local-serving retail, civic, and educational uses.

POLICY UF-2.1 NETWORK OF TOWN CENTERS.

The SEDA will include Mixed-Use Districts of Regional, Community, and Neighborhood Town Centers that form a network of complementary employment, commercial, cultural, and civic opportunities linked by multi-modal transportation systems.

POLICY UF-2.2 DEVELOPMENT CODE UPDATE.

The size, density, composition, and building character of Mixed-Use Districts will be consistent with the new zone district standards set forth in the SEDA Development Code update. In addition, the Plan will call upon the City of Fresno's Department of Public Works Standards, the Active Transportation Plan, and the Fresno Area Express (FAX) transit plans to implement streetscape design and non-auto circulation elements.

POLICY UF-2.3 DESIGN AND DEVELOPMENT PRINCIPLES.

The following principles are provided to guide the creation of public and private spaces within the Plan Area. More specific guidelines and regulations regarding many of these elements are found in

the SEDA Development Code update section of this Chapter.

Pattern of Streets, Blocks, and Buildings

The centers will be designed with pedestrian oriented streets, blocks, buildings, and public spaces based on the block connectivity and size standards specified in the SEDA Development Code update, including a transportation network which will be based on a high-density grid system. Public spaces and civic buildings shall be arranged along streets in order to create a network of civic spaces of varying size and function.

Building Character and Orientation

The character, massing, and orientation of buildings will contribute to a cohesive urban fabric that reinforces public spaces, creates a sense of intimacy, and visually distinguishes the center from surrounding districts.

As shown in Figure 2.1 regarding building orientation, the front edges of buildings shall meet or approach front and side property lines. Visual diversity will be created through variations in setback, massing, and architectural details. In addition, solar exposure and orientation shall be considered in the layout and design of all streets, blocks, and buildings to maximize energy and resource efficiency.

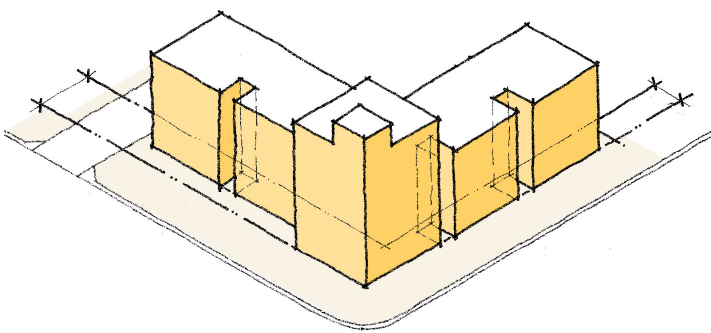


Figure 2.1 Building Orientation Center Core

Each town center will feature a core that provides a common gathering place not only within the center, but surrounding districts as well. The core will accommodate the highest capacity for retail, employment, civic, and pedestrian activity of each center, and will design streets and buildings with pedestrian comfort and visual interest at the forefront.

Location and Orientation of Commercial Activity

Commercial activity is permitted throughout Regional and Community Town Centers, but the highest-intensity commercial uses (and/or ground floor commercial) will be located along all Arterials and Collector Streets and in the core area of the town center. Small convenience retail establishments, such as corner stores, can also occupy a portion of the ground floors of residential and office buildings outside of the core of centers. Ideally, office uses should be clustered around public transit stations.

Location and Orientation of Large-Format Retail Activity

Large-format retail establishments (i.e., “big box” retail) may be located in the Regional Town Center but are discouraged in Community or Neighborhood Town Centers in order to preserve the local neighborhood character of those areas. The urban design and parking standards of large-format retail stores will be consistent with the standards and policies of these districts. Large-format retail establishments served by surface parking will be located at the edges of the Regional Town Center, preferably adjacent to major regional roadways or highways.

Character, Location, and Orientation of Public Spaces

Public gathering places that provide visual relief and passive recreation should be located in Mixed-Use Districts and should be surrounded by civic buildings and any commercial or mixed-use buildings located in the town center.

Location and Orientation of Civic Buildings

Major civic buildings (e.g., libraries, schools, and government offices) will serve as focal points of public spaces within centers. Providing attention to distinctive building details, entry features and varying setbacks will allow civic buildings to stand out from other structures in the center. Wherever possible, civic buildings will be located in proximity to and open onto public spaces.

OBJECTIVE UF-3

Foster a community of tight knit residential districts.

Create a fabric of complete residential communities that support mixed-use areas and include a diversity of housing types. The SEDA Specific Plan distributes a variety of housing types across the Plan Area to accommodate future housing needs. Neighborhood Town Centers will form the heart of many residential neighborhoods, placing civic and institutional facilities within walking distance of each home.

POLICY UF-3.1 VARIETY OF RESIDENTIAL DISTRICTS.

The SEDA will include a variety of residential districts composed of a mixture of housing product types necessary to meet the evolving needs of Fresno residents. Residential Districts include: Mixed Residential, Neighborhood Residential, Rural Residential, and Rural Cluster Residential Districts.

POLICY UF-3.2 DEVELOPMENT CODE UPDATE.

The size, density, composition, and building character of Residential Districts will be consistent with the new SEDA zone district standards implemented through a Development Code update. Streets and non-auto circulation elements will be implemented according to the standards set in the Development Code.

POLICY UF-3.3 EXISTING RURAL RESIDENTIAL DEVELOPMENT.

There are approximately 2,160 acres in the SEDA Plan Area currently developed as very low-density rural residential homes and ranchettes – the majority of which have been designated in the Plan as Rural Residential. Upon annexation into the City, the existing land use on these parcels will remain protected under the Annexed Rural Residential Transitional Overlay District as referenced in Fresno Municipal Code (FMC) Section 15-1606, which allows rural residential uses to continue upon annexation to the City until such time as the properties are further developed consistent with the Base District.

In the event of a conflict between regulations in FMC Section 15-1606 regarding the Annexed Rural Residential Transitional Overlay District and existing Rural Residential regulations as established by Fresno County, the Fresno County Rural Residential regulations shall supersede FMC Section 15-1606. Any use legally established as part of Fresno County regulations, including but not limited to, agricultural operations and animal keeping, shall continue to remain in perpetuity.

POLICY UF-3.4 HORSE KEEPING.

As part of the Development Code update, potential locations for allowing horse keeping will be identified and protected through the Equine Overlay District, as referenced in FMC Section 15-1607.

POLICY UF-3.5 COMMUNITY BENEFIT FUND

Create a community benefit fund that would pay for connection fees for existing SEDA residents to City water and sewer. This would apply to existing single unit rural residential properties in use at the time of Plan adoption.

POLICY UF-3.6 EXISTING WATER WELLS (CITY SERVICE AVAILABLE)

Single-unit rural residential properties with active water wells can continue use of each well until water resources have are no longer available. At that time, should City services be available, property owners will be required to connect to available water utilities within five years of installation of said utility pipe.

POLICY UF-3.7 EXISTING WATER WELLS (CITY SERVICE UNAVAILABLE)

Single-unit rural residential properties with active water wells can continue use of each well until water resources have are no longer available. At that time, if City services are not available, property owners can continue to obtain a Well Permit with the Fresno County Department of Public Works to deepen the existing well to access local water.

POLICY UF-3.8 SEPTIC TANKS (CITY SERVICE AVAILABLE)

Single-unit rural residential properties with existing septic tanks can continue the use for residential sewage waste. At that time, should City services be available, property owners will be required to connect to available utilities within five years of installation of said utility pipe.

POLICY UF-3.8 SEPTIC TANKS (CITY SERVICE UNAVAILABLE)

Single-unit rural residential properties with existing septic tanks can continue the use for residential sewage waste. At that time, if City services are not available, property owners can continue to use existing septic tanks for residential sewage waste.

OBJECTIVE UF-4

Attract high-profile businesses to create bustling and desirable Employment Districts.

Develop Employment Districts that provide a variety of research, office, and industrial employment opportunities in the SEDA. The highest concentrations of employment activity will be located in close proximity to housing and retail services and well-integrated into and around Mixed-Use Districts along primary road and/or transit corridors to facilitate non-auto access to job centers.

POLICY UF-4.1 EMPLOYMENT DISTRICTS.

The SEDA will provide a variety of land uses that could support employment opportunities to meet the needs of residents and employers. Employment activity will be located in the Mixed-Use Districts, as well as Office Centers and Flexible Research and Development Districts.

POLICY UF-4.2 DEVELOPMENT CODE UPDATE.

The size, density, composition, and building character of Employment Districts will be consistent with the proposed SEDA zone district standards set forth in the SEDA Development Code update. Streets and non-auto circulation elements will be implemented

according to the standards set in the Development Code.

OBJECTIVE UF-5

Provide a well-balanced transportation network accessible to all users.

Create a balanced, complete network of multi-modal corridors and local circulation that provides a range of transportation options for all residents and employees. The SEDA transportation network will shape the travel choices of residents and employees in and around the SEDA, reinforcing the environmental, fiscal, and community goals of the Specific Plan. Arterials incorporating high-capacity public transit and safe bicycle and pedestrian routes will serve as a strong framework for site land uses, while other Arterials, Collectors, and Local Streets will provide safe, convenient access for local trips. Representative of the walkable and bikeable nature of this Plan, non-auto options are integrated throughout the Plan Area, with dedicated bicycle/pedestrian trails and a network of bicycle-priority "Bicycle Boulevards."

POLICY UF-5.1 CIRCULATION PLAN AND STREET STANDARDS.

Implement a circulation plan which provides a variety of transportation options necessary to meet the needs of residents and employees within the SEDA.

In order to promote connectivity throughout the Plan Area, all SEDA street rights-of-way shall be publicly accessible and shall not include gates or access controls, except where permitted through special review by the City of Fresno.

POLICY UF-5.2 TRANSIT SERVICE.

Safe, convenient and frequent transit service will be provided to and within the SEDA via regional transit connections along the Kings Canyon Boulevard alignment and potentially, along existing rail right-of-ways. Local service will be provided along primary internal circulation corridors, including Arterials and Collectors.

Regional Transit Planning

Thoughtful transit planning must occur in order to incorporate the primary centers, particularly the Regional Town Center along Kings Canyon. A Bus Rapid Transit (BRT) extension study including planning, design and environmental analysis should be completed to evaluate the potential costs and benefits of extending the BRT to the SEDA Plan Area.

Station Location

The location of transit stations and stops will better serve local community members if they are placed within or adjacent to major activity centers, schools, medical facilities, public places such as libraries, parks, senior centers, and recreation facilities, commercial uses and high-density residential and employment areas.

Station Connectivity and Accessibility

To provide opportunities for the highest possible transit use, stations will feature a convenient and accessible path of travel and will include pedestrian and bicycle connections to the surrounding street network and transit transfer points. Bus stops and stations will be oriented toward major streets and public spaces, with primary commercial entrances opening directly toward bus stops. Important to ensuring all members within the SEDA community have access to transit opportunities, bus stops and stations will comply with the accessibility requirements of the Americans with Disabilities Act (ADA).

POLICY UF-5.3 BICYCLE AND PEDESTRIAN TRAVEL.

As part of the future Parks and Trails Master Plan, a network of pedestrian and bicycle routes, including dedicated trails, multi-purpose paths, and priority Bicycle Boulevards will serve work, school, and recreational trips and provide options for healthier outcomes within the community. In addition, both existing and proposed regional trails will be coordinated in tandem within this walkable and bikeable network. The Fresno General Plan Figure MT-2: Paths and Trails and the Active Transportation Plan (ATP) identify active trails.

POLICY UF-5.4 SAFE STREETS.

Streets are designed for drivers, pedestrians, bicyclists and transit users within the Southeast Development Area and will enhance safety within the community. SEDA street design will reflect best practice standards as included in the City of Fresno Complete Streets Policy.

POLICY UF-5.5 RANKING OF TRAVEL MODES.

In order to create a cohesive network between all modes of travel within the SEDA, the Plan will prioritize the following travel modes:

- Pedestrian
- Bicycle
- High-capacity transit
- Automobile

POLICY UF-5.6 PERFORMANCE STANDARDS AND EVALUATION.

The following criteria shall guide the evaluation of facilities within the SEDA.

Transit

Transit will be provided as demand warrants. Upon Plan buildout or when warranted, 10-minute peak-period headways will be provided along the BRT corridor (e.g., Kings Canyon), and 15-minute peak-period headways shall be provided for high-priority transit routes (e.g., De Wolf, Clovis).

In addition, all other transit routes in the planning area shall be operated at 30-minute headways upon Plan completion.

Extended hour or late-night service shall be provided at 60-minute headways.

Bus stop locations are generally placed at ¼ mile spacing. Bus stop placement will be prioritized at:

- Schools and medical facilities
- Libraries, parks, senior centers, and recreation facilities
- Concentrated commercial areas
- Concentrated residential and employment areas

Bicycles

A user-friendly bicycle network will be provided to welcome all riders throughout the entire Plan Area. Bicycle lanes including Class II and Class IV facilities should be provided on all Super Arterials, Arterials, and Local Streets. A designated bicycle network should be designated on Neighborhood or Local Streets. Ensuring the safety of vulnerable users will be an important priority, as the Plan will seek to create a network of easy to use, lower stress amenities that provide the ability to connect riders to key destinations throughout the City, as described in the Fresno Active Transportation Plan.

Pedestrians

As part of the future Parks and Trails Master Plan, a first-class pedestrian system shall be provided, including sidewalks on all streets, bicycle/pedestrian trails, and other design elements that prioritize safety and convenience for pedestrians, as described in the Fresno Active Transportation Plan.

Vehicles

A highly connected, grid-based roadway system shall be provided for efficient vehicular travel. Please see Section 13-206 of the Fresno Municipal Code, the Complete Streets Policy 240.3 and the City of Fresno's Department of Public Works Standard Drawings for additional information.

POLICY UF-5.7 LEVEL OF SERVICE (LOS).

To promote complete streets and provide safe mobility for all users throughout the entire SEDA, streets will be designed with no more than four through lanes and a continuous two-way left-turn lane (portions of Jensen and Temperance Avenues may have more than four lanes). In addition, these LOS standards are complemented by several other transportation related policies to reduce overall vehicle miles traveled (such as complete streets and transportation demand management). The following LOS standards apply to SEDA roadways:

- LOS 'E' for Arterials, Collectors, and Local (both intersection and segment operations) during peak traffic hours.

- LOS 'F' Exception. LOS 'F' in areas with ample transit, pedestrian, and/or bicycle options, including in and around the Mixed-Use Districts of the SEDA, particularly if achieving a LOS with less delay would violate the four-lane maximum as described above.

OBJECTIVE UF-6

Integrate urban form with a multi-modal transportation network.

Thoughtfully integrating land use and transportation systems in combination with one another is essential to meeting the goals of the SEDA Plan.

The SEDA will be characterized by a variety of Mixed-Use Districts, Residential Districts, and Employment Districts that provide local and regional destinations, capturing a majority of work, shopping, recreation, and service trips. By purposefully linking the multi-modal transportation network to this wide array of land use types and intensities, the Plan will maximize active transportation opportunities and minimize energy, air pollution, transportation cost, and greenhouse gas impacts.

POLICY UF-6.1 LAND USE AND CIRCULATION INTEGRATION

The network of streets within the Mixed-Use Districts, Residential Districts and Employment Districts will link districts to one another throughout the Plan Area. Table 2.1 below shows the variety of street classifications that will be present in each of the Districts located throughout the Southeast Development Area.

Table 2.1 Network of Streets

	Arterial	Collector	Local
Mixed-Use Districts			
Regional Town Center	X	X	X
Community Town Center	X	X	X
Neighborhood Town Center	-	X	X
Residential Districts			
Mixed Residential	X	X	X
Neighborhood Residential	-	X	X
Rural Residential	-	X	X
Rural Cluster Residential	-	X	X
Employment Center			
Office Center	X	X	X
Flexible Research and Development	X	X	X
Institutional	X	X	X

OBJECTIVE UF-7

Create a parking strategy to address current and future needs.

While it is important to respond to and provide for parking demand, the Plan must also support a variety of transportation options with parking requirements that encourage non-automotive travel modes within the SEDA.

POLICY UF-7.1 PARKING STUDY AND POLICY DEVELOPMENT.

Develop, facilitate, and monitor an ongoing and comprehensive parking program within the SEDA.

The City of Fresno Planning and Development Department should take a hands-on approach to understanding the parking needs of the SEDA in order to establish accurate parking maximums that cap the number of parking spaces associated with certain land uses or developments. Less demand for parking will reduce VMT and align with the City's VMT Guidelines. A parking study will be completed through the Development Code update.

POLICY UF-7.2 PARKING PROVISIONS.

Encourage tight knit, walkable communities by capping the quantity of parking a development is required to provide based on parking demand for future development.

Parking Reductions

The parking study to be completed by the City of Fresno shall establish and adopt parking reduction standards to encourage a variety of transportation options. Reduction standards shall be applied to, but not limited to:

Transit. Applicable to all land uses within one half mile of major transit infrastructure.

Mixed-Use Districts. Applicable to all land uses within Regional, Community, and Neighborhood Town Centers as well as other mixed-use zones as defined by the SEDA Specific Plan.

Transportation Demand Management Plan (TDM). Applicable to all land uses with TDM policies.

On-Street Parking Inclusion

All on-street parking stalls may be counted towards meeting parking requirements if they achieve the following criteria:

- On-street parking stalls must be publicly accessible and meet City of Fresno and SEDA standards for parking.
- Stalls must not already be counted toward another development's parking supply total.
- At least 50% of the area of the on-street stall must be located in front of the project, calculated from the front (street-side) corner of the development parcel, perpendicular to the closest adjacent street centerline.
- Where on-street parking is provided on the block perimeter and the parking is marked, metered, or parking pay stations are provided, accessible parking spaces shall be provided in accordance with the Pedestrian Rights of Way Accessibility Guidelines (PROWAG).
- Stalls must obtain designation as "counted" supply by the City of Fresno Planning and Development Department, but will be retained as property of, and subject to regulation, maintenance, redesign, and operation by the City of Fresno; subsequent elimination by the City of a "counted" on-street stall shall not translate into additional parking requirements so long as that development remains in the same use.

POLICY UF-7.3 PARKING DESIGN.

Support vibrant, walkable, and accessible communities by successfully integrating and managing parking facilities within the urban fabric.

Surface Lot Standards

Integrate a site design that is pleasant, convenient, and unobtrusive to the streetscape.

Connecting walkways shall be provided to afford convenient pedestrian access from the interior of parking areas to nearby buildings or open spaces.

Landscaped setbacks with a minimum width of 10 feet shall be provided wherever a surface parking lot abuts a street; this may include the use of landscape

material, land forms, rockeries, trellises, colonnades, and other elements.

Pedestrian walks shall be striped across drive lanes.

Landscaped islands shall be installed at the ends of all on-grade parking bays and shall contain one tree per adjacent stall.

Landscaped medians shall have a minimum width of 8 feet from back of curb to back of curb.

Paving and planting materials shall be approved by the Planning and Development and Public Works Directors.

Structured Lot Standards

Enable structure design similar to the surface lot standards that is pleasant, convenient, and unobtrusive to the streetscape.

Residential parking structures should be shielded from the street on all sides by other uses.

Public parking structures within one block of Super Arterials and Arterials of the Regional or Community Town Centers shall provide ground floor retail, commercial, office, or other pedestrian-compatible uses for at least 70% of their street frontage (except to the extent that frontage minimums interfere with minimum access requirements).

Minimize Heat Island Effect and Urban Stormwater Runoff

Install planting, shading and paving techniques to minimize environmental impacts of parking facilities. For vegetative shading, please refer to City of Fresno Performance Standards for Parking Lot Shading (Fresno Development Code Section 15-2421).

Soil and planting materials on surface lots shall serve to:

- Suppress sediment movement
- Trap sediment-attached substances
- Encourage infiltration
- Encourage nutrient-fixing and absorption of flushed surface contaminants during detention and infiltration

- Enhance water-cooling effect by shading runoff during detention and infiltration

Paving in high-density and commercial areas should consist of pervious pavement systems or equivalent technology, achieving a reduction of not less than 50% net impervious cover, for at least 50% of total pavement area as compared to a typical concrete or asphalt paving system.

Materials with a minimum Solar Reflectance Index (SRI) of 29 should be used on at least 50% of all impervious parking surfaces (including roofing over covered parking stalls).

Accessible Parking

The Plan Area will provide for accessible parking in accordance with the ADA Standards, Title 24 California Building Code and best practices of the Pedestrian Rights of Way Accessibility Guidelines (PROWAG).

Preferential Parking

Provide preferential parking to encourage more sustainable travel behavior.

Develop pro-rata requirements for the provision of preferential non-residential parking for, but not limited to, all of the following modes of transportation in order of importance (high to low):

- Bicycles
- Motorcycles
- Carshare vehicles
- Electric vehicles
- Carpools/vanpools

POLICY UF-7.4 PRICING AND FEE SHARING.

Develop a comprehensive fee and pricing strategy for parking within the SEDA that uses market pricing, a variety of financing strategies, and incentives to support non-auto travel and encourage the efficient use of land.

Pricing. Support metering, variable pricing, differential pricing, and other market mechanisms to efficiently use parking resources.

Incentives. Enable in-lieu fees and consolidated parking provisions (i.e., public lots and garages) to efficiently utilize land within commercial, retail, and Mixed-Use Districts.

Affordability. Allow unbundling, cash-out programs, and density bonuses to encourage developers and/or employers to reduce their parking load and increase affordability.

OBJECTIVE UF-8

Manage transportation demand as it occurs.

Use a comprehensive set of transportation demand management (TDM) strategies to increase overall system efficiency through design improvements, land use planning, and single-occupancy vehicle (SOV) trip reduction programs. Policies will be flexible and utilize incentives to reduce unnecessary trips, shift flexible trips, and lower development costs while making the most efficient use of land and streets. Implementing TDM policies will help reduce emissions and roadway impacts in not only the SEDA, but beyond.

POLICY UF-8.1 SEDA TRANSPORTATION DEMAND MANAGEMENT PROGRAM.

Develop a comprehensive TDM strategy for the SEDA as follows:

Develop a TDM Plan consistent with the City's VMT program. A mix of uses are intended in the Plan which seek to create a more compact lifestyle and reduce VMT to meet state requirements.

The program should include physical design credits (i.e. bicycle storage, on-site showers, shared parking), lifestyle credits (i.e. on-site childcare, telecommuting, flex hour programs), and credits for auto-alternative programs (i.e. shuttle service, subsidized transit, guaranteed ride home programs).



Bicycle parking facilities at Fresno State University

Transportation Demand Management Programs

With its focus on Mixed-Use Districts, diverse residential neighborhoods, and rich multi-modal transportation options, the SEDA Plan significantly reduces reliance on the automobile for many daily trips. A Transportation Demand Management Plan further reduces vehicle trips by ensuring that employers and other major users in the Plan Area provide programs and incentives to facilitate non-auto travel. TDM policies provide disincentives to driving alone and incentives to using other modes of transportation for commute and other daily trips. Such policies are implemented in cities across the United States and are a safe and cost-effective means of reducing demands on roadway infrastructure, making best use of transit service, and reducing pollution and other harmful effects of automobile travel.

SEDA Development Code Update

This section of the SEDA Specific Plan provides a description of the regulations and guidelines for how the development of land uses and streets are envisioned within the Plan Area in addition to how these regulations will be implemented.

Application of the Development Code Update

New standards and requirements set forth in the SEDA Specific Plan Development Code update will

guide how this Specific Plan is implemented. All development proposals will be required to adhere to these new standards and requirements.

The standards and regulations of the Development Code update govern land uses and development within the Plan Area. These standards and regulations should supersede and/or replace any previous zoning designations, allowable use designations, and block, parcel, or lot/site design standards. Processes currently included within the City of Fresno Municipal Code, such as those including but not limited to Site Plan Reviews, Conditional Use Permits and Variances, which are not addressed by the Development Code update shall remain processes which are allowed to occur within the SEDA.

If a conflict arises between the requirements of the SEDA Specific Plan and the Development Code, the more stringent and regulating standard shall apply. In compliance with the Fresno Municipal Code Section 15-104-B-4, in the event of a conflict between this Development Code update and any other operative plans, the Development Code shall supersede the General Plan and applicable Specific and Community Plans.

Components of the SEDA Development Code Update

As part of this amendment, four interrelated components are to be included within the SEDA Specific Plan: the Land Use Map, new zone district standards, street and circulation standards, and a description of the development process. Each of these components are described throughout the remainder of this Chapter.

Land Use Map - Modified Consolidated Business Park Alternative

As mentioned previously, the environmental analysis for the SEDA Plan identified the Consolidated Business Park Alternative as the Environmentally Superior Alternative. During the legislative process in 2025, the City Council provided direction for additional Specific Plan refinement. Revisions to the Specific Plan resulted in a Modified Consolidated Business Park Alternative, as shown in Map 2.5, with a

focus on two development areas in South SEDA: East of Temperance and South of Jensen.

The Modified Consolidated Business Park Alternative Map (Map 2.5) identifies various land use designations throughout the Plan Area, which would be described and regulated by a set of zoning standards that describe the appropriate mix of uses, compatibility of uses, maximum block size, and other standards impacting the public realm within each district. As referenced previously, development will only be permitted in South SEDA areas East of Temperance and South of Jensen. All other areas within the SEDA Plan boundary will be identified as Future Reserve Areas. Development will not be permitted to occur in Future Reserve Areas until thresholds identified in Chapter 9, Implementation have been met.

Land Use, Zone Districts and Standards

Land use designations and associated zone district standards establish the type and mix of uses permitted in each district. Parcels within the Specific Plan Area shall be occupied by land uses allowed for the district in which they are located, however, existing legal uses which have previously been operating within the SEDA before the updated Plan adoption are permitted to remain in perpetuity.

These zone district standards also regulate how blocks are created and developed visually. New standards are to be created with each separate district in mind and as such, vary according to each zone district designation. They define general block characteristics including maximum block size, building height, setbacks and building features.

Block Standards and Guidelines

The following standards provide guidance for the layout of the blocks within all the proposed SEDA zone districts. They are critical in creating well-designed urban spaces to ensure a highly connected and walkable block and street pattern throughout the Plan Area.

Connectivity

Street connectivity is essential to the successful implementation of the SEDA Plan. To ensure this

success, it is important that streets are not only interconnected within the Plan Area itself, but outside the SEDA as well. The connection and alignment of arterials and collectors are designated on Map 2.6, the SEDA Proposed Major Street Circulation and are shown with no greater than 1/2-mile spacing between alignments.

Street Stub-Outs

Street stub-outs must be provided when adjacent sites are vacant and must be coordinated with adjacent landowners and developers.

Cul-de-Sacs

In order to promote connectivity throughout the Plan Area, cul-de-sacs are discouraged. Approval by the City of Fresno is required for all cul-de-sacs. Ownership boundaries are not considered a physical condition that would otherwise allow a cul-de-sac.

Alleys

Alleys are allowed within all districts except Rural Cluster. Alleys may cross a pedestrian pass-through, but alley pavement must be raised at the crossing to the level of the pass-through.

Block Layout

Block layout should meet the criteria defined for blocks within each zone district, including maximum block size.

Maximum Block Lengths (feet)

Blocks should be less than 500 feet long (measured from street centerline to street centerline). Blocks longer than 500 feet must provide a public, pedestrian pass-through, at least 25' in width. A pass-through should be perpendicular to the long block-face, centered on that face to the extent possible, and connected to other circulation elements through and adjacent to the block.

Edge Blocks

Blocks adjacent to significant open space features such as parks, canals, or trails should face the natural feature.

Gated Neighborhoods

Residential developments should not be isolated from the adjacent community by fencing, walls, or gates. In limited circumstances, gating of vehicle circulation may be allowed, but bicycle and pedestrian connectivity to the public realm must remain unobstructed.

Allowable Uses

Uses within the SEDA will abide by the use categories for each zone district proposed pursuant to this Plan as part of the subsequent Development Code update. If a use is not listed, it is not allowed within the Specific Plan Area. Similarly, if a land use is not listed within a specific district, it will not be allowed within that district. However, existing legal uses that have previously been operating within the SEDA area before the updated Plan adoption are permitted, pursuant to FMC Section 15-404.

Development shall occur in the South SEDA areas East of Temperance and South of Jensen as the first phase within the SEDA Planning Area. East of Temperance and South of Jensen include the following mix of land uses:

Table 2.2 Land Use Acreage for East of Temperance and South of Jensen

East of Temperance

Land Use	Acreage
Neighborhood Residential	407 acres
Mixed Residential	41 acres
Neighborhood Town Center	10 acres
Community Town Center	11 acres

South of Jensen

Land Use	Acreage
Flexible Research & Development	1,369 acres
Institutional	116 acres
Office Center	63 acres

While the following descriptions of each land use prescribe land uses as part of the entire SEDA Planning Area which encompasses all 9,000 acres, they should be applied with the understanding that development will only be permitted in the South SEDA areas East of Temperance and South of Jensen until thresholds identified in Chapter 9 – Implementation have been met.

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Regional Town Center



Typical Size: 100 – 175 acres

Description

The Regional Town Center is at the top of the Mixed-Use District hierarchy in the SEDA, serving 40,000 to 60,000 households across the site and within the surrounding communities. There are approximately 310 acres of Regional Town Center in the SEDA.

The Regional Town Center will be located south of State Highway 180 along the realigned Kings Canyon Arterial. The center will be focused around one or more major transit stations linked to the regional rapid-transit network. The Regional Town Center will be given priority as the primary mixed-use employment center, retail destination, and host to major cultural attractions in the SEDA. SEDA region-serving civic amenities and medium to higher-density housing will help to foster a complete and vibrant mixed-use environment in the Regional Town Center.

Maximum Average Net Density

70 dwelling units per acre

Recommended Block/Building Types

Mixed-Use (Office/Retail, Residential/Retail), Commercial (Office, Retail), Multifamily Residential, Townhome, Live/Work.

Street and Frontage Standards

All streets should include parallel parking.

Parking lot frontage should be minimized to the extent possible and placed internal to the block, or along secondary or side street infrastructure.

Parking lot frontage should be broken or screened as much as possible with buildings, plantings, stormwater elements, plazas, public art, or other design features.

Access

Each block-face shall have a maximum of one non-alley curb-cut.

Additional curb-cuts shall be permitted for public and private parking structures.

Curb cuts should be minimized to the extent possible and placed along secondary or side street infrastructure.

Access drives should be shared between multiple uses, where possible.

Access drives should be aligned across streets, where possible.

Public Realm Standards

Public civic spaces (e.g., squares, plazas) should be sited in central and prominent locations.

Semi-private civic spaces (e.g., community gardens, pocket parks, tot-lots) should be sited at the heart of a neighborhood in order to be protected by, and accessible to, their users.

Regional Town Center blocks longer than 500' should incorporate a perpendicular, mid-block pass-through for pedestrian and bicycle circulation.

Connective, multi-block pedestrian and bicycle thru-ways should be encouraged, especially to link non-residential nodes within short distances from one another.

Buildings should be oriented parallel or nearly parallel to adjacent streets.

Primary facades should face civic plazas and/or the most active street. For streets, the general order of highest to lowest intensity and use is:

- Arterial
- Collector
- Local (with Bicycle Blvd. status)
- Local (standard)

Community Town Centers



Typical Size: 40 – 75 acres

Description

The SEDA Specific Plan includes seven Community Town Centers dispersed across the Plan Area. Each center will provide commercial, civic, and other services to meet the needs of multiple neighborhoods and Community Town Center residents and employees. Community Town Center services will support between 5,000 and 10,000 households. There are approximately 290 acres of Community Town Centers in the SEDA.

Community Town Centers will feature grocery stores and personal and business services, and a variety of medium- density housing options. Some Community Town Centers are focused around major rapid-transit stations. Community Town Centers will be located based on surrounding population density and proximity to other centers.

Maximum Average Net Density

55 dwelling units per acre

Recommended Block/Building Types

Mixed-Use (Office/Retail, Residential/Retail), Commercial (Office, Retail), Multifamily Residential, Townhome, Live/Work, Single Family (Green Court/Paseo Court, Small Lot)

Street and Frontage Standards

All streets should include parallel parking.

Parking lot frontage should be minimized to the extent possible and placed internal to the block, or along secondary or side street infrastructure.

Parking lot frontage should be broken or screened as much as possible with buildings, plantings, stormwater elements, plazas, public art, or other design features.

On streets where parallel parking is provided, accessible parking for people with disabilities will also be provided, in accordance with the best practices of the Pedestrian Rights of Way Accessibility Guidelines (PROWAG).

Access

Each block-face should have a maximum of one non-alley curb-cut.

Additional curb-cuts should be permitted for public and private parking structures.

Curb cuts should be minimized to the extent possible and placed along secondary or side street infrastructure.

Access drives should be shared between multiple uses, where possible.

Access drives should be aligned across streets, where possible.

Public Realm Standards

Public civic spaces (e.g., squares, plazas) should be sited in central and prominent locations.

Semi-private civic spaces (e.g., community gardens, pocket parks, tot-lots) should be sited at the heart of a neighborhood in order to be protected by, and accessible to, their users.

Community Town Center blocks longer than 500' should incorporate a perpendicular, mid-block pass-through for pedestrian and bicycle circulation.

Connective, multi-block pedestrian and bicycle thru-ways should be encouraged, especially to link non-residential nodes within short distances from one another.

Buildings should be oriented parallel or nearly parallel to adjacent streets.

Primary facades should face civic plazas and/or the most active street. For streets, the general order of highest to lowest intensity and use is:

- Arterial
- Collector
- Local (with Bicycle Blvd. status)
- Local (standard)

Neighborhood Town Centers



Typical Size: 20 – 30 acres

Description

Neighborhood Town Centers are dispersed throughout the SEDA and serve as focal points of adjacent residential areas. Neighborhood Town Centers will include some employment and residential uses, but primarily provide the majority of SEDA residents with essential walk, bike, transit, and short-drive access to civic services and amenities, including elementary schools, local parks, community gardens, and other services.

The spacing and frequency of Neighborhood Town Centers will be based upon requirements for the provision of elementary schools as determined by surrounding school districts. Each Neighborhood Town Center shall serve approximately 1,500 to 2,000 households. There are approximately 520 acres of Neighborhood Town Center in the SEDA.

Maximum Average Net Density

30 dwelling units per acre

Recommended Block/Building Types

Mixed-Use (Office/Retail, Residential/Retail), Commercial (Office, Retail), Multifamily Residential, Townhome, Live/Work, Single Family (Green Court/Paseo Court, Small Lot)

Street and Frontage Standards

All streets should include parallel parking.

Parking lot frontage should be minimized to the extent possible and placed internal to the block, or along secondary or side street infrastructure.

Parking lot frontage should be broken or screened as much as possible with buildings, plantings, stormwater elements, plazas, public art, or other design features.

Access

Curb cuts should be minimized to the extent possible and placed along secondary or side street infrastructure.

Access drives should be shared between multiple uses, where possible.

Access drives should be aligned across streets, where possible.

Public Realm Standards

Public civic spaces (e.g., squares, plazas) shall be sited in central and prominent locations.

Semi-private civic spaces (e.g., community gardens, pocket parks, tot-lots) should be sited at the heart of a neighborhood in order to be protected by, and accessible to, their users.

Neighborhood Town Center blocks longer than 500' should incorporate a perpendicular, mid-block pass-through for pedestrian and bicycle circulation.

Connective, multi-block pedestrian and bicycle thru-ways should be encouraged, especially to link non-residential nodes within short distances from one another.

Buildings should be oriented parallel or nearly parallel to adjacent streets.

Primary facades shall face civic plazas and/or the most active street. For streets, the general order of highest to lowest intensity and use is:

- Arterial
- Collector
- Local (with Bicycle Blvd. status)
- Local (standard)

Mixed Residential



Typical Size: 20 - 120 acres

Description

Mixed Residential Districts will support the Regional and Community Town Centers with a variety of medium- and higher-density housing, including a diverse mix of attached and detached single family and multifamily dwellings. There are approximately 1,090 acres of Mixed Residential in the SEDA.

Maximum Average Net Density

25 dwelling units per acre

Recommended Block/Building Types

Mixed-Use (Residential/Retail), Multifamily Residential, Townhome, Live/Work, Single Family (Green Court/ Paseo Court, Small Lot), Accessory Units

Street and Frontage Standards

All streets should include parallel parking.

Parking lot frontage should be minimized to the extent possible and placed internal to the block, or along secondary or side street infrastructure.

Parking lot frontage should be broken or screened as much as possible with buildings, plantings, stormwater elements, plazas, public art, or other design features.

Access

Curb cuts should be minimized to the extent possible and placed along secondary or side street infrastructure.

Access drives should be shared between multiple uses, where possible.

Access drives should be aligned across streets, where possible.

Public Realm Standards

Public civic spaces (e.g., squares, plazas) should be sited in central and prominent locations:

Semi-private civic spaces (e.g., community gardens, pocket parks, tot-lots) should be sited at the heart of a neighborhood in order to be protected by, and accessible to, their users.

Mixed Residential blocks longer than 500' shall incorporate a perpendicular, mid-block pass-through for pedestrian and bicycle circulation.

Connective, multi-block pedestrian and bicycle thru-ways should be encouraged, especially to link non-residential nodes within short distances from one another.

Buildings should be oriented parallel or nearly parallel to adjacent streets.

Primary facades shall face civic plazas and/or the most active street. For streets, the general order of highest to lowest intensity and use is:

- Arterial
- Collector
- Local (with Bicycle Blvd. status)
- Local (standard)

Gated and/or access restricted neighborhoods are prohibited in Mixed Residential Districts.

Neighborhood Residential



Typical Size: 20 – 120 acres

Description

Neighborhood Residential Districts will surround Neighborhood Town Centers and support the retail, employment, and other services provided throughout the SEDA Plan. Neighborhood Residential areas include a diversity of detached and attached single family housing types, as well as some multifamily housing options. There are approximately 1,520 acres of Neighborhood Residential in the SEDA.

Maximum Average Net Density

20 dwelling units per acre

Recommended Block/Building Types

Retail, Multifamily Residential, Townhome, Live/Work, Single Family (Green Court/Paseo Court, Small Lot) Accessory Units

Street and Frontage Standards

All streets should include parallel parking.

Parking lot frontage should be minimized to the extent possible and placed internal to the block, or along secondary or side street infrastructure.

Parking lot frontage should be broken or screened as much as possible with buildings, plantings, stormwater elements, plazas, public art, or other design features.

Access

Curb cuts should be minimized to the extent possible and placed along secondary or side street infrastructure.

Access drives should be shared between multiple uses, where possible.

Access drives should be aligned across streets, where possible.

Public Realm Standards

Public civic spaces (e.g., squares, plazas) should be sited in central and prominent locations.

Semi-private civic spaces (e.g., community gardens, pocket parks, tot-lots) should be sited at the heart of a neighborhood in order to be protected by, and accessible to their users.

Neighborhood Residential blocks longer than 500' shall incorporate a perpendicular, mid-block pass-through for pedestrian and bicycle circulation.

Connective, multi-block pedestrian and bicycle thru-ways should be encouraged, especially to link non-residential nodes within short distances from one another.

Buildings should be oriented parallel or nearly parallel to adjacent streets.

Primary facades should face civic plazas and/or the most active street. For streets, the general order of highest to lowest intensity and use is:

- Arterial
- Collector
- Local (with Bicycle Blvd. status)
- Local (standard)

Rural Residential



Typical Size: 1-10 acres

Description

There are approximately 2,160 acres in the Plan Area currently developed as very low-density rural residential homes, small farms, and ranchettes, the majority of which have been designated in the plan as Rural Residential. Upon annexation into the City, the existing land use on these parcels will remain protected under the Annexed Rural Residential Transitional Overlay District as referenced in Fresno Municipal Code (FMC) Section 15-1606, which allows rural residential uses to continue upon annexation to the City until such time as the properties are further developed consistent with the Base District.

Maximum Average Net Density

1 dwelling unit per lot

Recommended Block/Building Types

Single Family

Street and Frontage Standards

No loading should be permitted on a public road, street or highway.

Parking lot frontage should be minimized to the extent possible and placed internal to the block, or along secondary or side street infrastructure.

Parking lot frontage should be broken or screened as much as possible with buildings, plantings, stormwater elements, plazas, public art, or other design features.

Access

Vehicular access should be provided from a dedicated and improved road or approved private road to off-street parking facilities on the property requiring off-street parking.

Adequate turning area should be provided on lots facing on and having access to Collector or Arterial roads or expressways to permit motor vehicles to enter the roadway in a forward direction.

Public Realm Standards

Connective, multi-block pedestrian and bicycle thru-ways should be encouraged, especially to link residential nodes within short distances from one another.

Rural Cluster Residential



Typical Size: 20 – 120 acres

Description

Rural Cluster Districts, located along the eastern edge of the SEDA, will concentrate residential lots within a small, clustered area of a larger parcel or grouping of parcels. This clustering of homes serves to preserve the continuity and viability of the surrounding land for active recreation, habitat conservation, and agricultural uses. Rural Cluster will be used as a transitional buffer between more intense urban uses within the SEDA, and the commercial agricultural operations outside the Plan Area. There are approximately 810 acres of Rural Cluster Residential in the SEDA.

In Rural Cluster Districts, the property area typically covers 20 – 40 acres, but homes cluster on lots (less than 1 acre) on a small portion of the property.

Maximum Average Net Density

0.5 dwelling units per acre

Recommended Block/Building Types

Single Family (Medium Lot, Cluster Lot)

Street and Frontage Standards

All streets should include parallel parking.

Parking lot frontage should be minimized to the extent possible and placed internal to the block, or along secondary or side street infrastructure.

Parking lot frontage should be broken or screened as much as possible with buildings, plantings, stormwater elements, plazas, public art, or other design features.

Access

Access drives should be shared between multiple uses, where possible.

Access drives should be aligned across streets, where possible.

Public Realm Standards

Connective, multi-block pedestrian and bicycle thru-ways should be encouraged, especially to link residential nodes within short distances from one another.

Office Center



Typical Size: 50 - 120 acres

Description

Office Center areas will be located adjacent to Regional and Community Centers or along regionally significant transportation corridors (e.g. State Highway 180, Kings Canyon Avenue, Clovis Avenue). Office Centers will accommodate professional office and compatible commercial uses such as restaurants, coffee shops, cafes, banks, book shops, and dry cleaners. There are approximately 160 acres of Office Center in the SEDA.

Recommended Block/Building Types

Mixed-Use (Office/Retail), Commercial (Office, Retail)

Street and Frontage Standards

All streets should include parallel parking.

Parking lot frontage should be minimized to the extent possible and placed internal to the block, or along secondary or side street infrastructure.

Parking lot frontage should be broken or screened as much as possible with buildings, plantings, stormwater elements, plazas, public art, or other design features.

Access

Each block-face should have a maximum of one non-alley curb-cut.

Additional curb-cuts should be permitted for public and private parking structures.

Curb cuts should be minimized to the extent possible and placed along secondary or side street infrastructure.

Access drives should be shared between multiple uses, where possible.

Access drives should be aligned across streets, where possible.

Public Realm Standards

Public civic spaces (e.g., squares, plazas, etc.) should be sited in central and prominent locations.

Semi-private civic spaces (e.g., community gardens, pocket parks, tot-lots, etc.) should be sited at the heart of a neighborhood in order to be protected by, and accessible to their users.

Office Center blocks longer than 500' should incorporate a perpendicular, mid-block pass-through for pedestrian and bicycle circulation.

Connective, multi-block pedestrian and bicycle thru-ways should be encouraged, especially to link non-residential nodes within short distances from one another.

Buildings should be oriented parallel or nearly parallel to adjacent streets.

Primary facades should face civic plazas and/or the most active street. For streets, the general order of highest to lowest intensity and use is:

- Arterial
- Collector
- Local (with Bicycle Blvd. status)
- Local (standard)

Flexible Research and Development



Typical Size: 50 - 300 acres

Description

Flexible Research and Development areas will primarily be located west of the Briggs Canal and/or south of Jensen Avenue and are intended to contain uses such as research and development, light manufacturing, product testing centers, and office development. The area could also include compatible commercial uses such as restaurants, coffee shops, cafes, printing and publishing, dry cleaners, and supporting businesses. Access to regional transportation corridors (both road and rail) is critical. Residential uses will not be allowed in this District, however, buffer standards will be included between uses as needed to ensure land use compatibility. There are approximately 1,380 acres of Flexible Research and Development in the SEDA.

Recommended Block/Building Types

Mixed-Use (Office/Retail), Commercial (Office/Retail), Research and Development/Light Industrial

Street and Frontage Standards

All streets should include street right-of-way adequate for inclusion of parallel parking.

Parking lot frontage should be minimized to the extent possible and placed internal to the block, or along secondary or side street infrastructure.

Parking lot frontage should be broken or screened as much as possible with buildings, plantings, stormwater elements, plazas, public art, or other design features.

Access

Curb cuts should be minimized to the extent possible and placed along secondary or side street infrastructure.

Access drives should be shared between multiple uses, where possible.

Access drives should be aligned across streets, where possible.

Public Realm Standards

Public civic spaces (e.g., squares, plazas, etc.) should be sited in central and prominent locations.

Connective, multi-block pedestrian and bicycle thru-ways should be encouraged, especially to link non-residential nodes within short distances from one another.

Buildings should be oriented parallel or nearly parallel to adjacent streets.

Primary facades should face civic plazas and/or the most active street. For streets, the general order of highest to lowest intensity and use is:

- Arterial
- Collector
- Local (with Bicycle Blvd. status)
- Local (standard)

Institutional



Typical Size: 3 - 40 acres

Description

Institutional districts include existing and planned educational facilities.

Institutional districts could also be located at the edges of Regional and Community Town Centers along medium- and high-capacity transportation connections. Institutional areas could house K-12 schools and university or state community college functions, while providing a limited but compatible series of commercial uses. There are approximately 280 acres of institutional in the SEDA.

Recommended Block/Building Types

Civic, Educational

Street and Frontage Standards

All streets must include parallel parking.

Parking lot frontage should be minimized to the extent possible and placed internal to the block, or along secondary or side street infrastructure.

Parking lot frontage should be broken or screened as much as possible with buildings, plantings, stormwater elements, plazas, public art, or other design features.

Access

Curb cuts should be minimized to the extent possible and placed along secondary or side street infrastructure.

Access drives should be shared between multiple uses, where possible.

Access drives should be aligned across streets, where possible.

Public Realm Standards

Public civic spaces (e.g., squares, plazas) should be sited in central and prominent locations throughout each center.

Institutional blocks longer than 500' should incorporate a perpendicular, mid-block pass-through for pedestrian and bicycle circulation.

Connective, multi-block pedestrian and bicycle thru-ways should be encouraged, especially to link non-residential nodes within short distances from one another.

Buildings should be oriented parallel or nearly parallel to adjacent streets.

Primary facades should face civic plazas and/or the most active street. For streets, the general order of highest to lowest intensity and use is:

- Arterial
- Collector
- Local (with Bicycle Blvd. status)
- Local (standard)



Street And Circulation Standards

The Proposed Major Street Circulation Map (Map 2.6) identifies alignments and connectivity for Arterials and Collectors. Each roadway type is subject to City of Fresno's Department of Public Works Standards.

The public right-of-way includes the area between parcel boundaries and sidewalks, landscaping, and streets. All streets in the Plan Area will need to utilize the City of Fresno's Department of Public Works Standards for the planning and design of streets.

Multi-Modal Circulation System

The SEDA Proposed Major Street Circulation (Map 2.6) also defines the major circulation elements of the SEDA Plan for Arterials and Collectors. Alignments for Local Streets, while not defined by the Circulation Plan Map, must adhere to the dimensions and connectivity standards of the City of Fresno's Department of Public Works Standards or as specified in the Development Code update for SEDA.

Bicycle / Pedestrian Trail

Trail systems connect regional and sub-regional destinations for bicyclists, pedestrians, and equestrians (where appropriate) and seek to provide safe, comfortable paths, which accommodate recreational activity and non- automobile travel for daily trips. In addition, multi-use trails will be located next to canals and other open space networks within the SEDA and will further help to direct storm water runoff into natural basins.

Bicycle Routes (Bicycle Priority Streets)

Bicycle Routes are located on either Collector or Local Streets and will aim to optimize bike travel and improve bicycle safety through traffic calming, intersection control, special signage and street markings. Bicycle Routes provide direct, prioritized routes for bicyclists, minimizing stop signs, discouraging auto travel and cut-throughs, and providing traffic light and curb extensions to help bicyclists cross busy streets. Crossing elements and other traffic calming features slow vehicular traffic and allow both experienced and young riders to ride safely and comfortably. Distinctive signage and pavement markings also help to alert automobiles that the route prioritizes for bicyclists.

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Development Process

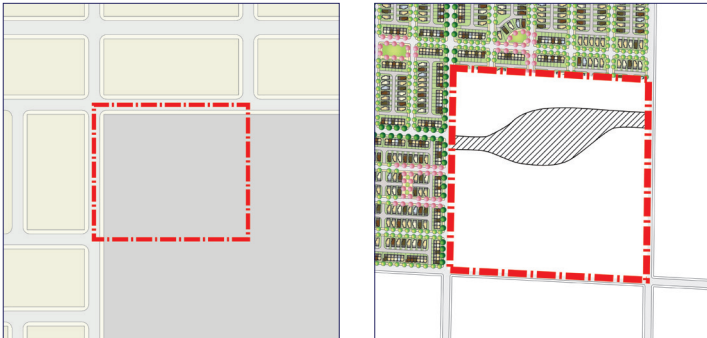
This section describes the tools for how the SEDA Development Code can be used to file an application within the SEDA for various Subdivision, Site Development Plans and/or Sub-Area Implementation Plans.

Procedure for Subdividing Land

Many existing parcels within the SEDA exceed two to six acres (excluding civic lots) and must be subdivided further to meet the requirements of the specific zone district standards in which the parcel is located. The following describes a process for subdividing parcels within the SEDA in order to create a series of smaller, more connected blocks, as would be required by the zone district standards.

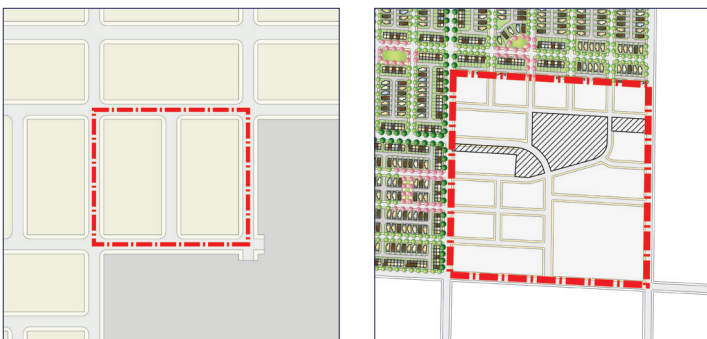
Site

Parcels exceeding 2 to 6 acres should be subdivided or provide bicycle and pedestrian circulation through the project site.



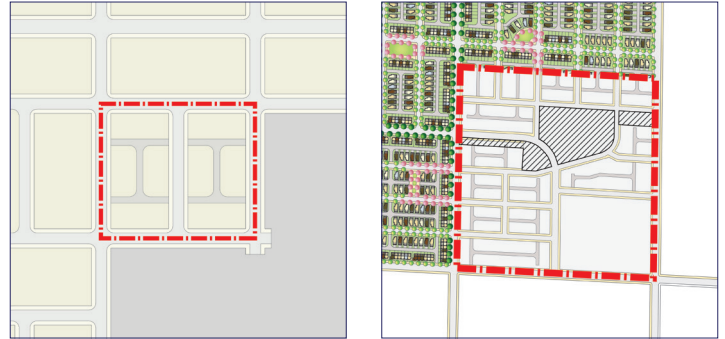
Introduce Streets

Streets break each property into smaller blocks that meet the standards established by the proposed zone districts. The SEDA Proposed Major Street Circulation Map identifies major circulation elements such as collector street alignments.



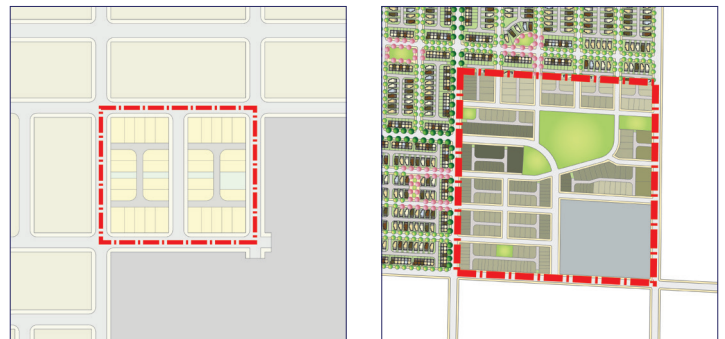
Introduce Alleys

The interior of blocks and individual parcels are encouraged with access primarily by alleys. Reducing curb-cuts along block-faces promotes safer, more attractive streetscapes that meet the standards established by the zone districts.



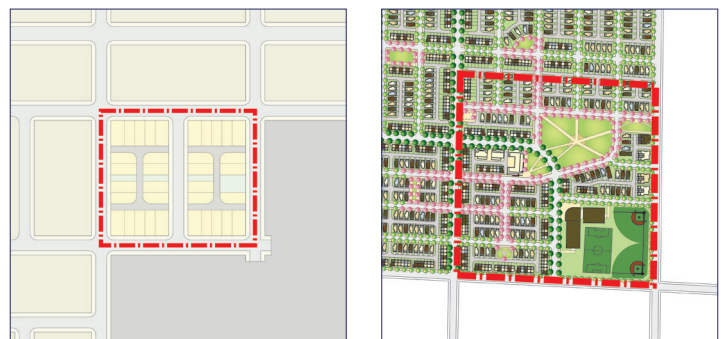
Introduce Lots

Based on the type(s) of blocks created, lots or parcels should be introduced that conform to the allowable building types.



Introduce Building Types

After each lot receives a building type, the building should incorporate additional standards for frontage, landscaping and architectural standards.



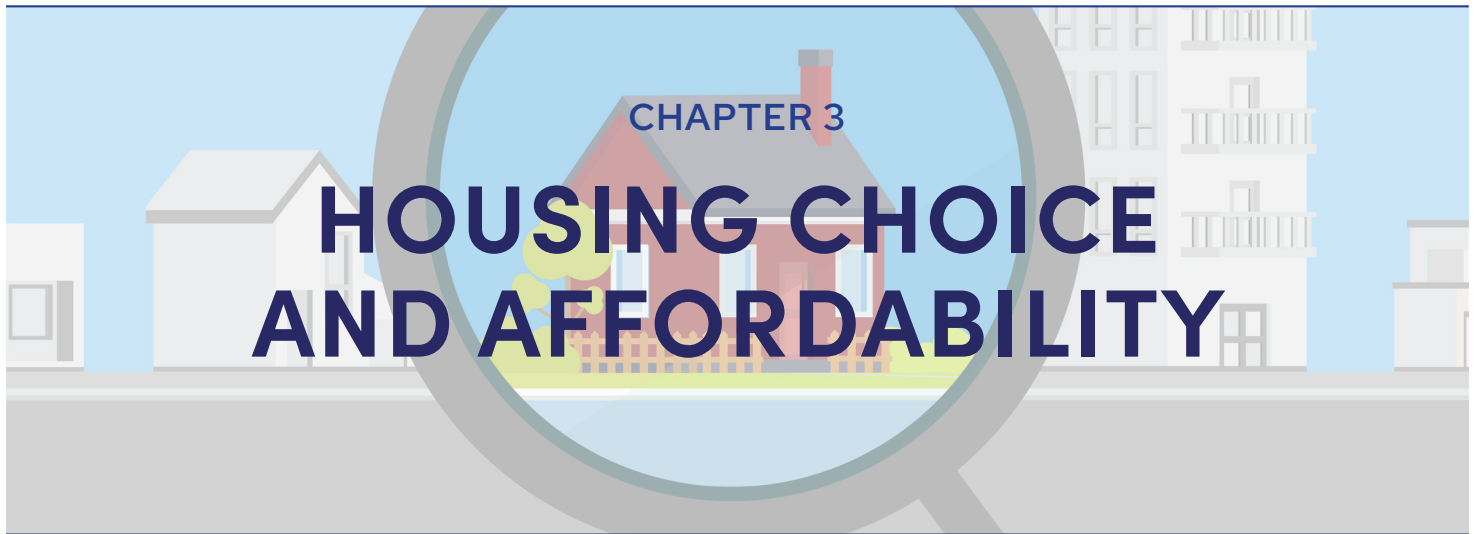
Sub-Area Implementation Plans

Sub-Area Implementation Plans may be utilized in cases where large areas or districts of the SEDA undergo comprehensive, coordinated detailed planning and design. This could occur when multiple property owners come together to plan for larger portions of the SEDA site and is most applicable (though not limited) to the Regional Town Center, Community Town Centers, and Neighborhood Town Centers. Sub-Area Implementation Plans can ensure that critical areas of the SEDA are planned cohesively.

Sub-Area Planning Process

In coordination with developers, builders, and landowners, the City could participate in the creation of Sub-Area Plans.

Planning and design teams for the Sub-Areas should include expertise in land use and urban design, transportation system and roadway design, transit station design and access (where required), landscape architecture (where required), infrastructure planning, and financing. Each team should work closely with associated infrastructure agencies and providers throughout the development of the Sub-Area Plan.



As discussed throughout the Chapter 2 – Urban Form, the way in which land uses are designated and allocated throughout a community affects how and where housing is developed. As a long-range plan, the SEDA Specific Plan presents a rare opportunity to comprehensively address housing needs.

The Plan accommodates a diverse range of housing types, from medium- and higher-density multifamily types, to small and medium-lot single family options. It provides land uses that seek to align with the unique housing market to better support a variety of housing options. The Plan also builds on a definition of affordability that considers household transportation, energy and utility bill burdens as components of housing costs.

Housing in Fresno County

In recent years, the average sale price of a home in Fresno has increased by upwards of 19 percent. Although trends of overpayment in the city of Fresno have decreased since the 2010's, Fresno still had a higher rate of cost burdened households than the county as a whole in recent years, with 41.3 percent of all households in the city overpaying for housing compared to 37.8 percent across the county. These factors, coupled together with a local median household income of approximately \$53,568 compared to the California statewide median household income of approximately \$78,672, can lead

to difficult conditions for Fresno residents seeking housing opportunities.

Responding with a Spectrum of Housing Types

The Southeast Development Area Plan calls for higher densities across all residential and mixed-use areas except Rural Residential and Rural Cluster. Residential development will exceed conventional suburban development densities and will provide for a greater spectrum of product types. A small percentage of total development calls for lower density lots in the Rural Cluster land use that serve as a buffer between urban uses and conventional agricultural uses outside the Southeast Development Area.

In addition, providing a more diverse, higher density mix of housing in the SEDA Plan benefits major employers, who can locate in proximity to a range of qualified employees. Increasing the housing diversity within the Southeast Development Area will provide employers with a range of employee profiles that will allow employers to fill a diverse set of jobs.

Minimizing Household Costs and Increasing Access to Transit and Employment

A key measure of household affordability is based on linking housing, transit and jobs in proximity to one another in order to minimize transportation costs and vehicle miles traveled. Communities where people have more travel options—where they can walk, bike, take transit, or take a short drive to where they work, play, shop, and go to school—can have a significant impact on household transportation costs. Moreover, communities that include smaller-lot single family

options, as well as multi-family and townhome choices, save residents and businesses on water, energy, and other utility bills. Measures of housing affordability must incorporate these multiple factors into the cost of owning and operating a home.

Protecting Agricultural Lands

The Southeast Development Area is known for its rich agricultural history. Representative of the SEDA today, multi-generational farming practices are still deeply engrained in the culture of the community.

As a region, we cannot plan for the Southeast Development Area without ensuring the agricultural heritage is harmoniously integrated within the fabric of new development. As part of this Plan, the Rural Cluster Residential land use is proposed to serve as an agricultural buffer between the developed areas of the SEDA and the agricultural lands to the east. In addition, development will only be permitted in the South SEDA areas East of Temperance and South of Jensen until thresholds identified in Chapter 9 – Implementation have been met. All other areas within the SEDA Planning Area will be identified as Future Reserve Areas – further preserving the existing agricultural lands located throughout the SEDA today.

In addition, the SEDA Specific Plan will incorporate single and multi-unit housing developments in close coordination with micro-scale agricultural farms and community gardens which not only seek to preserve existing agricultural practices, but to provide healthier, farm-to-table food options for SEDA residents and the surrounding region.

The objectives and policies of this Chapter reflect the priorities and vision for housing within the Southeast Development Area. They provide measures to ensure a variety of housing types are available to serve the community over time. For ease of readability, the phrase “Housing Choice” will be abbreviated to “HC” throughout this Chapter.

While the overarching goals, objectives and policies identified in each Chapter of this Plan remain, they should be applied with the understanding that development will only be permitted in the South SEDA areas East of Temperance and South of Jensen until

thresholds identified in Chapter 9 – Implementation have been met.

OBJECTIVE HC-1

Diverse Housing Types

Mix housing types and designs throughout the Plan Area to respond to the needs of all household types. The Southeast Development Area Specific Plan accommodates a diverse range of household demographics and preferences with housing types that range from higher-density multi-family homes to medium-lot single family homes.



The Alegre Commons. Low-density affordable housing located on Barstow Avenue



541 South Tower. Medium-density affordable housing located on Fulton Street



The Link at Blackstone. High-density mixed-use affordable housing located on Blackstone Avenue

POLICY HC-1.1 AGE IN PLACE HOUSING.

Plan for housing suitable for different stages of life, including first-time buyers, singles, young couples, families, and older homeowners, as well as opportunities for multi-generational housing, housing for seniors and long-term care/assisted living facilities.

POLICY HC-1.2 FAMILY AND LARGE HOUSEHOLD HOUSING.

Encourage the development of housing to serve larger households and households with children, particularly in areas served by high-capacity transit.

POLICY HC-1.3 ACCESSORY DWELLING UNITS.

To align with State Law, continue to allow the development of accessory dwellings or “granny flats” to increase density and affordability while maintaining character.

POLICY HC-1.4 ACCESSIBLE HOUSING.

Construct housing with practical features that provide basic access and functionality for people of all ages and various mobility and ambulatory capabilities.

POLICY HC-1.5 HOUSING DIVERSITY.

Encourage the inclusion of housing opportunities which provide for a range and diversity of housing types.

POLICY HC-1.6 COMPATIBILITY BETWEEN USES.

Provide for urban edge transitions that protect existing rural residential and agricultural uses from new development.

OBJECTIVE HC-2

Affordable Housing

Provide land uses which allow for a variety of housing choices that could be made available to a mix of incomes, age groups, and lifestyles.

POLICY HC-2.1 PROVISION OF AFFORDABLE HOUSING.

Provide funding assistance, partnership support, and take other actions as necessary to support the construction of new affordable housing within the SEDA.

The Housing Element details a comprehensive set of programs to provide an adequate supply of affordable housing. Programs entail actions by the Planning and Development Department, Fresno

Housing (previously known as the Fresno Housing Authority), private and non-profit developers and others as applicable. Development in the SEDA shall be consistent with the Housing Element. Current programs prioritizing housing affordability include, but are not limited to:

- Provide incentives for housing development
- Pursue state and federal funding sources for housing development
- Strengthen partnerships and relationships with affordable housing developers
- Support the establishment of local Community Land Trusts to acquire and/or build affordable housing
- Continue to release City-owned land designated as surplus for the development of affordable housing and other uses consistent with the California Surplus Lands Act

For more detailed information, please refer to the Fresno General Plan Housing Element.

POLICY HC-2.2 PUBLICLY OWNED LAND.

The City will continue to release City-owned sites as available for affordable housing development projects.

POLICY HC-2.3 DISTRIBUTION OF HOUSING.

Promote affordable housing opportunities that are distributed throughout the Southeast Development Area to avoid concentration in any one area.

POLICY HC-2.4 ECONOMIC INCENTIVES.

The City shall advocate for the provision of special needs housing, including disabled-accessible units and housing for persons with mental and physical disabilities. Develop economic incentives to encourage private sector developers and residential developments to construct accessible units in excess of the minimums. Economic incentives could include density bonuses, parking requirement reductions, and streamlined permitting.

Make incentives available to all new residential developments that target at least 25% of new units as accessible.

POLICY HC-2.5 SECURE AFFORDABILITY.

Maintain long-term affordability by using covenants and deeds, equity sharing, and other mechanisms by supporting the establishment of local Community Land Trusts and continuing to release City-owned sites for affordable housing development projects.

OBJECTIVE HC-3

Coordinating Housing and Transportation

Link housing and transportation together to limit family expenditures on both housing and transportation. The multi-modal transportation network connects housing and jobs within the Southeast Development Area and to other major regional centers, facilitating internal travel by non-automobile means. Chapter 2 – Urban Form addresses the location, distribution, and standards for transportation infrastructure investment, combining transportation options with appropriate development patterns to ultimately lower travel costs for SEDA residents and employees.

POLICY HC-3.1 COORDINATED LAND USE AND TRANSPORTATION PLANNING.

Support regional and citywide planning efforts that encourage the development of housing near new and existing public transportation investments.

POLICY HC-3.2 TRAVEL.

Encourage accessible, mixed-use development that incorporates housing and jobs, while lowering daily vehicle miles traveled.

POLICY HC-3.3 SMART LAND USES.

Build smaller-lot single family and multi-family housing types which use less energy and water than larger units.

CHAPTER 4

OPEN SPACE, SCHOOLS AND PUBLIC FACILITIES

Parks and other open spaces are essential elements of vibrant and healthy communities that promote a range of social, health, economic, and environmental benefits when integrated well into communities.

Beyond primary recreational functions, parks and open spaces can also serve as critical “green infrastructure” elements in a community, capturing and filtering stormwater runoff and reducing the need for traditional piped systems. The SEDA Plan recognizes—and builds upon—these many benefits. A high-quality, accessible open space system will be an integral component within the Southeast Development Area, as well as a significant contributor to improved quality of life.

Schools, libraries, and facilities for other essential civic services help define and anchor communities. Through their development, the City of Fresno and other public agencies possess key opportunities to positively impact the stability, sustainability, safety, and health of our communities. To ensure that public facilities respond optimally to community needs, the SEDA Plan outlines standards for the location, accessibility, and design of key facilities. With a sensitivity to fiscal constraints, the SEDA Plan also recommends joint-use arrangements—primarily between parks and schools—that can optimize capital outlays, maintenance costs, and public benefits. The SEDA open space system will consist of parks and other green spaces interspersed throughout its mixed-use

areas and residential neighborhoods. To ensure that parks respond to community needs and are developed in a fiscally efficient manner, their planning shall be closely coordinated with other aspects of land use, transportation, public facilities, and infrastructure planning. Park design and development will be guided by the objectives and policies established within this Chapter, as well as those established in the Fresno Parks Master Plan and the Parks, Open Space and Schools Element of the Fresno General Plan.

Parks, open space, and schools complement each other well when placed in proximity to one another. Together, they facilitate education in a vibrant, interactive and real-world setting. Bringing diverse learning opportunities to life through environmental education associated with parks can improve academic achievement and children’s cognitive development.



The pond at Oso de Oro Park

Parks and Open Space in the SEDA

The SEDA will feature a range of parks of different sizes and roles, from small pocket parks to large, natural open spaces and agricultural areas. These will serve active and passive recreation needs, from playgrounds and sports fields to trails for walking and nature study. At the same time, these spaces will facilitate community gatherings and, in some areas, accommodate community farms and related educational programs. Overall, this open space system is envisioned as a vibrant outdoor public realm that plays a vital role in anchoring neighborhoods and supporting community life.

Open Space Features

The SEDA open space system will include, among others, larger community parks, schools for joint-use opportunities and other civic facilities.

The SEDA open space system will include a variety of community parks, schools for joint-use and open spaces that serve stormwater management functions, including ponding basins and community gardens. Additionally, the open space system will be strengthened by the Rural Cluster land use which will serve as an agricultural buffer at the eastern edge of the Plan Area to These areas will conserve land for agricultural uses.

This vision for a multi-functional, integrated open space system requires collaboration at all stages, from land acquisition, to facilities, infrastructure, and landscape planning, to ongoing programming and

maintenance. Joint-use arrangements, developer-led projects, and public-private partnerships will all play roles in bringing the SEDA open space system to reality. The locations for future parks and open spaces in the SEDA as outlined throughout this Chapter will be established through the future Parks and Trails Master Plan.

Park Standards

The first stage – siting parks – will be guided by standards for acreage and accessibility as provided in the Fresno Parks Master Plan and the General Plan, which requires a minimum of 3 acres of pocket, neighborhood and community parks and 2 acres of regional parks, trails and greenways per 1,000 residents.

While Fresno currently maintains service targets for its park system, its park acreage is limited. With 2.9 acres of park space per thousand residents, Fresno falls far short of the 13.4 -acre national average for cities of comparable population density (Trust for Public Land, 2020), as well as the 9.9-acre typical municipal standard (NRPA, 2021). With the SEDA, Fresno has an opportunity to provide its future communities with the green spaces they need to thrive. As they are built, new parks within the SEDA will add to Fresno's total inventory.

In its many forms, the SEDA open space system will provide a diverse array of recreational opportunities. Ongoing parks planning through the future Parks and Trails Master Plan will ensure that the facilities and services provided respond closely to community needs. Taken together, the variety of open spaces defined within the objectives and policies of this chapter will comprise an invaluable part of the SEDA.

For ease of readability, the phrase “Open Space” will be abbreviated to “OS” throughout this Chapter.

While the overarching goals, objectives and policies identified in each Chapter of this Plan remain, they should be applied with the understanding that development will only be permitted in the South SEDA areas East of Temperance and South of Jensen until thresholds identified in Chapter 9 – Implementation have been met.

OBJECTIVE OS-1

Inter-Agency Collaboration

Collaborate with local and regional agencies and organizations to create and support the elements of the SEDA open space network.

POLICY OS-1.1 JOINT USE OF OPEN SPACES.

Establish agreements to share facilities between the City of Fresno and Fresno Metropolitan Flood Control District, Fresno Irrigation District, and other local and regional agencies and organizations. At a minimum, and as early as possible with respect to development plans, the City of Fresno shall:

- Establish joint-use agreements with Clovis Unified and Sanger Unified school districts to provide shared community access to school grounds and City-owned facilities.
- Establish joint-use agreements with the Fresno Metropolitan Flood Control District to provide access to storm drainage/recharge basins for recreational use, where appropriate.
- Establish joint-use agreements with the Fresno Irrigation District to provide public access to areas adjacent to canals and creeks. These agreements should address issues associated with the provision of canal side trails, where appropriate.
- Coordinate with Fresno County and the City of Clovis to provide regional recreational opportunities where potential exists.
- Pursue joint-use and partnership opportunities with other public and private agencies to help finance, manage, or provide services within the SEDA open space system.

Oso de Oro Park

Constructed in 1995, this award-winning nine-acre park combines its primary purpose of stormwater detention with secondary purposes of groundwater recharge and recreation. Visitors to the park can enjoy the adjoining pond as a visual amenity.



Recreational facilities at Oso de Oro Park

OBJECTIVE OS-2

Multi-Use Open Space Network.

Create and maintain an open space network that serves multiple purposes, including recreation, stormwater management, community farming, and environmental preservation.

POLICY OS-2.1 ACTIVE OPEN SPACE.

Maximize active recreational opportunities. Active space includes playgrounds, fields, hardcourts, pools, and other facilities for sports and other physical activities.

POLICY OS-2.2 PASSIVE OPEN SPACE.

Support natural landscapes and wildlife habitat corridors by maintaining passive open spaces.

Work with local land trusts to establish conservation easements that preserve land.

POLICY OS-2.3 STORMWATER MANAGEMENT FEATURES.

Maximize the use of green stormwater management infrastructure—such as ponds, basins, swales, and other low-impact systems—within the open space system.

Coordinate with Fresno Metropolitan Flood Control District (FMFCD) to incorporate green infrastructure within City parks and trails.

POLICY OS-2.4 COMMUNITY FARMING AND AGRICULTURE.

Support community farming and agriculture in appropriate locations. See Chapter 5 - Community Farming and Agriculture for details about the SEDA agricultural land typology.

Pursue partnerships with local organizations to promote agricultural uses in the open space network.

POLICY OS-2.5 RENEWABLE ENERGY GENERATION.

Support renewable energy technology systems in open spaces, where appropriate.

Pursue arrangements with public agencies and private partners to accommodate renewable energy systems, such as solar arrays, in areas that can serve a joint use as passive open space.

OBJECTIVE OS-3

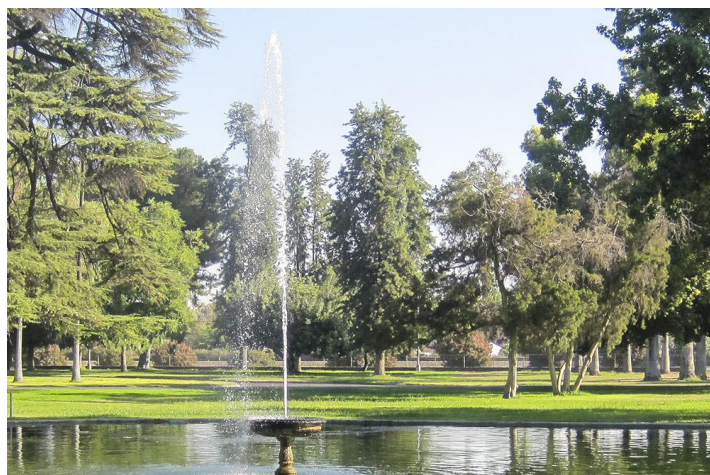
Hierarchy of Parks

Develop a hierarchy of parks in the SEDA that provides for a diverse range of recreation opportunities for all, and is well served by public transit, bike paths, and dedicated trails.

POLICY OS-3.1 HIERARCHY OF PARKS.

Provide active and passive open spaces within parks at a range of scales, from community parks to pocket parks. Standards for proximity and access, described here for each park type, will guide the parks siting process. This is accomplished by providing more, smaller parks within walking or short-drive distance of the majority of homes within the SEDA.

Community Parks



Community parks, such as Roeding Park in Fresno pictured here, vary from 10 to 40 acres and serve residents within up to a four-mile radius. Community parks contain facilities for specific recreational purposes, including athletic fields, swimming pools, tennis courts, sport courts, extreme sports amenities, recreation centers, loop trails, picnic areas, picnic shelters, shade structures, pavilions, large turfed and landscaped areas and playgrounds.

Community center buildings are often at the heart of these parks. In addition, these parks may include one or more revenue facilities (such as a pool, pavilion, etc.). Other signature amenities may include a custom element that meets demographic needs of the neighborhood, unique public art, and courtyard or plaza space. In the SEDA, all homes must be within four miles of a community park. Community parks can adjoin the trail network and larger swaths of passive open space and must be served by transit.

Neighborhood Parks



Neighborhood parks, such as the Westerra Neighborhood Park located in the Westerra Development in West Fresno, vary from 2 to 10 acres and primarily serve the recreational needs of residents within a ½-mile radius. Along with an elementary school, a neighborhood park can form the core of a Community or Neighborhood Town Center. Common features of neighborhood parks should include a multi-purpose room, center or hall, restroom and drinking fountain facilities. These sites may include small event space, play areas, play elements, benches, picnic areas, shade elements, water features, loop trails, security lighting, and landscape elements that enhance the park identity, use, or experience. These facilities will also have staffing and maintenance requirements.

In the SEDA, all new homes should be within ½ mile (10-minute walking distance) of a neighborhood park. Neighborhood parks should be located in every Community and Neighborhood Town Center and within residential districts to meet the proximity standard. Park size will vary depending on context—typically, parks in Mixed-Use Districts are smaller

than three acres. Parks outside centers and adjoining the greenway network can be as large as 10 acres. All neighborhood parks must be easily accessible by safe walk and bike routes, with some also accessible via the dedicated bicycle/pedestrian trail network.

Pocket Parks



The smallest park type in the SEDA, pocket parks, such as Turtle Bay Park pictured here in Northwest Fresno, are smaller than two acres in size and can be interspersed throughout Mixed-Use Districts, residential neighborhoods, and other areas. They can include park space, plazas, playgrounds, and may feature public art. Pocket parks may be privately owned and maintained by homeowners' or business associations, or other groups. In the SEDA, pocket parks should be developed where possible to provide variety and interest to environments for residents and workers.

Greenways



Greenways, such as the trail along DeWolf Avenue at

the Gould Canal pictured here, typically include a minimum 20-foot width and are connected to open spaces.

Schoolyard Facilities



In the SEDA, schoolyard facilities, such as those located at Lonestar Elementary, typically range from 3 to 48 acres and play an important role in meeting recreation needs. Shared school facilities are open to the community after school hours, on weekends, and during the summer when school is out of session.

Joint Use Parks and Flood Control



Flood control and groundwater recharge basins can play secondary roles as parks during the dry season, such as the athletic facility shown here at Harry Goorabian Park in Fresno.

Community Gardens



Community gardens, such as Yo'Ville Community Garden pictured here in Southwest Fresno, are typically located adjacent to or contained by community parks, neighborhood parks, or schools.

Regional Center Green



Unique to the SEDA, the Regional Center Green will be an important focus of activity in the Regional Town Center. As an urban park, similar to Woodward Park located in Northeast Fresno, it should contain facilities suitable for community events and gatherings. This type of park is 40-70+ acres (can be less than 40 acres if the site provides a unique regional serving opportunity, i.e. river access, etc.). Regional Parks serve the entire City of Fresno and surrounding communities. They provide active and passive recreation opportunities and unique public facilities for use by the greater Fresno area. Typical amenities and facilities can include all of those found in a Neighborhood or Community Park, with active and passive recreation opportunities and programming for a variety of ages. Enhanced landscape elements, public restrooms, drinking fountains, and security lighting are all typical (Fresno Parks Master Plan).

POLICY OS-3.2 PARK DESIGN FOR SAFETY.

Promote the use of Crime Prevention Through Environmental Design (CPTED) principles in park design. CPTED principles include natural surveillance, access control, territorial reinforcement and space management in promoting safety and discouraging crime. Please see the Fresno Parks Master Plan, Design Guidelines for Safety.

POLICY OS-3.3 PARK DESIGN FOR ACCESSIBILITY.

Maximize the use of parks and trails by people of all ages and levels of physical ability, following Americans with Disabilities Act (ADA) design standards and the Title 24 California Building Code requirements as applicable.

POLICY OS-3.4 CONCURRENT DEVELOPMENT.

Park acquisition and development should be concurrent with residential development.

POLICY OS-3.5 PARTICIPATORY PARK PLANNING.

To the greatest extent possible, engage the public in the parks planning process to ensure that parks respond to community needs.

OBJECTIVE OS-4

PARKS AND TRAILS MASTER PLAN

Prior to the design and construction of the SEDA trail system, a SEDA Parks and Trails Master Plan will need to be completed that would define the final location and alignment of trails that encompass the following open space opportunities below:

Multi-Use Trails

- Establish a planned network of multi-use greenway trails. These trails will serve bicyclists, pedestrians, and, where appropriate, equestrians.
- Cross sections and width requirements will be provided for specific conditions—including canal side, open space, streetside, and farm side trails.

Regional Trails

- Coordinate regional trail planning with Fresno County, the City of Clovis, and other jurisdictions as appropriate. The City of Fresno Active Transportation Plan calls for Class I Bicycle Paths along each canal in the SEDA. A regional Rails to Trails Bicycle Path is planned to run parallel to California Avenue should existing railroad lines be vacated.

Trail Standards

- Trails shall be designed with features that encourage use, provide safety, and are resource efficient. Trail standards shall address shading, low-water landscaping, fencing, paving and surface materials, lighting, seating and furniture, ADA access requirements, signage, and intersection treatments.

Trail Segments

- Trail segments will not be constructed until all necessary property or easements are acquired for an entire segment.

Trail Security

- Trails will be designed with privacy and security in mind for adjacent property owners.

OBJECTIVE OS-5

Environmental Preservation

Promote the preservation of sensitive natural environments.

POLICY OS-5.1 ENVIRONMENTALLY SENSITIVE DESIGN.

Design parks and open space areas to respect unique natural features.

POLICY OS-5.2 HABITAT CORRIDORS.

Establish contiguous areas of passive open space to provide habitat corridors for local wildlife, including but not limited to riparian and canal greenway corridors, greenway/trail corridors, and parks and flood control facilities throughout the SEDA Plan. Habitat preservation shall be consistent and coordinated with the findings of the SEDA Environmental Impact Report and subsequent environmental studies and findings.

OBJECTIVE OS-6

Resource Efficiency of Open Space Facilities

Ensure that all park, trail, and recreational facilities make the most efficient use of energy, water, and other natural resources.

POLICY OS-6.1 GREEN BUILDING.

As important civic structures, park buildings shall conform to green building standards for energy and water efficiency.

POLICY OS-6.2 LANDSCAPE IRRIGATION.

Minimize potable water use by using drought-tolerant species, recycled water, and water-efficient irrigation systems.

POLICY OS-6.3 RENEWABLE ENERGY SYSTEMS.

Explore developing renewable energy systems to provide power to park facilities.

Schools in the SEDA

Schools will play a vital role in the physical structure of the SEDA, and so should be sited, designed, and built with the utmost attention on a school-by-school basis. As major daily destinations, school locations have a significant bearing on overall travel patterns and their cumulative impacts on community safety, air quality, and greenhouse gas emissions. Too often, schools are located such that families do not have viable non-automotive travel options. Siting schools so that they are accessible by safe pedestrian, bike, and transit routes promotes these modes of transportation and reduces the negative environmental effects associated with automobile travel. Beyond the environmental effects of school trips, enabling children to walk, bike, or take transit to school can have a range of other benefits, including greater community interaction and children's increased mobility and independence.

As the siting, design, and construction within the SEDA Specific Plan has occurred, elementary, middle, and high schools have been sited for locations which provide the highest amount of access. The number of schools included in the SEDA Plan was calculated using the pupil generation rates of the Clovis and Sanger Unified School districts, the two districts that cover the SEDA. Each of the school districts have 5-year master plans in which they identify the need for and location of future schools.

As they serve a major public function, the location and size of schools play an integral role in the success of Fresno's future communities. For this reason—to ensure that new school development aligns with the SEDA goals in that they are designed with appropriate infrastructure including safe routes to schools, and that SEDA planning responds appropriately to the needs of school districts—this Plan encourages a high level of collaboration between the City and school districts.

One existing elementary school, Lone Star Elementary, is located within the South of Jensen area. As such, the Plan provides buffer requirements for future developments located adjacent to the existing school facility to ensure a safe and cohesive environment for students and faculty.

Other Public Facilities

Depending on their function, other public facilities will be held to similar criteria for community integration and urban design as those set for schools. Civic uses, such as libraries and community centers, should be located strategically in the mixed-use areas of the SEDA, where they can form hubs of activity. To the greatest extent possible, joint-use arrangements in which facilities can be shared between schools and other community uses should be pursued. Sharing facilities allows a greater efficiency of land use and can also result in significant financial savings for the partner agencies involved.

The objectives and policies of this Chapter serve to facilitate inter-agency collaboration regarding schools and civic facilities. For the provision of other essential public services, including police, fire, solid waste collection, and dry utilities, the SEDA Plan generally aligns with the policies of the General Plan. Wet utilities, including water supply, wastewater management, and stormwater management are addressed in Chapter 6 – Greenhouse Gas Reduction and Conservation.

OBJECTIVE OS-7

Inter-Agency Collaboration

Collaborate with school districts and local agencies to develop schools and other public facilities that meet the Southeast Development Area's goals for community, fiscal, and environmental sustainability.

POLICY OS-7.1 SCHOOL DISTRICT COORDINATION.

The City of Fresno is available to meet with surrounding school districts to establish specific locations for school facilities to ensure infrastructure is available.

POLICY OS-7.2 JOINT USE OF SCHOOL AND COMMUNITY FACILITIES.

Pursue agreements to share facilities between schools and other community-serving institutions. Since the provision of shared facilities affects the siting, size, and design of schools, joint-use arrangements

should be considered early on in the facilities planning process.

Create a master joint-use agreement that establishes the parameters for shared use between the City of Fresno/Fresno PARCS and school districts. Thereafter, create site-specific cooperative agreements for each facility.

Establish joint-use agreements with schools to make school grounds (playfields and outdoor recreation areas) available for community use during non-school hours.

Pursue partnerships among school districts, governmental agencies, higher education, and/or nonprofit organizations to fund and develop joint-use facilities with schools, such as multipurpose rooms, gymnasiums, childcare facilities, elder care facilities, adult education facilities, libraries, teacher education facilities, and schoolyard community gardens.

POLICY OS-7.3 LOCATION OF CIVIC FACILITIES.

Civic facilities should be located in proximity to parks and schools, even if facilities are not shared.

OBJECTIVE OS-8

School Siting, Access and Design

Integrate educational facilities into the urban fabric of centers and communities, where they will be served by public transit, walk and bike routes, and dedicated trails. Encouraging walk, bike, and transit travel through school location and design minimizes vehicle miles traveled, reduces transportation costs and helps to mitigate air quality impacts and greenhouse gas emissions.

POLICY OS-8.1 LOCATION AND ACCESSIBILITY.

In coordination with surrounding school districts, site educational facilities in proximity to homes, transit, and civic amenities to promote walk, transit, and bike trips.

Elementary Schools

Elementary schools anchor Neighborhood Town Centers and can also be located in or adjacent to

Community Town Centers. All new homes in the Southeast Development Area should be located within ¼ to ½ mile (5- and 10-minute walking distances) of the entrance to an elementary school. Elementary schools must be accessible by transit and safe pedestrian and bicycle routes.

Middle Schools

Middle schools are located within, or in close proximity to, Regional and Community Town Centers. The SEDA Plan places middle schools within roughly two miles of most homes. Middle schools should be linked to the dedicated trail network, as well as local bike, pedestrian, and transit routes.

High Schools

High schools are located within, or in close proximity to, the Regional and Community Town Centers. The SEDA Plan places high schools within roughly two miles of most homes. High schools must be linked to the dedicated trail network, as well as local bike and pedestrian routes. High schools should be located along connector streets and be served by local transit. Middle and high schools share the same standards for accessibility.

Other Educational Facilities

Accessibility by transit and non-auto travel options is important for all educational facilities, from early childhood to adult education, and including public and private schools. These facilities should be located in or adjacent to Mixed-Use Districts, with access to transit and local bike and pedestrian routes, and the dedicated trail network, if possible.

POLICY OS-8.2 SAFE ACCESS.

Create safe environments on streets adjacent to schools to promote walk, bike, and transit travel.

Where warranted, streets shall feature pedestrian crossing lights.

Traffic calming features shall be installed in collaboration with the City of Fresno Public Works Department Streets Division.

Safe Routes to Schools Program development is encouraged.

POLICY OS-8.3 BUFFERS AROUND SCHOOLS

Require the placement of loading docks and emission generating equipment to be located away from homes and schools.

POLICY OS-8.4 BUFFERS AROUND SCHOOLS

Require the installation of solid barriers or vegetative buffers between emissions sources and schools.

POLICY OS-8.5 SAFE ROUTES TO SCHOOLS

Install crosswalks and traffic calming measures near schools.

Decrease Distance and Increase Safe Travel to Schools

Far fewer children walk and bike to school today than in generations past. A majority of parents cited distance from school, followed by traffic safety concerns, as the primary reason their children did not walk. The SEDA Plan seeks to get more children walking and biking again by centrally locating schools where they can be easily reached by safe walk, bike, and transit routes.

With elementary schools located within a half-mile walking or biking distance from all homes, and middle and high schools located on transit lines and trail corridors, all students in the SEDA will have a wide array of travel options.

OBJECTIVE OS-9

Existing and Planned Facilities

Coordinate with the surrounding school districts to ensure development compliments existing and future school facilities.

POLICY OS-9.1 CLOVIS UNIFIED EDUCATIONAL CENTER.

Work with the Clovis Unified School District to ensure that the design of the Clovis Unified Terry Bradley

Educational Center relates to the surrounding community.

OBJECTIVE OS-10

Civic Facilities

Civic facilities, such as libraries, community centers, senior centers, post offices, and other civic buildings, will be integrated into the urban fabric of centers and communities, and will be well-served by public transit, paths, and trails.

POLICY OS-10.1 JOINT USE OF COMMUNITY FACILITIES.

Pursue agreements to share facilities among community-serving institutions, including schools. Joint-use arrangements may involve partnerships among school districts, governmental agencies, higher education, and/or nonprofit organizations to fund, develop, and/or manage joint-use facilities such as multipurpose rooms, gymnasiums, childcare facilities, elder care facilities, adult education facilities, libraries, teacher education facilities, and schoolyard community gardens.

Since the provision of shared facilities affects the siting, size, and design of civic facilities, joint-use arrangements should be considered early on in the facilities planning process.

POLICY OS-10.2 AVAILABILITY OF CIVIC FACILITIES.

Civic facilities will be located in proximity to homes, transit, safe pedestrian and bicycle routes, and clustered with other facilities (such as parks) and services as appropriate. The SEDA Plan contains standards for the location of civic uses within Mixed-Use Districts and Residential Districts.

All civic facilities must meet accessibility standards as established by the Americans with Disabilities Act (ADA) Standards and Title 24 California Building Code.

Community Recreation Centers

All homes within the SEDA will be located within 4 miles of a community recreation center. Community

recreation centers must be accessible by safe pedestrian and bicycle routes and be served by local transit.

Libraries

Libraries must be accessible by safe pedestrian and bicycle routes and be served by local transit.

POLICY OS-10.3 DESIGN AND ORIENTATION.

Civic facilities should be designed to complement the centers or districts in which they are located.

POLICY OS-10.4 SAFE ACCESS.

Streets adjacent to civic facilities should incorporate safety features as appropriate to promote walk, bike, and transit travel for facility users. (For instance, a lighted pedestrian crossing may be installed to serve a senior center).

Traffic calming features shall be installed in collaboration with the City of Fresno Public Works Department.

POLICY OS-10.5 ON-SITE RENEWABLE ENERGY GENERATION.

Pursue opportunities to develop renewable energy systems for civic facilities.

OBJECTIVE OS-11

Police and Fire Services

Provide the necessary levels of police and fire services in accordance with the Fresno General Plan.

POLICY OS-11.1 PROVISION OF POLICE SERVICES.

Provide police services in the SEDA in accordance with the policies of the Fresno General Plan. If deemed necessary, the City of Fresno Planning and Development Department, through coordination with public safety agencies, can make adjustments to these policies.

POLICY OS-11.2 PROVISION OF FIRE SERVICES.

Provide fire services in the SEDA in accordance with the policies of the City of Fresno General Plan. If

deemed necessary, the City of Fresno Planning and Development Department, through coordination with public safety agencies, can make adjustments to these policies.

POLICY OS-11.3 COORDINATION WITH POLICE AND FIRE DEPARTMENTS.

The City of Fresno Planning and Development Department shall work with the Police and Fire departments as appropriate to promote safe environments throughout the SEDA and ensure that services can be provided in a manner that is sensitive and responsive to the needs of the community. Coordination may address:

- Evaluation of design features for safety and crime prevention
- Siting of police and fire substations
- Facilitation of a citizen involvement processes

OBJECTIVE OS-12

Solid Waste Services

Provide solid waste services and facilities in accordance with the City of Fresno General Plan.

POLICY OS-12.1 SOLID WASTE FACILITIES AND SERVICES.

Provide solid waste facilities and services for the collection, transfer, recycling, and disposal of refuse in accordance with the policies of the City of Fresno General Plan.

OBJECTIVE OS-13

Dry Utility Infrastructure

Provide electricity and telecommunications infrastructure necessary to serve development in the SEDA.

POLICY OS-13.1 PROVISION OF ELECTRICITY INFRASTRUCTURE.

The City of Fresno shall work with Pacific Gas and Electric Company (PG&E) to provide the

necessary electricity and gas infrastructure to serve development in the SEDA.

POLICY OS-13.2 PG&E TRANSMISSION LINES.

Per the July 15, 2008 SEDA Preferred Alternative Recommendation Report and numerous communications with PG&E, the City of Fresno shall work with PG&E to relocate or otherwise plan for the integration of the transmission lines that run from Highland and Church along the diagonal south of Kings Canyon and Temperance, into the SEDA Plan, in an attempt to remove these lines as barriers to the development intensity and circulation pattern of the SEDA Plan.

POLICY OS-13.3 PROVISION OF TELECOMMUNICATIONS INFRASTRUCTURE.

AT&T, Comcast, and Xfinity provide telephone, fiber, and cable services to the Plan Area. The City of Fresno shall work with these service providers to establish the telecommunications infrastructure necessary to serve the residents and employers of the SEDA.

OBJECTIVE OS-14

Wet Utility Infrastructure

Provide water, stormwater, and wastewater infrastructure necessary to serve development in the SEDA.

POLICY OS-14.1 PROVISION OF WATER, STORMWATER, AND WASTEWATER INFRASTRUCTURE.

Provide water, stormwater, and wastewater infrastructure in accordance with policies in Chapter 6 – Greenhouse Gas Reduction and Conservation.

POLICY OS-14.2 STREET INFRASTRUCTURE.

Require all necessary infrastructure, such as curb, gutter, sidewalk, street trees, public benches, bike parking and amenities to be installed prior to the development of new residential neighborhoods and associated facilities, as established by the Department of Public Works Complete Streets Policy.

CHAPTER 5



COMMUNITY FARMING AND AGRICULTURE

In order to thoughtfully guide the SEDA Plan to success, the rich agricultural heritage of the community should serve as a guiding principle in the planning and design of the Southeast Development Area.

The SEDA Specific Plan and its policy framework strive to balance the needs of urban development with the need to conserve the economic, cultural, and historic value of agricultural land in the Fresno metropolitan area.

Through its compact land use patterns and associated policies, the SEDA Plan addresses agriculture at both the regional and local scales. As referenced previously throughout this Plan, development will only be permitted in the South SEDA areas East of Temperance and South of Jensen until thresholds identified in Chapter 9 – Implementation have been met, as identified in the Modified Consolidated Business Park Alternative Map (Map 2.5). Remaining areas within SEDA Planning Area are identified as Future Reserve Areas and will not be contemplated for development at the time of Plan adoption. As such, the Modified Consolidated Business Park Alternative and South SEDA focus further preserves existing agricultural lands within the SEDA Planning Area. At the regional scale, the SEDA Plan eases development pressure on surrounding agricultural land while maintaining a durable urban-rural edge. At the local scale, the SEDA Plan integrates agricultural land uses within the urban area to strengthen community

connections to agriculture and provide a range of social, economic, and health benefits.

Preserving Productive Farmland

By 2050, as many as 323,000 acres are projected to be converted into low-density urban and rural residential uses in the San Joaquin Valley (American Farmland Trust). Each acre of land taken out of agricultural use diminishes both production capacity and the long-term economic base of the region. In addition, there are approximately 1300 acres located in the SEDA with existing Williamson Act Contracts. The Williamson Act, also known as the California Land Conservation Act of 1965, encourages the preservation of agricultural lands and restricts the uses of agricultural and open space lands to farming and ranching. The Plan supports the continued presence of agricultural uses in the Southeast Development Area by incorporating the Fresno County Right-to-Farm Ordinance, applying the Annexed Rural Residential Transitional Overlay District and establishing the Rural Cluster Residential land use along the eastern boundary of the SEDA to serve as an agricultural buffer.

To address the potential future loss of existing agricultural uses, the SEDA Plan seeks to cluster homes and jobs at more than twice the density of current trend development. Accommodating the approximately 45,000 homes and 37,000 jobs within the SEDA Plan at current development patterns would require an additional 9,300 acres of farmland beyond the SEDA – an economic loss of which would be detrimental to the region's local economy.

Supporting Farmers

Farmland preservation is essential not only to retaining broad economic value, but for protecting the livelihood of small farmers throughout the SEDA. While agricultural land loss threatens existing farms and diminishes the opportunity for small farmers to gain access to land, the SEDA Plan will operate in accordance with the Fresno County Right-to-Farm Ordinance. This ordinance allows the continued operation of agricultural activities by requiring new subdivisions which come within 300 feet of an agricultural related zone district to record a covenant which requires the residents of those properties to accept the inconveniences and discomfort associated with normal farm activities.

To promote the goals and objectives of the Fresno General Plan and counter the effects of agricultural land conversion—which will happen in the SEDA—the Plan will continue to reaffirm policies which seek coordination with the counties of Fresno and Madera, in addition to the City of Clovis and other public agencies to actively seek to conserve as much agricultural land as possible.

It is necessary to establish policy structures that support the viability of small farming. Creating spaces for agricultural training programs, farmers' markets, and other institutions that foster small farms and entrepreneurship, as well as agricultural research and environmentally sensitive farming practices, can provide much-needed economic opportunities. The SEDA Plan seeks to synergize these opportunities with benefits to the broader community—namely, access to local foods and a tangible relationship with their production.

Integrating Agriculture into the SEDA: From Community and Neighborhood Gardens to Small Farms

To complement the preservation of regional agricultural land, and in support of small-scale and community farming, the SEDA Plan supports the integration of agriculture within the urban sphere. As planned, this community-scale agriculture can take many forms, including school and neighborhood gardens, community orchards, agricultural education

centers, and small farming operations along the rural cluster edge. Bringing these facilities into or near communities can provide economic opportunities as well as strengthen physical and social ties to the land, the benefits of which are even more visible as greater attention is focused on the connections between the environment and health.

Increasing Access to Local Foods

Despite Fresno's abundant agricultural production, the ability for Fresnoans to access and afford healthy food is a concern. Food insecurity is exhibited not just as a lack of food, but also by an abundance of unhealthy food choices.

The Southeast Development Area has an opportunity to combat food insecurity. The Plan Area's long-standing and high producing agricultural base can provide locally available fresh food from community farms, which are a primary component in the SEDA's hierarchy of urban agricultural types. These agricultural types, which range in size and function, can be established throughout the SEDA to better cater to community needs.

By supporting different forms of agriculture within the SEDA, the City can nurture a robust local food system that meets the needs of a full range of residents and consumers and identifies Fresno within the growing market demand and social movement towards local and organic production. Rising concerns over the impacts of transporting foods from afar (the average food item travels 1,500 miles to the American table) has increased the demand for local foods. Small-scale and community agriculture in the SEDA can bring fresh foods closer to more Fresno homes and businesses. Moreover, Fresno can leverage its unparalleled success as the center of the most agriculturally productive county in the United States to become a center of locally grown and marketed agriculture.

Managing the Urban-Agricultural Interface

The SEDA Plan includes policies that address the interface between urban and agricultural areas, both within and at the edge of the SEDA. To successfully integrate farming activities into the communities of the SEDA, it is essential to ensure compatibility between uses. Compatibility is addressed through

standards for the location and access of agricultural areas relative to land use and district types.

To maintain a durable urban edge at the eastern border of the SEDA, a quarter mile wide buffer has been established on the eastern edge of the Plan Area called Rural Cluster Residential. Featuring clustered residential development surrounded by land conserved for agricultural or recreational use, this land use acts as a transitional buffer between the urban areas of the SEDA and the larger-scale agricultural uses beyond. Unlike the patchwork of rural ranchette development that is typically found at the rural outskirts of cities, the Rural Cluster Residential buffer discourages outward sprawl by clearly delineating the urban-rural edge and further protecting existing agricultural farmland.

Policies for Agricultural Preservation

The objectives and policies of this Chapter aim to preserve the viability of agriculture through many channels. Through thoughtful and integrative land use patterns, the SEDA Plan supports the preservation of existing agricultural lands by aligning with policies such as the Williamson Act, the Fresno County Right-to-Farm Ordinance and the City of Fresno Annexed Rural Residential Transitional Overlay District. Additionally, the Plan allows for flexibility in the location, form, and function of diverse agricultural types within communities. Through its designation of the Rural Cluster Residential land use which will serve as a buffer at the eastern edge of the Plan Area, the SEDA Plan establishes a healthy transition between the urban area of Fresno and the surrounding agricultural land. Taken together, these policies aim to preserve agriculture and provide the physical framework to support the value of local food production in the SEDA and its surroundings. For ease of readability, the phrase “Community Farming” will be abbreviated to “CF” throughout this Chapter.

While the overarching goals, objectives and policies identified in each Chapter of this Plan remain, they should be applied with the understanding that development will only be permitted in the South SEDA areas East of Temperance and South of Jensen until

thresholds identified in Chapter 9 – Implementation have been met.

OBJECTIVE CF-1

Conservation of Strategic Farmland

Conserve strategic farmland outside the Southeast Development Area most likely to sustain economically viable agriculture over the long term. While the efficient, compact development pattern of the SEDA Specific Plan reduces development pressure on surrounding agricultural land, it must be bolstered by policies that directly limit farmland conversion. These policies require inter-governmental coordination between the cities of Fresno, Sanger, Clovis, Fresno County, and other neighboring cities.

POLICY CF-1.1 EFFICIENT LAND USE.

Reduce development pressure on farmland outside the City of Fresno Sphere of Influence (SOI) by adopting the compact, efficient land use pattern of the SEDA Specific Plan. The SEDA Plan clusters homes and jobs at more than twice the density of current trend development.

POLICY CF-1.2 FUTURE GROWTH PLANNING.

Support planning efforts that channel new growth to areas already committed to urban uses inside the current SOIs of incorporated cities in Fresno County.

POLICY CF-1.3 CONVERSION OF FARMLAND TO NON-AGRICULTURAL USES.

The City of Fresno will strongly discourage the conversion of strategic farmland outside its current SOI.

POLICY CF-1.4 WILLIAMSON ACT CONTRACTS.

The City of Fresno will not initiate the termination of existing Williamson Act Contracts in the SEDA and will continue ongoing coordination with Fresno County regarding the enforcement of said Contracts.

OBJECTIVE CF-2

Urban-Agricultural Buffer

Create a long-term transition zone between urban uses in the City of Fresno and agricultural land in Fresno County. Buffering urban and adjoining agricultural land uses reduces conflicts that can arise due to noise, pollution, or traffic.

POLICY CF-2.1 RURAL CLUSTER DISTRICTS.

Establish Rural Cluster Districts at the eastern edge of the site, as depicted in the SEDA Plan. Rural clusters consist of clustered residential development surrounded by common land held under easements for agricultural or recreational use.

Rural Cluster Farming. Allow small-scale and community farming within Rural Cluster Districts.

POLICY CF-2.2 PASSIVE RECREATION.

Encourage the creation of open spaces in Rural Cluster Districts that connect urban uses to agricultural uses with trails for pedestrians, bicyclists, and equestrians.

What is the Role of Rural Cluster Development?

A Transitional Buffer. Urban areas and large agricultural operations cannot always sit side-by-side. Noise, dust, and pesticides from farms can pose health concerns for residents, while farmers need space to move machinery and goods. Rural clusters along the eastern edge of SEDA form a transition between the urban area and agricultural lands beyond.

An Attractive Residential Option. Rural clusters offer a rural lifestyle within an environmentally responsible land use framework that promotes active farming and open space preservation.

A Means to Preserve Land. Rural cluster lands can be used for organic small-scale farming, equestrian activities, or other uses compatible with the nearby homes. The majority of the land is preserved as viable agricultural land or open space.

OBJECTIVE CF-3

Community Farming

Promote community farming to provide opportunities for entrepreneurs and families to grow food for commercial and household production. Community farming is intended, in part, to diversify agriculture and provide SEDA residents with opportunities to become stakeholders in the agricultural success of Fresno County.

POLICY CF-3.1 ORGANIC AND PESTICIDE-FREE FARMING.

Promote ecologically sensitive farming methods that are safe for farm workers, consumers, and residents by limiting pesticide use and promoting integrated pest management practices within the SEDA.

POLICY CF-3.2 SMALL FARMS.

Create opportunities for entrepreneurs to grow food for commercial production on small plots of land (2 to 20 acres) that can provide economic opportunities for current and future Fresno residents.

Location. Small farms in the SEDA should be located adjacent to and within open space corridors and within Rural Cluster Districts. If located within a Planned Development or Multi-Family Residential Complex, the Homeowner's Association and/or property management company shall be responsible for the site and shall designate a liaison between the property owner(s) and the City, as referenced in Fresno City of Fresno Municipal Code Section 15-2720.

Access. Public access to small farms should be limited or completely restricted; fencing may be required.

Management. Management structures of small farms shall be determined as appropriate. Small farms may be privately owned or managed by non-profit organizations.

POLICY CF-3.3 COMMUNITY FARMING.

Create and expand a viable community farming program that promotes an appreciation of food and local ecology, instills a sense of stewardship and community, and provides a recreational activity.

Community/Neighborhood Gardens



Create and support neighborhood gardens within local communities. Neighborhood gardens, such as Yo'Ville Community Garden in Southwest Fresno as shown here, are woven into the fabric of centers and residential areas, providing households with opportunities to grow some of their own produce and meet with other members of the community.

Location. Neighborhood gardens shall be integrated into Neighborhood Centers, open spaces, and other locations that place them within walking distance of most residents' homes.

Access. Access to community spaces can vary. Gardens can be open to the public, or only to designated users.

Management. Management structures of community spaces shall be determined as appropriate. Neighborhood gardens can be owned by a city or county agency or by a private landowner, and operated by a neighborhood collective, community garden association, non-profit, or city/county parks and recreation department that leases small plots of the garden to community members. Some neighborhood gardens are independent entities, while some jurisdictions have neighborhood garden programs that oversee all the gardens in a jurisdiction.

Funding and Staff Assistance. The City of Fresno shall encourage neighborhood organizations to seek funding for a neighborhood garden program.

School Gardens



Support and foster the integration of school gardens within neighborhood schools, such as the school garden located at Kepler Neighborhood School in Downtown Fresno. School gardens can serve as outdoor classrooms where students learn about soil, botany, natural cycles, nutrition, and basic gardening principles in a hands-on setting.

Location. School gardens should be located on school grounds, or within a very short walk of a school. When possible, school gardens should be planned upon new school construction in order to maximize joint-use opportunities with the City of Fresno PARCS Department.

Access. Access should be controlled based on school district policies.

Management. Management structures shall be determined as appropriate. School gardens are typically managed by at least one garden coordinator who works closely with school administration or one or more dedicated teachers.

School Gardens Working Group. Create a working group of teachers, students, and residents to explore the development of school garden programs with surrounding school districts.

Community Orchards



Support and preserve community orchards for both new and existing orchards within the SEDA. Community orchards can be integrated into the community's open space network, serving as park-like features and enhancing connections to agriculture.

Location. Community orchards can be integrated into public open spaces or associated with private development.

Access. Community orchards should be unfenced, with high levels of public access.

Management. Management structures shall be determined as appropriate. In a typical model, residents help to care for the orchards and pay fees to fund professional maintenance.

OBJECTIVE CF-4

Support of Local Agriculture

Support Fresno agriculture, agricultural industries, and farm employees through economic development, educational training, and social programs within the Southeast Development Area.

POLICY CF-4.1 ECONOMIC COMPETITIVENESS.

Support efforts to promote and market agricultural products to maintain the long-term viability of Fresno-area farmers.

Direct Marketing. Implement direct marketing of locally grown produce from Fresno County and the Southeast Development Area through farmers markets, community-supported agricultural programs, farm- to-restaurant programs, produce stands, and other mechanisms.

Branding of Local Produce. Utilize the opportunities in SEDA to support and establish Fresno as a center for locally-grown produce serving the Central Valley and California. Establish a "Fresno Grown" brand and support the "California Grown" program to promote locally-grown produce.

Agricultural Tourism. Encourage agricultural tourism in the SEDA to educate visitors and generate income and support for local farms.

Value-Added Processing and Distribution. Provide the opportunity for area farmers to utilize Flexible Research and Development Districts for agricultural processing and distribution.

POLICY CF-4.2 EDUCATIONAL TRAINING.

Support education and technical assistance for farm employees and aspiring farm owners through direct relationships with educational and non-profit institutions.

Public Institutions. Encourage public institutions, including Fresno State University, the State Center Community College District, and other educational institutions, to provide assistance and training to farm employees.

Non-Profit Institutions. Develop relationships with non-profit agricultural training organizations and encourage those organizations to locate in the Southeast Development Area.

and ranchers; residents of disadvantaged or low-income communities; or California Native American Tribes

POLICY CF-4.3 FARM WORKER HOUSING AND SOCIAL SERVICES.

Encourage the long-term economic viability of Fresno County agriculture by supporting the housing and social service needs of farm workers.

Housing. Provide safe, affordable, efficient housing for farm workers, permitting housing on agricultural lands and other appropriate sites within the current Sphere of Influence.

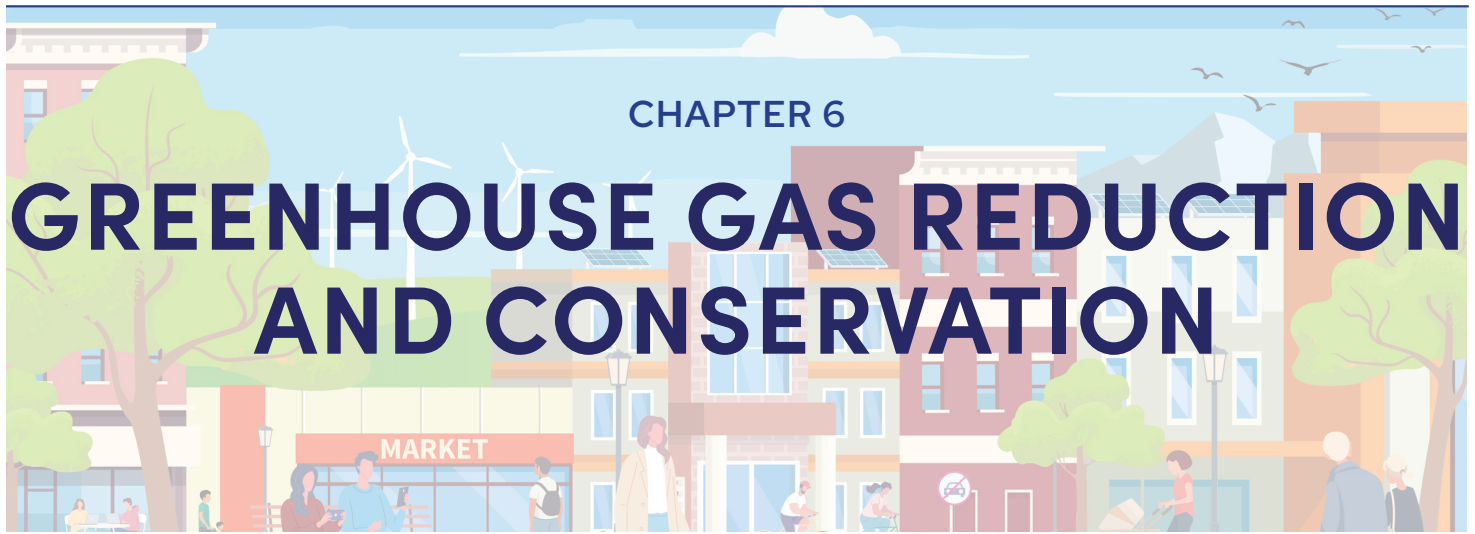
Social Services. Encourage organizations that support farm workers through family assistance programs, translation assistance, financial literacy training, medical assistance, and other services, to locate within the Southeast Development Area.

POLICY CF-4.4 STRATEGIC PLAN FOR AGRICULTURE.

Encourage the long-term economic viability of Fresno County agriculture by creating a strategic plan that comprehensively addresses the needs of farmers and farmworkers. The plan should be developed in partnership with the County and private agricultural institutions. The plan should focus on, but is not limited to:

- Develop a pathway for protection of agricultural land at risk of conversion to nonagricultural uses through a review of why and to what extent agricultural land is being converted to other uses
- Identify how to support agricultural land conservation and what economic, environmental, public health benefits arise from conservation
- Analyze the existing agricultural land base and its function in the regional food system
- Recognize and protect environmental benefits of conserving agricultural lands and analyze how to reduce greenhouse gas emissions
- Identify the benefit of agricultural land for priority populations such as beginning or Veteran farmers

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CHAPTER 6

GREENHOUSE GAS REDUCTION AND CONSERVATION

Conservation of resources is key to creating a livable, equitable, economically vibrant and resilient community. Resource conservation has become imperative in the context of climate change, and now includes reductions in greenhouse gas (GHG) emissions as an organizing framework.

This Chapter will describe SEDA objectives and policies that are aimed at protecting existing resources, conserving water and energy, and diverting waste, which together reduce greenhouse gas emissions. The conservation of farmland, another key resource in the SEDA, is described in Chapter 5 – Community Farming and Agriculture.

The Fresno General Plan includes strategies that address ways in which the City can achieve a sustainable future through conservation efforts. This includes placing an emphasis on the ability to adapt to the climate and changing resource conditions, in addition to understanding how effectively using energy, water, land, buildings, natural resources and fiscal resources can strengthen the long-term sustainability of the Fresno region. At the regional level, the San Joaquin Valley Air Pollution Control District (SJVAPCD) regulates local emissions and establishes air pollution reduction programs. In addition, the California Air Resources Board (CARB) establishes requirements for clean vehicles and fuels in addition to providing solutions to effectively reduce harmful air pollutants and reduce greenhouse

gas emissions. Furthermore, Senate Bill 32 sets a statewide goal of reducing GHGs by 40% below 1990 levels by 2030 –this is a new interim target intended to ensure alignment with the previously established target of achieving an 80% reduction below 1990 levels by 2050. The City of Fresno coordinates with each of these plans, regulations and agencies to achieve compliance with local air quality targets and establish implementable reductions in greenhousegas emissions.

This section will focus on local measures for GHG reduction and conservation that can be achieved through implementation of the SEDA Plan, which are mostly tied to reducing vehicle trips, but also include increasing energy efficiency, water conservation and waste diversion. The SEDA has great potential to help the City accomplish its goals, as transportation planning and newer high efficiency building codes can be applied on a larger scale. For purposes of readability, the phrase “Resource Conservation” will be abbreviated as “RC” in this section.

While the overarching goals, objectives and policies identified in each Chapter of this Plan remain, they should be applied with the understanding that development will only be permitted in the South SEDA areas East of Temperance and South of Jensen until thresholds identified in Chapter 9 – Implementation have been met.

OBJECTIVE RC-1

Greenhouse Gas Reductions

Meet statewide targets set for greenhouse gas emissions reductions in compliance with the Fresno General Plan and set forth by the San Joaquin Valley Air Pollution Control District and California Air Resources Board.

POLICY RC-1.1 LAND USE STRATEGIES.

Link land use and transportation by incorporating the following components into SEDA's land use plan:

- **Compact Development.** Maximize opportunities in the SEDA for compact, higher density development in order to provide more housing, conserve resources, and reduce travel distances.
- **Design the Neighborhood, Community and Regional Town Centers in the SEDA as Mixed-Use Districts** that include ground floor retail, civic and other commercial uses and upper floors of office and residential uses. Locate mixed-use development along High-Quality Transit Corridors such as the Kings Canyon Corridor that will serve SEDA's Regional Town Center. Incentivize developments that are mixed-use, defined as pedestrian-friendly development that blends two or more residential, commercial, cultural or institutional uses, one of which must be residential.
- **Pedestrian-Oriented Development.** Providing pedestrian-friendly infrastructure such as sidewalks, paths, and direct connections to neighboring uses such as shopping, schools, libraries and parks increases the potential for people to make trips on foot, bicycle or transit instead of by car. New development should include all sidewalks, paths, trails and facilities required by the General Plan, the Active Transportation Plan and the SEDA Plan.
- **Incentives for Pedestrian-Oriented Anchor Retail.** Consider adopting and implementing incentives for new pedestrian-friendly anchor retail to be applied within the SEDA's Regional, Community, and Neighborhood Town Centers.
- **Complete Streets.** Ensure that all streets in the SEDA comply with the City's Complete Streets Policy.

- **Transit Oriented Development.** Design land uses and integrate development along High-Quality Transit Corridors such as the Kings Canyon Corridor, with transit-oriented development that supports transit ridership and convenient pedestrian access to bus stops and station stops.

POLICY RC-1.2 TRANSPORTATION FACILITIES STRATEGIES.

Provide the following interconnected transportation facilities to encourage use of alternative modes of transportation and reduce vehicle trips:

Transit Facilities. Ensure adequate transit routes and facilities are provided in the SEDA through coordination between the Planning and Development and FAX Departments. Planned facilities should include bus stops, multimodal transfer centers and information kiosks.

Pedestrian and Bicycle Infrastructure. Ensure the SEDA is well-served by pedestrian and bicycle infrastructure, including sidewalks, bicycle lanes, and safe crossing infrastructure pursuant to the Active Transportation Plan.

Traffic Calming Measures. Design features and strategies to reduce vehicle speeds and reduce conflicts with pedestrians to encourage more walking. Slower speeds encouraged by traffic calming can also improve safety and increase bicycling. Where appropriate, provide on-street parking or street trees and landscaping to separate vehicles from pedestrians to improve walkability.

POLICY RC-1.3 TRANSPORTATION DEMAND STRATEGIES.

Transportation Demand Strategies focus on commute trips and provide both incentives for using alternative modes of transportation and disincentives for use of the gas powered single-occupant vehicles. Examples include Transportation Demand Management (TDM) programs, parking strategies, and electric vehicle charging stations. The following strategies should be considered for implementation in the SEDA:

Reinforce the San Joaquin Valley Air Pollution Control District's Rule 9410 by requiring a Transportation

Demand Management (TDM) Plan prior to issuance of certificates of occupancy at employer sites with 100 or more employees. TDM programs include making physical improvements to work sites, such as adding showers and lockers to encourage biking to work, free transit passes, carpool services, and preferential parking.

Consider requiring employers with 50 or more employees to implement TDM programs in the SEDA.

The City of Fresno and the San Joaquin Valley Air District should jointly fund a TDM Coordinator that would assist large employers in Fresno to develop and maintain TDM programs. This position would also support the creation of maintenance of these programs in the SEDA.

Develop a trip reduction parking strategy in the SEDA that would encourage the use of alternative transportation modes. Such a program might include parking pricing at worksites, paid parking structures, and limited parking requirements.

Develop minimum requirements for electric vehicle charging stations to be installed at worksites over a given size (50-100 employees).

POLICY RC-1.4 ENERGY CONSERVATION STRATEGIES.

Although new residential development now must meet zero net energy requirements, there is still a need to conserve energy in order to reduce GHG emissions. Energy use in buildings is the second largest generator of GHG emissions after transportation. The following policies will help accomplish needed GHG reductions:

Consider developing an incentive program in the SEDA for new buildings that exceed the California Energy Code requirements by 15%.

Encourage and reward compliance with voluntary energy conservation certification programs such as LEED, EnergyStar or Greenpoint Rating systems.

Promote compliance with State law mandating disclosure of a building's energy data and rating of the previous year to prospective buyers and lessees of the entire building or lenders financing the entire building.

Partner with PG&E or other organizations to offer a home energy retrofit program to existing homeowners

in the SEDA. Ensure that solar retrofits are made available to existing homeowners.



Building Green Housing

Communities across California have become pillars in meeting zero net energy requirements and can serve as examples for development within the SEDA. The Green at West Village Student Housing Project, located at the University of California, Davis, is a 34-acre zero-net energy community, complete with a 5.5 Megawatt solar canopy atop surface parking lots. The Green at West Village offers nearly 3,300 beds and 1.3 million square feet of student housing and amenity space. The expansive electric solar arrays situated within the project contribute to the overall neighborhood goal of net-zero energy annually, as the project will generate as much energy as it uses within a year. Bicycle commuting for students is encouraged, as the project offers reduced areas for car parking, in tandem with low impact development xeriscape practices located throughout the community. In addition, all project costs came from the proceeds of a tax-exempt bond sale – the largest bond sale ever for a student housing project in the United States.

Clean Energy and Conservation

Photovoltaic systems, otherwise known as solar energy systems, can make the most of Fresno's sunny climate. Solar energy and smart battery storage projects located at the Fresno-Clovis Regional Wastewater Reclamation Facility, the Northeast Surface Water Treatment Facility and Southeast Surface Water Treatment Facility provide a combined

27 Megawatts in size and are expected to save over \$122 million in ratepayer dollars over the next 20 years. The 19.6 Megawatt system located at the Fresno-Clovis Regional Wastewater Reclamation Facility, as shown in the photo below is the largest commercial solar and battery system in the United States to date.



POLICY RC-1.5 WASTE DIVERSION, RECYCLING AND ENERGY RECOVERY.

Establishing programs and actions that promote recycling and diversion of waste from landfills can reduce energy consumed in the transport and handling of waste material and can reduce the greenhouse gases that are emitted during the decomposition of organic waste.

The State of California has adopted increasingly stringent mandates for the percentage of solid waste that can be disposed in landfills.

In addition, certain landfills have been mandated to install methane capture systems to result in greenhouse gas reductions from these sources. The effects of methane are powerful – as it is 21 times more effective than carbon dioxide in retaining heat in the atmosphere. Methane can be flared, producing mainly carbon dioxide or used in combustion devices to generate heat or power that can be used for productive purposes displacing the use of fossil fuels. The following policies are recommended in the SEDA to reduce GHGs and conserve energy:

- Maintain current targets for recycling and re-use of all types of waste material in the City and enhance waste and wastewater management practices to

reduce natural resource consumption, including the following measures:

- Continue to require recyclable material collection and storage areas in all residential development.
- Establish recycling collection and storage area standards for commercial and industrial facilities to size the recycling areas according to the anticipated types and amounts of recyclable material generated.
- Provide educational materials to residents on how and what to recycle and how to dispose of hazardous waste.
- Provide recycling canisters and collection in public areas where trash cans are also provided.
- Institute a program to evaluate major waste generators and identify recycling opportunities for their facilities and operations.
- Continue to partner with the California Integrated Waste Management Board on waste diversion and recycling programs and the CalMax (California Materials Exchange) program.
- Evaluate the feasibility of a residential, restaurant and institutional food waste segregation and recycling program to reduce the amount of organic material sent to landfills and minimize the emissions generated by decomposing organic material.
- Evaluate the feasibility of “carbon footprinting” for the City’s wastewater treatment facilities, biomass and composting operations, solid waste collection and recycling programs to evaluate current carbon emissions and identify reduction areas where feasible.
- Expand yard waste collection to divert compostable waste from landfills.
- Study the feasibility and cost-benefit analysis of a municipal composting program to collect and compost food and yard waste to comply with the provisions of SB 1383, which requires separation of organic waste from trash.
- Continue to pursue opportunities to reduce air pollution by using methane gas from the old City landfill and the City’s wastewater treatment process.

POLICY RC-1.6 MUNICIPAL FACILITIES.

SEDA will include a range of municipal facilities from streetlights to parks and open spaces to community centers and police and fire facilities. It is important to include greenhouse gas reductions and energy conservation at City facilities, over which the City has direct control and can allocate resources for this purpose. In addition, implementing these measures at City facilities also establishes the City as a leader in GHG reduction and conservation, which is important as it implements these measures on a citywide basis. The following are potential citywide actions that can be initiated within the SEDA, as opportunity allows:

- Improve energy efficiency in City operations.
- Exceed Title 24 energy efficiency standards for new City buildings.
- Install renewable energy systems on City facilities.
- Implement City operated transportation demand management for City employees.
- Purchase green vehicles for City fleets.
- Enhance reduction, reuse and recycling efforts at City facilities.
- Implement water efficient landscaping in City parks and facilities.
- Establish a green purchasing program.

POLICY RC-1.7 URBAN FORESTRY PROGRAM.

Encouraging the integration and protection of new and existing mature trees within our communities can lead to significant reductions in the urban heat island effect and energy required for cooling. As another significant benefit, trees also store harmful carbon as they grow, in a process known as sequestration. As these trees continue to grow, mature and sequester carbon, it is also important for urban forestry projects to consider potential tree emissions that result from the maintenance and ultimate disposition of trees to ensure a net decrease in greenhouse gas emissions occurs.

Maintaining trees, vegetation and plants throughout City parks is important to the success and longevity of these publicly owned spaces. In addition, these areas provide opportunities for new tree planting

and replacement of tree species that possess a low potential to store carbon, with tree species that possess higher carbon storage potential.

Development of the SEDA will present many opportunities for the strategic planting of trees while aligning with the City of Fresno Urban Forest Management Plan, as noted below:

- Develop a tree palette for the SEDA that reinforces its sense of place, reflects native species, and includes tree species with high carbon storage potential.
- Meet parks shading targets noted in the Parks Master Plan.
- Plant shade trees to delineate corridors and the boundaries of urban areas, and to provide tree canopies for bike lanes, sidewalks, parking lots, trails, and transit stops.

Water Resources

All communities have an imperative to plan for the efficient, sustainable use of water. In Fresno, this need is especially pronounced. Groundwater, a major component of the water supply in the Southeast Development Area, is now regulated by the Sustainable Groundwater Management Act. Ensuring a safe, reliable, and cost-effective water supply is becoming increasingly challenging. At the regional or watershed level, new demand must be completely mitigated by efficiency measures and the development of new supplies. These proposals underscore that everyone—from providers to developers to homeowners and all other users—must act to manage water responsibly.

Land Use and Water Demand

Minimizing infrastructure costs and water demand through efficient land use is a fundamental first step towards water conservation. Low-density, large-lot development presents the compound problem of high-water demand and high infrastructure costs and in addition, landscaping accounts for about 50 percent of average household water use. Since irrigation demand relates directly to lot size, compact neighborhoods of small-lot single family and multifamily homes use significantly less water.

Large lots also entail higher infrastructure costs. A typical low-density suburban pattern takes a huge toll on infrastructure systems in that it requires extensive networks of new pipes not only to reach dispersed development, but to span the distances between large lots. Longer pipes not only cost more to build and maintain, but also lose more water through leaks. Compact development requires significantly less pipe, and with significant cost savings. An American Planning Association analysis showed that the annual cost of providing water and sewer service to a lot in a highly dispersed development was \$472 per household, while the cost to serve the same size lot in a centrally located, compact development was only \$283. When added up at the city, regional, and state levels, the differences in water consumption and infrastructure costs resulting from low-density development are substantial.

Reducing Indoor and Outdoor Water Use

There is great potential to conserve water at all levels. Outdoor demand can be significantly reduced through climate-appropriate landscape design and more efficient irrigation technologies, while indoor demand can be reduced by other sustainable building choices such as efficient fixtures and appliances. Building and district-scale water recycling systems can further reduce the need for potable water. These strategies for water conservation, efficiency, and reuse are supported by the SEDA Plan, which incorporates smart land use and infrastructure planning to ensure the sustainability of our water supply. The state is also ensuring conservation by establishing increasingly restrictive per-capita indoor water use standards of 55 gallons per day per capita in 2023, 47 gallons in 2025 and 42 gallons in 2030.

Water Planning

Given the limited and variable water supply available to the City of Fresno, the SEDA Plan requires infrastructure planning that makes the most efficient use of our water resources. This goal is achieved in large part through an integrated water system that ties groundwater usage to groundwater recharge, maximizes the capture and quality of stormwater for groundwater recharge, utilizes treated wastewater where appropriate, and minimizes per capita water demand.

In accordance with state requirements, the City of Fresno recently adopted its 2020 Urban Water Management Plan (UWMP). This Plan addresses current and projected future water supply availability and reliability relative to demands through the year 2045. The UWMP guides water infrastructure planning throughout the City and describes both water conservation and water shortage contingency programs and plans.

The SEDA water resources strategy is intended to fit within the framework of analysis and planning of the UWMP, addressing a full range of actions necessary to help ensure a safe, sustainable water supply for the SEDA. From efficient land use to innovative infrastructure planning, to development standards that regulate building and landscape water usage, the following objectives and policies establish a rigorous and sustainable approach to water management for the years ahead.

OBJECTIVE RC-2

Cooperative Water Planning

Integrate water supply, treatment and delivery, and flood control and stormwater planning in the Southeast Development Area.

POLICY RC-2.1 ENERGY PLANNING.

Support cooperative, multi-agency water and energy resource planning involving the City of Fresno and other local jurisdictions, water and flood control agencies, the San Joaquin Valley Clean Energy Organization and Pacific Gas and Electric Company.

POLICY RC-2.2 SHARED WATER RESOURCES AND INFRASTRUCTURE.

Develop methods and systems to share water resources and infrastructure to capture the highest possible value for all planning, water delivery, and water-using agencies.

Joint Use of Water Facilities

Active open space, recreation and groundwater recharge at Oso de Oro Park in Fresno.



OBJECTIVE RC-3

Water Conservation

Promote water conservation and the long-term sustainability of water resources within the Southeast Development Area.

POLICY RC-3.1 SMART, COMPACT LAND USE.

Build compact communities that include more small-lot and multifamily housing options which require less water for outdoor irrigation.

POLICY RC-3.2 SITE AND BUILDING EFFICIENCY STANDARDS FOR WATER USE.

Green building standards contain a spectrum of strategies to conserve water, including site measures to encourage the planting of species that require minimal water. All new construction in the SEDA is required to meet existing local and state laws with regard to water conservation and any additional measures needed locally to respond to drought conditions as determined by the City of Fresno Department of Public Utilities.

POLICY RC-3.3 WATER RECYCLING.

Use treated wastewater for irrigation and other uses, consistent with applicable regulations, to minimize the required surface and groundwater needs of SEDA homes and businesses.

Public Facilities

Require the use of tertiary-treated wastewater to irrigate parks, golf courses, and public landscaping, as specified in the Open Space, Schools and Public Facilities Chapter.

Municipal Purple Pipe. Establish a site- or district-wide purple pipe system that conveys recycled water.

Commercial Landscaping

Require the use of treated wastewater to irrigate commercial landscaping, adhering to the standards included in the California Code of Regulations, Title 22.

Residential Landscaping

Where appropriate, encourage the use of tertiary treated wastewater to irrigate residential landscaping.

Small Farms and Community Farming

Use secondary- and tertiary-treated wastewater for agricultural irrigation in the SEDA and within the immediate vicinity, consistent with applicable laws and regulations.

POLICY RC-3.4 IMPLEMENTATION AND MONITORING.

Support and monitor water conservation policies and programs.

Technical Support

Developer shall abide by all state and local requirements for water use efficiency standards.

OBJECTIVE RC-4

Groundwater Recharge

Ensure that there will be no adverse effects on regional groundwater levels by minimizing groundwater extraction and replenishing groundwater used to serve the Southeast Development Area.

Maximize multiple uses of open space by encouraging new recharge facilities to be accessible to the public.

POLICY RC-4.1 MINIMIZING GROUNDWATER EXTRACTION.

Use available surface water supplies to meet as much of the SEDA's potable water demand as possible, limiting groundwater extraction to extreme periods.

POLICY RC-4.2 REPLACEMENT OF EXTRACTED GROUNDWATER.

The North Kings Groundwater Sustainability Plan illustrates the decrease in groundwater levels in the region as a result of decades-long over pumping. All groundwater drawn to serve development in the SEDA shall be replaced with at least an equal volume via infiltration recharge. Recharge need not necessarily occur the same year as withdrawals, however, over time, total recharge must at least match total withdrawals. Recharge and withdrawals need not occur within the same groundwater aquifer but must be within the same groundwater basin, but should occur near the same area to best mitigate the negative effects of the groundwater pumping.

POLICY RC-4.3 MAXIMIZING GROUNDWATER RECHARGE.

Establish integrated systems within the SEDA open space network to maximize recharge using stormwater, treated wastewater, and excess surface water supplies. Facilitate increased porosity and in-route stormwater recharge through the use of porous conveyance methods such as bioswales, naturalized channels, and layered basins. Recharge and related systems shall be addressed in the SEDA Public Facilities Financing Options Report.

POLICY RC-4.4 UTILIZATION OF RECREATION AND OPEN SPACES AS GROUNDWATER RECHARGE AREAS.

Support recreation opportunities with a range of parks and multi-use trails by establishing joint-use agreements with Fresno Metropolitan Flood Control District to allow access to storm drainage/recharge basins for recreational use, when appropriate

(see Chapter 4 – Open Space, Schools and Public Facilities).

OBJECTIVE RC-5

A Safe Water Supply

Protect surface and groundwater supplies from major sources of pollution.

POLICY RC-5.1 STORMWATER RUNOFF.

Implement stormwater management practices that minimize stormwater runoff impacts on the Tulare Lake Watershed.

Compact Development. Limit impervious cover by clustering new, higher density development within the SEDA, directing growth away from undeveloped portions of the watershed.

Parking Demand Management. Reduce the demand for parking stalls to lower the amount of impervious surface and environmental impacts.

Low Impact Development Practices

Implement development practices such as natural conveyance, bioswales, raingardens and xeriscape as shown in the photos below, that minimize, slow, and filter street runoff and remove pollutants, lowering peak volume and reducing the size and cost of stormwater infrastructure.



POLICY RC-5.2 HAZARDOUS MATERIALS AND PESTICIDE REDUCTION.

Prevent contamination of the groundwater table and surface water resources and discourage pesticide use for agricultural and landscaping uses within the SEDA.

Signage

Install appropriate signage to deter the discharge of hazardous materials into storm drains.

Pollution Prevention

Provide information to SEDA residents on appropriate ways to dispose of hazardous materials and chemicals.

Pesticide Reduction

Discourage all pesticide use for agricultural and landscaping uses within the SEDA.

Remediation

Encourage rapid clean-up of contaminated groundwater consistent with applicable laws and regulations.

POLICY RC-5.3 CONSTRUCTION EROSION.

Erosion and Sedimentation Control Plan

Require all construction projects to create and implement a plan using state and local best management practices for erosion and sedimentation control.

Runoff Control

Prevent loss of soil by stormwater runoff and sedimentation of storm sewers or receiving streams.

OBJECTIVE RC-6

Cost-Effective, Low-Impact Water Infrastructure

Develop sufficient wet utility infrastructure to meet the demand created by new development within the Southeast Development Area, applying cost-effective and low-impact strategies to the extent possible.

POLICY RC-6.1 WATER SUPPLY AND DELIVERY.

Evaluate the potential surface water, groundwater resources and infrastructure needs necessary to meet the Southeast Development Area demand.

Site and Development-Level Water Supply

Establish estimates for water supply and demand for all development proposals, reducing demand (as appropriate) through site design and efficiency measures.

Delivery Systems

Proposed water supplies and delivery systems shall be identified at the time of development project approval to the satisfaction of the City of Fresno.

Water Demand Reductions. The City of Fresno and the developer or builder will identify specific demand

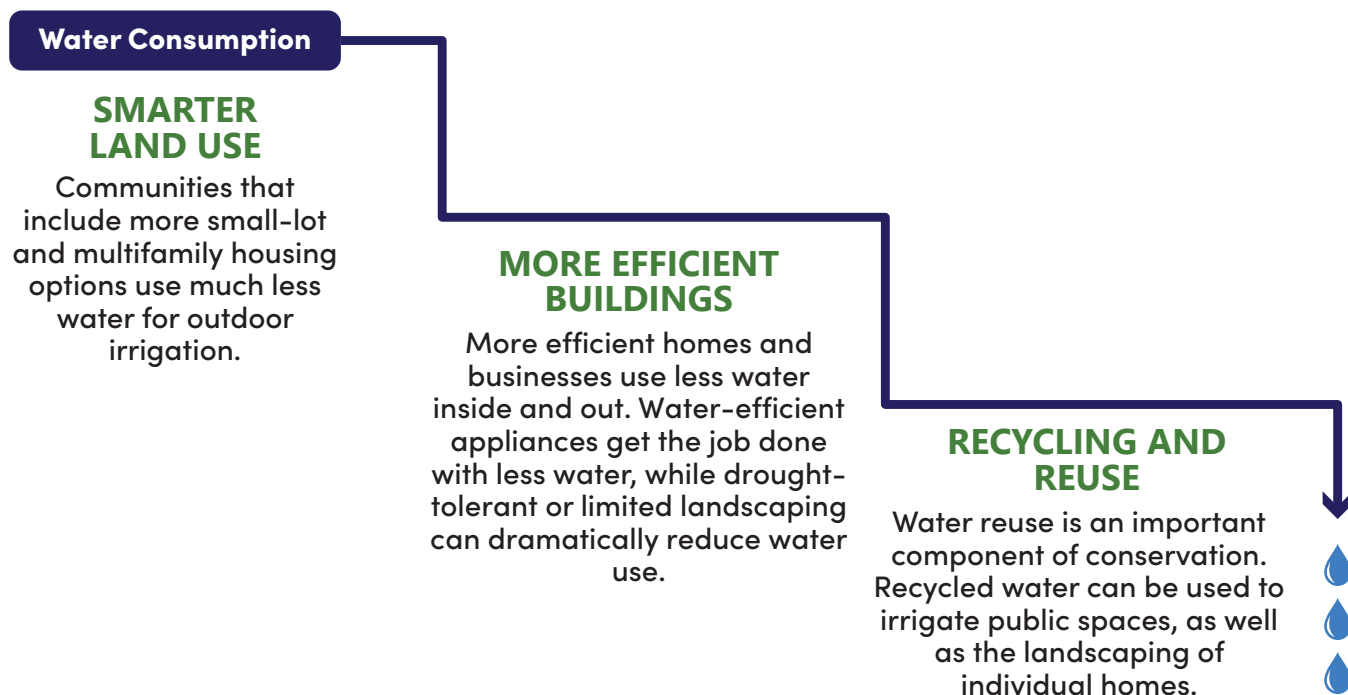


Figure 6.1 Strategies to Reduce Water Use

reduction measures required for the development proposal to move forward. Technical assistance will be provided by the City as needed.

Detailed Engineering. Infrastructure planning and engineering will be conducted with the proposed demand reduction factors included.

POLICY RC-6.2 WASTEWATER TREATMENT AND DELIVERY.

Evaluate the potential wastewater treatment and infrastructure needs necessary to meet Southeast Development Area demand and require treatment facilities to separate wastewater solids for energy generation and water for irrigation in the SEDA.

Site Water Treatment

Establish site-wide estimates for water treatment demand, reducing demand (as appropriate) after incorporating site design and efficiency measures.

Site Plan Delivery

Proposed wastewater supplies and delivery systems shall be identified at the time of development project approval to the satisfaction of the City of Fresno.

Wastewater Reductions. The City of Fresno and the developer will identify specific wastewater reduction measures required for the development proposal to move forward. Technical assistance will be provided by the City as needed.

Detailed Engineering. Infrastructure planning and engineering will be conducted with the proposed demand reduction factors included.

POLICY RC-6.3 FLOOD CONTROL AND STORMWATER MANAGEMENT.

Support the Fresno Metropolitan Flood Control District to evaluate and provide infrastructure to minimize community flood risk, enhance water quality, and provide locations for active recreation.

Stormwater Runoff Reductions. In coordination with the Fresno Metropolitan Flood Control District, the City of Fresno and the developer will identify specific reduction measures required for the development proposal to move forward.

Detailed Engineering. The Fresno Metropolitan Flood Control District will direct infrastructure planning and engineering with the proposed demand reduction factors included.

Water, Wastewater and Stormwater Infrastructure Systems

An analysis of infrastructure requirements for water, wastewater, and stormwater systems are included in technical studies that are appended to the SEDA Program EIR and are also incorporated into this plan by reference.

The technical studies include:

- Water Supply Assessment, Blair, Church & Flynn Consulting Engineers, June 2023
- Water Technical Study, Blair, Church, & Flynn Consulting Engineers, June 2022
- Wastewater Technical Study, Blair, Church, & Flynn Consulting Engineers, June 2022
- Storm Drain Technical Study, Blair, Church, & Flynn Consulting Engineers, June 2022
- Recycled Water Technical Study, Blair, Church, & Flynn, June 2022

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The concept of economic development is one in which long term programs and policies are created that seek to sustain and generate jobs, secure future community investment and establish a stable economic base.

Creating healthy and robust economic development programs can serve to nurture existing businesses and local entrepreneurs and attract new business growth that serve the community's vision for the future. The goals of the Southeast Development Area Plan build on Fresno's current strengths and are designed to create more economic opportunity in an environmentally responsible way for current and future residents and businesses.

Local Economic Development – Building on Strengths and Opportunities

With the Southeast Development Area Plan, the City has an opportunity to pursue economic development strategies that synergize new development potential with the competitive advantages it currently has. In particular, both the Southeast Development Area and the City as a whole are well positioned to become a hub for agricultural technology and clean energy. Health care, social services, transportation, warehousing, and waste management and remediation are also identified as high-growth industries for Fresno, according to the California Economic Development Department (2021).

The region's strong agricultural base—which grosses more in agricultural value than any other county in the country—can provide a foundation for growth in many industries, including agricultural research and technology, biomass-fueled energy generation, organic food production, and others. The region's abundant sunshine also places Fresno in an ideal location for the use and development of solar energy technologies. Moreover, the presence of higher education institutions, such as Fresno State University, can attract outside investment in research and business incubation as well as provide workforce training. Although the SEDA is one area within this much larger region, the agricultural identity of the Southeast Fresno community provides this area with the potential to become a significant contributor to a healthy and robust economic base. These strengths within the SEDA, coupled with Fresno's central location and planned stop along California's high-speed rail network, position Fresno and the SEDA favorably to attract investment and grow local businesses and jobs.

Growth and Employment in the Southeast Development Area

This Chapter of the SEDA Specific Plan highlights the physical features and regulatory policies of the SEDA around which local economic development strategies can be structured. As referenced previously throughout this Plan, development will only be permitted in the South SEDA areas East of Temperance and South of Jensen until thresholds identified in Chapter 9, Implementation have been met. The area South of Jensen includes approximately 1,400

acres of land for Office and Flexible Research and Development. Phasing the development of South of Jensen in tandem with the residential areas East of Temperance locates employment centers in proximity to residential areas and regional transit connections to reduce vehicle miles traveled and greenhouse gas emissions and further positions the City of Fresno to strategically attract and promote economic generating uses and jobs. At full buildout, the SEDA is projected to accommodate approximately 37,000 jobs, the majority of which will be located in Mixed-Use and Flexible Research and Development Districts. This new framework of interconnected town centers and neighborhoods will offer easy access and amenities that can attract and retain employers and new residents, while the Flexible Research and Development Districts of the Plan will enable the formation of industry clusters to serve new and emerging sectors.

Ultimately, the SEDA is envisioned to become a significant economic generator for Fresno. Within the framework of its land use and transportation elements, opportunities exist to stimulate and host a range of economic activities, and the way in which activity and investment is steered to Districts within the SEDA will be crucial to the success of its communities. As a result, the following objectives and policies of this Chapter serve to identify opportunities presented by the SEDA Plan. For purposes of readability, the phrase “Economic Opportunity” will be abbreviated as “EO” in this section.

While the overarching goals, objectives and policies identified in each Chapter of this Plan remain, they should be applied with the understanding that development will only be permitted in the South SEDA areas East of Temperance and South of Jensen until thresholds identified in Chapter 9 – Implementation have been met.

OBJECTIVE EO-1

Equitable Economic Development

Development of the SEDA provides an opportunity to bring the One Fresno vision of reducing economic inequality and supporting wealth creation to much needed fruition. In previous years, Fresno has ranked 59th out of 59 for economic and racial disparity, according to economic mobility research from The

Urban Institute. To reverse this last-in-place standing, the following policies will be implemented.

POLICY EO-1.1 BROADEN ACCESS TO SMALL BUSINESS FINANCING.

Expand on the City’s microlending programs to support small, local businesses.

POLICY EO-1.2 SUPPORT TRAINING AND UPSKILLING OF THE WORKFORCE.

Build on Fresno’s current workforce development efforts by providing career technical education, apprenticeship, and other upskilling opportunities for those who live or work in the SEDA.

POLICY EO-1.3 COLLABORATE WITH OTHER COMMUNITY ORGANIZATIONS THAT ARE WORKING TO REDUCE INEQUALITY AND RACISM.

Support initiatives that seek to increase equity and inclusion in the local economy.

OBJECTIVE EO-2

Targeted Growth Industries

POLICY EO-2.1 ENHANCING THE ECONOMIC STRENGTH OF THE SEDA.

Promote industry clusters that build on Fresno’s local strengths. The SEDA Plan presents opportunities for each of the following clusters: Advanced Manufacturing, Clean Energy, Construction, Food Processing, Healthcare, Information Processing, Logistics & Distribution, Software Development, Tourism, and Water Technology. This list may evolve as Fresno grows and changes.

POLICY EO-2.2 LOCAL AND REGIONAL ECONOMIC DEVELOPMENT.

Coordinate with other local and regional economic development efforts to build on opportunities presented by new development in the SEDA. This includes plans and programs within the City of Fresno Economic Development Department, as well as any related efforts.

Attracting Investment to Fresno

Fresno's location and workforce are well-suited to support agricultural technologies and services. But Fresno is also home to major brands in supply chain management, food innovation and processing facilities, water technology, and other precision manufacturers. Other markets include medical device design and manufacturing and green industries such as solar, biofuels, recycling, and other forms of alternative energy. SEDA offers the opportunity to attract key economic generators designed to enhance the local economy, as further noted in the objectives and policies below.

OBJECTIVE EO-3

Clean Energy and Agricultural Technologies

Support growth in clean energy and agricultural technologies, tapping into broad demand from the local to national level and beyond. Citywide strategies should be developed to align with and build upon the goals and policies of the Southeast Development Area Specific Plan.

POLICY EO-3.1 COLLABORATION WITH THE SAN JOAQUIN VALLEY CLEAN ENERGY ORGANIZATION (SJVCEO).

Work with the SJVCEO to attract projects and investments to the SEDA, promoting it as a key location in which to implement emerging clean energy. Local renewable energy projects can capitalize on Fresno's abundant solar and biomass resources.

POLICY EO-3.2 COORDINATION WITH CALIFORNIA STATE UNIVERSITY, FRESNO.

Build on partnerships with California State University, Fresno to develop programs and projects to attract funding for research and development in the following areas:

- Agricultural technology
- Clean energy technology
- Green building technology
- Value-added manufacturing technology
- Water and wastewater technology

- City and regional planning

POLICY EO-3.3 COORDINATION WITH STATE CENTER COMMUNITY COLLEGE.

Build on partnerships with the State Center Community College to promote workforce training programs that can support local business growth.

POLICY EO-3.4 PUBLIC-PRIVATE PARTNERSHIPS.

Pursue public-private partnerships to develop and support green technology for public building and infrastructure projects.

POLICY EO-3.5 GRANT FUNDING.

Pursue federal, state, and foundation grant funding to support public demonstration projects.

POLICY EO-3.6 VENTURE CAPITAL INVESTMENTS.

Help attract and bring investment to local companies by supporting the development of a research park in the SEDA.

Growing the Green Economy Stimulating Economic Growth with Environmental Responsibility

California's targets for reduced greenhouse gas emissions, better energy efficiency, and increased renewable energy generation are beginning to stimulate innovation and economic growth throughout the state.

Clean Energy and Environmentally Sustainable Jobs



Green collar jobs—service jobs in businesses whose products and services improve environmental quality—can fill an important role in Fresno’s economy as high-quality employment with accessible entry requirements. Green collar jobs can be supported by coordinating local job training programs with businesses in the growing green sector. Job areas can include:

- Bicycle repair and bike delivery services
- Car and truck mechanic jobs, production jobs, and gas-station jobs related to bio-diesel, vegetable oil and other alternative fuels
- Energy retrofits to increase energy efficiency and conservation
- Food production using organic and/or sustainably grown agricultural products
- Furniture making from environmentally certified and recycled wood
- Green building (i.e. architecture, construction)
- Green waste composting on a large scale
- Hauling and reuse of construction and demolition materials and debris
- Hazardous materials clean up
- Green (sustainable) landscaping

- Manufacturing jobs related to the large-scale production of technologies (i.e. solar panels, bike cargo systems, green waste bins, etc.)
- Materials reuse/producing products made from recycled, non-toxic materials
- Non-toxic household cleaning in residential and commercial buildings
- Parks and open space maintenance and expansion
- Printing with non-toxic inks and dyes and recycled papers
- Public transit jobs
- Recycling
- Solar installation and maintenance
- Tree cutting and pruning
- Peri-urban and urban agriculture
- Water retrofits to increase water efficiency and conservation
- Whole home performance (i.e: HVAC, attic insulation, weatherization, etc.)
- Small scale/boutique manufacturing or “maker” spaces

OBJECTIVE EO-4

Sustainable Industries and Services

Promote sustainable industries and services in the Southeast Development Area.

POLICY EO-4.1 LOCAL SUSTAINABLE INDUSTRIES.

Support the establishment or growth of local businesses that can respond to the SEDA’s policies for environmental sustainability, e.g. solar installation companies for sustainable building.

POLICY EO-4.2 LOCAL SUSTAINABLE GOODS AND SERVICES.

Support the establishment or growth of local businesses that provide goods or services in an environmentally responsible manner (e.g. eco-friendly dry cleaning, organic food production, sustainable businesses that manage waste responsibly).

Leverage City resources to stimulate the development of local sustainable businesses.

OBJECTIVE EO-5

Economic Development in Key Locations

Expand the economic base and fiscal sustainability of the City by supporting high sales, property values, and employment intensity per acre for economic development in key locations throughout the Southeast Development Area.

POLICY EO-5.1 EMPLOYMENT IN MIXED-USE DISTRICTS.

Develop Mixed-Use Districts with targeted sales, property value, and employment intensity.

- Attract office-based employment.
- Support the development of small businesses. Encourage developments that can accommodate small-scale enterprises.

POLICY EO-5.2 EMPLOYMENT IN OFFICE CENTERS AND FLEXIBLE RESEARCH & DEVELOPMENT DISTRICTS.

Develop Office Centers with targeted sales, property value, and employment intensity.

- Attract office-based employment.
- Support partnerships between the State Center Community College and companies in the local area.
- Incentivize “maker” spaces: collaborative workspaces for making, sharing, learning, and exploring that usually contain a variety of shared tools, technology and space.

POLICY EO-5.3 EMPLOYMENT IN FLEXIBLE RESEARCH & DEVELOPMENT DISTRICTS.

Develop Flexible Research & Development Districts with targeted sales, property value, and employment intensity.

- Promote the growth of manufacturing, distribution and research and development employment in the areas of the SEDA where these uses are allowed.

- Promote the development of a research park that can support new ventures.
- Encourage the formation of industry clusters.
- Attract large employers.
- Support partnerships between the State Center Community College and companies in the local area.

POLICY EO-5.4 EMPLOYMENT IN OPEN SPACE NETWORKS.

Develop the open space network to support employment opportunities.

- Support small-scale farms in rural cluster areas.
- Support agricultural research in open space areas.
- Support the development of clean energy systems within the open space network (e.g. solar farms in parks, flood basins).

OBJECTIVE EO-6

Office Employment

Cultivate an attractive and business-friendly environment to draw office-based employers to the Southeast Development Area.

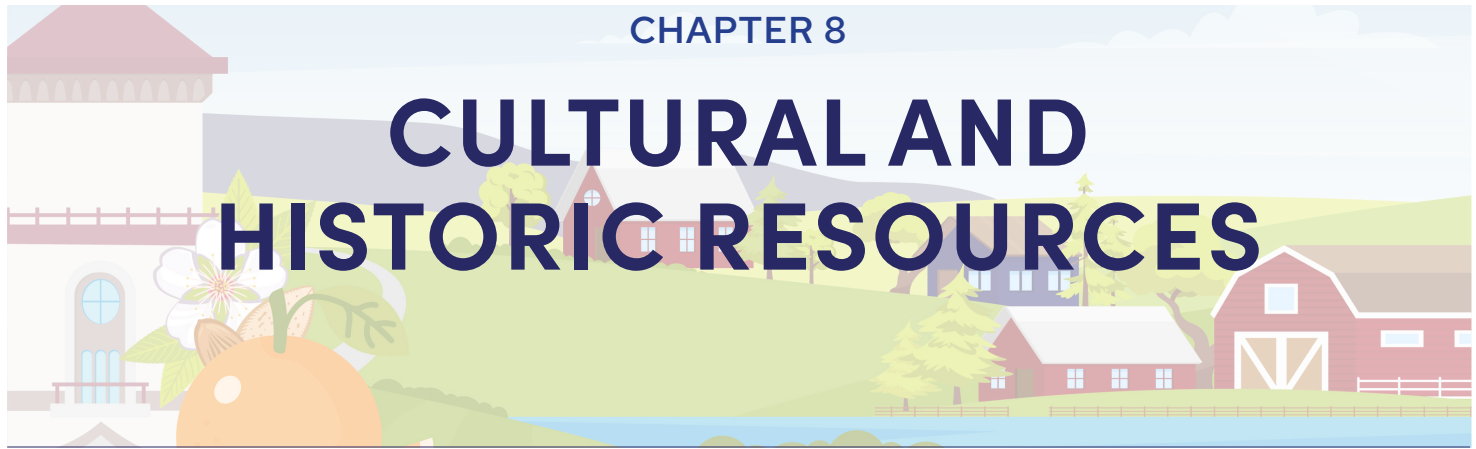
POLICY EO-6.1 FOCUSED ACTIVITY.

Concentrate office employment in the Regional and Community Town Centers and along transit corridors as detailed in the SEDA Plan.

POLICY EO-6.2 CO-LOCATION OF SERVICES AND EMPLOYMENT.

Co-locate services and employment to foster a walkable environment and allow for multi-purpose trips.

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Historically significant buildings, districts, sites, landscapes, and other features can reveal the unique identity of a city and contribute to its sense of place. The Southeast Development Area Plan is sensitive to the need to preserve elements of the area's past as resources to enrich its future.

Though new growth will substantially transform the area, the city has sought to identify key features to retain or build upon, whether physically or by reference. Blanketed by farmsteads and interlaced with irrigation canals, the SEDA's most salient visible features are those that signify the agricultural heritage of Fresno and the region.

Preserving the Heritage of Fresno and the Region

Fresno contains a wealth of structures and landscapes of historical and cultural significance. The City's Local Register of Historic Resources names over 300 buildings, structures, objects, sites, and districts of significant value. The local register includes a range of buildings and features, including the Kearney Boulevard Gateway and the Old Fresno Water Tower. The local register does not currently include any sites within the Southeast Development Area, as it is not yet within the jurisdiction of the City. As detailed planning and development in the SEDA proceeds, the City will continue to evaluate the cultural and

historic significance of built and natural features within the area.

By restricting the first phase of development to the areas East of Temperance and South of Jensen, the SEDA Plan supports the preservation of rural landscapes and resources located both inside and outside the SEDA Planning Area.

An early environmental analysis for the SEDA Plan identified potentially significant historic resources. This analysis included a "windshield" survey of the site, a literature review, and a historical records search with the Southern San Joaquin Valley Information Center at Bakersfield. There is also the potential for additional historic or prehistoric resources (e.g. Native American occupation sites) to be found in the SEDA, as detailed surveys are conducted on a parcel-by-parcel basis before development takes place. In addition, sub-surface resources may be uncovered during excavation associated with project construction.

Maintaining Links to Fresno's Agricultural Heritage

Development in the SEDA can maintain elements of Fresno's rich agricultural history through the direct preservation of structures and inclusion of architectural and design elements which pay tribute to the area's surrounding resources. Agricultural and open space elements of the Plan, in particular, can be designed to complement or enhance existing built and natural features. These include the network of historic canals, along which greenways will extend; farmhouses and other buildings around which community gardens, parks, or other public spaces can be built; and

landscape features that can be highlighted by new development. With the SEDA, Fresno will continue to build its history.

As such, the objectives and policies of this Chapter support ongoing efforts to retain historically significant features in the design of new communities within the SEDA. For purposes of readability, the phrase Cultural Resources will be abbreviated as “CR” in this section.

While the overarching goals, objectives and policies identified in each Chapter of this Plan remain, they should be applied with the understanding that development will only be permitted in the South SEDA areas of East of Temperance and South of Jensen until thresholds identified in Chapter 9 – Implementation have been met.

OBJECTIVE CR-1

Landscape Preservation

Preserve the region’s culturally significant landscapes outside the Southeast Development Area by reducing development pressure on those landscapes.

POLICY CR-1.1 FUTURE GROWTH.

Channel new growth to areas already committed to urban uses. This includes areas currently inside the Fresno Sphere of Influence (SOI) and those designated as SOI expansion areas in the Fresno General Plan.

POLICY CR-1.2 CONVERSION OF NON-URBAN USES.

Limit the conversion of culturally significant rural areas outside the current Fresno SOI.



Canals of Fresno and the Valley. Wittenberg Family, Fairmead Colonies 1913



Canals of Fresno and the Valley. Herndon Canal, today

Fresno’s Historic Canals

Built to supply desperately needed water to Central Valley farmers, Fresno’s canals form an integral part of the landscape and a tangible connection to the area’s historic cultural and economic life.

As a semi-arid region, the Central Valley’s earliest settlers found land fertile but needing dependable water resources. Starting in 1871, Fresno’s early residents began the process of irrigating the San Joaquin Valley—a process that has continued to the present day.

Originally undertaken by companies incorporated for the express task of constructing canals, the process

continued into the 20th century under the State of California and then the federal government.

Canals were a primary driver of growth in the Fresno area. They represent an important link to Fresno's history, as they have outlived many of the agricultural uses they were built to serve. With the SEDA Plan, the canals present an opportunity to connect the urban fabric of Fresno with the region's strong links to farming and agriculture—a reminder of the role agriculture and water resources play in the Fresno of today and yesterday, and the Fresno for decades to come.

OBJECTIVE CR-2

Incorporating Agriculture

Bridge the past and future identity of Fresno residents by bringing small-scale agriculture back into our communities.

POLICY CR-2.1 SMALL FARMS AND COMMUNITY FARMING.

Support opportunities for entrepreneurs and families to grow food for commercial and household production within the SEDA (as specified in the Community Farming and Agriculture Chapter).

POLICY CR-2.2 EDUCATIONAL FARMING AND SCHOOL GARDENS.

Encourage schools and other institutions to emphasize agricultural processes, preservation and interpretation of farming history within the SEDA (as specified in Community Farming and Agriculture Chapter).

The Strong Agricultural Heritage of the San Joaquin Valley

The landscape of Fresno today stands as a testament to the San Joaquin Valley's agricultural past and present. In the city and the region, and the homes and fields, agriculture has played a decisive role in forming the landscape of today's Fresno.



Fairmead Colonies, Madera County 1913



Orchard, Fresno County Blossom Trail

Early changes to the Valley were undertaken with an eye to making it easier, more attractive, and more profitable to settle and farm. Where there was no water, an extensive canal system was dug; where there was no access, rail was laid and roads were built; and where the opportunity presented itself, small farmers purchased land to carve out a life for themselves and their families. As large companies shaped the valley for agricultural opportunities, so too did the small farmer shape his homestead and acreage to create the greatest yield from his land. Fields and pastures were sited based on what they could most productively produce, while streams and narrow corridors were often left wild to create windbreaks or to prevent erosion.

Maintaining Fresno's Agricultural Heritage

Agriculture and its essential cultural and economic role in Fresno and the Valley continue to affect how and where development can occur. The San Joaquin Valley's landscape represents a physical outgrowth of the heritage of agriculture and provides a real and living connection with its past. The SEDA Plan strengthens the connection to Fresno's agricultural heritage by integrating small farms and community-scale gardens into its diverse neighborhoods and centers, and by strategically locating urban uses in order to preserve and support viable commercial agriculture in Fresno and the Valley.

OBJECTIVE CR-3

Preservation of Cultural and Historic Resources

Identify and protect significant structures, sites and landscapes within the Southeast Development Area.

POLICY CR-3.1 CULTURAL RESOURCE SURVEYS.

Conduct surveys for cultural resources. For all activities in the SEDA meeting the California Environmental Quality Act (CEQA) definition of a "project," the City of Fresno shall ensure that a qualified professional archaeologist; and historian or architectural historian as appropriate based on site conditions has conducted focused surveys of the project site before issuing grading permits. If cultural resources (prehistoric or historic) are identified as a result of the survey, a qualified professional archeologist/historian shall evaluate the significance of the finds and recommend appropriate mitigation measures for significant resources. The City shall ensure the project applicant or designee implements these mitigation measures. Mitigation may include, but shall not necessarily be limited to, the avoidance of significant and potentially significant resources through changes in project design and/or subsurface testing and data recovery. Such efforts, particularly those involving testing and excavation, shall be conducted in consultation with appropriate Native American representatives identified by the Native American Heritage Commission (NAHC).

POLICY CR-3.2 DISCOVERY OF CULTURAL RESOURCES.

Protect cultural resources discovered during construction. If previously undocumented cultural materials such as historic building or structure remains; historic artifact deposits or scatters; or prehistoric artifacts such as stone tool flaking debitage, mortars, pestles, shell, or bone are encountered during construction in the SEDA, all ground-disturbing activity shall be suspended temporarily within a 100-foot radius of the find or a distance determined by a qualified professional archaeologist to be appropriate based on the potential for disturbance of additional resource-bearing soils. A qualified professional archaeologist shall identify the materials, determine their possible significance, and formulate appropriate mitigation measures. Appropriate mitigation may include no action, avoidance of the resource, and potential data recovery. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.

POLICY CR-3.3 DISCOVERY OF REMAINS.

Appropriately address human remains that could be found during construction. If human remains are uncovered during construction in the SEDA, all ground-disturbing activities shall immediately be suspended within a 100-foot radius of the find or a distance determined by a qualified professional archaeologist to be appropriate based on the potential for disturbance of additional remains.

POLICY CR-3.4 STATE RESOURCES.

Identify any resource listed in, or eligible for listing in, the California Register of Historical Resources, including archeological sites, during the Environmental Impact Report.

POLICY CR-3.5 LOCALLY SIGNIFICANT RESOURCES.

The City of Fresno shall identify additional cultural resources in road, utility, and other agency and public rights-of-way in the SEDA significant to the San Joaquin Valley and Fresno, such as historic canals and tree-lined boulevards. The City shall convey

information on these resources, and appropriate protection measures, to developers, utility companies, and other implementing agencies or stakeholders that might affect these resources.

POLICY CR-3.6 RESOURCE PROTECTION.

Incorporate historic sites, infrastructure and landscape features into new developments in order to conserve resources and preserve the area's vernacular landscape and "sense of place."

POLICY CR-3.7 RESOURCE RELOCATION.

The relocation of historic structures should be considered as a last resort for preservation and only when retention in place is infeasible. Moved properties should adhere to the Secretary of Interior's recommendations.

POLICY CR-3.8 ALTERNATE PUBLIC IMPROVEMENT STANDARDS.

Develop Alternate Public Improvement Standards (APIs) for historic landscaped roads, if appropriate, to preserve the historic context of the SEDA area.

OBJECTIVE CR-4

Using Vernacular Design

Develop new mixed-use communities that reflect and establish a regional identity in the design of new buildings and complexes.

POLICY CR-4.1 WAYSIDE EXHIBITS.

Incorporate wayside exhibits within new developments that depict the history of the site or region through photographs and text.

Fresno's Vernacular Architecture

Unique architectural elements in Fresno speak to the history of economic and cultural life in the San Joaquin Valley. Some of these elements, such as the distinctive water-holding tankhouses and the use of adobe as a building material, addressed environmental conditions. The working structures—the barns and worker housing—tell the story of life in the Valley.

Building materials and forms had to evolve to function in a physical setting with limited water resources and few sources of timber for building. Adobe is one widely-known locally-designed adaptation used in the Southwestern United States—the San Joaquin Valley was no exception. Adobe was widely used, from the earliest Mexican structures in the area, to the homes of wealthy landowners and peasant farmers.



The Magarian-Hiyashi Tankhouse

Adobe's availability and ease of use has made it infinitely malleable in the harsh environment of inland California. Up until the 1940's, it was used by architects looking to reflect a "California colonial" aesthetic, as in the Old Fig Garden of Fresno.

Tankhouses, though less well-known outside of California, represent another element of inland California distinction. In an area with scarce water resources, both city and country homes depended on tankhouses for their water. Using a windmill, and later gasoline engines, to pump water up to a holding tank on an upper floor, they provided a constant source of water for the household. Remaining tankhouses speak to a time when water was far more difficult to come by in the San Joaquin Valley and the difficulties the early inhabitants faced in finding and securing those scarce water resources.

Life in the Valley is also reflected in the vernacular styles of historic structures. Working buildings like the barns on many inland farms and small workers cottages (hall & parlor houses) are reminiscent of the common experiences of life in the Valley. These

working structures communicate what life was like for the average worker in historic Fresno.

Incorporating and acknowledging these elements of the region's past in the Southeast Development Area can help to firmly ground new development into its place in Fresno and the San Joaquin Valley. Referencing this time tested locally inspired design can provide a sense of continuity between Fresno's environment and history and the area's modern, urban residents.



CHAPTER 9 IMPLEMENTATION

The first phase of development and implementation of the SEDA will be limited to the South SEDA areas East of Temperance and South of Jensen.

Phasing and Thresholds

As referenced throughout this Plan, while plan adoption will include the full 9,000-acres within the SEDA boundaries, the Plan and associated land use map have been revised to reflect the Modified Consolidated Business Park Alternative as the Proposed Land Use Map, with a focus on two development areas in South SEDA:

- **East of Temperance:** bounded on the west by Temperance Avenue, on the north and east by the Briggs Canal and on the south by Jensen Avenue.
- **South of Jensen:** bounded on the west by Minneawawa Avenue, on the north by Jensen Avenue, on the east by Temperance Avenue and on the south by North Avenue.

While the overarching goals, objectives and policies identified in each Chapter of this Plan remain, they should be applied with the understanding that development will only be permitted in South SEDA areas East of Temperance and South of Jensen until following thresholds have been met:

- Phased approach: development will first occur in the South SEDA areas East of Temperance and South of Jensen.
- All other areas within the SEDA Plan boundary will be identified as "Future Reserve Areas."

- Before development can be permitted in a Future Reserve Area, 75% of the residential land uses in the current phase must be developed and occupied. This shall be measured by 75% of the total acreage dedicated for residential land uses in each phase in addition to the available occupancy rate.
- Once 75% of the residential is developed and occupied, a new supplemental EIR and financing analysis will be required to analyze future environmental impacts and costs associated with development in the next identified Future Reserve Area. This shall be initiated by and at the responsibility of the City of Fresno.
- Selection of boundaries for Future Reserve Areas. This will identify where future development should occur.
- Following completion of a supplemental EIR and fiscal analysis, the Council could schedule a voter referendum to approve the next area ready for development.

General Implementation Strategy

Adoption of the SEDA Specific Plan is the first step of many needed for successful long term, phased implementation. Next steps include adoption of established thresholds prohibiting development in Future Reserve Areas until thresholds have been met, updates to the Development Code to include new zoning, completion of a Parks and Open Space Master Plan, selection of future financing mechanisms, and completion of engineering and design for sewer, water, transportation and facilities.

The general approach to implementing the Plan incorporates several guiding principles:

Development needs to pay its own way. The City of Fresno will not subsidize new development. Development projects will pay their fair share for public facilities and services using developer-constructed improvements, development impact fees (DIFs), community facilities districts (CFDs), or other funding and financing mechanisms.

Annexation will occur gradually and strategically. Annexation is anticipated to occur in tandem with surrounding development.

Existing uses will continue to have protections. Legally established uses which have occurred prior to the adoption of the Specific Plan will be permitted to remain in perpetuity. The City will continue to enforce the Annexed Rural Residential Transitional Overlay, Fresno County's Right-to-Farm Ordinance and support parcels with existing Williamson Act contracts.

Funding and Financing Tools

Accompanying the Specific Plan is a Public Facilities Financing Options Report – this will provide various options in which the City Council could pursue to determine how public infrastructure improvements will be funded. This Plan also includes suggested phases and funding approaches to meet upfront costs.

Implementation Action Plan

Table 9.1 sets forth the implementation action plan for the Southeast Development Area Specific Plan. As referenced previously, while the planning and implementation process involves certification of the EIR and adoption of the Plan, development will only be permitted in the South SEDA areas East of Temperance and South of Jensen. Established thresholds will provide strategic and thoughtful guidance on when, and if, development in future reserve areas within the SEDA Planning Area should be accommodated.

To aid in tracking implementation efforts, this section provides a table that lists each goal and its associated policies along with responsible parties and suggested measurements of progress. In instances where no progress can be reported, an explanation

should be provided with action steps to take for the following year. Reporting on these goals and policies will be done in tandem with the General Plan Annual Progress Report.

The Action steps that are needed before development can commence in the SEDA are the following:

- Certification of the EIR and adoption of the Southeast Development Area Specific Plan
- Adoption of Development Code amendments to implement new zoning consistent with the SEDA Specific Plan
- Adoption of the SEDA Parks and Trails Master Plan
- Construction of up-front infrastructure needed for the South SEDA areas East of Temperance and South of Jensen

Chapter 2 - Urban Form

Policy #	Policy	Responsible/Support Parties	Suggested Measurements
UF-1.5	Public Facilities and Open Spaces	Planning, PARCS	# of projects funded, in process and completed
UF-2.2	Development Code Update	Planning	Text Amendment to Development Code
UF-3.2	Development Code Update	Planning	Text Amendment to Development Code
UF-4.2	Development Code Update	Planning	Text Amendment to Development Code
UF-5.1	Circulation Plan and Street Standards	Planning, FAX	# of transportation options provided # of publicly accessible rights of way
UF-5.2	Transit Service	FAX	# and frequency of transit stops
UF-5.4	Safe Streets	Planning, Public Works	# of streets designed in compliance with the City of Fresno Complete Streets Policy
UF-7.2	Parking Provisions	Planning, Public Works, private developers	% reduction in parking requirements for private developments # of TDM plans implemented # of on street parking stalls utilized toward private development count
UF-7.4	Pricing and Fee Sharing	Planning, City Council	# of fees collected for parking amount of fees generated (in dollars)
UF-8.1	SEDA Transportation Demand Management Program	Planning, FAX, private developers	Implemented TDM Plan % reduction in VMT # of physical design, lifestyle and auto-alternative credits and programs utilized

Chapter 3 – Housing Choice and Affordability

Policy #	Policy	Responsible/Support Parties	Suggested Measurements
HC-2.1	Provision of Affordable Housing	Planning, private developers	# of affordable units developed
HC-2.2	Publicly Owned Land	Planning, City Manager, Mayor, private developers	# of publicly owned parcels purchased for development # of affordable units developed
HC-2.4	Economic Incentives	Planning, Economic Development, private developers	# of incentives for development used # of developments with 25% new units accessible
HC-3.1	Coordinated Land Use and Transportation Planning	Planning, FAX	# of units developed near transit

Table 9.1 Implementation Matrix

Chapter 4 – Open Space, Schools and Public Facilities

Policy #	Policy	Responsible/Support Parties	Suggested Measurements
OS-1.1	Joint Use of Open Spaces	Planning, Fresno Metropolitan Flood Control District (FMFCD), Fresno Irrigation District (FID), Clovis Unified, Sanger Unified	# of joint-use agreements for shared community access
OS-2.3	Stormwater Management Features	Planning, Public Works, FMFCD, PARCS	# of projects funded, in process and completed
OS-3.1	Hierarchy of Parks	Planning, PARCS	# of projects funded, in process and completed
OS-7.1	School District Coordination Task Force and Joint Committee	Planning, Clovis Unified, Sanger Unified, private developers	Establishment of joint committee
OS-7.2	Joint Use of School and Community Facilities	Planning, PARCS, Clovis Unified, Sanger Unified	# of partnerships established to fund and develop joint-use facilities
OS-11.3	Coordination with Police and Fire Departments	Planning, Fresno Police, Fresno Fire	# of police and fire facilities sited
OS-12.1	Solid Waste Facilities and Services	Public Utilities	# of solid waste facilities to serve the SEDA
OS-13.2	Provision of Electricity and Natural Gas Infrastructure	Planning, Public Utilities, PG&E	# of infrastructure installed
OS-13.2	PG&E Transmission Lines	Planning, Public Utilities, PG&E	# of transmission lines running from Highland and Church along the diagonal south of Kings Canyon and Temperance into the SEDA
OS-13.3	Provision of Telecommunications Infrastructure	Planning, Public Utilities	# of telecommunications infrastructure installed
OS-14.1	Provision of Water, Stormwater, and Wastewater Infrastructure	Planning, Public Utilities	# of infrastructure installed
OS-14.2	Street Infrastructure	Planning, Public Works	% of street infrastructure installed

Chapter 5 – Community Farming and Agriculture

Policy #	Policy	Responsible/Support Parties	Suggested Measurements
CF-1.2	Future Growth Planning	Planning	% of projects funded, in process and completed inside SOI
CF-1.3	Conversion of Farmland to Non-Agricultural Uses	Planning, Fresno COG	% of strategic farmland

Chapter 6 – Greenhouse Gas Reduction and Conservation

Policy #	Policy	Responsible/Support Parties	Suggested Measurements
RC-1.2	Transportation Facilities Strategies	Planning, FAX	# of transit facilities, pedestrian and bicycle infrastructure and traffic calming measures installed
RC-1.3	Transportation Demand Strategies	Planning, San Joaquin Valley Air District, FAX, private developers	# of TDM programs implemented
RC-1.6	Municipal Facilities	General Services, PARCS, Public Works, Public Utilities	% increase in energy efficiency
RC-1.7	Urban Forestry Program	Public Works, PARCS	% of tree canopy, # of new trees planted
RC-2.2	Shared Water Resources and Infrastructure	Planning, Public Utilities, PARCS	% reduction in surface and groundwater use
RC-4.3	Maximizing Groundwater Recharge	Public Utilities, FMFCD	# of recharge systems installed
RC-4.4	Utilization of Recreation and Open Spaces as Groundwater Recharge Areas	Public Utilities, PARCS, FMFCD	# of joint-use agreements established
RC-6.1	Water Supply and Delivery	Public Utilities, Planning	# of infrastructure installed
RC-6.2	Wastewater Treatment and Delivery	Public Utilities, Planning	# of infrastructure installed
RC-6.3	Flood Control and Stormwater Management	Public Utilities, FMFCD	# of infrastructure installed

Chapter 7 - Economic Opportunity

Policy #	Policy	Responsible/Support Parties	Suggested Measurements
EO-1.1	Broaden Access to Small Business Financing	Economic Development	# of local businesses using microlending programs
EO-2.2	Local and Regional Economic Development	Economic Development	# of new business/investment
EO-3.1	Collaboration with the San Joaquin Valley Clean Energy Organization (SJVCEO)	Economic Development, SJVCEO	# of projects/investment
EO-3.2	Coordination with California State University, Fresno	Economic Development, Fresno State	# of projects funded, in process and completed

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**Mitigation Monitoring and Reporting Program
for the
Fresno Southeast Development Area Specific Plan
Recirculated Program Environmental Impact Report
City of Fresno, Fresno County, California**

Prepared for:

City of Fresno

Planning and Development Department

2600 Fresno Street, Room 3065

Fresno, CA 93721

559.621.8277

Contact: Sophia Pagoulatos, Planning Manager

Prepared by:

FirstCarbon Solutions

2999 Oak Road, Suite 250

Walnut Creek, CA 94597

925.357.2562

Contact: Mary Bean, Project Director

Philip Ault, Project Director

Laura Campion, Project Manager

Report Date: July 29, 2026

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PREFACE

Section 21081.6 of the California Environmental Quality Act (CEQA) and CEQA Guidelines Section 15097 require a Lead Agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) whenever it adopts a Program Environmental Impact Report (PEIR) in conjunction with a project approval. The purpose of the MMRP is to ensure compliance with the mitigation measures occurs during implementation of the Fresno Southeast Development Area Specific Plan (proposed project).

The Recirculated Draft PEIR prepared for the proposed project concluded that project implementation could result in potentially significant effects on the environment and mitigation measures were incorporated into the proposed project or are required as a condition of project approval that reduce these potential impacts to a less than significant level. This MMRP documents how and when the mitigation measures adopted by the Lead Agency will be implemented and confirms that potential environmental impacts are reduced to less than significant levels as identified in the Recirculated Draft PEIR.

This document does not discuss those subjects that the environmental analysis demonstrates would result in less than significant impacts and for which no mitigation was proposed or necessary.

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Table 1: Fresno Southeast Development Area Specific Plan Project Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion– Date	Verification of Completion– Initial
3.1 Aesthetics, Light, and Glare					
MM AES-4a : Lighting systems for street and parking areas shall include shields to direct light to the roadway surfaces and parking areas. Vertical shields on the light fixtures shall also be used to direct light away from adjacent light sensitive land uses such as residences.	Incorporation into design and site plans On-site inspections	Prior to construction Prior to operation	City of Fresno Department of Public Works (DPW) and Planning and Development Department		
MM AES-4b: Lighting systems for public facilities such as active play areas shall provide adequate illumination for the activity; however, low intensity light fixtures and shields shall be used to minimize spillover light onto adjacent properties.	Incorporation into design and site plans On-site inspections	Prior to construction Prior to operation	City of Fresno DPW and Planning and Development Department		
MM AES-4c: Lighting systems for nonresidential uses, not including public facilities, shall provide shields on the light fixtures and orient the lighting system away from adjacent properties. Low intensity light fixtures shall also be used if excessive spillover light onto adjacent properties will occur.	Incorporation into design and site plans On-site inspections	Prior to construction Prior to operation	City of Fresno Planning and Development Department		
MM AES-4d: Lighting systems for freestanding signs shall not exceed 100 footlambert (ft-L) when adjacent to streets which have an average light intensity of less than 2.0 horizontal foot-candles and shall not exceed 500 ft-L when adjacent to streets which have an average light intensity of 2.0 horizontal foot-candles or greater.	Incorporation into design and site plans On-site inspections	Prior to construction Prior to operation	City of Fresno Planning and Development Department		
MM AES-4e: Materials used on building facades shall be non-reflective.	Incorporation into design and site plans On-site inspections	Prior to construction Prior to operation	City of Fresno Planning and Development Department		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
3.2 Agricultural Resources and Forestry Resources					
MM AG-1: Prior to initiation of grading activities, project proponents shall compensate for the loss of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland within the Fresno Southeast Development Area Specific Plan Area (Plan Area) by preserving an equivalent type and quantity of land at a 1:1 ratio through recordation of a conservation easement, or other recorded instrument, such as a covenant or deed that restricts the preserved land in perpetuity to agricultural uses. The acreage and type of land use to compensate for the loss of farmland shall be determined using the Land Evaluation and Site Assessment (LESA) Model. The LESA Model evaluates measures of soil resource quality, a given project’s size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands. In the alternative, if the City adopts a Farmland Preservation Program pursuant to Fresno General Plan Policy RC-9-c, project proponents may compensate for the loss of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland by complying with the adopted Farmland Preservation Program.	Recordation of conservation easement (or other recorded instrument) and submittal to City of all applicable documentation (including LESA Model)	Prior to initiation of grading activities	City of Fresno Planning and Development Department		
3.3 Air Quality					
MM AIR-1a: Prior to future discretionary project approval in the Fresno Southeast Development Area Specific Plan Area (Plan Area), development project applicants shall prepare and submit to the Director of the Planning and Development Department, or designee, documentation that demonstrates the use of “Super-Compliant” architectural coatings during construction of the proposed project. “Super-Compliant” architectural coatings, also known as low-VOC, are paints which	Submittal of documentation of inclusion of “Super-Compliant” architectural coatings into construction plans On-site inspections	Prior to future discretionary project approval During construction	City of Fresno Planning and Development Department Director		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
do not exceed 10 grams of reactive organic gas (ROG) per liter of paint. All architectural coatings shall be applied either by (1) using a high-volume, low-pressure spray method operated at an air pressure between 0.1 and 10 pounds per square inch gauge to achieve a 65 percent application efficiency; or (2) manual application using a paintbrush, hand-roller, trowel, spatula, dauber, rag, or sponge, to achieve a 100 percent application efficiency. The construction contractor shall also use precoated/natural colored building materials, where feasible.					
MM AIR-1b: Prior to future discretionary project approval in the Fresno Southeast Development Area Specific Plan Area (Plan Area), development project applicants shall prepare and submit to the Director of the Planning and Development Department, or designee, a technical assessment evaluating potential project construction phase-related air quality impacts. The evaluation shall be prepared in conformance with San Joaquin Valley Air Pollution Control District (Valley Air District) methodology for assessing construction impacts. If construction-related air pollutants are determined to have the potential to exceed the Valley Air District adopted threshold of significance, project applicants for new development projects shall be required to incorporate mitigation measures into construction plans to reduce air pollutant emissions during construction activities. The identified measures shall be included as part of the Project Conditions of Approval. Possible mitigation measures to reduce construction emissions include but are not limited to: • Use of offroad construction equipment that meets the United States Environmental Protection Agency (EPA) Tier 4 Final offroad engine emissions standards.	Technical assessment evaluating potential project air quality impacts and submittal of documentation Conditions of approval and submittal of documentation, if mitigation measures are required On-site inspections	During environmental review of project and prior to future discretionary project approval Prior to issuance of grading permit During construction	Project applicants; City of Fresno Planning and Development Department Director		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
• Install temporary construction power supply meters on-site and use these to provide power to electric power tools whenever feasible. If temporary electric power is available on-site, forbid the use of portable gasoline- or diesel-fueled electric generators. • Use of diesel oxidation catalysts and/or catalyzed diesel particulate traps on diesel equipment, as feasible. • Maintain equipment according to manufacturers' specifications. • Restrict idling of equipment and trucks to a maximum of 5 minutes (per California Air Resources Board [ARB] regulation). • Phase grading operations to reduce disturbed areas and times of exposure. • Avoid excavation and grading during wet weather. • Limit on-site construction routes and stabilize construction entrance(s). • Remove existing vegetation only when absolutely necessary. • Sweep up spilled dry material (e.g., cement, mortar, or dirt trackout) immediately. Never attempt to wash them away with water. Use only minimal water for dust control. • Store stockpiled material and waste under a temporary roof or secured plastic sheeting or tarp.					
MM AIR-1c: Prior to future discretionary project approval in the Fresno Southeast Development Area Specific Plan Area (Plan Area), development project applicants shall prepare and submit to the Director of the Planning and Development Department, or designee, a technical assessment evaluating potential project operation-related air quality impacts. The evaluation shall be prepared in conformance with San Joaquin Valley Air Pollution Control District (Valley Air District) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the Valley Air	Technical assessment evaluating potential project air quality impacts and submittal of documentation Conditions of approval and submittal of documentation, if mitigation measures are	During environmental review of project and prior to approval of discretionary project application Prior to issuance of building permits	Project applicants; City of Fresno Planning and Development Department Director		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
District adopted thresholds of significance, the project applicants for new development projects shall be required to incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the Project Conditions of Approval. Possible mitigation measures to reduce long-term emissions include but are not limited to: • For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections including the use of electric-powered forklifts and/or other interior vehicles at loading docks for plugging in the anticipated number of refrigerated trailers to reduce idling time and emissions. • Applicants for manufacturing and light industrial uses shall consider energy storage (i.e., battery) and combined heat and power (CHP, also known as cogeneration) in appropriate applications to optimize renewable energy generation systems and avoid peak energy use. • Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with ARB Rule 2845 (13 California Code of Regulations [CCR] Chapter 10, § 2485). • Electric vehicle (EV) charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the California Green Building Standards Code (CALGreen) Code. • Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code. • Projects shall be required to implement, at a minimum, an increase in each building's energy efficiency 15 percent	required On-site inspections	During construction			

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
beyond Title 24, and reduction of indoor water use by 25 percent • Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on building roofs throughout the City to generate solar energy. • Maximize the planting of trees in landscaping and parking lots. • Use light-colored paving and roofing materials. • Require use of electric or alternatively fueled street-sweepers with HEPA filters. • Require use of electric lawn mowers and leaf blowers. • Utilize only Energy Star heating, cooling, and lighting devices, and appliances. • Use of water-based or low volatile organic compound (VOC) cleaning products. • For buildings with more than 10 tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the California Green Building Standards Code (CALGreen) Code. • Long-term and short-term bicycle parking shall be provided as specified in Section A5.106.4 (Nonresidential Mandatory Measure) of the CALGreen Code. • Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code. Facilities shall be installed to support future EV charging at single-family, multi-family, commercial, and nonresidential uses. EV charging infrastructure shall meet the most ambitious voluntary standard of the CALGreen Code.					

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
MM AIR-1d: Prior to future discretionary project approval in the Fresno Southeast Development Area Specific Plan Area (Plan Area), development project applicants proposing a project with the potential to introduce sources of diesel particulate matter (DPM) and/or toxic air contaminants (TACs) (such as diesel backup generators or significant truck trips) within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall prepare and submit to the Director of the Planning and Development Department, or a designee, a Prioritization (Screening HRA), and/or a Health Risk Assessment (HRA). An analysis evaluating potential health risks to sensitive receptors farther than 0.25 mile from the proposed project site may also be required, depending on the size and scope of the project, the amount of air toxic emissions from project construction and operation sources (heavy heavy-duty [HHD] truck trips, stationary source emissions, etc.), the type of pollutants emitted, the proximity to the nearest sensitive receptor, and the expected duration of project construction. The Prioritization should be performed using Valley Air District-approved methods. If a project will result in a Prioritization score of 10 or greater, then an HRA shall be prepared in accordance with policies and procedures of the most current California Office of Environmental Health Hazard Assessment (OEHHA) and the San Joaquin Valley Air Pollution Control District (Valley Air District). If the HRA shows that the incremental health risks exceed their respective thresholds, as established by the Valley Air District at the time a project is considered, the project applicant shall be required to identify and demonstrate that Best Available Control Technologies for toxics (T-BACTs), including appropriate enforcement mechanisms to reduce risks to an acceptable level. T-BACTs may include, but are not limited to:	Technical assessment evaluating potential project air quality impacts and submittal of documentation	During environmental review of project and prior to approval of discretionary project application	Project applicants; City of Fresno Planning and Development Department Director		
	Conditions of approval and submittal of documentation, if mitigation measures are required	Prior to issuance of building permits			
	On-site inspections	During construction			

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
- Restricting idling on-site or electrifying warehousing docks to reduce DPM); - Requiring use of newer tier equipment and/or vehicles; - Providing charging infrastructure for: electric forklifts, electric yard trucks, local drayage trucks, last mile delivery trucks, electric and fuel-cell heavy duty trucks; and/or - Installing solar panels, zero-emission backup electricity generators, and energy storage to minimize emissions associated with electricity generation at the project site. - T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.					
MM AIR-4: Prior to future discretionary project approval in the Fresno Southeast Development Area Specific Plan Area (Plan Area), development project applicants proposing a project with the potential to generate significant odor impacts as determined through review of San Joaquin Valley Air Pollution Control District (Valley Air District) odor complaint history for similar facilities and consultation with the Valley Air District, shall prepare an odor impact assessment and shall implement odor control measures recommended by the Valley Air District or the City as needed to reduce the impact to a level deemed acceptable by the Valley Air District.	Odor impact assessment and submittal of documentation Incorporation of odor control measures into project design specifications	During environmental review of project and prior to approval of discretionary project application Prior to issuing a permit to operate	Project developer; Valley Air District; City of Fresno Planning and Development Department		
3.4 Biological Resources					
MM BIO-1a: Construction of a proposed project shall avoid, where possible, vegetation communities that provide suitable habitat for a special-status species known to occur within the Southeast Development Area (SEDA) Plan Area. If construction within potentially suitable habitat must occur, the presence/absence of any special-status plant or wildlife species must be determined prior to construction, to determine whether the habitat supports any special-status species. If a	Determination of presence of special-status species and submittal of documentation by a qualified Biologist On-site inspections	During environmental review of project and prior to approval of discretionary project application During construction	Construction contractor; project applicant; City of Fresno Planning and Development Department		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
special-status species are determined to occupy any portion of a project site, avoidance and minimization measures shall be incorporated into the construction phase of a project to avoid direct or incidental take of a listed species to the greatest extent feasible. Specific mitigation measures for direct or incidental impacts to special-status species shall be determined on a case-by-case basis through agency consultation during the review process for discretionary projects, and shall be consistent with survey protocols and mitigations measures recommended by the agency at the time of consultation.					
MM BIO-1b: Direct or incidental take of any State or federally listed species shall be avoided to the greatest extent feasible. If construction of a proposed project will result in the direct or incidental take of a listed species, consultation with the resources agencies and/or additional permitting may be required. Agency consultation through the California Department of Fish and Wildlife (CDFW) 2081 and United States Fish and Wildlife Service (USFWS) Section 7 or Section 10 permitting processes shall take place prior to any action that may result in the direct or incidental take of a listed species. Specific mitigation measures for direct or incidental impacts to special-status species shall be determined on a case-by-case basis through agency consultation during the review process for discretionary projects and shall be consistent with survey protocols and mitigations measures recommended by the agency at the time of consultation.	Agency consultation with CDFW and submittal of documentation by a qualified Biologist USFWS permit and submittal of documentation	During environmental review of project and prior to approval of discretionary project application. Environmental review and consultation shall be completed prior to issuance of grading or construction permits.	City of Fresno Planning and Development Department; project applicant; CDFW; USFWS		
MM BIO-1c: Development within the Southeast Development Area (SEDA) Plan Area shall avoid, where possible, special-status natural communities and vegetation communities that provide suitable habitat for special-status species. If a proposed project will result in the loss of a special-status natural community or suitable habitat for special-status species, compensatory habitat-based mitigation is required under CEQA	Compensatory habitat-based mitigation through preserving on-site habitat, restoring similar habitat, or purchasing off-site credits if special-status	During environmental review of project and prior to approval of discretionary project application. Environmental review and consultation shall	City of Fresno Planning and Development Department; construction contractor; project applicant/developer		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
and California Endangered Species Act (CESA). Mitigation shall consist of preserving on-site habitat, restoring similar habitat or purchasing off-site credits from an approved mitigation bank. Compensatory mitigation shall be determined through consultation with the City and/or resource agencies. An appropriate mitigation strategy and ratio shall be agreed upon by the Developer and Lead Agency to reduce project impacts to special-status natural communities to a less than significant level. Agreed-upon mitigation ratios shall depend on the quality of the habitat and presence/absence of a special-status species. Specific mitigation measures for direct or incidental impacts to special-status natural communities and vegetation communities shall be determined on a case-by-case basis through agency consultation during the review process for discretionary projects and shall be consistent with survey protocols and mitigations measures recommended by the agency at the time of consultation.	species would be affected Consultation with the City and/or resource agencies and submittal of documentation by a qualified Biologist Incorporation into construction contracts On-site inspections	be completed prior to issuance of grading or construction permits. During construction.			
MM BIO-1d: Proposed projects within the Southeast Development Area (SEDA) Plan Area should avoid, if possible, construction within the general nesting season of February through August for avian species protected under Fish and Game Code 3500 and the Migratory Bird Treaty Act (MBTA), if it is determined that suitable nesting habitat occurs on a project site. If construction cannot avoid the nesting season, a qualified Biologist shall conduct a pre-construction clearance survey to determine whether any nesting birds or nesting activity is observed on or within 500 feet of a project site. If an active nest is observed during the survey, a Biological Monitor shall be on-site to ensure that no proposed project activities would impact the active nest. A suitable buffer shall be established around the active nest until the nestlings have fledged and the nest is no longer active. Project activities may continue in the vicinity of the nest only at the discretion of the Biological Monitor. Prior	Qualified Biologist’s pre-construction clearance survey if not possible to avoid construction within the general nesting season Qualified Biologist’s on-site monitoring if active nest is encountered Verification of documentation by the Director of the City of Fresno Planning and	During environmental review of project and prior to approval of discretionary project application. The City shall ensure that pre-construction surveys are conducted within 3 days prior to construction activities, or within a timeframe recommended by a qualified biologist and consistent with applicable regulatory	City of Fresno Planning and Development Department; Qualified Biologist		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion– Date	Verification of Completion– Initial
to commencement of grading activities and issuance of any building permits, the Director of the City of Fresno Planning and Development Department, or designee, shall verify that all proposed project grading and construction plans include specific documentation regarding the requirements of the MBTA and California Fish and Game Code Section 3503, that pre-construction surveys have been completed and the results reviewed by staff, and that the appropriate buffers (if needed) are noted on the plans and established in the field. Specific mitigation measures for direct or incidental impacts to avian species protected under Fish and Game Code 3500 and the MBTA shall be determined on a case-by-case basis through agency consultation during the review process for discretionary projects and shall be consistent with survey protocols and mitigations measures recommended by the agency at the time of consultation.	Development Department	requirements and/or recommendations.			
MM BIO-2a: A pre-construction clearance survey, following current California Department of Fish and Wildlife (CDFW) protocols, shall be conducted by a qualified Biologist to determine whether a proposed project will result in the removal or impact to any riparian habitat and/or a special status natural community with potential to occur in the Southeast Development Area (SEDA) Plan Area, compensatory habitat-based mitigation shall be required to reduce project impacts. Compensatory mitigation must involve the preservation or restoration or the purchase of off-site mitigation credits for impacts to riparian habitat and/or a special status natural community. Mitigation must be conducted in-kind or within an approved mitigation bank in the region. The specific mitigation ratio for habitat-based mitigation shall be determined through consultation with the appropriate agency (i.e., CDFW or the United States Fish and Wildlife Service [USFWS]) on a case-by-case basis. The project	Qualified Biologist’s pre-construction clearance survey and submittal of documentation and findings. On-site inspections	Pre-construction clearance survey to be completed during environmental review of project and prior to approval of discretionary project application. The City shall ensure that any required compensatory mitigation is determined prior to discretionary project approval.	Qualified Biologist; City of Fresno Planning and Development Department; project applicant/developer.		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion– Date	Verification of Completion– Initial
applicant/developer for a proposed project shall develop and implement appropriate mitigation regarding impacts on their respective jurisdictions.					
MM BIO-2b: A pre-construction clearance survey, following current California Department of Fish and Wildlife (CDFW) protocols, shall be conducted by a qualified Biologist to determine whether a proposed project will result in significant impacts to streambeds or waterways protected under Section 1600 of Fish and Wildlife Code and Section 404 of the Clean Water Act (CWA). The project applicant/developer for a proposed project shall consult with partner agencies such as CDFW and/or the United States Army Corps of Engineers (USACE) to develop and implement appropriate mitigation regarding impacts on their respective jurisdictions, determination of mitigation strategy, and regulatory permitting to reduce impacts, as required for projects that remove riparian habitat and/or alter a streambed or waterway. The project applicant/developer shall implement mitigation as directed by the agency with jurisdiction over the particular impact identified.	Qualified Biologist’s pre-construction clearance survey Consultation with partner agencies, like CDFW and USACE to develop mitigation On-site inspections	Pre-construction clearance survey to be completed during environmental review of project and prior to approval of discretionary project application. The City shall ensure that project-specific mitigation is incorporated into project plans prior to project application approval.	Qualified Biologist; project applicant/developer; City of Fresno Planning and Development Department; USACE; CDFW		
MM BIO-2c: Prior to project approval, a pre-construction clearance survey, following current California Department of Fish and Wildlife (CDFW) protocols, shall be conducted by a qualified Biologist to determine whether a proposed project will result in project-related impacts to riparian habitat or a special-status natural community or if it may result in direct or incidental impacts to special-status species associated with riparian or wetland habitats. The project applicant/developer for a proposed project shall be obligated to address project-specific impacts to special-status species associated with riparian habitat through agency consultation, development of a mitigation strategy, and/or issuing incidental take permits for	Qualified Biologist’s pre-construction clearance survey and submittal of documentation and findings Agency consultation, mitigation strategy, or incidental take permits if special-status species may be affected On-site inspections	Pre-construction clearance survey to be completed during environmental review of project and prior to approval of discretionary project application. The City shall ensure that project-specific mitigation is incorporated into project plans prior to	Qualified Biologist; project applicant/developer for the proposed project; CDFW; USFWS; City of Fresno Planning and Development Department		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
the specific special-status species, as determined by the CDFW and/or the United States Fish and Wildlife Service (USFWS).		project application approval.			
MM BIO-3a: If a proposed project will result in the significant alteration or fill of a federally protected wetland, a formal wetland delineation conducted according to the United States Army Corps of Engineers (USACE) accepted methodology is required for each project to determine the extent of wetlands on a project site. The delineation shall be used to determine whether federal permitting and mitigation strategy are required to reduce project impacts. Acquisition of permits from USACE for the fill of wetlands and USACE approval of a wetland mitigation plan would ensure a “no net loss” of wetland habitat within the Planning Area. Appropriate wetland mitigation/creation shall be implemented in a ratio according to the size of the impacted wetland.	Formal wetland delineation and submittal of documentation and findings by a qualified Biologist	Wetland delineation to be completed during environmental review of project and prior to approval of discretionary project application. The City shall ensure that project-specific mitigation is incorporated into project plans prior to project application approval.	USACE; project applicant; City of Fresno Planning and Development Department		
MM BIO-3b: In addition to regulatory agency permitting, Best Management Practices (BMPs) identified from a list provided by the United States Army Corps of Engineers (USACE) shall be incorporated into the design and construction phase of the project to ensure that no pollutants or siltation drain into a federally protected wetland. Project design features such as fencing, appropriate drainage and incorporating detention basins shall assist in ensuring project-related impacts to wetland habitat are minimized to the greatest extent feasible.	Permitting from regulatory agency Design-level incorporation of USACE BMPs On-site inspections	Biological Resources Assessment to be completed during environmental review of project and prior to approval of discretionary project application. The City shall ensure that project-specific BMPs are incorporated into project plans prior to issuance of any grading or construction permits.	Regulatory agency; USACE; City of Fresno Planning and Development Department		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion– Date	Verification of Completion– Initial
3.5 Cultural Resources and Tribal Cultural Resources					
MM CUL-1: Individual development projects which proposed to alter a building or structure greater than 45 years of age at the time an application is submitted would be required to undergo project-specific environmental review, in compliance with CEQA Guidelines Section 15064.5, in order for the City to determine whether the building or structure may be a historic resource and take appropriate action such as requiring additional site specific or project-specific measures to reduce any potential impacts. These measures are, but not limited to the following: • Prior to project development that may affect historical resources (i.e., structures 45 years or older), a historical resources assessment shall be performed by an architectural historian or historian who meets the Secretary of the Interior’s Professionally Qualified Standards in architectural history or history. This shall include a records search to determine whether any resources that may be potentially affected by the project have been previously recorded, evaluated, and/ or designated in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or a local register. Following the records search, the qualified architectural historian shall conduct a survey in accordance with the California Office of Historic Preservation (OHP) guidelines to identify any previously unrecorded potential historical resources that may be potentially affected by the proposed project. The criteria for determining a historically significant building or structure shall meet one or more of the following criteria: - Is associated with events that have made a significant contribution to the broad patterns of local, regional, or national history; or - Is associated with the lives of persons significant in local, regional, or national history; or	On-site inspections A historical resources assessment and submittal of findings City notification if historical or archaeological materials encountered Provision of Section 15064.5 permit(s)	Prior to or during grading activities During ground-disturbing activities	Qualified historical resources specialist; City of Fresno Planning and Development Department		

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

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
If a proposed project would result in the demolition or significant alteration of historical resource, such demolition cannot be mitigated to a less than significant level. However, recordation of the resource prior to construction activities will assist in reducing adverse impacts to the resource to the greatest extent possible. Recordation shall take the form of Historic American Buildings Survey, Historic American Engineering Record, or Historic American Landscape Survey documentation, and shall be performed by an architectural historian or historian who meets the Professional Qualified Standards. Documentation shall include an architectural and historical narrative; medium- or large-format black and white photographs, negatives, and prints; and supplementary information such as building plans and elevations, and/or historical photographs. Documentation shall be reproduced on archival paper and placed in appropriate local, State, or federal institutions. The specific scope and details of documentation are to be developed in coordination with the City of Fresno.					
MM CUL-2: To determine the archaeological sensitivity for individual development projects within the City, an archaeological resources assessment shall be performed under the supervision of an Archaeologist that meets the Secretary of the Interior’s Professional Qualified Standards for their role. The assessment shall include a California Historical Resources Information System (CHRIS) records search at the Southern San Joaquin Valley Information Center (SSJVIC) and a search of the Sacred Lands File (SLF) maintained by the Native American Heritage Commission (NAHC). The records searches shall determine if the proposed project has been previously surveyed for archaeological resources, identify and characterize the results of previous cultural resource surveys, and disclose any cultural resources that have been recorded and/or evaluated. A Phase I pedestrian survey shall be undertaken in	Archaeological resources assessment submittal of findings Incorporation of discovery clause into all construction contracts Consultation with qualified Archaeologist if resources are discovered and submittal of documentation and findings	Cultural resources study to be completed during environmental review and prior to approval of discretionary project application. The City shall ensure that project-specific mitigation is incorporated into project plans prior to project application approval.	Qualified Archaeologist; SSJVIC; City of Fresno Planning and Development Department		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
areas that are developed and undeveloped to locate any surface cultural materials. - If potentially significant archaeological resources are identified through an archaeological resources assessment, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation shall be performed by an Archaeologist who meets the Secretary of the Interior’s Standards prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and site avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. These might include a Phase III data recovery program that would be implemented by a qualified Archaeologist and shall be performed in accordance with the Office of Historic Preservation’s (OHP) Archaeological Resource Management Reports (ARMR). The Archaeologist must prepare an archaeological data recovery plan to be reviewed and approved by the Lead Agency prior to the excavation of resources. - If the archaeological assessment did not identify potentially significant archaeological resources within the proposed project area but indicated the area to be highly sensitive for archaeological resources, this shall be followed by monitoring of all ground-disturbing construction and pre construction activities in areas with previously undisturbed soil by a qualified Archaeologist. The Archaeologist shall inform all construction personnel prior to construction activities of the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project’s initial on-site safety meeting and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are	Inventory of prehistoric resources and submittal to the SSJVIC On-site monitoring	During ground-disturbing activities			

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion– Date	Verification of Completion– Initial
exposed during ground-disturbing activities, construction activities within 100 feet of the discovery shall be halted while the resources are evaluated for significance by an Archaeologist who meets the Secretary of the Interior’s Standards. If the discovery proves to be significant, the qualified Archaeologist shall make recommendations to the Lead Agency (City of Fresno) on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. • If the archaeological assessment did not identify potentially significant archaeological resources but indicates the area to be of medium sensitivity for archaeological resources, an Archaeologist who meets the Professional Qualified Standards shall be retained on an on-call basis. The Archaeologist shall inform all construction personnel prior to construction activities about the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project’s initial on-site safety meeting and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are exposed during ground-disturbing activities, construction activities within 100 feet of the discovery shall be halted while the on-call Archaeologist is contacted. If the discovery proves to be significant, the qualified Archaeologist shall make recommendations to the Lead Agency (City of Fresno) on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines.					

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion– Date	Verification of Completion– Initial
Potentially significant cultural resources consist of, but are not limited to, stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project site should be recorded on appropriate California Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA Guidelines. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency (City of Fresno) approves the measures to protect these resources. The excavation, study, curation, and/or repatriation of archaeological artifacts recovered as a result of mitigation shall be undertaken in close consultation with the Lead Agency (City of Fresno) and representatives from consulting Native American Tribes, as appropriate. All Reports and DPR forms shall be submitted to the Lead Agency (City of Fresno), the SSJVIC, and the OHP, as required.					
MM CUL-3: In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. If during the course of any future development project there is accidental discovery or recognition of any human remains, the following steps shall be taken. 1. There shall be no further excavation or disturbance within 100 feet of the remains until the County Coroner is contacted to determine whether the remains are Native American and if an investigation of the cause of death is required. If the Coroner determines the remains to be Native American, the Coroner shall contact the Native American Heritage	Inclusion of discovery clause in all construction contracts County notification if human remains encountered County Coroner contacts NAHC and submits NAHC correspondence to County	Prior to ground-disturbing activities During ground-disturbing activities During ground-disturbing activities	County Coroner; NAHC; construction contractor; project applicant; City of Fresno Planning and Development Department		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the Most Likely Descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for appropriate treatment and disposition of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. 2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the MLD or on the project site in a location not subject to further subsurface disturbance: • The NAHC is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission. • The descendant identified fails to make a recommendation. • The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner. Additionally, California Public Resources Code Section 15064.5 requires the following relative to Native American remains: When an initial study identifies the existence of, or the probable likelihood of, Native American Remains within a project site, a lead agency shall work with the appropriate Native Americans as identified by the NAHC as provided in Public Resources Code Section 5097.98. The applicant may					

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
develop a plan for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American Burials with the appropriate Native Americans as identified by the NAHC.					
3.7 Geology, Soils, and Seismicity					
MM GEO-6a: Subsequent to a preliminary City review of the project grading plans, if there is evidence that a project will include excavation or construction activities within previously undisturbed soils, a field survey and literature search for unique paleontological/geological resources shall be conducted. The following procedures shall be followed: If unique paleontological/geological resources are not found during either the field survey or literature search, excavation and/or construction activities can commence. In the event that unique paleontological/geological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified Paleontologist shall be consulted to determine whether the resource requires further study. The qualified Paleontologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to, excavation of the finds and evaluation of the finds. If the resources are determined to be significant, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any paleontological/geological resources recovered as a result of mitigation shall be provided to a City	Field survey and literature search for unique paleontological or geological resources and submittal of findings Incorporation of discovery clause into all construction contracts Consultation with qualified Paleontologist if resources are discovered and submittal of documentation and findings Inventory of significant resources and submittal of documentation and findings On-site monitoring	After preliminary City review of project grading plans prior to ground-disturbing activities Prior to ground-disturbing activities During ground-disturbing activities During ground-disturbing activities During ground-disturbing activities	Qualified Paleontologist; City of Fresno Planning and Development Department; Project applicant/developer; construction contractor		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
approved institution or person who is capable of providing long-term preservation to allow future scientific study. If unique paleontological/geological resources are found during the field survey or literature review, the resources shall be inventoried and evaluated for significance. If the resources are found to be significant, mitigation measures shall be identified by the qualified Paleontologist. Similar to above, appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. In addition, appropriate mitigation for excavation and construction activities in the vicinity of the resources found during the field survey or literature review shall include a paleontological monitor. The monitoring period shall be determined by the qualified Paleontologist. If additional paleontological/geological resources are found during excavation and/or construction activities, the procedure identified above for the discovery of unknown resources shall be followed.					
MM GEO-6b: Applicants, owners and/or sponsors of all future development or construction projects shall be required to perform or provide paleontological monitoring during ground-disturbing activities. Should significant paleontological resources (e.g., bones, teeth, well-preserved plant elements) be unearthed by the future project construction crew, the project activities shall be diverted at least 15 feet from the discovered paleontological resources until a professional Paleontologist has assessed such discovered resources and, if deemed significant, such resources shall be salvaged in a timely manner. The applicant/owner/sponsor of said project shall be responsible for diverting project work and providing the assessment including retaining a professional Paleontologist for such purpose. Collected fossils shall be deposited by the	Field survey and literature search for unique paleontological or geological resources and submittal of findings Incorporation of discovery clause into all construction contracts Consultation with qualified Paleontologist if resources are	During ground disturbing activities	Qualified Paleontologist; City of Fresno Planning and Development Department; Project applicant/developer; construction contractor		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
applicant/owner/sponsor in an appropriate repository (e.g., University of California Museum of Paleontology (UCMP), California Academy of Sciences) where the collection shall be properly curated and made available for future research.	discovered and submittal of documentation and findings Inventory of significant resources and submittal of documentation and findings On-site monitoring				
3.9 Hazards and Hazardous Materials					
MM HAZ-2a: Prior to the issuance of a grading permit, the property owners and/or developers of properties shall ensure that a Phase I Environmental Site Assessment (Phase I ESA) (performed in accordance with the current Airborne Toxic Control Measures [ATCM] Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process [E 1527]) shall be conducted for each individual property prior to development or redevelopment to ascertain the presence or absence of Recognized Environmental Conditions (RECs), Historical Recognized Environmental Conditions (HRECs), and Potential Environmental Concerns (PECs) relevant to the property under consideration. The findings and conclusions of the Phase I ESA shall become the basis for potential recommendations for follow-up investigation, if found to be warranted.	Development of Phase I ESA and submittal of findings and documentation	Prior to the issuance of a grading permit	City of Fresno Planning and Development Department; property owner/development		
MM HAZ-2b: In the event that the findings and conclusions of the Phase I Environmental Site Assessment (Phase I ESA) for a property result in evidence of Recognized Environmental Conditions (RECs), Historical Recognized Environmental Conditions (HRECs) and/or Potential Environmental Concerns	Development of Phase II ESA, if necessary, as determined by Phase I ESA, and submittal of	Prior to issuance of grading permit	City of Fresno Planning and Development Department;		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
(PECs) warranting further investigation, the property owners and/or developers of properties shall ensure that a Phase II ESA shall be conducted to determine the presence or absence of a significant impact to the subject site from hazardous materials. The Phase II ESA may include but may not be limited to the following: (1) Collection and laboratory analysis of soils and/or groundwater samples to ascertain the presence or absence of significant concentrations of constituents of concern; (2) Collection and laboratory analysis of soil vapors and/or indoor air to ascertain the presence or absence of significant concentrations of volatile constituents of concern; and/or (3) Geophysical surveys to ascertain the presence or absence of subsurface features of concern such as underground storage tanks (USTs), drywells, drains, plumbing, and septic systems. The findings and conclusions of the Phase II ESA shall become the basis for potential recommendations for follow-up investigation, site characterization, and/or remedial activities, if found to be warranted.	findings and documentation		Property owner/developer		
MM HAZ-2c: In the event the findings and conclusions of the Phase II Environmental Site Assessment (Phase II ESA) reveal the presence of significant concentrations of hazardous materials warranting further investigation, the property owners and/or developers of properties shall ensure that site characterization shall be conducted in the form of additional Phase II ESAs in order to characterize the source and maximum extent of impacts from constituents of concern. The findings and conclusions of the site characterization shall become the basis for formation of a remedial action plan and/or risk assessment.	Development of additional Phase II ESAs, as necessary, and submittal of findings and documentation	Prior to issuance of grading permit	City of Fresno Planning and Development Department; Property owner/developer		
MM HAZ-2d: If the findings and conclusions of the Phase II Environmental Site Assessment (Phase II ESA), site characterization and/or risk assessment demonstrate the presence of concentrations of hazardous materials exceeding	Completion of site remediation and potential risk assessment and	Prior to the issuance of grading permit	City of Fresno Planning and Development Department;		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion– Date	Verification of Completion– Initial
regulatory threshold levels, prior to the issuance of a grading permit, property owners and/or developers of properties shall complete site remediation and potential risk assessment with oversight from the applicable regulatory agency including, but not limited to, the California Environmental Protection Agency (Cal/EPA) Department of Toxic Substances Control (DTSC) or Regional Water Quality Control Board (RWQCB), and Fresno County Environmental Health Division (FCEHD). Potential remediation could include the removal or treatment of water and/or soil. If removal occurs, hazardous materials shall be transported and disposed at a hazardous materials permitted facility.	submittal of findings and documentation		property owner/developer; regulatory agencies (including, but not limited to, Cal/EPA, DTSC, RWQCB, and FCEHD)		
MM HAZ-2e: Prior to the issuance of a building permit for an individual property within the Plan Area with residual environmental contamination, the agency with primary regulatory oversight of environmental conditions at such property ("Oversight Agency") shall have determined that the proposed land use for that property, including proposed development features and design, does not present an unacceptable risk to human health, if applicable, through the use of an Environmental Site Management Plan (ESMP) that could include institutional controls, site-specific mitigation measures, a risk management plan, and deed restrictions based upon applicable risk-based cleanup standards. Remedial action plans, risk management plans and health and safety plans shall be required as determined by the Oversight Agency for a given property under applicable environmental laws, if not already completed, to prevent an unacceptable risk to human health, including workers during and after construction, from exposure to residual contamination in soil and groundwater in connection with remediation and site development activities and the proposed land use.	Development of ESMP as necessary, and submittal of findings and documentation	Prior to the issuance of a building permit	City of Fresno Planning and Development Department; property owner/developer; regulatory agencies (including, but not limited to, Cal/EPA, DTSC, RWQCB, and FCEHD)		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
MM HAZ-2f: For those sites with potential residual volatile organic compounds (VOCs) in soil, soil gas, or groundwater that are planned for redevelopment with an overlying occupied building, a vapor intrusion assessment shall be performed by a licensed environmental professional. If the results of the vapor intrusion assessment indicate the potential for significant vapor intrusion into the proposed building, the project design shall include vapor controls or source removal, as appropriate, in accordance with Regional Water Quality Control Board (RWQCB), the Department of Toxic Substances Control (DTSC) or the Fresno County Environmental Health Division (FCEHD) requirements. Soil vapor mitigations or controls could include passive venting and/or active venting. The vapor intrusion assessment as associated vapor controls or source removal can be incorporated into the Environmental Site Management Plan (ESMP) (Mitigation Measure HAZ-4e).	Development of vapor intrusion assessment and submittal of findings and documentation Incorporation of vapor controls or source removal, as appropriate, into project design documents	Prior to issuance of grading permit Prior to issuance of grading permit	City of Fresno Planning and Development Department; property owner/developer; RWQCB, DTSC; FCEHD; licensed environmental professional		
MM HAZ-2g: In the event of planned renovation or demolition of residential and/or commercial structures on the subject site, prior to the issuance of demolition permits, asbestos and lead-based paint (LBP) surveys shall be conducted in order to determine the presence or absence of asbestos containing materials (ACM) and/or LBP. Removal of friable ACM, and non friable ACMs that have the potential to become friable, during demolition and/or renovation shall conform to the standards set forth by the National Emissions Standards for Hazardous Air Pollutants (NESHAPs). The San Joaquin Valley Air Pollution Control District (Valley Air District) is the responsible agency on the local level to enforce the NESHAPs and shall be notified by the property owners and/or developers of properties (or their designee(s)) prior to any demolition and/or renovation activities. If asbestos-containing materials are left in place, an Operations and	Completion of asbestos and LBP survey and submittal of findings and documentation Notification to the Valley Air District	Prior to issuance of demolition permits Prior to any demolition and/or renovation activities	City of Fresno Planning and Development Department; Property owner/developer; Valley Air District		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
Maintenance Program (O&M Program) shall be developed for the management of ACM.					
MM HAZ-2h: Prior to the import of a soil to a particular property within the Plan Area as part of that property's site development, such soils shall be sampled for toxic or hazardous materials to determine whether concentrations exceed applicable Environmental Screening Levels for the proposed land use at such a property, in accordance with Regional Water Quality Control Board (RWQCB), the California Department of Toxic Substances Control (DTSC) or the Fresno County Environmental Health Division (FCEHD) requirements, prior to importing to such a property.	Completion of soil sampling for toxic or hazardous materials and submittal of findings and documentation	Prior to the import of a soil to a particular property within the Plan Area	City of Fresno Planning and development Department; RWQCB; FCEHD; DTSC		
3.10 Hydrology and Water Quality					
MM HYD-2a: The City shall continue to be an active participant in the North Kings Groundwater Sustainability Agency (North Kings GSA) and the implementation of the North Kings Groundwater Sustainability Plan (North Kings GSP) in order to ensure that the Kings Subbasin has balanced levels of pumping and recharge. The City shall confirm that each project for future development in the Fresno Southeast Development Area Specific Plan Area (Plan Area) has incorporated any resulting standards prior to issuing approval for any development applications that require discretionary approval.	Confirmation that discretionary projects have incorporated resulting standards into project plans and submittal of documentation	During environmental review of project and prior to approval of discretionary project application.	City of Fresno Planning and Development Department		
MM HYD-2b: Prior to approving development per the Southeast Development Area (SEDA) Specific Plan for the Fresno SEDA Specific Plan Area (Plan Area), the City shall evaluate the water supply system to determine whether the proposed development will exceed the existing water supply capacity. If it is determined that such development would exceed the existing water supply capacity, the City shall provide additional capacity through water system improvements for the	Evaluation of the water supply system for the Plan Area and submittal of documentation	Prior to exceeding existing water supply capacity and prior to discretionary development project application approval	City of Fresno Planning and Development Department		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion– Date	Verification of Completion– Initial
Plan Area in accordance with the City Metropolitan Water Resources Management Plan (Metro Plan).					
MM HYD-2c: Prior to approving development per the Southeast Development Area (SEDA) Specific Plan for the Fresno SEDA Specific Plan Area (Plan Area), the City shall evaluate existing water demands to determine whether the proposed development will exceed the existing water supplies. If it is determined that such development would exceed the existing water demands, the City shall pursue the provision of adequate water supplies by securing additional water sources.	Provision of additional water supply and submittal of documentation	Prior to exceeding existing water demands and prior to discretionary development project application approval	City of Fresno Planning and Development Department		
MM HYD-2d: The City shall develop new and expand existing groundwater recharge facilities to balance increased water demands resulting from the Fresno Southeast Development Area Specific Plan Area (Plan Area). New and expanded groundwater recharge facilities shall be in accordance with the City of Fresno General Plan and City Metro Plan. The City shall complete these measures prior to approving any new project applications for future development in the project area that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval.	Development of new and expansion of existing groundwater recharge facilities Confirmation that each project has incorporated resulting standards into project plans	Prior to discretionary development project application approval Prior to discretionary development project application approval	City of Fresno Planning and Development Department		
MM HYD-2e: The City shall continue to develop and implement water conservation measures to reduce the per capita water use to 190 gallons per capita per day (gpcd) in accordance with the conservation target specified in the Fresno General Plan.	Development of new water conservation measures	On going during project operation	City of Fresno Planning and Development Department		
MM HYD-3a: The City shall support the Fresno Metropolitan Flood Control District (FMFCD) in updating the Storm Drainage and Flood Control Master Plan for the Plan Area to include the proposed basins and the analysis necessary to provide adequate capacity for future stormwater runoff resulting from future development of the Southeast Development Area (SEDA) Specific Plan. The City shall complete these measures prior to	Update of the Storm Drainage and Flood Control Master Plan and analysis to provide adequate capacity of future stormwater runoff and submittal of	During environmental review of project and prior to approval of discretionary project application.	City of Fresno Planning and Development Department; FMFCD		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion– Date	Verification of Completion– Initial
approving any new project applications for future development in the Plan Area that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval.	documentation Confirmation that each project has incorporated resulting standards into project plans	Prior to discretionary project application approval			
MM HYD-3b: The City shall support the Fresno Metropolitan Flood Control District (FMFCD) in implementing the Storm Drainage and Flood Control Master Plan improvements for the proposed drainage areas within the Fresno Southeast Development Area Specific Plan Area (Plan Area). Any new proposed development in the Plan Area shall be reviewed by the City and FMFCD to confirm that design and construction documents have incorporated the updated Storm Drainage and Flood Control Master Plan improvements, prior to approving any such development.	Incorporation of updated Storm Drainage and Flood Control Master Plan improvements into design and construction documents and submittal of documentation	Prior to discretionary project application approval	City of Fresno Planning and Development Department; FMFCD		
MM HYD-3c: The City shall support the Fresno Metropolitan Flood Control District (FMFCD) in reevaluating proposed Basins DW and DX for available capacities and shall expand these basins or construct additional basins to accommodate the future stormwater capacities from development in the Southeast Development Area (SEDA) Specific Plan Area (Plan Area) in accordance with the SEDA Specific Plan. The City shall complete these measures prior to approving any new project applications for future development in the Plan Area that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval.	Expansion or construction of basins to accommodate future stormwater capacities from development Confirmation that each project has incorporated resulting standards into project plans	Prior to discretionary project application approval Prior to discretionary project application approval	City of Fresno Planning and Development Department; FMFCD		
MM HYD-3d: The City shall implement the following measures to reduce the impacts on the capacity of existing or planned storm drainage Master Plan retention basins within the Fresno	Expansion or construction of detention systems to accommodate future	Prior to discretionary project application approval	City of Fresno Planning and Development Department; FMFCD		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
Southeast Development Area Specific Plan Area (Plan Area) to less than significant: - Prior to approval of development projects, support the Fresno Metropolitan Flood Control District (FMFCD) in coordination with the Fresno Irrigation District (FID) in updating the Storm Drainage and Flood Control Master Plan to analyze the impacts to existing and planned retention basins within the Plan Area to determine remedial measures required to reduce the impact on retention basin capacity to less than significant. Remedial measures would include: - Increase the size of the retention basin through the purchase of more land or deepening the basin or a combination for planned retention basins.	peak runoff rates from development Confirmation that each project has incorporated resulting standards into project plans	Prior to discretionary project application approval			
MM HYD-3f: The City shall implement the following measures to reduce the impacts on the capacity of existing or planned storm drainage Master Plan urban detention (stormwater quality) basins within the Fresno Southeast Development Area Specific Plan Area (Plan Area) to less than significant: - Prior to approval of development projects, support the Fresno Metropolitan Flood Control District (FMFCD) in updating the Storm Drainage and Flood Control Master Plan to determine the impacts to the urban detention weir overflow rates and determine remedial measures required to reduce the impact on the detention basin capacity to less than significant. Remedial measures would include: - Modify overflow weir to maintain the suspended solids removal rates adopted by the FMFCD Board of Directors. - Increase the size of the urban detention basin to increase residence time by purchasing more land.	Confirmation that each project has incorporated resulting standards into project plans	Prior to discretionary project application approval Prior to discretionary project application approval	City of Fresno Planning and Development Department; FMFCD		
3.13 Noise					
MM NOI-1a: Construction Activity Hours Restriction	Construction activity permit	During environmental review of project and	City of Fresno Planning and		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
Construction activity which requires a permit issued by the City of Fresno shall be limited to the hours between 7:00 a.m. and 10:00 p.m. on weekdays and Saturdays. Any construction activity outside of these hours must comply with the City’s noise performance standards in Section 15.2506 of the Municipal Code.	On-site inspection	prior to approval of discretionary project application. During construction	Development Department; construction contractor		
MM NOI-1b: Construction Noise Mitigation Plan Prior to the issuance of demolition, grading, and/or construction permits, applicants for individual development projects within 500 feet of noise sensitive receptors (e.g., residences, hospitals, schools) shall conduct a project-level construction noise analysis to evaluate potential impacts on sensitive receptors. The analysis shall be conducted once the final construction equipment list that will be used for demolition and grading activities is determined. The project-level noise analysis shall be prepared, reviewed, and approved by the City of Fresno Planning Director. If the analysis determines that demolition and construction activities would result in an impact to identified noise-sensitive receptors, then specific measures to attenuate the noise impact shall be outlined in the analysis and reviewed and approved by the City of Fresno Planning Director. Specific measures may include but are not limited to the following Best Management Practices (BMPs): • Post a construction site notice near the construction site access point or in an area that is clearly visible to the public. The notice shall include the following: job site address; permit number, name, and phone number of the contractor and owner; dates and duration of construction activities; construction hours allowed; and the City of Fresno Planning Director and construction contractor phone numbers where noise complaints can be reported and logged.	Project-level construction noise analysis and submittal to the City of Fresno Planning Director On-site inspections	Prior to issuance of demolition, grading, and/or construction permits. During construction	City of Fresno Planning and Development Department Director; Project applicant/developer		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion– Date	Verification of Completion– Initial
- Consider the installation of temporary sound barriers for construction activities immediately adjacent to occupied noise-sensitive structures. - Restrict haul routes and construction-related traffic to the least noise sensitive times of the day. - Reduce non-essential idling of construction equipment to no more than 5 minutes. - Ensure that all construction equipment is monitored and properly maintained in accordance with the manufacturer’s recommendations to minimize noise. - Fit all construction equipment with properly-operating mufflers, air intake silencers, and engine shrouds, no less effective than as originally equipped by the manufacturer, to minimize noise emissions. - If construction equipment is equipped with backup alarm shut offs, switch off backup alarms and replace with human spotters, as feasible. - Stationary equipment (such as generators and air compressors) and equipment maintenance and staging areas shall be located as far from existing noise-sensitive land uses, as feasible. - To the extent feasible, use acoustic enclosures, shields, or shrouds for stationary equipment such as compressors and pumps. - Shut off generators when generators are not needed. - Coordinate deliveries to reduce the potential of trucks waiting to unload and idling for long periods of time. - Grade surface irregularities on construction sites to prevent potholes from causing vehicular noise. - Minimize the use of impact devices such as jackhammers, pavement breakers, and hoe rams. Where possible, use concrete crushers or pavement saws rather than hoe rams for tasks such as concrete or asphalt demolition and removal.					

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
The final noise-reduction measures to be implemented and their associated details shall be determined by the construction-level noise analysis. The final noise-reduction measures shall be included on all construction and building documents and/or construction management plans and submitted for verification to the City; implemented by the construction contractor through the duration of the construction phase; and discussed at the pre-demolition, -grade, and/or -construction meetings.					
MM NOI-1c: Traffic Noise Reduction Plan Prior to issuance of building permits, the property owner/developer shall be responsible to implement the following measures to limit potential traffic noise source impacts: Any proposed development project that would include noise-sensitive land use development along noise impacted roadway segments identified in Table 3.13-8 shall demonstrate compliance with Municipal Code Section 15-2506 by submitting a final acoustical report. This report shall demonstrate that the proposed project incorporates sufficient noise attenuation features, if needed, to meet the City's exterior/interior noise performance standards. The individual project owner/developer shall submit the acoustic study to the Planning Director for review and approval. Upon approval by the City of Fresno, the proposed acoustical design features shall be incorporated into the proposed development. Noise reduction design features may include, but are not limited to, locating noise-sensitive development on the site to be shielded by structures (buildings, enclosures, or sound walls) or by using upgraded wall and window assemblies to ensure that acceptable interior noise levels are maintained.	Site-specific acoustic report and submittal of documentations and findings to the Planning Director	Prior to issuance of building permits	City of Fresno Planning and Development Director; property owner/developer		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
MM NOI-1d: Stationary Source Noise Reduction Plan Prior to issuance of building permits, the property owner/developer shall be responsible to implement the following measures to limit operational stationary noise source impacts: Any proposed development projects that include unshielded parking areas within 175 feet, or unshielded truck loading docks within 300 feet, or unshielded mechanical ventilation equipment systems within 35 feet of a noise-sensitive receptor, shall demonstrate compliance with Municipal Code Section 15-2506 by submitting a site specific acoustic study. These reports shall demonstrate that the proposed project incorporates sufficient noise attenuation features, if needed, to meet the City of Fresno’s exterior/interior noise performance standards. The individual project owner/developer shall submit the acoustic study to the Planning Director for review and approval. Upon approval by the City, the proposed acoustical design features shall be incorporated into the proposed development. Noise reduction design features may include, but are not limited to, locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or sound walls) or by using equipment that has a quieter rating.	Site-specific acoustic study and submittal of findings to the Planning Director	Prior to issuance of building permits	City of Fresno Planning and Development Director; Property owner/developer		
MM NOI-2: Construction Vibration Reduction Plan Prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that during grading and construction the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related vibration impacts: For any future development projects that would necessitate the use of pile driving within 200 feet of an off-site structure	Incorporation of note on grading and building plans On-site inspections	Prior to issuance of grading and/or building permits During ground-disturbing activities	City of Fresno Planning and Development Department; property owner/developer		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
shall submit a Construction Vibration Reduction Plan that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for the impacted structure. - For any future development projects that would necessitate the use of large vibratory rollers within 30 feet of an off-site structure, or the use of other heavy construction equipment within 15 feet of an off-site structure, shall submit a Construction Vibration Reduction Plan that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for the impacted structure. - The individual project owner/developer shall submit the Construction Vibration Reduction Plan to the Planning Director for review and approval prior to issuance of building permits. Upon approval by the City, the construction vibration reduction measures shall be incorporated into the construction documents.					
3.16 Recreation					
MM REC-1: As new development occurs in the Plan Area, the City shall periodically (every 5 years) monitor residential population growth compared to development of new parklands for the purpose of evaluating the strength of this Plan to meet the ratio of 3 acres of parkland per 1,000 population. If the ratio is not met, the City shall explore additional ways to increase the amount of dedicated parkland in the Plan Area, including but not limited to designating additional lands for parkland development.	Monitor residential population growth compared to development of new parkland and submittal of documentation	Every 5 years after adoption of Specific Plan	City of Fresno Planning and Development Department		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
3.17 Transportation and Traffic					
MM TRANS-1a: Provide more options for shorter trips by encouraging vertical mixed uses and locating residential uses in walking distance (0.5 mile) to retail and employment uses.	Evaluation of opportunities for vertical mixed use during review of planning applications for discretionary project development	Prior to approval of discretionary project application	City of Fresno Planning and Development Department		
MM TRANS-1b: Provide pedestrian and bicycle network improvements within the development connecting complementary uses (i.e., residential, employment, retail, and transit stops) internally and to existing off-site facilities.	Evaluation of opportunities for pedestrian/bicycle network improvement during review of planning applications for discretionary project development	Prior to approval of discretionary project application	City of Fresno Planning and Development Department		
MM TRANS-1c: Ensure that design of key intersections and roadways encourage the use of walking, biking, and transit.	Evaluation of intersection and roadway configuration during review of planning applications for discretionary project development	Prior to approval of discretionary project application	City of Fresno Planning and Development Department		
MM TRANS-1d: Collaborate with the Fresno Transit (FAX) to provide new transit services, including the considerations of shuttle and micro-transit service, to the proposed project and within the proposed project area.	Provision of new transit services and submittal of documentation	As necessary through monitoring and coordination between FAX and the City of Fresno	City of Fresno Planning and Development Department; FAX		
MM TRANS-1e: In addition, the following Transportation Demand Management (TDM) strategies may be applicable at the implementing project level:	Evaluation of need for implementation of TDM strategies outlined in	Prior to approval of discretionary project application	City of Fresno Planning and		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
• Reduce Parking Supply for Retail Uses (maximum reduction: 12.5 percent) • Add Transit Rerouting and Transit Stops (maximum reduction: 5 percent) • Implementation of Local Shuttle Service (grouped strategy with transit system improvements) • Mandatory Travel Behavior Change Program, Promotions and Marketing (maximum reduction: 1 percent) • Promotions and Marketing (maximum reduction: 1 percent) • Emergency Ride Home (ERH) Program (maximum reduction: 3 percent) • School Carpool Program (maximum reduction: 15 percent) • Bike Share (maximum reduction: 0.25 percent) • Implement/Improve On-street Bicycle Facility (maximum reduction: 0.625 percent) • Traffic Calming Improvements (maximum reduction: 1 percent) • Pedestrian Network Improvements (maximum reduction: 2 percent). • Unbundle the cost of parking from multi-family residential land uses	MM TRANS-1e during environmental review for discretionary projects		Development Department		
MM TRANS-3a: Lengthen the eastbound turning lane to 875 feet and the westbound turning lane to 1,150 feet for the De Wolf Avenue and State Route (SR) 180 intersection.	Provision of new eastbound turning lane and submittal documentation	Prior to approval of discretionary project application	City of Fresno Planning and Development Department		
MM TRANS-3b: Lengthen the westbound turning lane to 1,075 feet for the McCall Avenue and State Route (SR) 180 intersection.	Provision of new westbound turning lane and submittal documentation	Prior to approval of discretionary project application	City of Fresno Planning and Development Department		
MM TRANS-3c: Prior to approval of individual development projects within the Fresno Southeast Development Area Specific Plan Area (Plan Area), the City of Fresno shall	Evaluation of queuing at either the Clovis Avenue and State Route (SR) 180	Prior to approval of individual development	City of Fresno Planning and Development		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
coordinate with the California Department of Transportation (Caltrans) to determine if the project would result in a potential impact on queuing lengths at either the Clovis Avenue and State Route (SR) 180 eastbound off-ramp interchange or the Temperance Avenue and SR-180 eastbound off-ramp interchange. If the queueing extends into the auxiliary lane of either of these interchanges, the City shall implement mitigation consistent with the Caltrans Local Development Review Safety Review Practitioners Guidance in coordination with Caltrans. This mitigation includes, but is not limited to: • Implementation of project-specific transportation demand management programs, such as rideshare programs, shared mobility facilities, or improvements to bicycle and pedestrian infrastructure; • Improvements to existing site-specific active transportation infrastructure; or • Improvements to ramp terminal operations such as lane reassignment, traffic signalization phasing or retiming, and turn lane extensions.	eastbound off-ramp interchange or the Temperance Avenue and SR-180 eastbound off-ramp interchange.		Department; CalTrans		
MM TRANS-3d: Prior to approval of individual development projects within the Fresno Southeast Development Area Specific Plan Area (Plan Area), the City of Fresno shall establish a development fee program that shall collect fees from developers of individual development projects within the Plan Area to fund required safety improvements to transportation facilities.	Provision of development fee program	Prior to approval of individual development projects	City of Fresno Planning and Development Department		
MM TRANS-4: At the time of planning application submittal, the project applicant shall prepare a Construction Management Plan (CMP) that shall specify traffic controls required to maintain adequate circulation and access throughout the Southeast Development (SEDA) Specific Plan Area. At least one lane shall remain open in each direction during construction	Construction Management Plan and submittal of documentation	At the time of planning application submittal	City of Fresno Planning and Development Department; Project applicant/developer		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
and access to all existing businesses shall be maintained. This plan shall be subject to approval by the jurisdictional police and fire departments prior to commencement of construction.					
3.18 Utilities and Service Systems					
MM UTIL-1a: The City shall evaluate the water conveyance system at the time that discretionary projects are submitted for approval by the City, and the City shall not approve development that would demand additional water and exceed the capacity of a facility until additional capacity is provided. The City shall evaluate proposed water capacity and conveyance improvements provided in the City Metro Plan and General Plan for potential environmental impacts, and shall construct such improvements prior to exceedance of capacity to accommodate full buildout of the Specific Plan.	Evaluation of water conveyance system, proposed water capacity, and conveyance improvements and submittal of documentation	At the time that discretionary project applications are submitted for approval	City of Fresno Planning and Development Department and the Department of Public Utilities		
MM UTIL-1b: The City shall evaluate the water supply system at the time that discretionary projects are submitted for approval by the City, and the City shall not approve development that would demand additional water until additional sources are secured and provided for future development. The City shall evaluate proposed water supply improvements for potential environmental impacts, and shall construct such improvements prior to exceedance of demand to accommodate full buildout of the Specific Plan.	Evaluation of the water supply system and water supply improvements and submittal of documentation	At the time that discretionary project applications are submitted for approval	City of Fresno Planning and Development Department and the Department of Public Utilities		
MM UTIL-1c: The City shall evaluate the wastewater system at the time that discretionary projects are submitted for approval by the City, and the City shall not approve development that would contribute wastewater to the wastewater treatment system that would exceed capacity until additional capacity is provided. The City shall evaluate proposed wastewater treatment improvements provided in the City Wastewater Master Plan and General Plan for potential environmental impacts, and shall construct such improvements prior to	Evaluation of the wastewater system and wastewater treatment improvements and submittal of documentation	At the time that discretionary project applications are submitted for approval	City of Fresno Planning and Development Department and the Department of Public Utilities		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion– Date	Verification of Completion– Initial
exceedance of capacity to accommodate full buildout of the Specific Plan.					
MM UTIL-1d: Consistent with the Sewer System Management Plan, the City shall evaluate the wastewater collection system at the time that discretionary projects are submitted for approval by the City, the City shall not approve development that would generate additional wastewater and exceed the capacity of a facility until additional capacity is provided. The City shall evaluate proposed wastewater collection improvements provided in the City Wastewater Master Plan and General Plan for potential environmental impacts, and shall construct such improvements prior to exceedance of capacity to accommodate full buildout of the Specific Plan.	Evaluation of the wastewater collection system and wastewater collection improvements and submittal of documentation	At the time that discretionary project applications are submitted for approval	City of Fresno Planning and Development Department and the Department of Public Utilities		
MM UTIL-1e: The City shall support the Fresno Metropolitan Flood Control District FMFCD in evaluating the stormwater collection system and implementing the District Services Plan and Storm Drainage and Flood Control Master Plan, and in constructing such improvements to the storm drain system prior to exceedance of capacity to accommodate full buildout of the Specific Plan. The City shall complete these evaluations prior to approving any new project applications for future development in the Plan Area that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval.	Evaluation of the stormwater collection system and implementation of the District Services Plan and Storm Drainage and Flood Control Master Plan and submittal of documentation	At the time discretionary project applications are submitted for approval	City of Fresno Planning and Development Department		
MM UTIL-1f: At the time discretionary projects are submitted, the City shall require project-specific environmental evaluations for the expansion or relocation of electric or telecommunication facilities be completed prior to project approval.	Project-specific environmental evaluations for expansion or relocation of electric, natural gas, or telecommunication facilities and submittal	At the time discretionary project applications are submitted for approval	City of Fresno Planning and Development Department		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion– Date	Verification of Completion– Initial
	of findings and documentation				
MM UTIL-2a: The City shall develop and implement water conservation measures to reduce the per capita water use, and continue to refine and implement water saving and conservation standards for new developments approved under the Specific Plan. The City shall complete these measures and standards prior to approving any new project applications for future development in the Plan Area that require a discretionary approval and shall confirm that each project has incorporated the refined measures and standards prior to issuing approval	Development of water conservation measures and submittal of documentation Confirmation that discretionary projects have incorporated the refined measures into project plans	Prior to approval of discretionary project application Prior to approval of discretionary project application	City of Fresno Planning and Development Department and the Department of Public Utilities		
MM UTIL-2b: The City shall continue to implement the City of Fresno Water Conservation Program, as may be updated, and periodically update restrictions on water uses, and evaluate the feasibility of the conservation target identified as part of the Fresno General Plan. The City shall complete these measures prior to approving any new project applications for future development in the Plan Area that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval. The City shall continue to implement Objective RC 7 and Policies RC-7-a through RC-7-l of Chapter 7, “Resource Conservation and Resilience,” and Objective PU-8 and Policies PU-8-a through PU-8-g of Chapter 6, “Public Utilities and Services,” of the approved Fresno General Plan.	Completion of updates restrictions on water uses and submittal of documentation Confirmation that discretionary projects have incorporated the refined measures into project plans	Prior to approval of discretionary project application Prior to approval of discretionary project application	City of Fresno Planning and Development Department and the Department of Public Utilities		
MM UTIL-2c: The City shall refine landscape water conservation standards that will apply to new development installed landscapes, building on the State Model Water Efficient Landscape Ordinance (MWELo) and other State regulations. The City shall complete these standards prior to approving any new project applications for future development in the Plan	Development of refined landscape water conservation standards and submittal of documentation	Prior to approval of discretionary project application	City of Fresno Planning and Development Department and the Department of Public Utilities		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion–Date	Verification of Completion–Initial
Area that require a discretionary approval and shall confirm that each project has incorporated any resulting standards prior to issuing approval.	Confirmation that discretionary projects have incorporated the standards into project plans	Prior to approval of discretionary project application			
MM UTIL-4: The City shall evaluate additional landfill locations at the time discretionary projects are submitted and shall not approve development that could contribute solid waste to a landfill that is at capacity until additional capacity is provided.	Confirmation that discretionary projects would not contribute solid waste to a landfill that is at capacity.	At time of submittal	City of Fresno Planning and Development Department and the Department of Public Utilities		