Exhibit V
Resolution Approving Plan
Amendment Application P24-03963

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RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, TO ADOPT THE SOUTH CENTRAL SPECIFIC PLAN (PLAN AMENDMENT APPLICATION NO. P24-03963)

WHEREAS, on December 18, 2014, by Resolution No. 2014-226, the City Council adopted the Fresno General Plan; and

WHEREAS, the Fresno General Plan includes general goals, policies and objectives that apply to the City of Fresno as a whole; and

WHEREAS, the Fresno General Plan prioritized specific areas for incentives and other benefits to accelerate reinvestment, including the South Industrial Priority Area; and

WHEREAS, the Fresno City Council voted to allocate funds for a Specific Plan and Environmental Impact Report within the South Industrial Priority Area; and

WHEREAS, in November of 2019, the City Council adopted Resolution 2019-235, providing land use and public engagement guidance to the planning effort, and naming the plan the South Central Specific Plan (the Plan), pertaining to approximately 5,567 acres located in the South Industrial Priority Area; and

WHEREAS, an 11-member Advisory Committee was established, comprised of residents, business owners, property owners, a representative of Orange Center Elementary School and a representative of the Malaga County Water District to offer guidance and input during the development of the Plan; and

WHEREAS, the Advisory Committee held eight public meetings during the course of the planning process following Brown Act procedures, and recommended the vision, guiding principles and policies in Chapter 3 of the Plan; and

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: KC

WHEREAS, seven community workshops were held on various topics including vision, guiding principles, goals, mitigation measures, policies, land use concepts, buffer techniques and economic development; and

WHEREAS, on May 31, 2024, the City released a Public Draft of the Plan and EIR for a 60-day public comment period and held one open house on July 11, 2024, during the public comment period; and

WHEREAS on November 13, 2024, the City released a November 2024 updated draft of the Plan which incorporated changes recommended by the public in comments on the May 2024 Draft, changes recommended by City staff in response to comments on the Environmental Impact Report, and technical revisions to improve clarity, update outdated information and correct typographical errors; and

WHEREAS, the Planning and Development Department Director has initiated Plan Amendment Application No. P24-03961 to repeal the North Avenue Industrial Triangle Specific Plan, Plan Amendment Application No. P24-03962 to repeal a portion of the Roosevelt Community Plan; and P24-03963 to adopt the South Central Specific Plan; and

WHEREAS, the Planning and Development Director has initiated Plan Amendment Application No. P24-03965 to update the Land Use Map (Figure LU-1) of the Fresno General Plan, and Rezone Application No. P24-03970 to rezone approximately 279 acres of property within the Plan area to be consistent with the planned land uses; and

WHEREAS, pursuant to the provisions of 15-5809 of the Fresno Municipal Code, the Planning Commission of the City of Fresno held a duly noticed public hearing on November 20, 2024, to consider the subject applications and the associated Final EIR; and

WHEREAS, the Fresno City Planning Commission took action, as evidenced in Planning Commission Resolution No. 13871, to recommend denial of the subject applications; and

WHEREAS, on December 5, 2024, the Fresno City Council held a public hearing to consider Plan Amendment Application No. P24-03963 to adopt the South Central Specific Plan and related applications P24-03961 to repeal the North Avenue Industrial Triangle Specific Plan, P24-03962 to repeal a portion of the Roosevelt Community Plan, P24-03965 to update the Land Use Map (Figure LU-1) of the Fresno General Plan, and Rezone Application No. P24-03970 to rezone approximately 279 acres of property within the Plan area to be consistent with the planned land uses and received both oral testimony and written information presented at the hearing regarding the subject applications; and

WHEREAS, prior to taking action on this project, Council certified the Final EIR (SCH No. 2019079022) for the South Central Specific Plan, approving the Mitigation Monitoring and Reporting Program, adopting the Findings of Fact, and a Statement of Overriding Considerations, and determining that it was prepared in compliance with the California Environmental Quality Act.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. The Council finds in accordance with its own independent judgment that Final Program EIR (SCH No. 2019079022) for the South Central Specific Plan, and Plan Amendment Application No. P24-03963, has been properly certified pursuant to the requirements of CEQA Guidelines Section 15090 including all required written findings pursuant to CEQA Guidelines Section 15091, through Resolution No. _____.

2. The Council finds the adoption of Plan Amendment Application P24-03963 and related applications (Plan Amendment applications P24-03961, P24-03962, and P24-03965, and Rezone application P24-03970) is in the best interest of the City of Fresno.

3. The Council of the City of Fresno hereby adopts Plan Amendment Application P24-03963, to adopt the November 2024 Draft of the South Central Specific Plan, pertaining to approximately 5,567 acres located in the South Industrial Priority Area, as depicted on Exhibit A.

* * * * * * * * * * * * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, Todd Stermer, City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____, 2024.

AYES :
NOES :
ABSENT :
ABSTAIN :

Mayor Approval: _____, 2024
Mayor Approval/No Return: _____, 2024
Mayor Veto: _____, 2024
Council Override Vote: _____, 2024

Todd Stermer, CMC
City Clerk

By: _____
Deputy Date

APPROVED AS TO FORM:
ANDREW JANZ
City Attorney

By:_____
Kristi M. Costa Date
Supervising Deputy City Attorney

Attachment:
- Exhibit A – South Central Specific Plan

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EXHIBIT A

South Central Specific Plan



Draft

November 2024



South Central Specific Plan

Draft

Alternate formats of this document will be provided by the City upon request.

To request alternate formats contact:
Planning and Development Staff at (559) 621-8277

www.fresno.gov/SCSP

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CHAPTER 1: INTRODUCTION

1.1 Purpose

South Central Fresno is an area with ample land for development and is prime for growth due to its central location in California and the San Joaquin Valley as well as its proximity to Fresno's Downtown, railways, and two highways (State Routes 41 and 99). Beginning as early as 1918[1], the City of Fresno has recognized the area's economic importance and from 1956 onward has planned for industrial development through several iterations of the Fresno General Plan (General Plan). In the current General Plan, South Central Fresno is identified as the South Industrial Priority Area (see Figure 1-6) and as such it will require infrastructure investment to meet the needs of a variety of major job-creating industrial sectors, as well as improvements to enhance the current business operations.

Industry in South Central Fresno shares the Plan Area with rural residents and a few neighborhoods such as Daleville and the southern part of Calwa. Residents and engaged community groups have long advocated for equitable consideration in the development of the area and implementation of improvements that would enhance their overall quality of life. New development will need to take into consideration the needs of these residents and mitigate negative health impacts.

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

1.2 Plan Area and Boundaries

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

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

2 Taub, David. "In Fresno, CA Attorney General Pushes 'Blueprint' for Industrial, Neighborhood Balance." GV Wire, 9 Aug. Web Article.

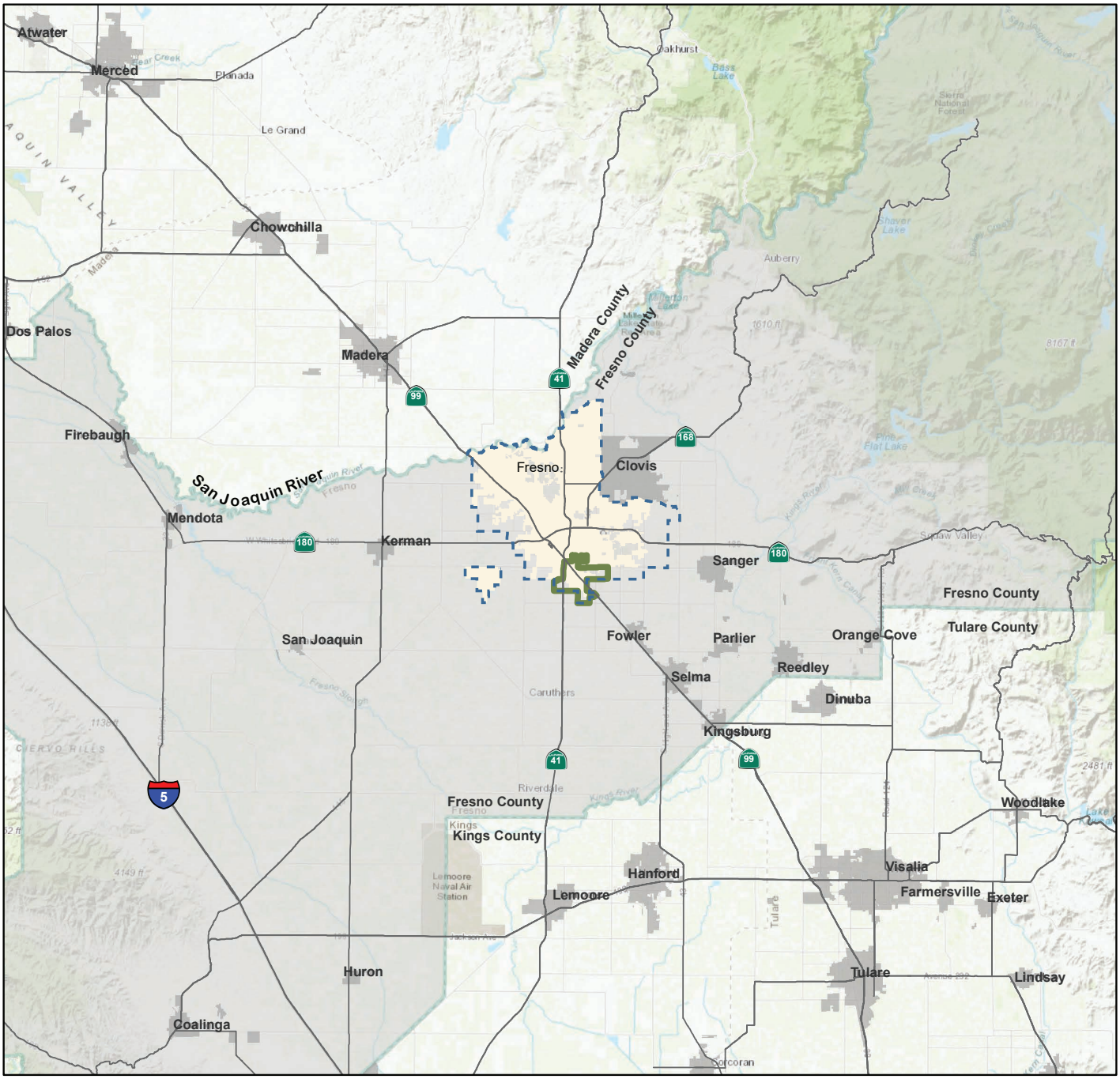


Figure 1-1: Regional Context

Legend

- Fresno Sphere of Influence
- Fresno City Limits
- South Central Specific Plan (SCSP)
- Fresno County
- State Highways
- City/Town

South Central Specific Plan

0 10 20 Miles

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; City of Fresno GIS Data, Prepared by the Planning and Development Department

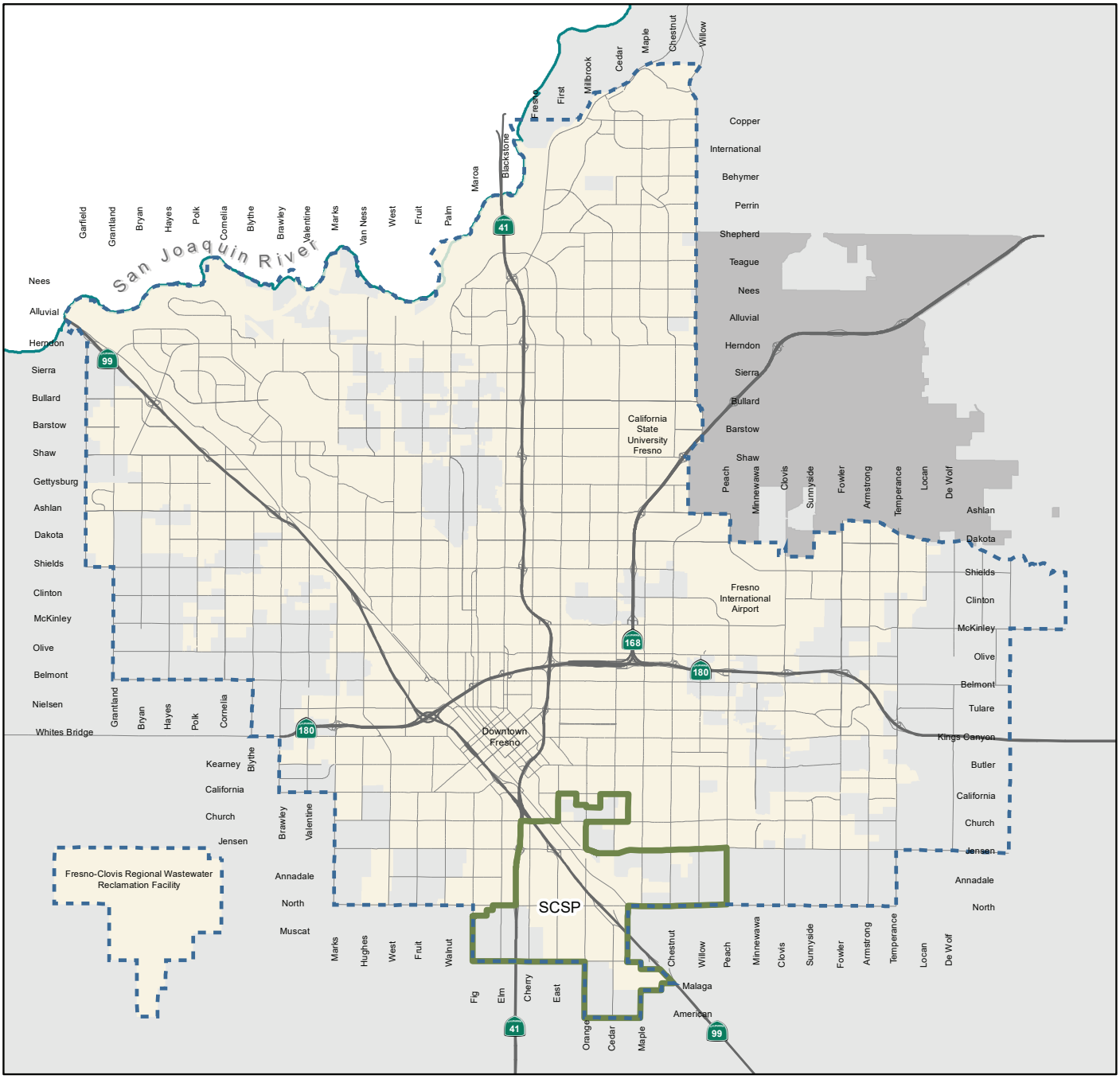


Figure 1-2: Sphere of Influence

Legend

- Fresno Sphere of Influence
- South Central Specific Plan (SCSP)
- Fresno City Limits (Incorporated)
- Fresno County (unincorporated)
- Clovis City Limits

South Central Specific Plan

0 2 4 Miles

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

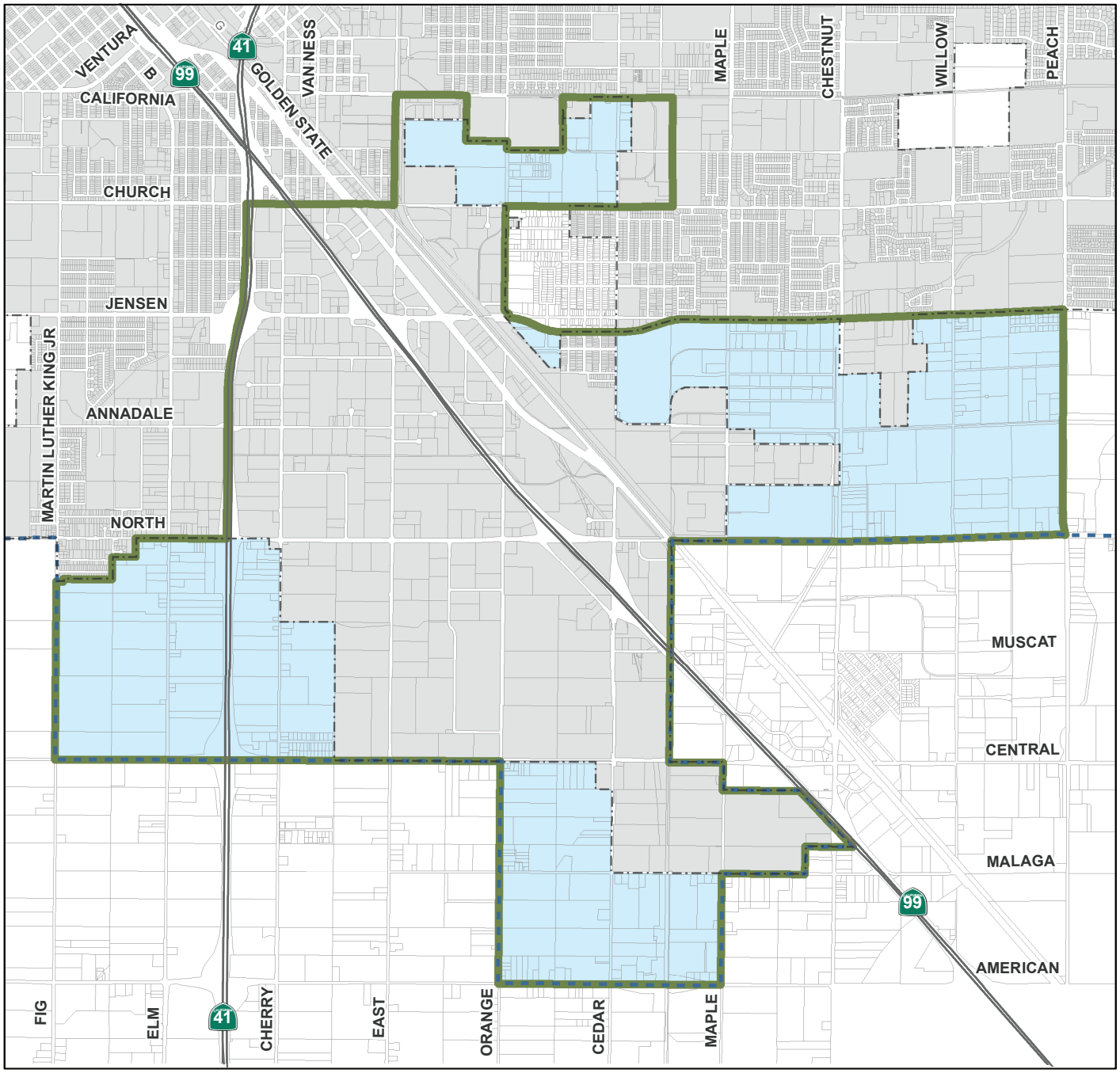


Figure 1-3: Plan Area

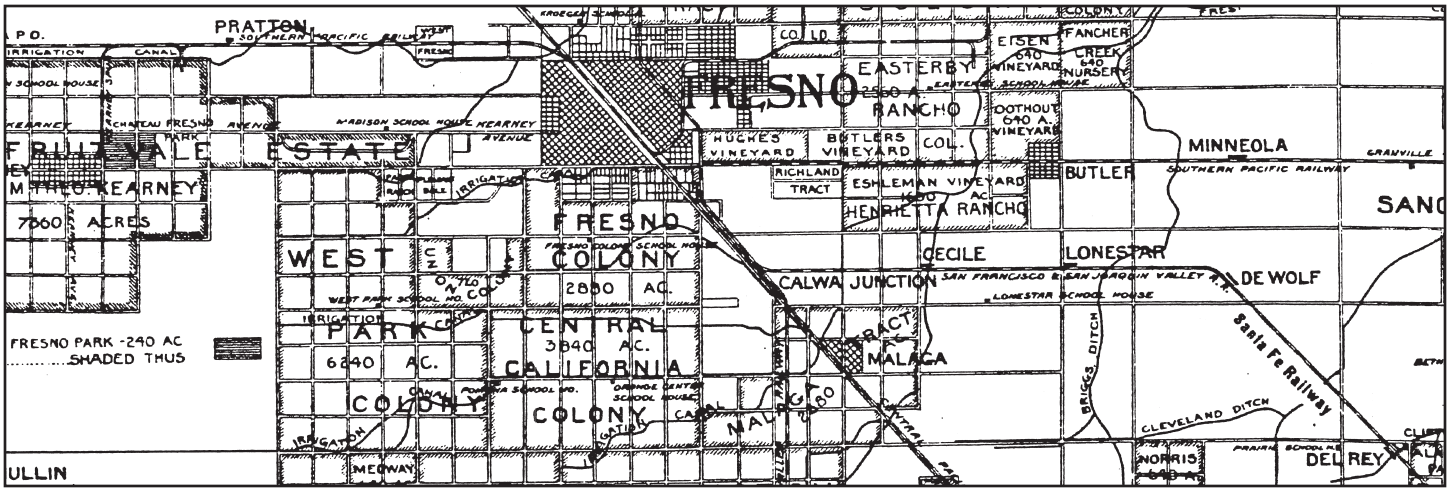
Legend

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

South Central Specific Plan

0 0.5 1 Miles

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



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

the Fresno city limits and the area outside of the city in the county of Fresno and within Fresno's planning sphere of influence (SOI). The county land in the SOI is anticipated to be voluntarily annexed into the city over time as development is proposed. For more discussion on the SOI in the Plan Area see Chapter 4.

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

1.3 History of Development in the Plan Area

Until 1945 much of the Plan Area was in the county of Fresno. Annexation of land into the city of Fresno began in 1945 and has continued through 2021 as shown in Figure 1-4. Prior to 1945, the Plan Area was primarily agricultural with some rural homes and flat vacant prairie with natural grasses. After the city of Fresno was founded in 1872, investors purchased large agricultural subdivisions known as colonies. The large colonies were subdivided into smaller parcels (typically 20 and 40 acres), advertised, and individually sold for the development of agriculture.

The Central California Colony (3,840 acres) was the first to form in the Plan Area in 1875 followed by the Fresno Colony in 1875. A big selling point for these parcels was the newly built canals, constructed between 1870 and 1880 by the Fresno Canal and Irrigation Company. These canals diverted and conveyed Kings River water to irrigate every parcel in the two colonies and are still in use today. Typically, homes and agricultural buildings were developed on the parcels as well. The Fresno Colony was situated just south of the growing Downtown Fresno, so close that residents of this colony could send their children to schools in the Fresno school district. Easy access to city amenities was also a key selling point for potential buyers.

Along with irrigation water, the Central Pacific Railroad (now the Union Pacific Railroad) developed in the Plan Area and opened for

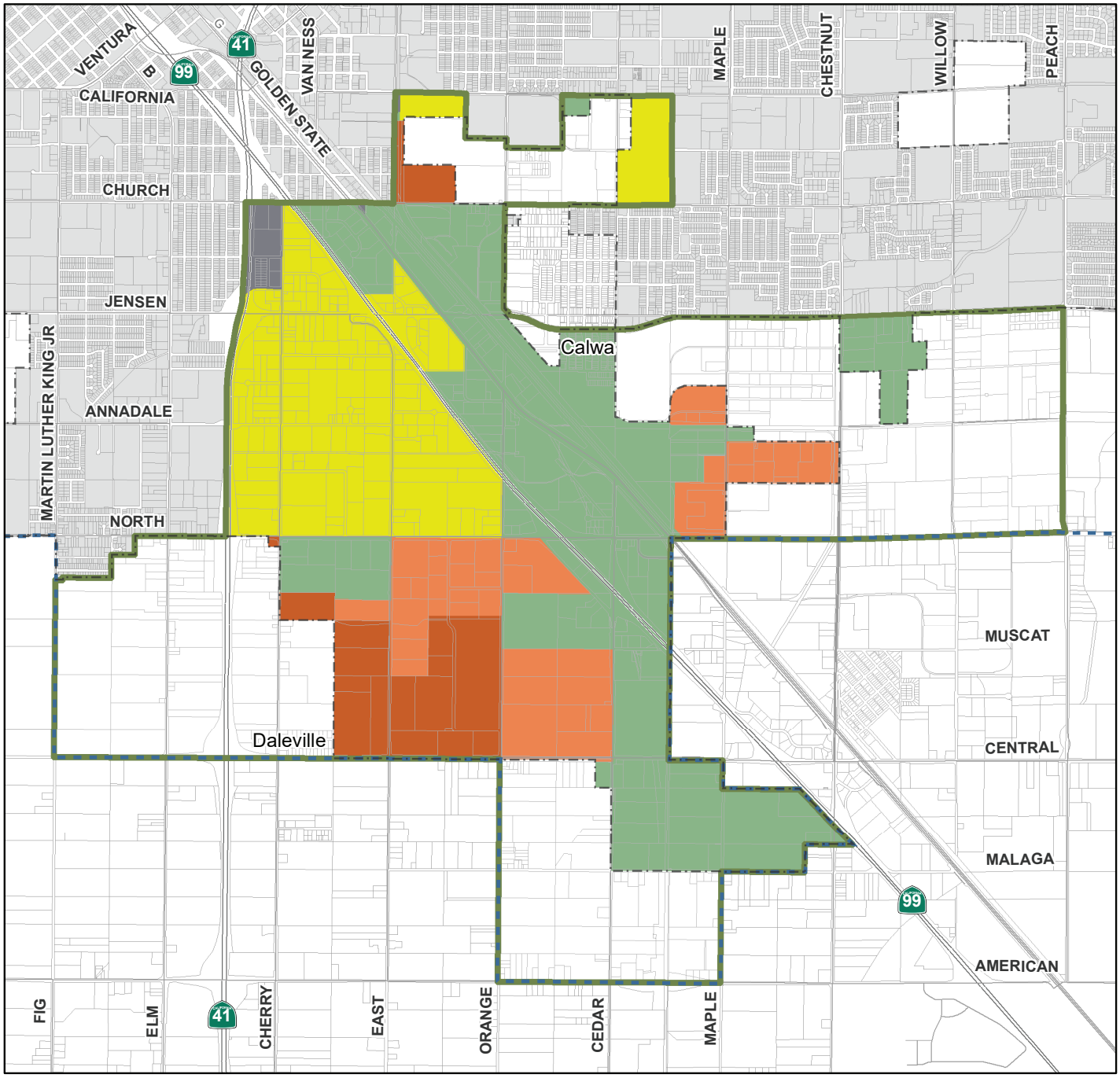


Figure 1-4: Historic Growth Pattern

Legend

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

Annexation Year

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

South Central Specific Plan

0 0.5 1 Miles

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

service in the spring of 1872. This allowed the agriculture industry to expand its markets by transporting goods for purchase to regions beyond Fresno County.

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

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

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

Calwa



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

Calwa Townsite was established in 1911 by Speed B. Leas as a community for employees of the Atchison, Topeka and Santa Fe Railroad switching yard. Calwa was named after the California Wine Association's winery located just outside the Plan Area on the west side of the railroad tracks. The California Wine Association (1894-1936) was an organization of

winemakers and dealers who came together after the 1893 economic depression to collectively set prices for the industry. Many of the vineyards in the Fresno area came under the association's control in the early 1900s.

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

Daleville

Daleville is a small, unincorporated community, approximately 26 acres in size. It is located at the southern edge of Fresno's SOI at the northeast and northwest corner of Cherry and Central Avenues. Development in Daleville began in the 1950s and now includes 42 homes, a church, and a small corner market. The community is served by the Orange Center School District and the Orange Center Elementary School was built within walking distance in 1952.

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

1.4 Population and Projections

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

The Plan Area contains a small residential population comprising approximately 400 housing units and an estimated 1,130 residents. Residential uses in the Plan Area are largely characterized by rural residential and a few small subdivisions. The Plan Area is directly adjacent to two neighborhoods in the unincorporated County - Calwa and Malaga - comprising about 720 dwelling units and 2,660 residents in total. The southern part of Calwa is in the Plan Area. The Plan Area also contains one school, Orange Center

3 Thickens, Pioneer Agricultural Colonies of Fresno County

Table 1-1: Market Demand, Target Buildout, and Assumed Development for Specific Plan Alternatives 2022-2040

Non-Residential Use	EPS Estimated Market Demand 2022-2040 (square footage)	Target Buildout: 200% Estimated Demand 2022-2040 (square footage)	Assumed Development for Each Specific Plan Alternative			
			Alternative 1: No Project (Existing General Plan)	Alternative 2: Blended	Alternative 3: Community	Alternative 4: Business
Retail	433,338	866,676	340,492	866,676	3,871,826	277,375
Office	289,395	578,790	578,790	578,790	4,008,553	578,790
Industrial	5,288,139	10,576,278	11,102,462	10,576,278	4,141,365	11,165,579
Total Non-Residential	**6,010,872**	**12,021,744**	**12,021,744**	**12,021,744**	**12,021,744**	**12,021,744**
Residential Units	N/A	N/A	0	91	739	0

Source: EPS Market Study (See Appendix A)

Elementary School, which is a public school for students in kindergarten through eighth grade. In 2024, the student enrollment was approximately 336 students.

The residential population in the Plan Area is not projected to grow much between 2022 and 2040 (the projected life span of this Plan). As shown in Table 1-1, there is capacity for 91 new residential units which could equate to approximately 282 residents.

The Plan Area contains an estimated 18.6 million square feet of existing industrial development, representing approximately 30 percent of industrial building space citywide. It also contains a minimal amount of retail and office space, representing about one percent of space citywide. Employment forecasts suggest the Plan Area could support demand for approximately 350 acres of nonresidential development between 2022 and 2040 which equates to just over 6 million square feet as shown in Table 1-1. Much of this demand is anticipated for industrial space, including heavy and light industrial, and research & development (R&D)/flex space. Estimated demand for commercial retail development from employees and households in and surrounding the Plan Area could support approximately 29 acres or 433,338 square feet by 2040.

City staff directed the Environmental Impact Report (EIR) consultant, Ascent Environmental, Inc. (Ascent) to recalibrate a target buildout to reflect twice the market demand estimated by EPS in order to capture the level of demand the City anticipates could happen with the adoption of this Plan. The EPS Estimated Market Demand is based on development in the Plan Area from 2010-2021. The City believes that once this Plan and EIR are adopted the demand for development in the Plan Area will increase. The City assumes 12,021,744 square feet of new non-residential

development between 2022 and 2040 as shown in Table 1-1.

The City considered three land use alternatives with varying amounts of assumed nonresidential use square footages based on planned land use designations provided by each alternative. See Chapter 2 for Plan Alternatives.

1.5 Economic Vitality and Job Creation

One intention of this Plan is to improve Fresno's overall economic competitiveness by supporting employment opportunities for all residents. To do so, job creation must keep up with population growth. Though the population in the Plan Area is unlikely to grow, the population in the rest of the city according to the EPS Market Study, is projected to add an estimated 176,000 to 216,000 new residents and nearly 70,000 new employees between 2022 and 2040. This level of growth translates into 9,800 to 12,000 new residents and 2,500 to 3,900 new jobs per year, on average. If these numbers hold true, Fresno will likely continue to maintain its status as the 34th largest city in the United States and the 5th largest city in California. New businesses, along with the expansion of existing ones, will be needed in the Plan Area to provide jobs to Fresno's ever-increasing population.

Expanding, retaining, attracting, and creating businesses is one of the challenges facing the City today. Fresno's regional economy is dominated by agriculture and Fresno County ranks first in the nation for agricultural production.[4] Fresno has leveraged the surrounding agricultural economy to develop industries up and downstream of farming, such as agricultural technologies, supply chain management, agricultural services (brokering and export), food innovation and processing facilities, water technology, and other precision manufacturers. Other markets prime for investment are medical industries and green industries such as solar, biofuels, recycling, and other forms of alternative energy. More recently, the City has capitalized on its strategic geographic location and access to key transportation routes to grow its distribution, e-commerce, and advanced manufacturing sectors.

1.6 Community Health

CalEnviroScreen 4.0

The CalEnviroScreen is a mapping tool that helps California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. CalEnviroScreen uses environmental, health, and socioeconomic information to score every census tract in the state. The scores are mapped so that different communities can be compared. Areas with higher scores experience a much higher pollution burden than areas with lower scores. The census tracts located within the Plan Area are within the top five percentile of environmentally burdened areas in the state. (See Figure 1-5).

The City recognizes the need to study the relationship between air pollution and health outcomes in relation to future conditions in the area. A Health Impact Assessment (HIA) along with a Truck Reroute Study was conducted for the South Central Fresno Assembly Bill (AB) 617 boundary area. The

4 United States Department of Agriculture. "2022 Census of Agriculture." United States Summary and Sate Data, Volume 1 - Geographic Area Series - Part 51. February 2024.

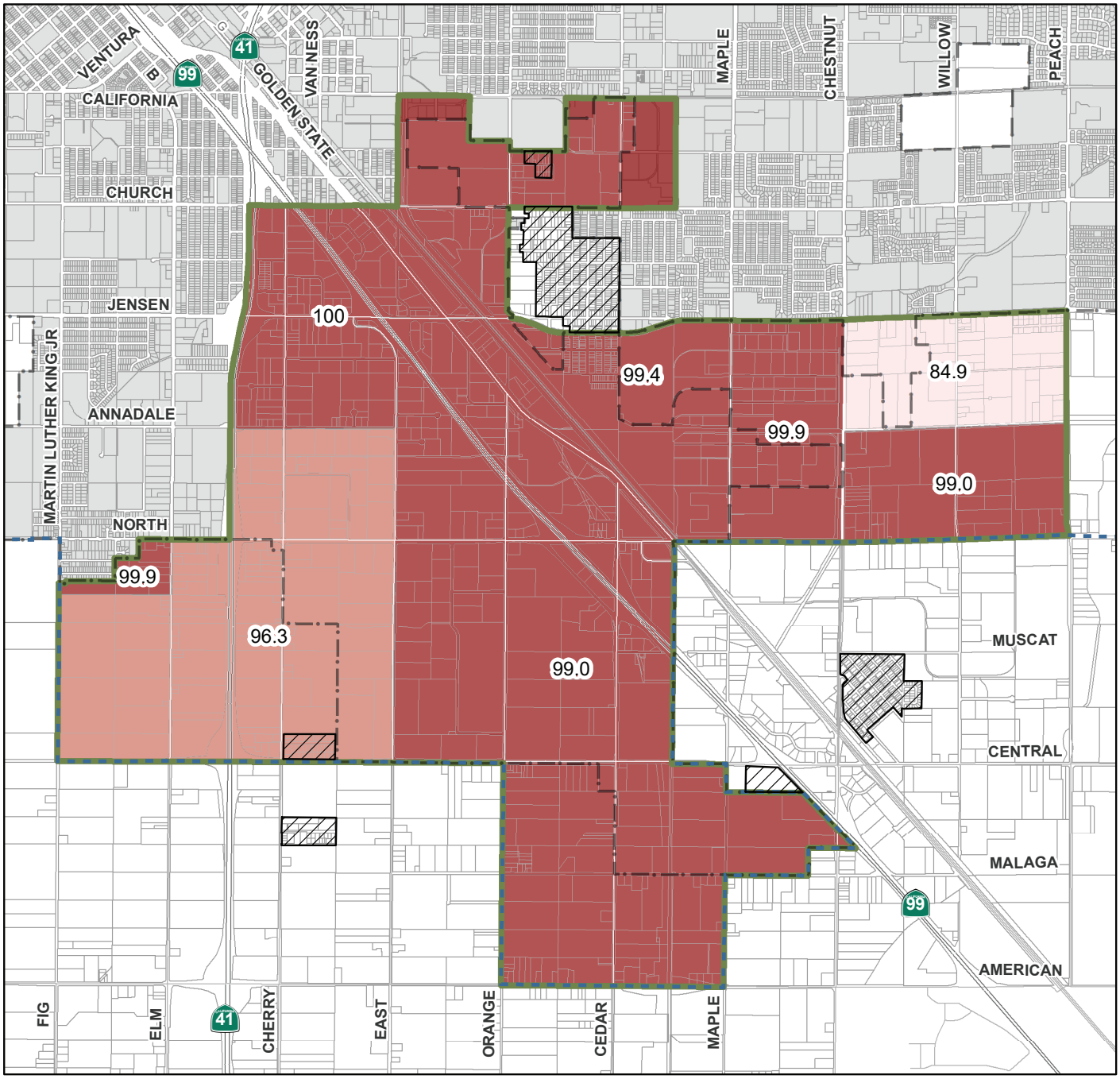


Figure 1-5: Disadvantaged Unincorporated Communities and Calenviroscreen 4.0

Legend

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

CalEnviroScreen 4.0 Percentile Range

- 80.0% - 90.0%
- 90.1% - 99.0%
- 99.1% - 100%

South Central Specific Plan

0 0.5 1 Miles

Source: 2021 CalEnviroScreen 4.0 (OEHHA, CalEPA) and City of Fresno GIS Data
Prepared by the Planning and Development Department

Plan Area lies within this boundary (see Figure 1-7). See Section 1.8 Planning Context for a brief description of the HIA and Truck Reroute Study.

Disadvantaged Unincorporated Communities

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

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

1.7 General Plan Consistency

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

General Plan Goals[5]

1. Increase opportunity, economic development, business and job creation.

9. Promote a city of healthy communities and improve quality of life in established neighborhoods.
    - Emphasize supporting established neighborhoods in Fresno with safe, well maintained, and accessible streets, public utilities, education and job training, proximity to jobs, retail services, and health care, affordable housing, youth development opportunities, open space and parks, transportation options, and opportunities for home grown businesses.

12. Resolve existing public infrastructure and service deficiencies, make full use of existing infrastructure, and invest in improvements to increase competitiveness and promote economic growth.

13. Emphasize the City as a role model for

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

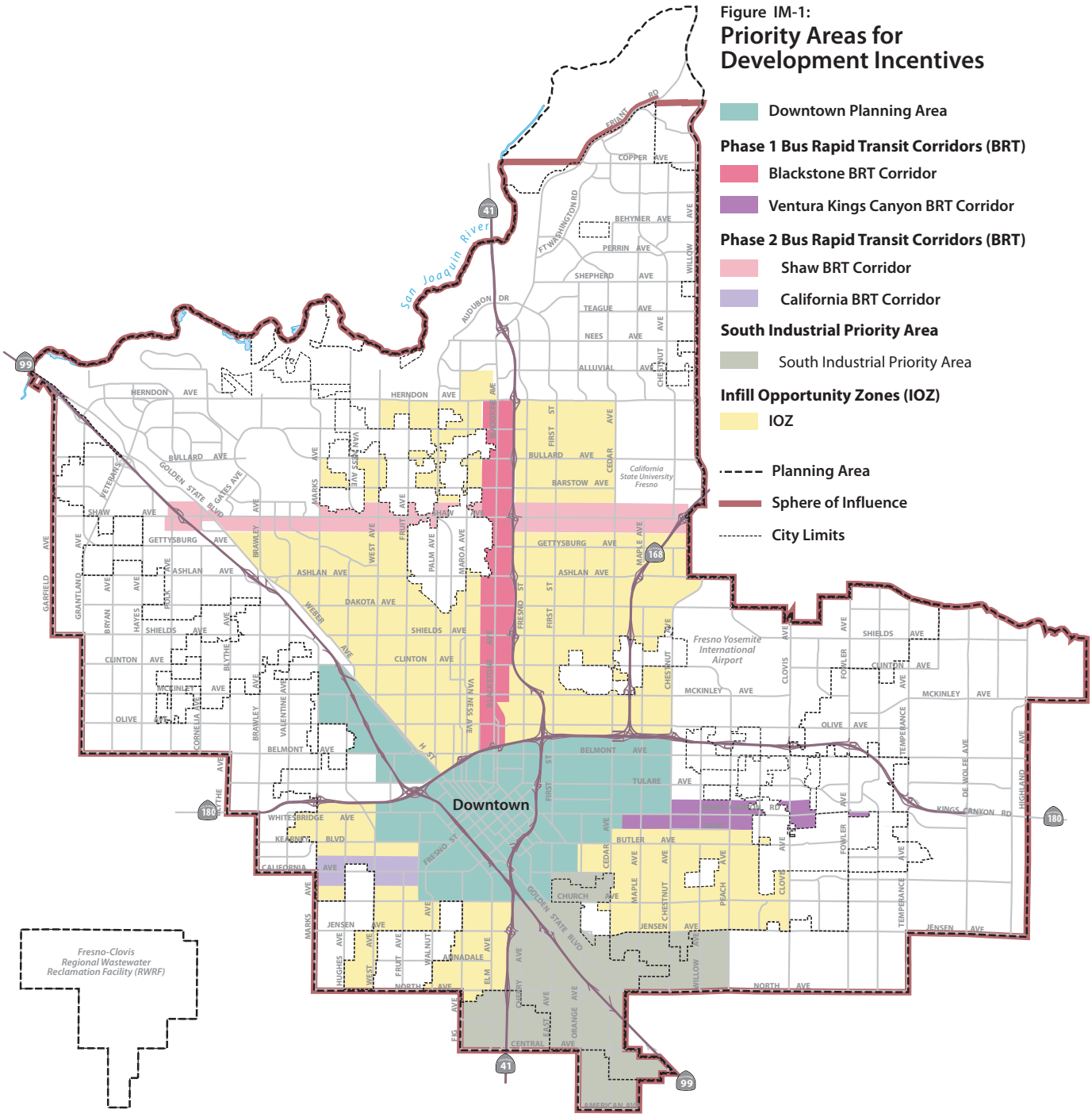


Figure 1-6: Fresno General Plan, Figure IM-1 Priority Incentive Areas

Source: City of Fresno, 2014.

good growth management planning, efficient processing and permit streamlining, effective urban development policies, environmental quality, and a strong economy. Work collaboratively with other jurisdictions and institutions to further these values throughout the region.

16. Protect and improve public health and safety.

General Plan Objectives

ED-1 Support economic development by maintaining a strong working relationship with the business community and improving the business climate for current and future businesses.

D-2 Enhance the visual image of all "gateway" routes entering the Fresno Planning Area.

LU-1 Establish a comprehensive citywide land use planning strategy to meet economic development objectives, achieve efficient and equitable use of resources and infrastructure, and create an attractive living environment.

LU-7 Plan and support industrial development to promote job growth.

MT-1 Create and maintain a transportation system that is safe, efficient, provides access in an equitable manner, and optimizes travel by all modes.

MT-11 Achieve necessary capacity increasing and inter-modal connectivity enhancing improvements to the goods movement transportation system to support the growth in critical farm product and value-added industries.

General Plan Implementing Policies

ED-1-d Strategic Land Regulation. Explore increasing the amount of land properly zoned, consistent with the General Plan, and ready to be expeditiously developed, redeveloped, and/or revitalized for economic development and job creation purposes. Establish a priority infill development program for sites and districts.

ED-1-e Ready to Go Sites. Establish a list of "ready-to-go" or "shovel-ready" sites in consultation with property owners and provide the list to interested developers and businesses seeking sites in the city.

D-2-c Highway Beautification. Work with Caltrans, the Fresno Council of Governments, Tree Fresno, neighboring jurisdictions, and other organizations to obtain funding for highway beautification programs.

LU-1-b Land Use Definition and Compatibility. Include zoning districts and standards in the Development Code that provide for the General Plan land use designations and create appropriate transitions or buffers between new development with existing uses, taking into consideration the health and safety of the community.

LU-7-a Incentives for a Diversity of Industries, Increased Food Processing and Manufacturing, and Related Employment Opportunities in Fresno. Use the City's Capital Improvement Program to set priorities for locations and timing of water, sewer, and transportation infrastructure

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

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

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

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

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

1.8 Planning Context

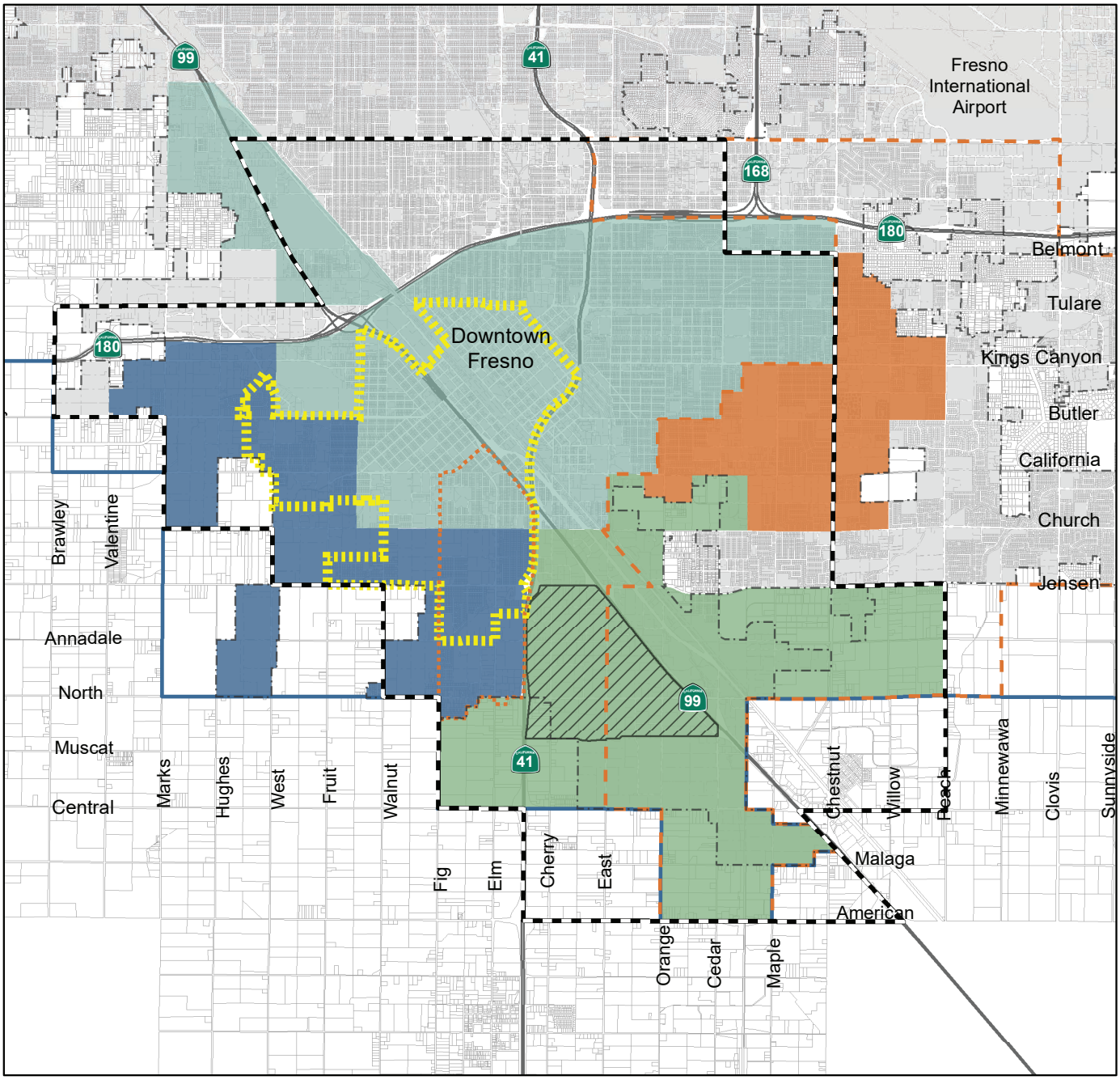
Over the years the City has invested heavily in planning for future development within the city, including areas where it intends to grow. Planning for that growth helps the City anticipate the needs of its residents and businesses as well as foster sustainable management of man-made and natural resources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

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

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

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

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



Legend

Boundaries

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

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

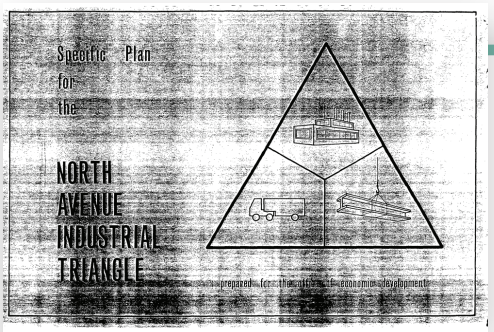
South Central Specific Plan

0 1 2 Miles

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

Figure 1-7: Planning Context

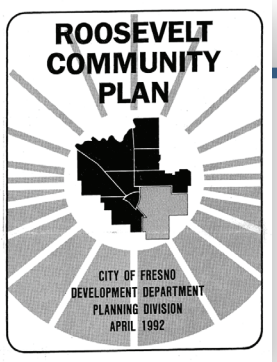
Previous Planning Efforts



1973

North Avenue Industrial Triangle Specific Plan

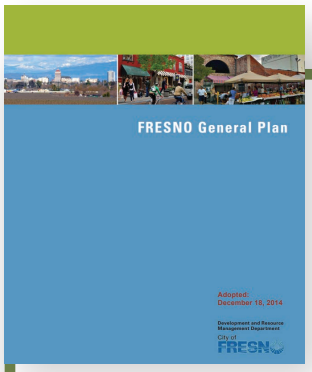
The North Avenue Industrial Triangle Specific Plan was a multiphase plan to develop agricultural land south of Jensen Ave and north of the Central Canal between SR-41 and 99 into a heavy industrial district. The City Council adopted the North Avenue Industrial Triangle Specific Plan and associated Environmental Impact Report (EIR) at a public meeting on September 27, 1973 (Resolution 73- 456).



1992

Roosevelt Community Plan

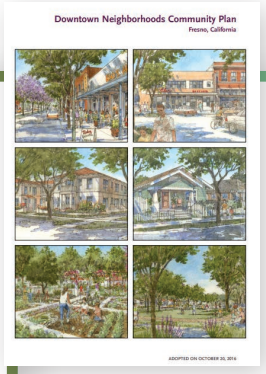
The Roosevelt Community Plan was a community level refinement of the 1984 General Plan and an update to the earlier 1978 Roosevelt Community Plan. It provides high level goals and policies for the Roosevelt Community to promote well-balanced, cohesive development. The draft Roosevelt Community Plan was officially initiated by the City Council in 1991. Ten public meetings were held in the winter of 1991 and spring of 1992 and the City Council adopted the updated Roosevelt Community Plan and the associated Environmental Impact Report (EIR) on April 7, 1992 (Resolution 92-141).



2014

Fresno General Plan

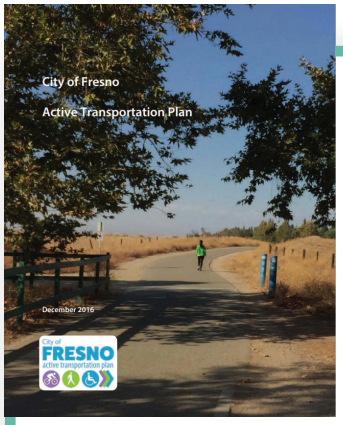
The Fresno General Plan is a forward looking, comprehensive, and long range plan that recommends strategies to support the community's vision of Fresno as a vibrant, growing city, infused with a sense of heritage and community. The planning process began in mid-2010 and included extensive public outreach. More than 160 stakeholders were interviewed, over 100 presentations were given to neighborhood, business, educational, social, and non-profit groups. Additionally, 19 meetings were held with the Advisory Committee and 13 public workshops were conducted. The City Council adopted the Fresno General Plan and Master Environmental Impact Report (MEIR) on December 18, 2014 (Resolution 2014-226). Subsequently, the MEIR was replaced with a PEIR on September 30, 2021 (Resolution 2021-269).



2016

Downtown Neighborhoods Community Plan

The Downtown Neighborhoods Community Plan (DNCP) established a vision for revitalization of the Downtown and surrounding neighborhoods based on input from property owners and residents. The DNCP addressed conflicting issues in the City's land use plans and codes to prioritize the City's ability to implement the DNCP's vision. Public engagement was robust and had several phases between 2010 and 2016. The City Council adopted the DNCP and the associated Program Environmental Impact Report (PEIR) on October 20, 2016, (Resolutions 2016-212,213, 214, and 216).



2017

Fresno Active Transportation Plan (ATP)

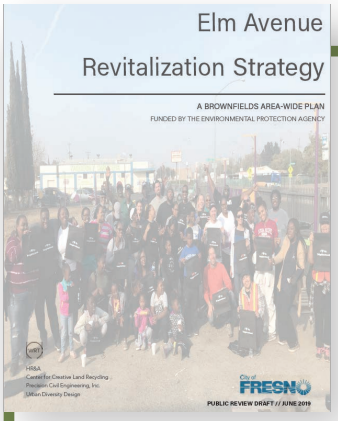
The Fresno Active Transportation Plan (ATP) is a comprehensive guide outlining the vision for active transportation in the City of Fresno, and a roadmap for achieving that vision. The ATP envisions a complete, safe, and comfortable network of trails, sidewalks, and bikeways that serves all residents of Fresno. The ATP proposes a long-term, comprehensive network of citywide bikeways, trails, and sidewalks that connect all parts of Fresno. Since the build-out of this network will take many years to complete, the ATP also identifies a priority network of connected bikeways and priority pedestrian areas to focus the City's efforts in the near-term. The City Council adopted the ATP on March 2, 2017 (Resolution 2017- 60).



2017

Southwest Fresno Specific Plan

The Southwest Fresno Specific Plan (SWFSP) is a long-range plan that encourages a diverse housing stock with emphasis on quality and homeownership, more retail options, safer and more connected streets for all transportation modes, more educational opportunity and job training, improvement of parks and open space, and location of new industrial development outside of Southwest Fresno. The vision for the SWFSP emerged after a multi-faceted outreach process that included 17 meetings hosted by a 21-member Steering Committee, 6 Community Workshops, 10 Topic Group meetings, and 3 Community Conversations. The City Council adopted the SWFSP and associated Program Environmental Impact Report (PEIR) on October 26, 2017 (Resolutions 2017-299 - 303).



2019

Elm Avenue Revitalization Strategy

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

TRANSFORM FRESNO

2017

Transformative Climate Communities Program

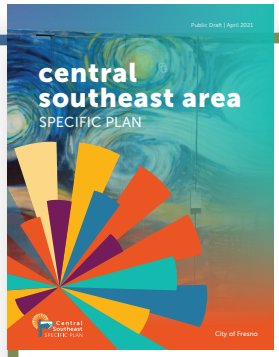
The California Strategic Growth Council (SGC) Transformative Climate Communities Program (TCC) is a community-driven initiative to transform the 4.9-square mile project area through a suite of projects and plans that will reduce GHG emissions while also providing local environmental, health, economic,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

Planning Efforts Underway



South Central Fresno AB 617 Community Truck Reroute Study and Fresno Community Environmental Health Impact Assessment

In 2022, the City and SJVAPCD joined forces to undertake the South Central Fresno AB 617 Community Truck Reroute Study and the University of California, Merced, began a concurrent Health Impact Assessment (HIA) for the same area. The Truck Reroute Study evaluated potential strategies to address truck impacts including air pollution, noise, traffic crashes and congestion, active transportation conflicts, and excess wear on local pavements. It provides a truck route map, toolkit, strategies, regulated areas around sensitive uses, and an implementation prioritization framework. The HIA assessed the extent to which air pollution impacts the risk of common health outcomes across a lifespan, calculated the excess number of cases attributed to air pollution in the region, and conducted a community-based health survey to explore residents' concerns, behaviors, health outcomes, and health needs relevant to air pollution in the region. The results of the HIA informed the Truck Reroute Study. In May 2024, drafts of both documents were published for public review.



Central Southeast Area Specific Plan

The Central Southeast Area Specific Plan (CSEASP) was initiated in 2017 and a public draft of the CSEASP was released in April 2021. The CSEASP is intended to be an actionable document used by the City, developers, stakeholders, and community members to facilitate development in the Central Southeast Fresno Plan Area. The project team administered a multifaceted and extensive engagement strategy that leveraged a broad range of community input throughout the planning process including disenfranchised populations not typically reached in community planning efforts. The Steering Committee and community members brainstormed several "Big Ideas" to stimulate positive change in Central Southeast Fresno, including the introduction of smaller-scale employment generating uses such as light industrial, clean tech, business parks, offices, and job training centers to provide a transition between heavy industrial uses and residential neighborhoods.

1.9 Statutory Authority

California law describes a Specific Plan as a plan "for the systematic implementation of the general plan for all or part of the area covered by the general plan" [California Government Code (GC) Section 65450]. Consistent with this guidance, the City has prepared specific plans to provide a more detailed vision, development regulations, and implementation plan for focused areas of the city.

GC Section 65451 requires a specific plan to include a text and a diagram or diagrams which specify all of the following in detail:

(1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan;

(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan;

(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable; and

(4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

In addition, GC Section 65451 requires the specific plan to include a statement of the relationship of the specific plan to the general plan, and the specific plan to be consistent with the general plan (GC Section 65454). According to GC Section 65453, "A specific plan shall be prepared, adopted, and amended in the same manner as a general plan, except that a specific plan may be adopted by resolution or ordinance and may be amended as often as deemed necessary by the legislative body."

1.10 Plan Structure

The Plan is organized into eight chapters. The Plan's chapters are as follows:

1. **Introduction.** This chapter sets the stage for the Plan. This chapter provides a brief narrative about South Central Fresno's history, defines the Plan Area, and describes the previous and current planning efforts in the Plan Area. This chapter also describes the relationship of the Plan to the Fresno General Plan and other planning efforts.

2. **Planning Process & Community Engagement.** This chapter provides a summary of the planning process, community outreach efforts, and selection of the preferred alternative planned land use and development standards,

3. **Vision, Guiding Principles & Policies.** This chapter describes the vision, guiding principles, and policies that arose from the community outreach process. The contents of this chapter serve as the foundation for this Plan.

4. **Land Use.** This chapter describes existing conditions and the planned land uses for the Plan Area.

5. **Development Standards.** This chapter provides development and design standards for a proposed overlay zone.

6. **Circulation.** This chapter describes existing conditions and circulation improvements for the Plan Area. Specifically, this chapter discusses truck routes, bicycle and pedestrian facilities, and public transit.

7. **Public Facilities & Infrastructure.** This chapter describes existing conditions and infrastructure improvements needed within the Plan Area, as well as addresses improvements to areas in the City's Sphere of Influence.

8. **Implementation.** This final chapter outlines how the plan will be achieved.

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What We've Heard So Far

Planning Process & Community Engagement

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2.3	Community Input	29
2.4	South Central Specific Plan Advisory Committee	31
2.5	Selection of Preferred Alternative	31

CHAPTER 2: PLANNING PROCESS AND COMMUNITY ENGAGEMENT

2.1 Introduction

The Fresno General Plan, adopted in December 2014, identified four priority areas for investment and study including the South Industrial Priority Area (SIPA). See Figure 1-6. The City began a planning process at the beginning of 2019 with an initial strategy of compiling relevant policies from four existing City plans that directly shape development in South Central Fresno. This planning effort was named the SIPA Specific Plan. That planning effort was redirected by City Council Resolution 2019-235 (see Appendix B) for a more in-depth planning analysis and community engagement process and the name of the plan was changed to the South Central Specific Plan.

2.2 Public Participation Process

Prior to the redirection, the City conducted two community conversations in the Plan Area in late-Spring of 2019. These events included a brief presentation on the history and foundations of the SIPA Specific Plan, the goals of the plan, and the future opportunities for participation. The City sent over 3,000 direct mailers to landowners, posted and distributed flyers, and sent emails to the City's Listserv to announce the events and request public participation. See Appendix C for more details.

Resolution 2019-235 was adopted by the City Council in the Fall of 2019, directing an inclusive community engagement process that would identify new land use designations, key policies, and implementation actions for the Plan Area. The primary goal of the community engagement process was to obtain input from residents who live within and near the Plan Area, as well as other key stakeholders, to inform the development of the Plan.

Through Resolution 2019-235, the City Council directed the Plan to:

1. Incorporate reductions in the zoning intensity of undeveloped lands near sensitive uses* to provide buffers to protect sensitive uses from adverse impacts from more intense land uses in a manner that reflects stakeholder input;

2. Include new land use designations, policies, and implementation actions specific to the plan area and incorporate relevant environmental mitigation measures reflective of community input and the analysis prepared for the Environmental Impact Report; and

** Sensitive uses in this Plan include residences, schools, religious institutions, playgrounds, child-care centers, hospitals, retirement homes, and convalescent homes.*

3. Facilitate and promote economic development that advances community priorities relating to industry type, employment opportunities, job quality, and community benefits.

The following methods were used to obtain input from stakeholders to inform the Plan:

Stakeholder Interviews: Interviews were conducted with advocacy groups, public agencies, regional and local government staff, non-profit organizations, industry and economic development groups, business owners, and community residents.

Community Workshops: Seven community workshops were held on various topics, including vision, guiding principles, goals, mitigation measures, policies, land use concepts, buffer techniques, and economic development. Summaries of the seven community workshops can be found in Appendix B.

Environmental Impact Report Scoping Meetings: Three public scoping meetings were held to solicit input from agencies, organizations, and the public on the scope and content of the environmental information to be included in the Draft Environmental Impact Report.

South Central Specific Plan Advisory Committee: The South Central Specific Plan Advisory Committee (SCSP Advisory Committee) members served as the visionaries for the Plan Area, forming consensus and providing direction for City staff and the consultant team to create the vision, guiding principles, goals, and policies for the Plan.

Flyers: As part of the community engagement process, the City prepared an outreach program to provide noticing to the community and encourage participation. Flyers were available through online distribution sources, posted at all City-owned community centers, distributed through the Fresno Unified School District's Parent University liaison group, and emailed to all individuals included in the City's mailing list for interested stakeholders. All flyers were prepared in both English and Spanish and included links for more information in Hmong and Punjabi.

Mailers: Over 3,000 direct mailers were sent to residents and property owners for each meeting within the Plan Area to encourage attendance of workshops and participation in the planning process.

South Central Specific Plan Mailing List: Those who requested to receive information and notices were placed on the Plan mailing list.

South Central Specific Plan Webpage: A webpage was created for the Plan. The webpage was within the main City of Fresno webpage and contained meeting agendas, notices, presentations, workshop summaries, public comments, surveys, planning documents, and land use maps.

2.3 Community Input

Community input was gathered through multiple means. Community members were encouraged to attend workshops held within and near the Plan Area, send letters, email and/or call City staff, fill out comment cards, and complete surveys to provide input on the development of the Plan and accompanying Environmental Impact Report (EIR).

A total of seven community workshops were held between May 2019 and February 2020. Summaries of the seven community workshops can be found in Appendix C. Interpretation was available in Spanish, Hmong, and Punjabi. Workshops consisted of a short presentation, interactive exercises at multiple stations, and a reporting out session. Recurring issues and concerns that were expressed consisted of:

- Poor road conditions;
- Reroute trucks away from sensitive uses;
- Poor air quality;
- Traffic noise;
- Proximity of sensitive uses to intensive land uses; and
- Lack of high-quality jobs.

Attendees were also given the opportunity to provide feedback on the concept of overlay zones, buffer techniques, and land use concepts. Suggestions included:

- Modifying land uses to reduce adverse impacts on sensitive uses;
- Applying buffer techniques with larger tree cover;
- Incorporating attractive landscaping;
- Constructing walls to block visibility of industrial uses; and
- Incorporating natural elements that could provide dual recreational use.

As a result of these community workshops, the Vision, Guiding Principles, and Policies in Chapter 3 were produced and concepts for the the Blended Plan land use map and development regulations were developed.

Staff also received numerous comment cards, emails, and letters from various stakeholder groups that spoke to the issues and concerns outlined above, as well as concerns regarding the impact that land use changes would have on property owners and business owners in the Plan Area. Comments received also spoke to the desire for elements such as air quality, contamination, traffic, and environmental mitigation to be analyzed in the Environmental Impact Report.

All community input was reviewed by City staff and provided to the SCSP Advisory Committee in order to refine the Blended Plan land use map, overlay zone, development standards, vision, guiding principles, policies, and implementation strategies included in this Plan. This version of the Plan was titled the “Blended Plan” because it blended elements that buffered sensitive uses, included environmental protection measures, and supported economic development. See Appendix D.

Additional community workshops were planned for March and April of 2020; however, these workshops were cancelled due to the emergence of the COVID-19 pandemic. During this time community organizations independently conducted small-scale, socially distanced outreach with residents to capture their input on land use. This effort resulted in the community organizations putting forth the Community Plan land use map and development regulations (see Appendix D). The community organizations submitted these to the SCSP Advisory Committee for consideration.

In response, the business community put forth the Business Plan land use map and development regulations (see Appendix D). The business community submitted these to the SCSP Advisory Committee for consideration.

2.4 South Central Specific Plan Advisory Committee

To help guide the Plan in a way that reflected the needs of stakeholders in the Plan Area, the City established an 11-member SCSP Advisory Committee. The SCSP Advisory Committee was comprised of residents, business owners, property owners, a representative of Orange Center Elementary School, and a representative of the Malaga County Water District. Every SCSP Advisory Committee meeting was publicly noticed and open to members of the public.

The SCSP Advisory Committee worked together to incorporate the issues, concerns, and aspirations of stakeholders into their recommendations. At their final meeting, the SCSP Advisory Committee voted to recommend the adoption of the vision, guiding principles, and policies listed in Chapter 3. Additionally, the SCSP Advisory Committee worked together to provide a recommendation on land use and development regulations. The deliberations included consideration of the Blended Plan, Community Plan, and Business Plan Alternatives and their development standards. The SCSP Advisory Committee was undecided on which alternative to recommend to the City and so they submitted all three to the City for review. See Appendix D for maps, tables, and development standards pertaining to all three plan alternatives.

2.5 Selection of Preferred Alternative

The City received the recommendations from the SCSP Advisory Committee and then hired EPS to conduct a Nonresidential Real Estate Market Study (see Appendix A) for the Plan Area to provide context to the Plan and EIR, inform buildout projections, help the City assess the viability of the three alternatives, and inform the selection of a preferred alternative. The Market Study concluded that the Plan Area has an estimated demand for about 350 acres of nonresidential space through 2040, inclusive of heavy and light industrial/flex, office, and neighborhood-serving retail. The overwhelming majority of this estimated demand, 302 acres, could accommodate industrial development, followed by 23 acres of neighborhood-serving retail space, and 21 acres of office space.

Pursuant to City Council Resolution 2019-235, the City compared each alternative to determine which met the three primary directives as stated in Section 2.2. The analysis compared each alternative with the adopted General Plan Planned Land Use Map and Development Code Standards and utilized the Market Study to ensure the preferred alternative was economically feasible. See Appendices A and D for supporting documents. A summary of that analysis is below.

Blended Plan Alternative Analysis

The Blended Plan Alternative consistency with City Council Resolution No. 2019-135 is evaluated below:

1. Establishes a reduced intensity land use/zoning buffer and development standards to minimize adverse effects on sensitive uses that reflect resident and stakeholder input. **Consistent.**
    a. Reduces Heavy Industrial acreage from 71% to 54% of the total Plan Area.
    b. Assigns residential land use designation to all existing parcels

with residential uses in addition to creating a small amount of residential capacity.

c. Creates a Business Park/Regional Business Park land use buffer between industrial and sensitive land uses to reduce environmental impacts from new development.

d. Incorporates community and SCSP Advisory Committee input (see Sections 2.3 and 2.4).

2. Includes new land use designations, policies, and implementation actions specific to the Plan Area and includes environmental features reflective of community input. **Consistent.**

   a. Provides new land use designations specific to the Plan Area.

   b. Provides a vision, guiding principles, and policies specific to the Plan Area.

   c. Increases development requirements to minimize health impacts to sensitive uses.

3. Facilitates and promotes economic development that advances community priorities relating to industry type, employment opportunities, job quality, and community benefits. **Consistent.**

   a. Adds Commercial (retail) and Business Park (office) and maintains Industrial land uses to provide for growth in line with Market Study conclusions.

Community Plan Alternative Analysis

The Community Plan Alternative consistency with City Council Resolution No. 2019-135 is evaluated below:

1. Establishes a reduced intensity land use/zoning buffer and development standards to minimize adverse effects on sensitive uses that reflect resident and stakeholder input. **Partially Consistent.**

   a. Reduces land use intensity adjacent to sensitive uses.

   b. Assigns residential land use designation to all parcels with existing Residential uses in addition to creating a small amount of new residential capacity.

   c. Creates a Commercial land use buffer between industrial and sensitive land uses to reduce environmental impacts from new development.

   d. Public participation in the development of these features was not as broad as the Blended Alternative.

2. Includes new land use designations, policies, and implementation actions specific to the Plan Area and includes environmental features reflective of community input. **Consistent.**

   a. Provides new land use designations specific to the Plan Area.

   b. Provides a vision, guiding principles, and policies specific to the Plan Area.

   c. Attempts to mitigate environmental effects by eliminating most industrial land uses and increasing the number of prohibited uses in the Plan Area.

3. Facilitates and promotes economic development that advances community priorities relating to industry type, employment opportunities, job quality, and community benefits. **Inconsistent.**

a. Nearly eliminates Heavy Industrial, doubles Light Industrial, and increases Commercial land uses by 2,081 total acres, resulting in legal non-conforming status for 1,246 acres of existing developed industrial parcels.

b. Proposes 2,058 acres of Commercial land use changes in excess of what is forecast in the Market Study, which would not foster healthy economic development.

c. Proposes a 2,500 foot regulatory buffer, compared to 1,000 feet for the Blended and Business Plans and triples the number of use classifications prohibited within the buffer compared to the other alternatives. This could severely restrict industrial development in the Plan Area, which conflicts with the Market Study.

Business Plan Alternative Analysis

The Business Plan Alternative consistency with City Council Resolution No. 2019-135 is evaluated below:

1. Establishes a reduced intensity land use/zoning buffer and development standards to minimize adverse effects on sensitive uses that reflect resident and stakeholder input. **Inconsistent.**

    a. Replaces existing Business Park buffers around existing residential with more intense Heavy and Light Industrial Land Uses.

    b. Proposes no other land use changes to reduce adverse impacts on sensitive uses.

    c. Public participation in the development of these features was not as broad as the Blended Alternative.

2. Includes new land use designations, policies, and implementation actions specific to the Plan Area and includes environmental features reflective of community input. **Partially Consistent.**

    a. Provides new land use designations specific to the Plan Area.

    b. Provides a vision, guiding principles, and policies specific to the Plan Area.

    c. Increases development requirements to minimize health impacts to sensitive uses, but not to the extent of the Blended Plan Alternative.

3. Facilitates and promotes economic development that advances community priorities relating to industry type, employment opportunities, job quality, and community benefits. **Partially Consistent.**

    a. Maintains Industrial but reduces Business Park (Office) and Commercial (retail) land uses, which conflicts with the Market Study.

Blended Plan Alternative Chosen

Following City Council Resolution 2019-235, the City determined that the Blended Plan Alternative was the only alternative consistent with City Council direction. It also struck a reasonable balance between the General Plan's goal for the Plan Area to develop primarily as industrial and manufacturing to attract high tech and well-paying jobs while buffering sensitive uses from potential health and environmental impacts of future industry. The Blended Plan Alternative aligns with the estimated non-residential demand for the

Plan Area through 2040 and leaves adequate land flexibility to accommodate a range of nonresidential land uses beyond 2040. Additionally, the Blended Plan Alternative proposes an overlay zone with increased development standards to be applied to future industrial development to further address health and environmental concerns for sensitive uses.

From here on out in the Plan, the Blended Plan Alternative Planned Land Use map and development standards are referred to as the Plan or the Specific Plan Planned Land Use map and development standards.

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FRESNO
IRRIGATION
DISTRICT
2907 SOUTH MAPLE AVE
2907
VISITOR PARKING
FIRE LANE NO PARKING

Vision, Guiding Principles, & Policies

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CHAPTER 3: VISION, GUIDING PRINCIPLES, & POLICIES

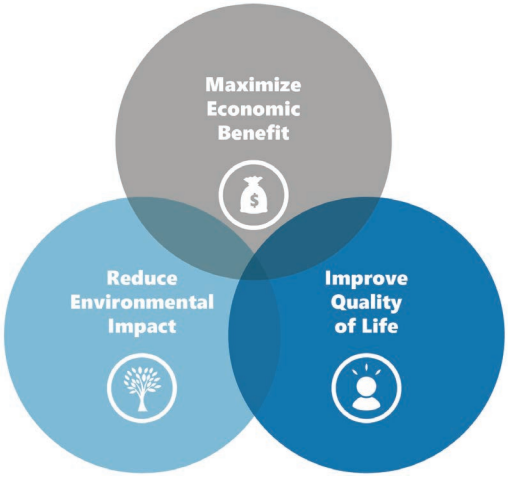
3.1 Introduction

This Plan serves as a policy and regulatory document that is a result of community participation and input. The vision, guiding principles, and policies serve as the foundation of this Plan.

3.2 Vision

Vision Statement

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



Maximize Economic Benefit

This Plan seeks to improve Fresno's overall economic competitiveness by supporting employment opportunities for residents, laying the groundwork for employers to realize new development opportunities for their businesses, and encouraging existing established businesses to expand and thrive. This Plan maximizes economic benefit in the following ways:

- Aligns with City Council Resolution 2019-235 to facilitate and promote economic development that advances community priorities related to industry type, employment opportunities, job quality, and community benefit. (See Sections 2.1, 2.2, and 2.5, and Appendix B)
- Provides CEQA streamlining for development projects that are consistent with the Plan through a certified Environmental Impact Report (EIR) for the Plan Area.
- Aligns with Fresno's General Plan vision for the Plan Area to develop primarily as industrial and manufacturing to attract high tech and well-paying jobs for its residents. (See Section 1.7)
- Ensures businesses and landowners can continue to pursue industrial development in the Plan Area as planned

since the first General Plan identified industrial land uses for the area in the 1956 Fresno General Plan and as early as 1918 in Charles Henry Cheney's "Progress of a City Plan for Fresno." (See Section 1.1 and Chapter 4)

- Follows the Market Study forecast which suggests the Plan Area could support 350 acres of nonresidential development between 2022 and 2040 which equates to at least 6 million building square feet. The EIR assessed double that amount, 12 million square feet. Much of the demand is for light and heavy industrial and research and development/flex space. This would be in addition to the approximately 2,483 acres of industrial land which equates to approximately 18.6 million square feet of existing industrial building development in the Plan Area. (See Sections 1.4, 1.5, and 2.5)
- Adds Commercial (retail) and Business Park (office) to provide for growth in line with the Market Study conclusions. (See Chapter 4, and Appendix A)
- Allows for a diversity of employment opportunities including an accessible and resilient employment zone at the core of the Plan Area. (See Chapter 4)
- Supports development by planning for future circulation (vehicle roadways, highway linkages, transit routes, designated truck routes, railways, and pedestrian and bicycle network), wet (water supply, wastewater, storm water, and irrigation) and dry (gas, electric, and communication) utilities, and solid waste infrastructure needs. (See Chapters 6, 7, and 8)
- Planning for fiber optic broadband to deploy faster, more reliable, and efficient internet to the Plan Area benefits businesses and residents. (See Section 7.5)
- Establishes diverse employment as a guiding principle. (See Sections 3.3 and 8.3)
- Prioritizes Economic Development, Job Training, and Employment as implementing policy strategies supported by policies E-1 through E-10. (See Sections 3.4 and 8.3)

Reduce Impacts on the Environment

This Plan seeks to reduce the impacts on the environment that can occur with new development. Much of the demand for new development in the Plan Area is for light and heavy industrial, business park (office), research and development/flex space, and a small amount of commercial. Measures have been created in this Plan and accompanying EIR to address impacts on the environment associated with new development.

This Plan reduces impacts on the environment in the following ways:

- Aligns with City Council Resolution 2019-235 to incorporate relevant environmental mitigation measures reflective of community input and the environmental analysis prepared for the EIR and mitigation measures. (See Sections 2.1, 2.2, and 2.5, Appendix B, and EIR)
- Requires environmental mitigation measures for future development projects in the Plan Area to address environmental impacts related to air quality, noise, vibration, lighting and glare, farmland preservation, soils, biological resources, and construction, through a certified EIR for the Plan Area. (See EIR)

- Incorporates upon adoption, the reduction of truck routes in the Plan Area from the South Central Fresno AB 617 Community Truck Reroute Study
- Proposes balancing anticipated groundwater use with sufficient recharge of imported surface water. (See Section 7.3)
- Establishes development standards that reduce air quality impacts by reducing truck emissions (truck idling and queuing time), fossil fuel use (zero-net energy, zero emission equipment, solar power, EV charging stations and parking, and electric plug-in for transport refrigeration units), heat-island effect (solar-reflective roof and pavement), and requiring a recycling program, environmentally responsible practices during construction (highest rated CARB-tier technology, and electric powered tools and equipment), and facility operators to enroll in US EPA SmartWay Program. (See Chapter 5)
- Establishes avoidance of environmental and neighborhood impacts as a guiding principle. (See Sections 3.3 and 8.3)
- Prioritizes Air Quality, Vehicle/Equipment and Operation Standards, Light and Glare, Green Barriers/Tree Coverage/ Beautification, Energy and Green Building, Water, and Solid Waste and Illegal Dumping as implementing policy strategies supported by policies AQ-1 through AQ-11, N-1 through N-5, GB-1 though GB-8, EGB-1 through EGB-3, W-1 through W-6, and SW-1. (See Sections 3.4 and 8.3)

Improve Quality of Life

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

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

- Aligns with City Council Resolution 2019-235 to incorporate reductions in the zoning intensity of undeveloped lands near sensitive uses to provide buffers to protect sensitive uses from adverse impacts from more intense land uses in a manner that reflects stakeholder input. (See Sections 2.1, 2.2, and 2.5, and Appendix B)
- Decreases land use intensity of undeveloped parcels surrounding sensitive uses. (See Sections 2.5 and 4.4)
- Establishes development standards that prohibit certain new industrial uses in the Plan Area and prohibits some and conditions other new industrial uses within 1,000 feet of a sensitive use. (See Chapter 5)
- Applies building setback, buffering, and screening standards to new industrial uses adjoining sensitive uses and setback standards for new industrial uses facing major public streets with employee and visitor parking in the Plan Area. Some of the standards include a 100-foot building setback from the property line of an adjacent sensitive use, 150-foot building

setback from major public street curb line, 50-foot tree dense landscape buffer, 10-foot high screen wall at property line, no loading docks, service yards, and truck parking within setbacks. (See Chapter 5)

- Requires facility operators to submit a Truck Routing Plan to and from the State Highway System based on the City's latest Truck Route Map. Requires an approved Property Management Program for regular maintenance of buildings, landscaping, and paved surfaces in good condition. (See Chapter 5)
- Plans for future job creation, circulation, infrastructure, broadband, fire protection, and law enforcement, to improve employment opportunities, safety, public health and civic and educational access elevates the quality of life for residents in the Plan Area.
- Establishes being a good neighbor, locating high intensity land uses away from sensitive uses, providing a diversity of employment opportunities, buffering adjacent residences with landscaping, avoiding environmental and neighborhood impacts, and transforming Highways 41 and 99 into aesthetically pleasing gateways into the Plan Area as guiding principles. (See Sections 3.3 and 8.3)
- Prioritizes Public Transit, Roadway Improvements, Air Quality, Vehicle/ Equipment and Operation Standards, Noise Standards, Light and Glare measures, Green Barriers/Tree Coverage/ Beautification, Energy and Green Building, Water, Solid Waste and Illegal Dumping, Economic Development, Job Training and Employment, Internet Access and computer Literacy, Community Benefit District, and Public Noticing as implementing policy strategies supported by all policies in Sections 3.4. (See Sections 3.4 and 8.3)

3.3 Guiding Principles

Throughout the community engagement process, stakeholders provided input regarding their issues and concerns, as well as potential solutions. The following guiding principles are recommendations that were drafted by the South Central Specific Plan Advisory Committee and City staff to achieve the shared vision:

1. Being a Good Neighbor
   Neighboring uses should develop and participate in a "Good Neighbor" policy to provide neighbors with clear and transparent access to information regarding community development and assist in addressing disputes or concerns.
2. High Intensity Land Uses in the Core
   New development should be located so that heavy industrial and other high intensity uses are located away from existing residential uses and other sensitive uses.
3. Diverse Employment
   Development creates a diverse aggregation of employment opportunities, including an accessible and resilient employment zone.
4. Buffers for Existing Residential
   Water efficient landscape buffers should be established adjacent to existing residential uses to reduce impacts on the community.
5. Avoid Environmental and Neighborhood Impacts
   Existing development trends and

circulation patterns should be considered to avoid potential environmental and neighborhood impacts.

6. **Highways 99 and 41 as Gateways**
   Highways 99 and 41 should be transformed as gateways into the city. Landscaping and architectural design can improve the visual quality when entering the Plan Area.

3.4 Policies

Community workshops and Advisory Committee meetings allowed for stakeholders to share their issues and concerns, and work toward potential solutions through policy. By actively engaging stakeholders in the policy-making process, the Advisory Committee was able to gather valuable insights and perspectives that informed the development of its recommendations. The policies are recommendations of the Advisory Committee and serve as a guide for implementing the Plan's Vision and Guiding Principles. The policies are grouped into the following categories:

A. Transportation

B. Air Quality and Environmental Impacts

C. Employment/Community Development.

The commentary in italics following certain policies is not part of the policy itself, but is instead advisory and informational narrative intended to clarify the policy.

A. Transportation Policies

Trucks

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

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

T-3: Limit truck idling times.

Public Transit

T-4: Expand bus area service and frequency.

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

Roadway Improvements

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

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

T-8: Consider traffic calming studies.

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

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

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

T-12: Consider a funding mechanism to pre-fund infrastructure improvements prior to allowing development to occur.

T-13: Improve and maintain sidewalks.

B. Air Quality and Environmental Impacts Policies

Air Quality

AQ-1: Require the installation of air filtration systems in businesses to protect homes and schools.

AQ-2: Request additional 24-hour air monitors from the San Joaquin Valley Air Pollution Control District around distribution centers, major roads near distribution centers, and at receptive school districts.

AQ-3: Require the implementation of dust reduction measures near sensitive

uses, including the installation of wind barriers and regular street sweeping.

Vehicle/Equipment and Operation Standards

AQ-4: Increase electric vehicle charging stations and alternative fuel stations.

AQ-5: Seek out funding sources to assist warehouses and industrial uses to transition to near-zero emissions technology.

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

AQ-7: Encourage commercial landscapers to use electric gardening equipment such as lawn mowers and leaf blowers.

AQ-8: Ensure loading docks and emission-generating equipment are located away from homes and schools.

AQ-9: Incentivize all construction equipment to follow the "Construction Clean Fleet" standards as identified by the San Joaquin Valley Air Pollution Control District under Rule 9510 Indirect Source Review (ISR).

AQ-10: Open a dialogue with businesses to encourage changing warehouse shift times so they do not overlap with commute and school traffic times.

AQ-11: Conduct a traffic study during high peak times (ex. Tuesday and Saturdays due to Cherry Auction) to include potential road widening plans.

Noise

N-1: Establish noise standards that are protective of residential and other noise-sensitive uses.

N-2: Identify noise-impacted areas in the Plan Area.

> ***Commentary:*** *A noise impacted area is an area that exceeds the City's noise standards.*

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

N-4: Require new sources of noise to use the best available technology to minimize noise.

> ***Commentary:*** *New development projects that generate noise in excess of the noise thresholds will be subject to this policy.*

N-5: When designing and improving streets and highways, consider measures to reduce traffic noise.

Light and Glare

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

Green Barriers/Tree Coverage/ Beautification

GB-1: Require buffers between new industrial development and existing neighborhoods.

GB-2: Require the installation of solid barriers or vegetative buffers between emissions sources and schools, daycares, medical offices, and homes.

GB-3: Require the increased coverage of parking lots to avoid the "heat island effect".

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

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

GB-6: Support dual use of drainage facilities such as ponding basins and canals.

GB-7: Establish landscaping and site design

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

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

Energy and Green Building

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

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

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

Water

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

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

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

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

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

W-5: Reduce water consumption through education, conservation standards, landscaping standards, retrofit programs, and incentive programs.

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

Solid Waste and Illegal Dumping

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

C. Employment/Community Development Policies

Economic Development

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

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

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

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

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

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

Job Training and Employment

E-7: Promote job training programs such as Career Technical Education, adult education, internships, mentoring, and

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

E-8: Connect businesses with training, education, and local community partners.

E-9: Connect residents to existing training programs and to jobs in their neighborhoods.

E-10: Locate a new job training center accessible to job seekers.

E-11: Collaborate with Fresno City College and local education institutions to establish a job training program that can serve as a source of readily-employable persons for surrounding businesses.

E-12: Prioritize hiring local residents.

E-13: Encourage the use of local workforce and business development sourcing in the Plan Area to generate quality construction and service jobs, provide career pathways and job-training opportunities for the local workforce, and pay area standard wages for construction so that expenditures used in the construction of these developments are reinvested into the local economy.

E-14: Maximize the City's public financing tools and opportunities for enhancement to fund various economic development initiatives.

Internet Access and Computer Literacy

E-15: Increase public access to quality internet service.

E-16: Prioritize fiber connectivity in the Plan Area.

E-17: Develop computer literacy programs and assist with online job applications.

Community Benefit District

CBD-1: Consider a Community Benefit Fund to pay for measures such as air filtration systems, dual-paned windows, parks, job training programs, and job fairs near the Plan Area.

CBD-2: Encourage business and residential partnerships to assist in increasing communication and transparency and to provide a mechanism to raise concerns.

CBD-3: Investigate opportunities to develop resilient green buffers between existing industrial and residential uses.

CBD-4: Seek out funding to pay for dual-use ponding basins and green areas.

CBD-5: Research community benefit agreements around the country to determine how they could work and be funded in this Plan Area.

Public Noticing

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



Land Use

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CHAPTER 4: LAND USE

4.1 Introduction

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

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

4.2 Land Use Planning in the Plan Area

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

Planning Area

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

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

Sphere of Influence

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

4.3 Current Geography

Existing Land Use

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

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



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

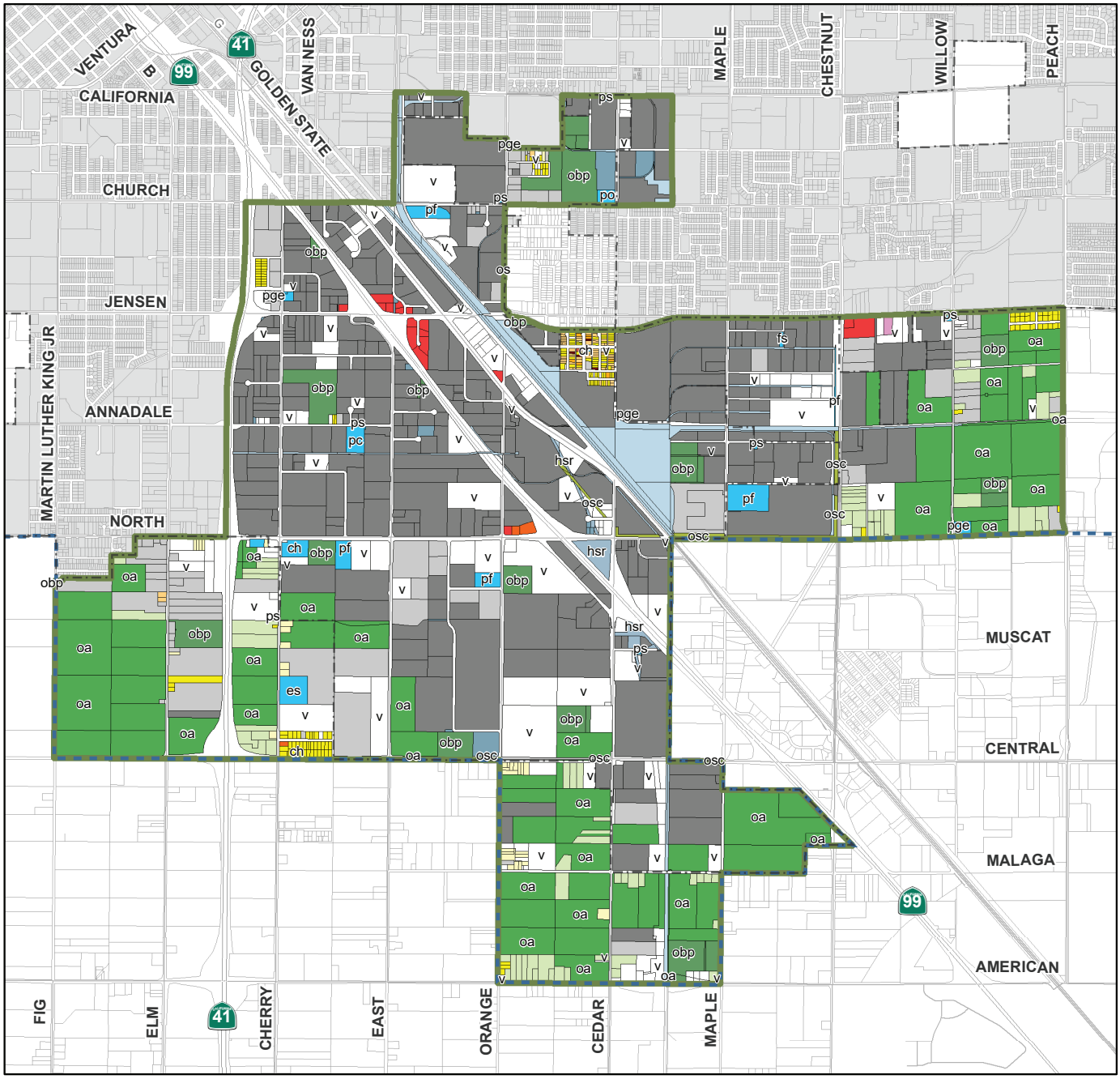


Figure 4-1 : Existing Land Use

Legend

Residential
- Rural Residential
- Low Density
- Medium Low Density
- Medium Density
- Medium High Density
- High Density

Commercial
- Community
- General Heavy
- Neighborhood

Employment
- Office
- Light Industrial
- Heavy Industrial

Open Space
- Open Space (os)
- Open Space/ag (oa)
- Open Space/Canal (osc)
- Ponding Basin (obp)

Public Facilities
- Post Office (po)
- College (pc)
- Church (ch)
- Elementary School (es)
- Fire Station (fs)
- PG&E Substation (pge)
- Public Facility (pf)
- Pump Station (ps)

Undesignated
- Rail Road (r)
- High Speed Rail (hsr)
- Parking (cp)
- Vacant Parcel (v)

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

South Central Specific Plan

0 0.5 1 Miles

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

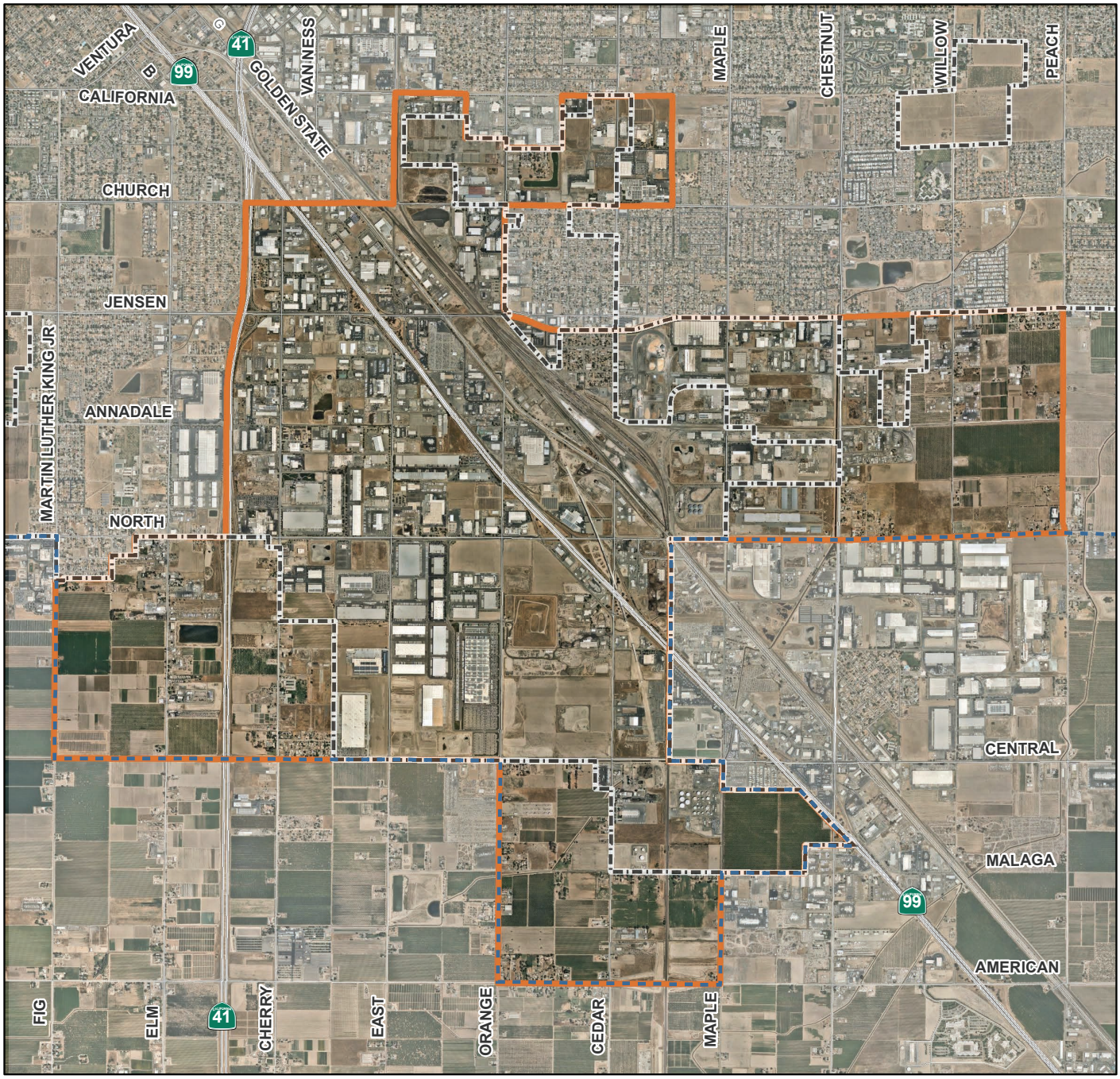
Table 4-1: Existing Land Use Acreages in the Plan Area as of September 2022

Existing Land Use	Fresno City		Fresno County		Total Plan Area	
	Acreage	%	Acreage	%	Acreage	%
Residential	25	1	57	3	82	2
Rural Residential	< 1	< 1	160	7	160	3
Commercial	29	1	0	0	29	< 1
Light Industrial	201	7	226	10	427	9
Heavy Industrial	1588	57	468	22	2056	42
Public Facilities	31	1	35	2	66	1
Streets	4	< 1	< 1	0	4	< 1
Open Space*	309	11	999	46	1308	27
Vacant	396	14	170	8	566	11
Other	207	7	35	2	242	5
Total	**2790**	**100**	**2150**	**100**	**4940**	**100**

Source: City of Fresno Planning and Development Department GIS

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

** includes agriculture*



Legend

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

Figure 4-2: Aerial

South Central Specific Plan

0 0.5 1 Miles

Sources: Copyright nearmap 2023; City of Fresno GIS Data
Prepared by the Planning and Development Department

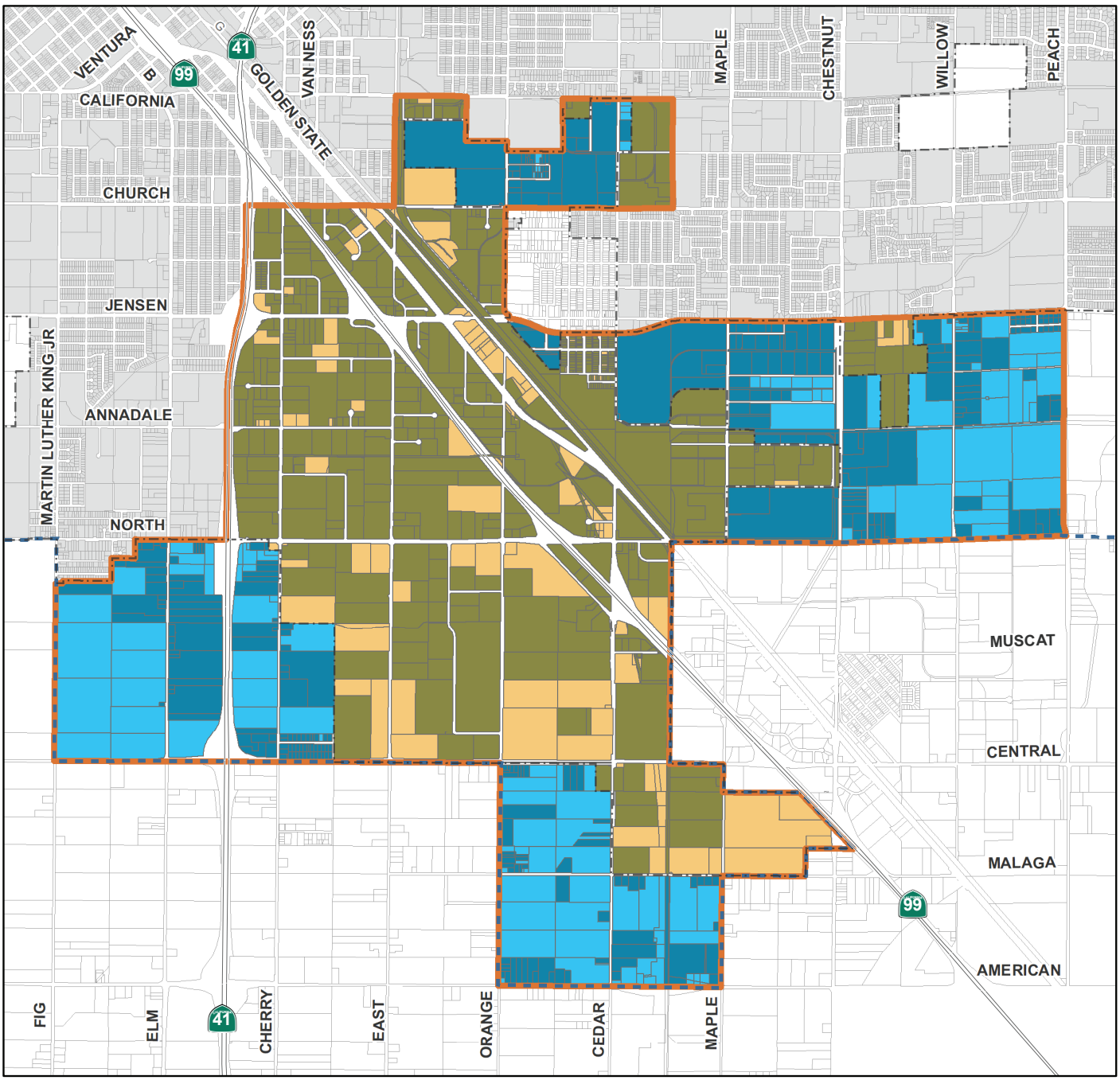


Figure 4-3: Developed and Undeveloped Land

Legend

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

South Central Specific Plan

0 0.5 1 Miles

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

Table 4-2: Full Development Acreage Capacity for the Plan Area in September 2022

Planned Land Use Designation	Adopted General Plan					
	Vacant and Agricultural Land					
	Fresno City		Fresno County		Total Plan Area	
	Acres	%	Acres	%	Acres	%
Residential	1	<1	0	0	1	<1
Commercial	0	0	0	0	0	0
Business Park	<1	<1	80	8	80	5
Regional Business Park	0	0	252	24	252	15
Light Industrial	33	5	194	18	227	14
Heavy Industrial	570	94	515	48	1085	65
Public Facility	5	1	11	1	16	1
Open Space	<1	<1	13	1	13	1
Total	**609**	**100**	**1065**	**100**	**1674**	**100**

Planned Land Use Designation	Specific Plan					
	Vacant and Agricultural Land					
	Fresno City		Fresno County		Total Plan Area	
	Acres	%	Acres	%	Acres	%
Residential	5	1	31	3	36	2
Commercial	4	1	21	2	25	2
Business Park	64	11	502	47	566	34
Regional Business Park	0	0	250	24	250	15
Light Industrial	220	36	78	7	298	18
Heavy Industrial	310	51	121	11	431	26
Public Facility	5	1	49	5	54	3
Open Space	<1	<1	13	1	13	1
Total	**609**	**100**	**1065**	**100**	**1674**	**100**

Source: City of Fresno Planning and Development Department GIS

Farmland

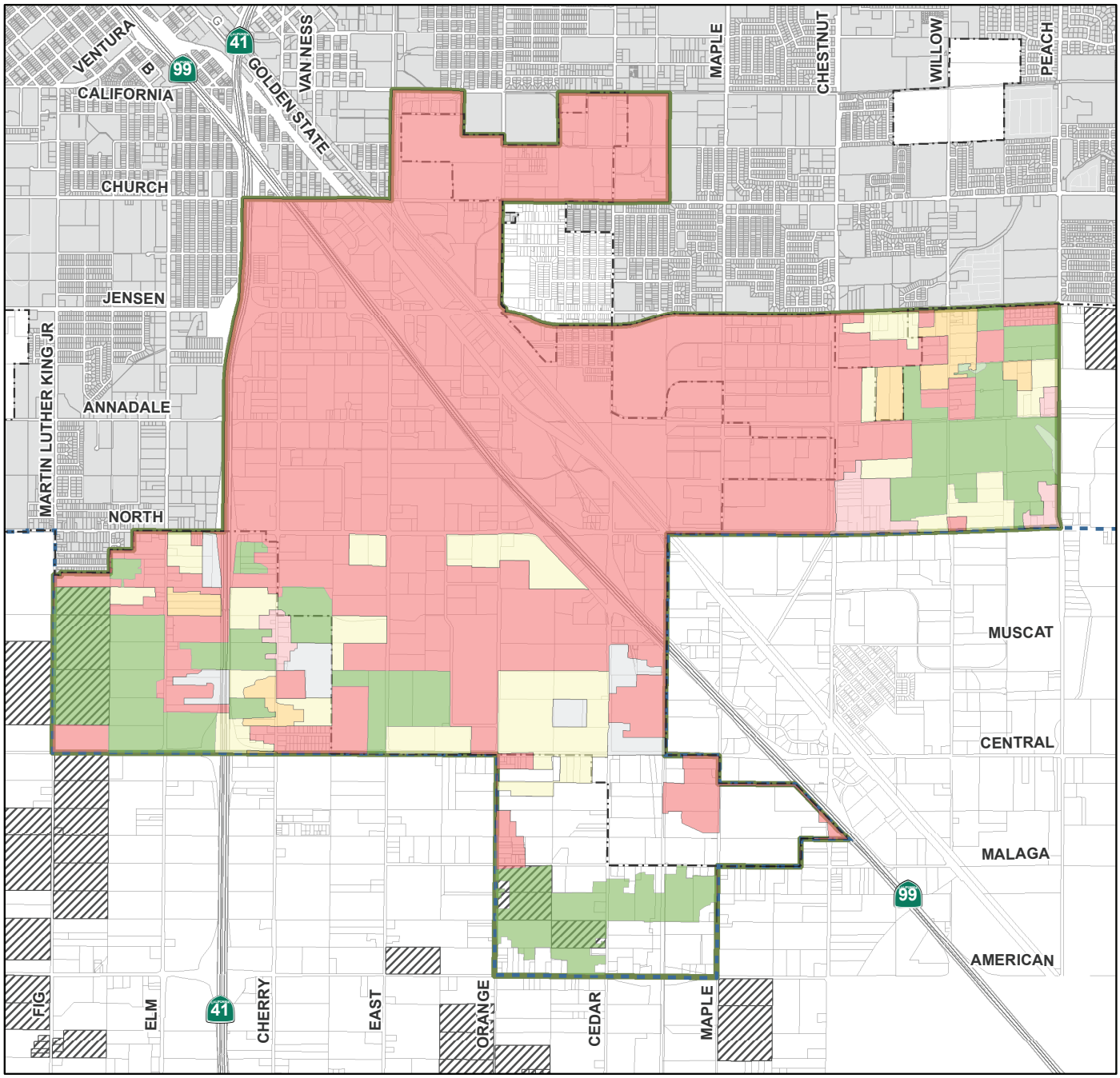
Data from the California Department of Conservation (2020), as shown in Figure 4-4, reveals approximately 60% of the land within the Plan Area is developed while the other 40% is Farmland. There are approximately 1,520 acres of land designated as farmland in the Plan Area, though not all of it is being farmed currently. Approximately 975 acres is designated Prime Farmland, 7 acres Farmland of State Importance, and no acres of Unique Farmland.

Williamson Act

There are six properties, approximately 153 acres, within the Plan Area that are currently participating in the Williamson Act program. These are lands with a 10-year contract between the owner of land and the County of Fresno, whereby the land is taxed based on its agricultural use rather than the market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement. The program, as laid out in the California Land Conservation Act of 1965, is designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development.



Image of farmland located on the corner of Cedar Ave. and American Ave.



Legend

Important Farmland

- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Farmland of Local Importance
- Nonagricultural and Natural Vegetation
- Semi-Agricultural and Rural Commercial Land
- Vacant or Disturbed Land
- Rural Residential Land
- Urban and Built-Up Land
- Williamson Act
- Fresno Sphere of Influence Fresno
- City Limits
- South Central Specific Plan (SCSP)

South Central Specific Plan

0 0.5 1 Miles

Figure 4-4: Farmland

Source: City of Fresno GIS Data and California Department of Conservation 2020 Important Farmland Data
Prepared by the Planning and Development Department

4.4 Planned Land Use

Land Use Designations

Table 4-3 defines the land use designations within the Plan Area as provided in the Fresno General Plan. Each designation includes the densities allowed and a description. The densities are either given in dwelling units per acre (DU/Acre) for residential or floor area ratio (FAR) for non-residential. FAR is defined as the permitted ratio of gross floor area to site area.

Table 4-3: General Plan Land Use Designations

General Plan Designation	Density/ Intensity	Description
Residential - Low Density	1 - 3.5 DU/Acre	The Low Density Residential designation is intended to provide for large-lot residential development. Low Density Residential allows one to 3.5 housing units per acre. The resulting land use pattern is large-lot residential in nature, such as rural residential.
Residential - Medium Low Density	3.5 - 6 DU/Acre	The Medium Low Density designation is intended to provide for single family detached housing with densities of 3.5 to 6 units per acre.
Residential - Medium Density	5 - 12 DU/Acre	Medium Density residential covers developments of 5 to 12 units per acre and is intended for areas with predominantly single-family residential development, but can also accommodate a mix of housing types, including small-lot starter homes, zero-lot line developments, duplexes, and townhouses. Much of the City's established neighborhoods fall within this designation.
Residential - Medium High Density	12 - 16 DU/Acre	Medium High Density residential is intended for neighborhoods with a mix of single-family residences, townhomes, garden apartments, and multi-family units intended to support a fine-grain, pedestrian scale.

Neighborhood Mixed-Use	12 DU/Acre minimum FAR 1.5	The Neighborhood Mixed-Use designation provides for mixed-use residential uses that include local-serving, pedestrian-oriented commercial development, such as convenience shopping and professional offices in two- to three-story buildings. Development is expected to include ground-floor neighborhood retail uses and upper-level housing or offices, with a mix of small -lot single-family houses, townhomes, and multi-family dwelling units on side streets, in a horizontal or vertical mixed-use orientation. Residential are a minimum of 12 dwelling units per acre and the maximum FAR is 1.5.
Commercial - General	FAR 2.0	The Commercial - General designation allows for a wide range of commercial uses that are not appropriate in other areas because of higher volumes of vehicle traffic and potential adverse impacts on other uses. Examples of allowable uses include: building materials, storage facilities with active storefronts, equipment rental, wholesale businesses, and specialized retail not normally found in shopping centers.
Employment - Business Park	FAR 1.0	The Business Park designation provides for office/ business parks in campus-like settings that are well suited for large offices or multi-tenant buildings. This designation is intended to accommodate and allow for the expansion of small businesses. Given its proximity to residential uses, only limited outdoor storage will be permitted, while adequate landscaping is imperative to minimize the visual impacts. Typical land uses include research and development, laboratories, administrative and general offices, medical offices and clinics, professional offices, prototype manufacturing, testing, repairing, packaging, and printing. No free-standing retail is permitted, except for small uses serving businesses and employees.

Employment - Regional Business Park	FAR 1.0	The Regional Business Park designation is intended for large or campus-like office and technology development that includes office, research and development, manufacturing, and other large-scale, professional uses, with limited and properly screened outdoor storage. Permitted uses include incubator-research facilities, prototype manufacturing, testing, repairing, packaging, and printing, as well as offices and research facilities. Small-scale retail and service uses serving local employees and visitors are permitted as secondary uses.
Employment - Light Industrial	FAR 1.5	The Light Industrial designation accommodates a diverse range of light industrial uses, including limited manufacturing and processing, research and development, fabrication, utility equipment and service yards, wholesaling, warehousing, and distribution activities. Small-scale retail and ancillary office uses are also permitted. Light Industrial areas may serve as buffers between Heavy Industrial and other land uses and otherwise are generally located in areas with good transportation access, such as along railroads and State Routes.
Employment - Heavy Industrial	FAR 1.5	The Heavy Industrial designation accommodates the broadest range of industrial uses including manufacturing, assembly, wholesaling, distribution, and storage activities that are essential to the development of a balanced economic base. Small-scale commercial services and ancillary office uses are also permitted.
Public Facilities	NA	The Public Facilities designation applies to public facilities, such as fire and police stations, City-operated recycling centers, and sewage treatment plants. An example of a public facility located in the Plan Area is City of Fresno Fire Station #7.
Open Space	NA	The Open Space designations (Parks and Recreational Facilities; Other Public Open Space) apply to open space areas that are not parks or trails, such as ponding basins.

Planned Land Uses

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

Dual Planned Land Uses

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

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

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

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

Source: City of Fresno Planning and Development Department GIS

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



Figure 4-5: Specific Plan Planned Land Use

Legend

RESIDENTIAL
- Low Density
- Medium Low Density
- Medium Density

COMMERCIAL
- General

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

MIXED USE
- Neighborhood Mixed Use*

OPEN SPACE
- Ponding Basin (obp)
- Neighborhood Park (orpn)

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

UNDESIGNATED
- Rail

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

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

South Central Specific Plan

0 0.5 1 Miles

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

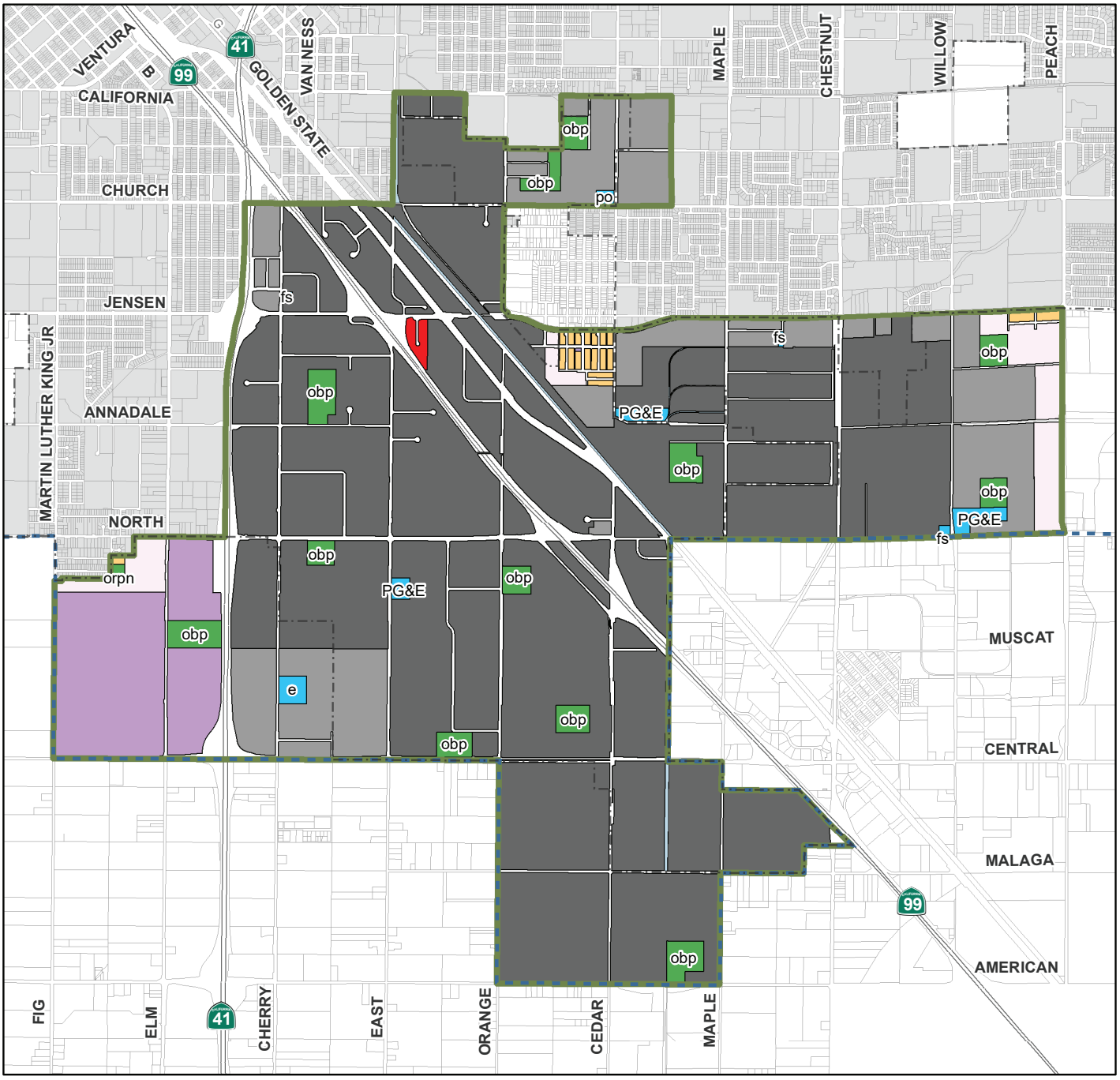


Figure 4-6: Adopted General Plan Planned Land Use

Legend

RESIDENTIAL
- Medium Density

COMMERCIAL
- General

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

MIXED USE
- Neighborhood Mixed Use*

OPEN SPACE
- Ponding Basin (obp)
- Neighborhood Park (orpn)

PUBLIC FACILITIES
- Public Facility (pf)
- Elementary School (e)
- PG&E Substation (PG&E)
- Fire Station (fs)
- Post Office (po)

UNDESIGNATED
- Rail

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

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

South Central Specific Plan

0 0.5 1 Miles

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



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

Legend

RESIDENTIAL
- Low Density
- Medium Low Density
- Medium Density

EMPLOYMENT
- Business Park
- Light Industrial

PUBLIC FACILITIES
- Public Facility

COMMERCIAL
- General

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

South Central Specific Plan

0 0.5 1 Miles

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

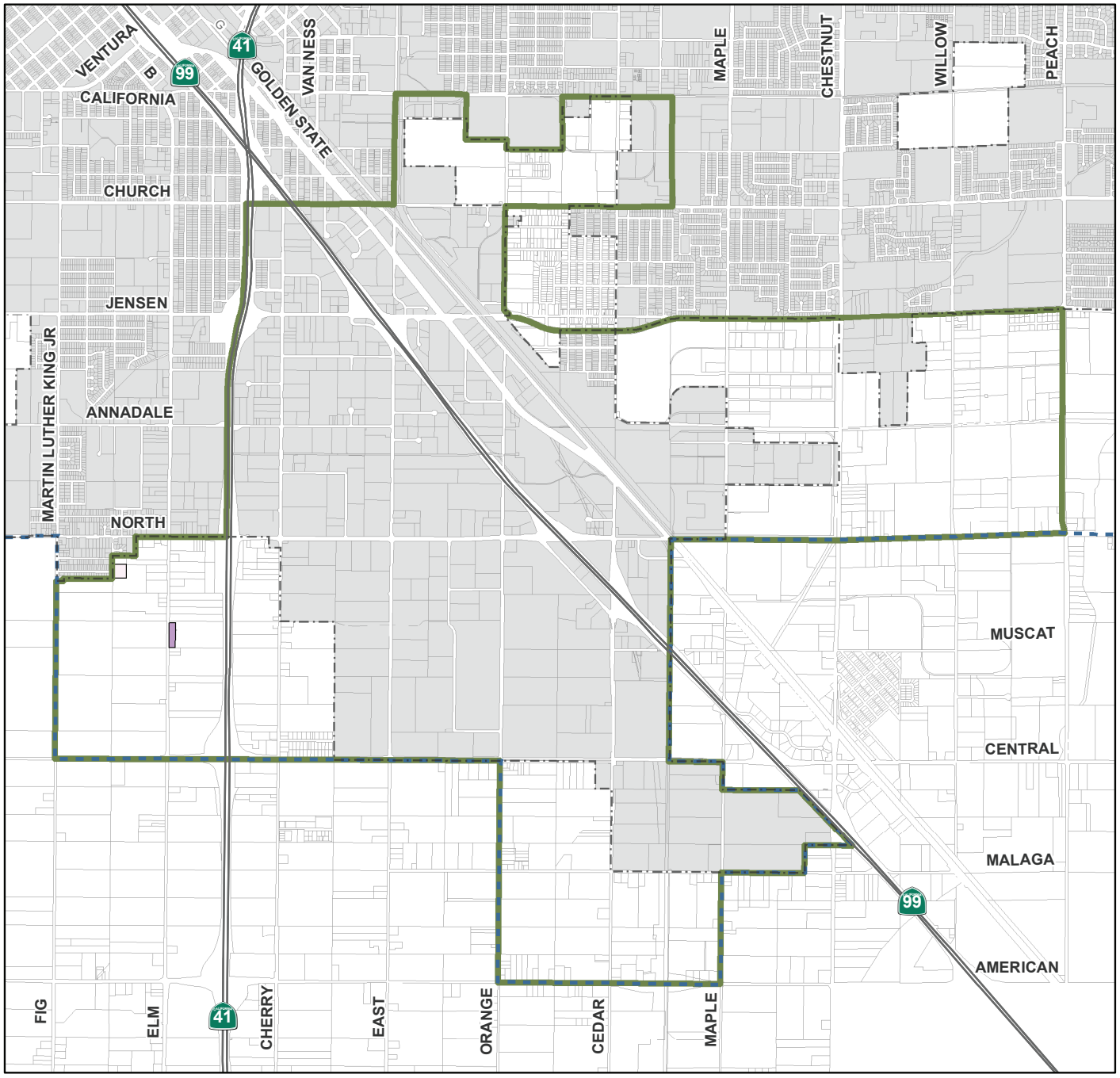


Figure 4-8: Dual Planned Land Use

Legend

EMPLOYMENT

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

South Central Specific Plan

0 0.5 1 Miles

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

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Development Standards

5.1 Development Regulations 68

CHAPTER 5: DEVELOPMENT STANDARDS

5.1 Development Regulations

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

South Central Overlay Zone

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

The SCSP Overlay Zone utilizes a buffer as represented in Figure 5-2, to separate certain industrial uses from sensitive uses by a 1,000 foot distance to reduce conflicts. For the purpose of this Plan, sensitive uses are defined as residences, schools, religious institutions, playgrounds, child-care centers, hospitals, retirement homes, and convalescent homes. Figure 5-2 represents sensitive uses as of October 25, 2024. For new development, buffers will be applied to sensitive uses existing at the time the application is deemed complete.



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

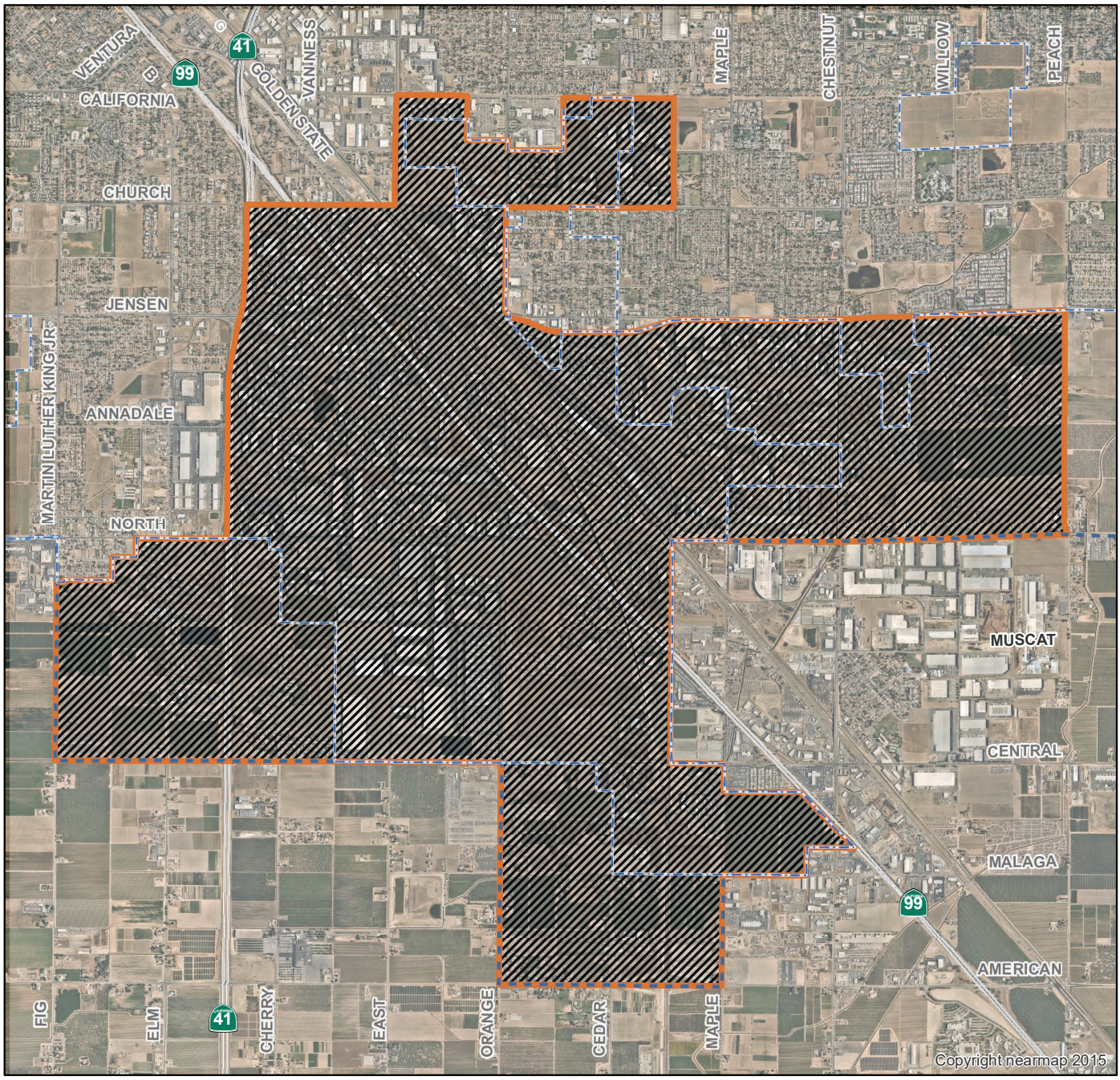


Figure 5-1: South Central Overlay Zone

Legend

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

South Central Specific Plan

0 0.5 1 Miles

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

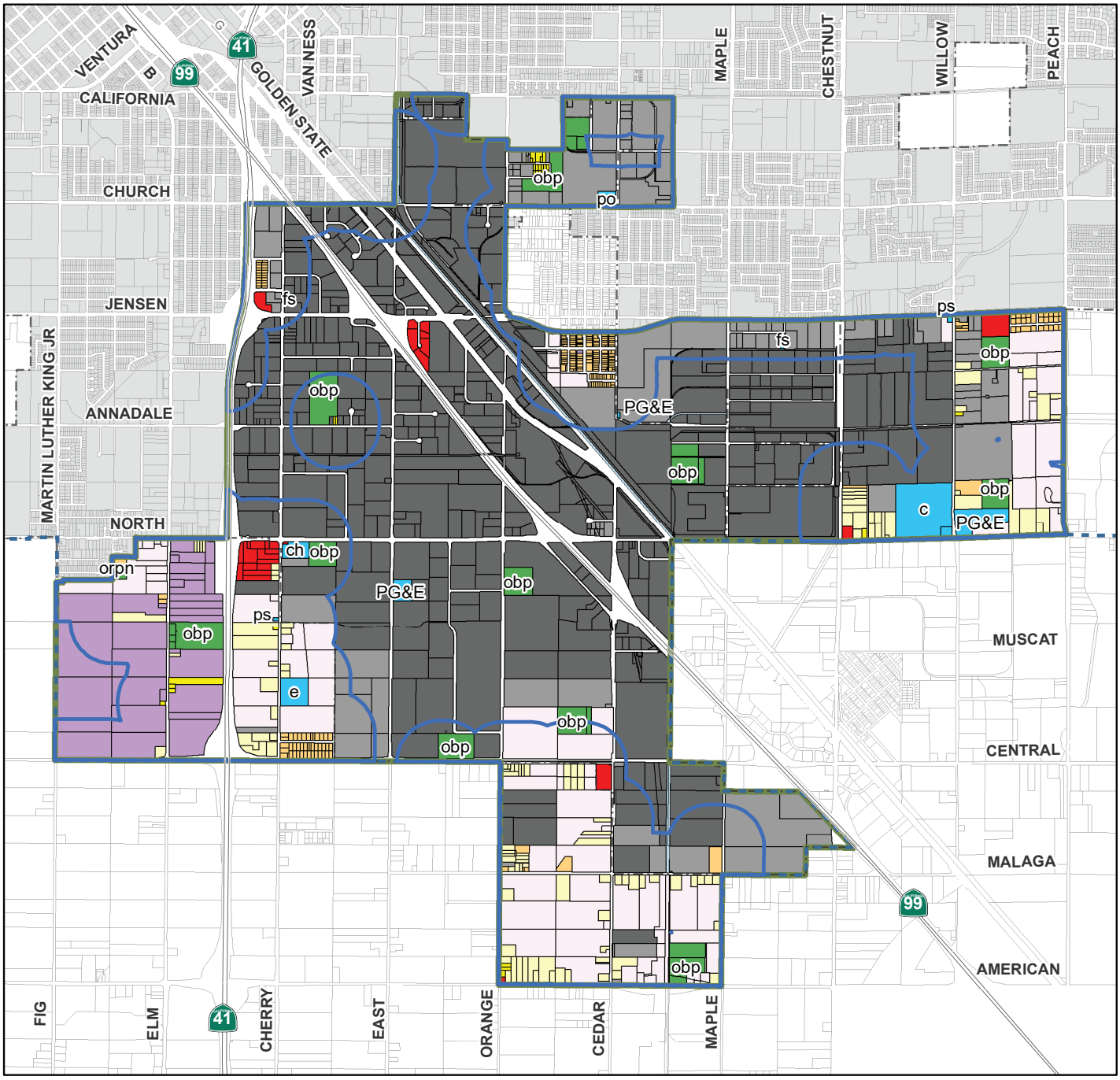


Figure 5-2: Specific Plan Planned Land Use and Buffer

Legend

RESIDENTIAL
- Low Density
- Medium Low Density
- Medium Density

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

MIXED USE
- Neighborhood Mixed Use*

OPEN SPACE
- Ponding Basin (obp)
- Neighborhood Park (orpn)

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

COMMERCIAL
- General

UNDESIGNATED
- Rail

- 1,000 Foot Buffer of Sensitive Uses
- Fresno Sphere of Influence Fresno
- City Limits
- South Central Specific Plan (SCSP)

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

South Central Specific Plan

0 0.5 1 Miles

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

Development Regulations

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

1. Prohibit the following use classifications:
    - Rendering
    - Sales Lot, Feed Lot, Stockyard
    - Slaughterhouse

2. Prohibit the following use classifications within 1,000 feet of a sensitive use (see Figure 5-2):
    - Shooting/Archery Range
    - Service Station
    - Intensive Industrial
    - Salvage and Wrecking
    - Warehousing, Storage, and Distribution: Chemical and Mineral Storage
    - Freight/Truck Terminals and Warehouses
    - Waste Transfer Facility
    - Agricultural Processing
    - Mining and Quarrying

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

3. Require a Conditional Use Permit (CUP) for the following use classifications that fall within 1,000 feet of a sensitive use (see Figure 5-2):
    - Motorcycle/Riding Club
    - Construction and Material Yards
    - Limited Industrial
        - Dry cleaning plants would not be permitted
    - General Industrial
    - Warehousing, Storage, and Distribution: Indoor Warehousing and Storage*
    - Warehousing, Storage, and Distribution: Outdoor Storage*
    - Warehousing, Storage, and Distribution: Wholesaling and Distribution*

    * Must meet CARB criteria for zero or near zero emission vehicles[6] as defined in CA Sustainable Freight Action Plan (July 2016) and zero- or near zero-emission facilities as defined in the SCSP Glossary.

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

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

    a. The buildings should be setback a minimum of 100 feet when sharing the same property line.

    b. A wall or screen should be placed on the property line that is a minimum of 10 feet tall and be opaque for visual obscurity. Blank concrete or CMU walls without piers, caps and finishes are not allowed.

    c. The minimum 50-foot landscape buffer should include a tree canopy

6 California Code, Health and Safety Code - HSC Section 44258

Figure 5-3: Shared Property Line Setback

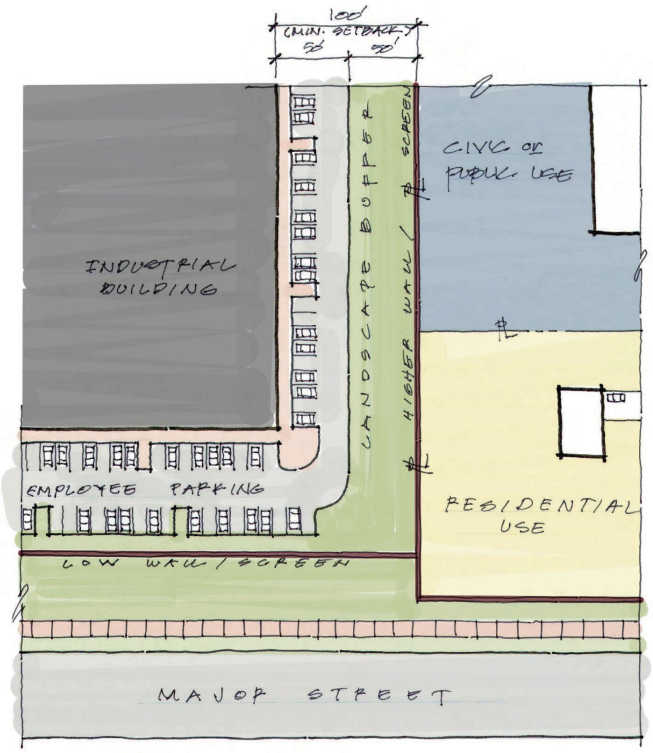
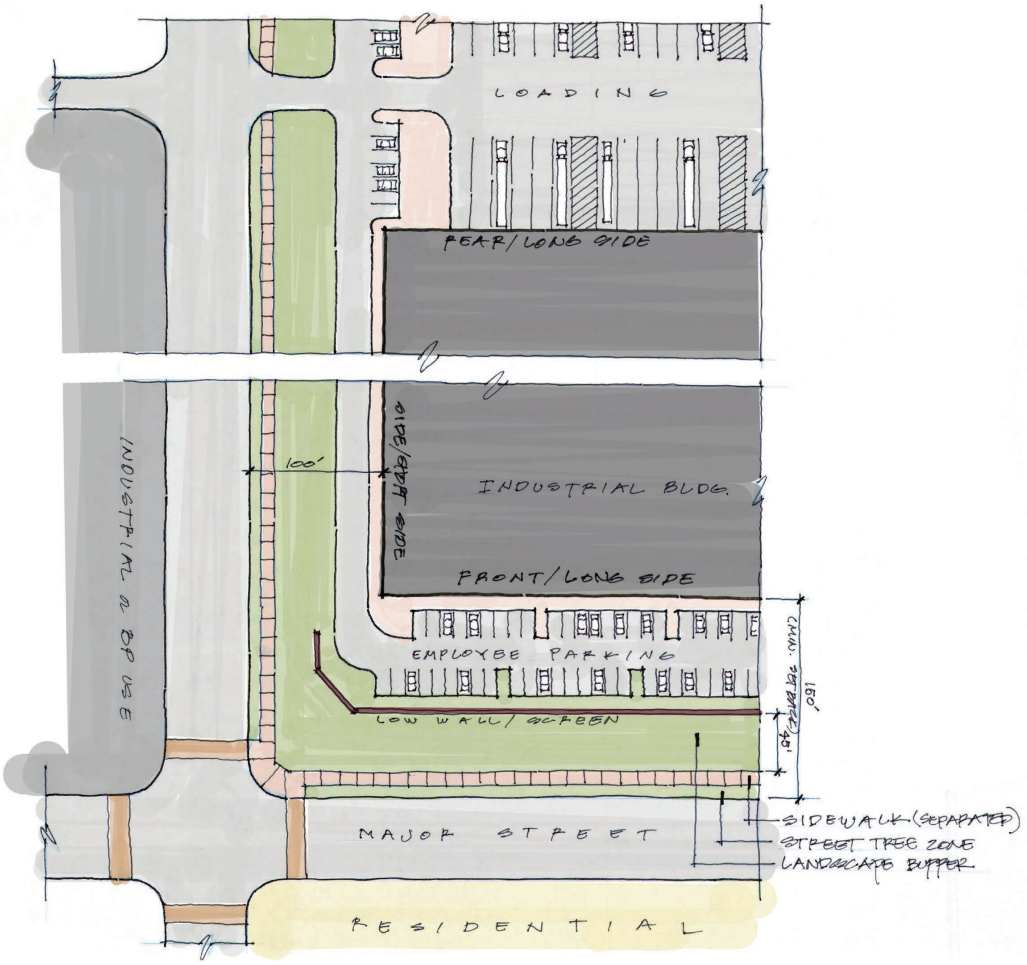


Figure 5-4: Fronting a Major Arterial or Collector Street Condition



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

d. All landscaping shall be drought tolerant, and to the extent feasible, species with low biogenic emissions. Palm trees shall not be utilized.

e. All landscaping areas shall be properly irrigated for the life of the facility to allow for plants and trees to maintain growth.

f. Uses within the 100-foot setback and outside of the landscape buffer area can include a fire lane and if necessary, limited employee parking, but no visitor parking or public entries, loading docks, service yards, trash areas/disposal, or truck parking and idling.

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

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

   b. The landscaped buffer area should include 100 percent tree canopy coverage within 10 years of planting. Native trees, shrubs and groundcovers should be selected over ornamental species.

   c. No loading docks, service yards, trash areas, truck parking or idling is permitted.

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

Buffering & Screening

   a. A solid decorative wall(s) of at least 10' in height between warehouses & all sensitive uses.

   b. Unless physically impossible, loading docks and truck entries shall be oriented away from abutting sensitive uses.

   c. To the greatest extent feasible, loading docks, truck entries, and truck drive aisles shall be located away from nearby sensitive uses. In making feasibility decisions, the City must comply with existing laws and regulations and balance public safety and the site development's potential impacts to nearby sensitive uses. Therefore, loading docks, truck entries, and drive aisles may be located near sensitive uses at the discretion of the Planning Director, but any such site design shall include measures designed to minimize overall impacts to nearby sensitive uses.

   d. For any Warehouse building larger than 400,000 square feet in size, the

building's loading docks shall be located a minimum of 300 feet away, measured from the property line of the sensitive uses to the nearest dock door (which does not exclusively serve electric trucks) using a direct straight-line method.

Signage & Traffic Patterns

e. Entry gates into the loading dock/truck court area shall be positioned after a minimum of 140 feet of total available stacking depth inside the property line. The stacking distance shall be increased by 70 feet for every 20 loading docks beyond 50 docks. Queuing, or circling of vehicles, on public streets immediately pre- or post-entry to an industrial commerce facility is strictly prohibited unless queuing occurs in a deceleration lane or right turn lane exclusively serving the facility.

f. Applicants shall obtain approval of all turning templates to verify truck turning movements at entrance and exit driveways and street intersection adjacent to industrial buildings prior to entitlement approval.

g. Anti-idling signs indicating a 3-minute diesel truck engine idling restriction shall be posted at industrial commerce facilities along entrances to the site and in the dock areas and shall be strictly enforced by the facility operator.

h. Prior to issuance of certificate of occupancy, facility operators shall establish and submit for approval of a Truck Routing Plan to and from the State Highway System based on the City's latest Truck Route Map.

- The plan shall describe the operational characteristics of the use of the facility operator, including, but not limited to, hours of operations, types of items to be stored within the building, and proposed truck routing to and from the facility to designated truck routes that avoids passing sensitive uses, to the greatest extent possible.

- The plan shall include measures, such as signage and pavement markings, queuing analysis and enforcement, for preventing truck queuing, circling, stopping, and parking on public streets.

- Facility operator shall be responsible for enforcement of the plan.

- A revised plan shall be submitted prior to a business license being issued by the City for any new tenant of the property.

- The Planning Director shall have discretion to determine if changes to the plan are necessary, including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.

i. Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.

j. Facility operators shall post signs in prominent locations inside and outside of the building indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly

prohibited. The City may require facility operators to post signs on residential streets indicating that off-site truck parking is prohibited.

k. Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the Truck Routing Plan and State Highway System.

l. Signs shall be installed in public view with contact information for a local designated representative who works for the facility operator and who is designated to receive complaints about excessive dust, fumes, or odors, and truck and parking complaints for the site, as well as contact information for the SJVAPCD's complaint call-line: 1-800-870-1037. Any complaints made to the facility operator's designee shall be answered within 72 hours of receipt.

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

Alternative Energy

n. On-site motorized operational equipment shall be ZE (zero emission).

o. All building roofs shall be solar-ready, which includes designing and constructing buildings in a manner that facilitates and optimizes the installation of a rooftop solar photovoltaic (PV) system at some point after the building has been constructed.

p. The office portion of a building's rooftop that is not covered with solar panels or other utilities shall be constructed with light colored roofing material with a solar reflective index ("SRI") of not less than 78. This material shall be the minimum solar reflective rating of the roof material for the life of the building.

q. On buildings over 400,000 square feet, prior to issuance of a business license, the City shall ensure rooftop, above parking structure, or ground level solar panels are installed and operated in such a manner that they will supply 100% of the power needed to operate all non-refrigerated portions of the facility including the parking areas.

r. At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready, with all necessary conduit and related appurtenances installed. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to building occupancy. Signage shall be installed indicating EV charging stations and specifying that spaces are reserved for clean air/EV vehicles. Unless superior technology is developed that would replace the EV charging units, the facility operator and any successors-in-interest shall be responsible for maintaining the EV charging stations in working order for the life of the facility.

s. Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide chilled,

cooled, or freezer warehouse space, a conduit shall be installed during construction of the building shell from the electrical room to 100% of the loading dock doors that have potential to serve the refrigerated space. When tenant improvement building permits are issued for any refrigerated warehouse space, electric plug-in units shall be installed at every dock door servicing the refrigerated space to allow transport refrigeration units (TRUs) to plug in. Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.

t. Bicycle racks are required per Section 15-2429 of the Fresno Municipal Code. The racks shall include locks and electric plugs to charge electric bikes and shall be located as close as possible to employee entrance(s). Nothing in this section shall preclude the warehouse operator from satisfying this requirement by utilizing bicycle parking amenities considered to be superior such as locating bicycle parking facilities indoors or providing bicycle lockers.

Operation & Construction

u. Cool surface treatments shall be added to all drive aisles and parking areas, or such areas shall be constructed with a solar-reflective cool pavement such as concrete.

v. To ensure that warehouse electrical rooms are sufficiently sized to accommodate the potential need for additional electrical panels, either a secondary electrical room shall be provided in the building, or the primary electrical room shall be sized 25% larger than is required to satisfy the service requirements of the building or the electrical gear shall be installed with the initial construction with 25% excess demand capacity.

w. Use of super-compliant VOC architectural and industrial maintenance coatings (e.g., paints) shall be required.

x. The facility operator shall incorporate a recycling program.

y. The following environmentally responsible practices shall be required during construction:
   - The applicant shall use reasonable best efforts to deploy the highest rated CARB Tier technology that is available at the time of construction. Prior to permit issuance, the construction contractor shall submit an equipment list confirming equipment used is compliant with the highest CARB Tier at the time of construction. Equipment proposed for use that does not meet the highest CARB Tier in effect at the time of construction, shall only be approved for use at the discretion of the Planning Director and shall require proof from the construction contractor that, despite reasonable best efforts to obtain the highest CARB Tier equipment, such equipment was unavailable.
   - Use of electric-powered hand tools, forklifts, and pressure washers.
   - Designation of an area in any construction site where electric powered construction vehicles and equipment can charge.
   - Identification in site plans of a

location for future electric truck charging stations and installation of a conduit to that location.

- Diesel-powered generators shall be prohibited except in case of emergency or to establish temporary power during construction.

z. A Property Maintenance Program shall be submitted for review and approval prior to the issuance of building permits. The program shall provide for the regular maintenance of building structures, landscaping, and paved surfaces in good physical condition, and appearance. The methods and maximum intervals for maintenance of each component shall be specified in the program.

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

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


MBT

Circulation

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6.2 Transportation Improvements 80

CHAPTER 6: CIRCULATION

6.1 Introduction

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

6.2 Transportation Improvements

Complete Streets

The Fresno City Council adopted the Complete Streets Policy on October 10, 2019, codifying the City's commitment to designing safe and convenient transportation projects that are accessible to all users.[7] A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users including bicyclists, pedestrians, transit vehicles, trucks, and motorists as appropriate to the function and context of the facility while connecting to a larger transportation network. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs. All complete streets are designed to balance safety, access, and mobility for everyone using the street and are necessary to create connected networks citywide. The City recognizes the need for

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



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

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

Pedestrian and Bicycle Facilities

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

Safe Routes to School

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

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

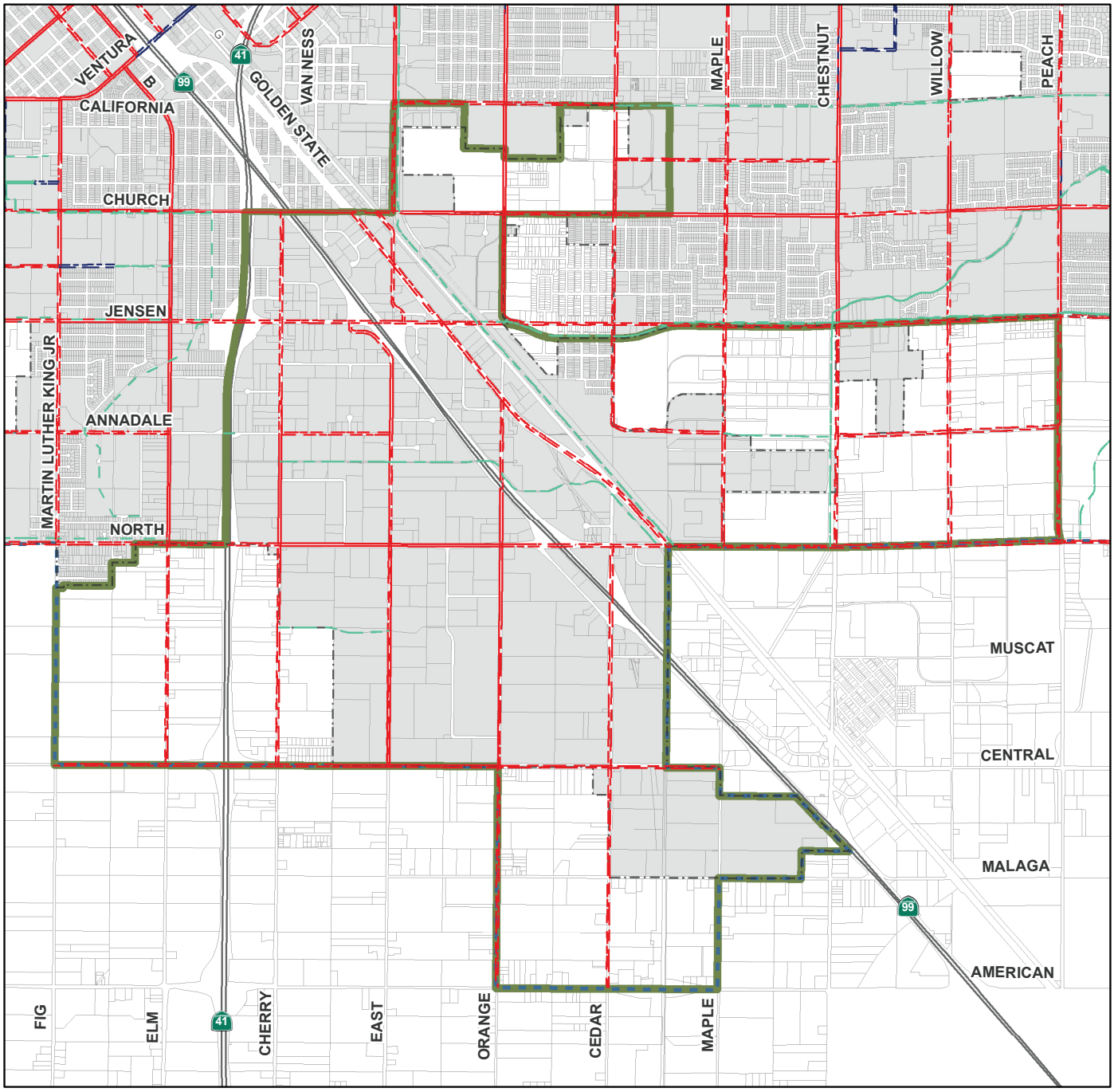


Figure 6-1: Existing and Planned Bicycle & Trail Network

Legend

BIKEWAYS

EXISTING Class Type	**PLANNED Class Type**	
Class I	Class I	Fresno Sphere of Influence
Class II	Class II	Fresno City Limits
Class III	Class III	SCSP Boundary

South Central Specific Plan

0 0.5 1 Miles

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

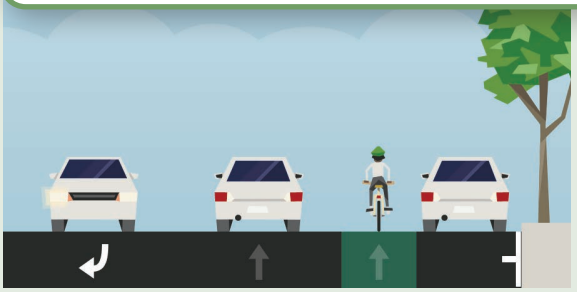
Figure 6-2: Bikeway Classifications

Class I- off-street, separate path



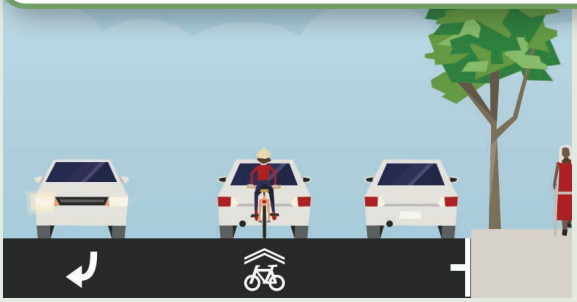


Class II- on-street, designated lanes





Class III- on-street, shared roadway





Class IV- on-street, protected lanes





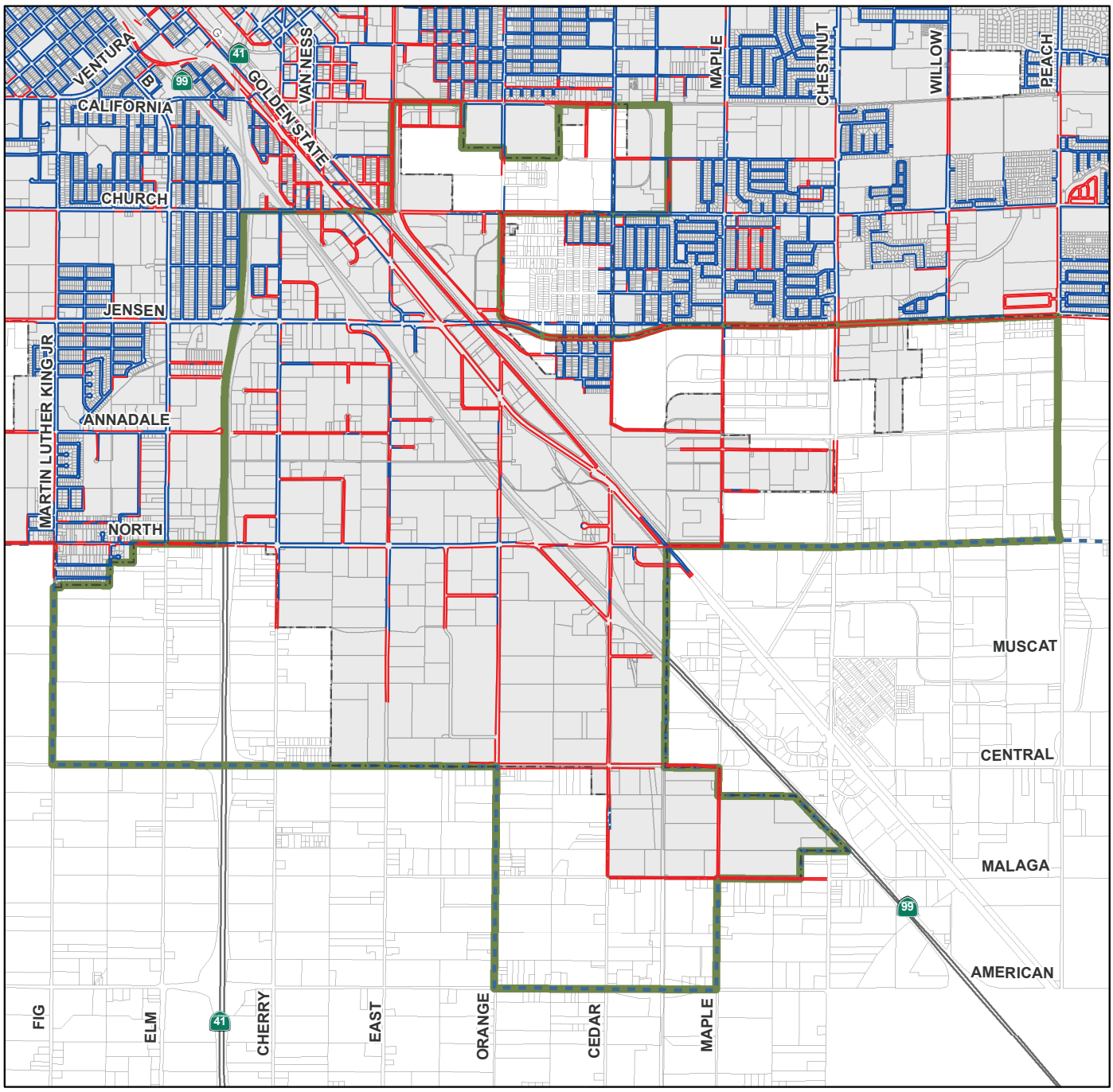


Figure 6-3: Existing and Planned Sidewalk Network

Legend

SIDEWALKS

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

South Central Specific Plan

0 0.5 1 Miles

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

Transit

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

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



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

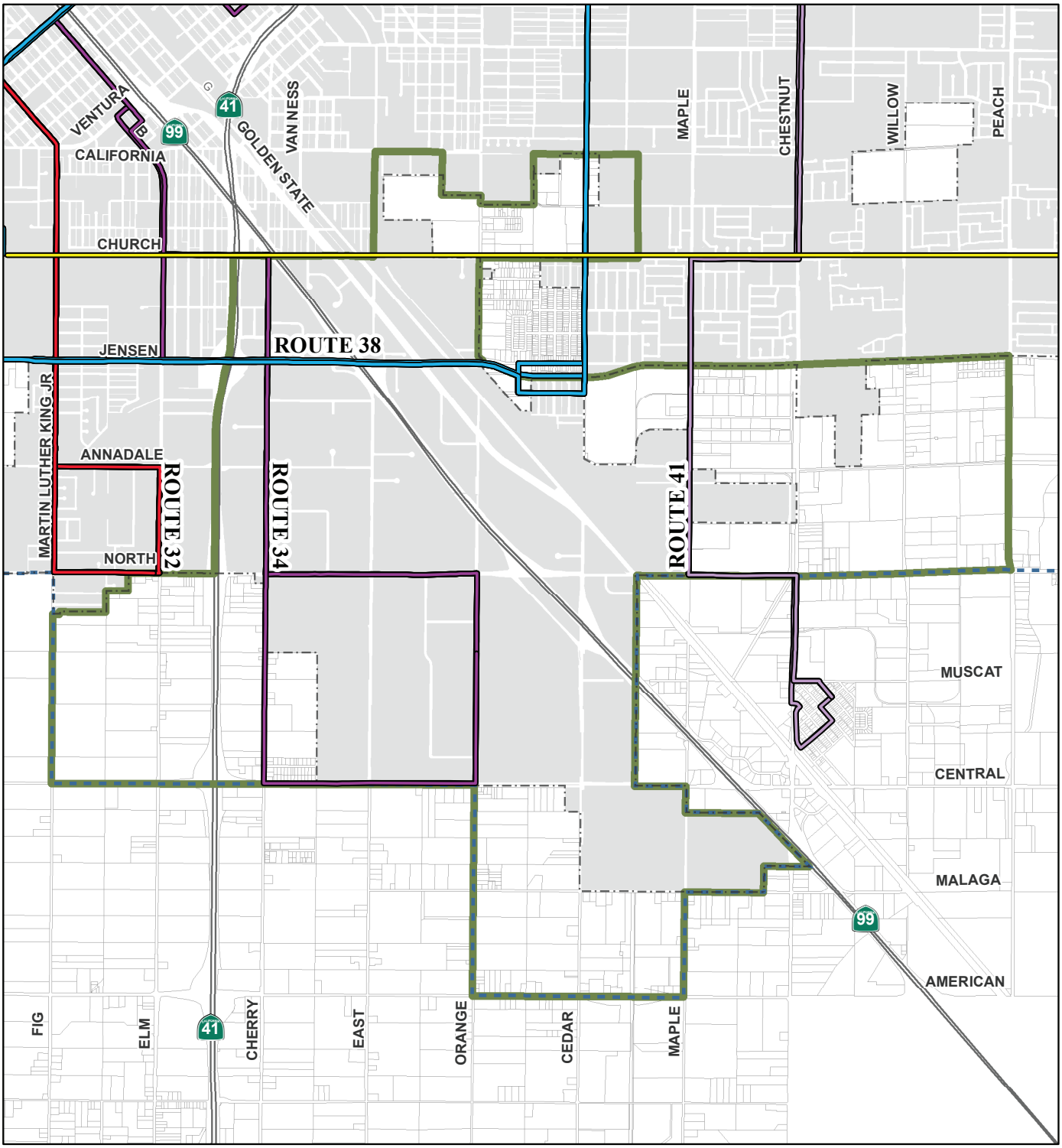
In addition to services offered by FAX, Fresno County voters passed the Measure C ½-cent transportation sales tax in November 2006, providing the resources needed to create the Measure C Commuter Vanpool Subsidy Program, Farm Worker Vanpool Program, and Carpool Incentive Program. These programs were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

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

Clean Shared Mobility Network

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

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



Legend

EXISTING ROUTES

- 32
- 34
- 38
- 41

PROPOSED ROUTE

- Fresno Sphere of Influence
- City Limits
- SCSP Boundary

South Central Specific Plan

0 0.5 1 Miles

Figure 6-4: Existing and Planned Transit Routes

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

out bikes; and

5. Mobility hub customer services center will provide a physical location for engaging with the program.

In 2016, Fresno (specifically Southwest Fresno and much of Downtown) was selected by the Strategic Growth Council to receive $66.5 million in state funding from the TCC Program. TCC was created to fund coordinated neighborhood-level programs designed to reduce greenhouse gas emissions and provide economic, environmental, and health benefits. After Fresno was awarded the $66.5 million, 25 projects were selected by a local steering committee following months of community engagement. The CSMN was one of those projects and it was created to address low-cost reliable transportation options that complement public transit.

In 2018, the Fresno Metro Black Chamber of Commerce (FBMCC) signed on as lead agency for the CSMN and has since partnered with six other firms to operate and manage the services. As of 2023, the CSMN operates 40 Chevrolet Bolt electric vehicles and 200 e-bicycles, providing car sharing, vanpooling, and bike-sharing in Downtown, Chinatown, and Southwest Fresno neighborhoods, along with a rural vanpool service with three ride-share vans for underserved residents in rural areas. In addition, an electric vehicle charging infrastructure with six Mobility Hub Customer Service Centers provides a physical location for people to engage in-person with the program. Five of the six hubs are located at Fresno Housing Authority developments in Southwest Fresno.

Roadway Capacity and Planned Projects

The public roadway network and State highway routes comprise the predominant transportation infrastructure in and around Fresno. Although this network primarily serves travel by privately operated vehicles, it also accommodates the distribution of goods and services. The existing roadway network in South Central Fresno follows a traditional grid network with major streets spaced at half-mile intervals.

The General Plan established a refined street classification system to categorize roadways and other transportation facilities. This classification system is used for engineering design and traffic operation standards. The existing and planned classifications in the Plan Area are as follows:

- Freeway: Multiple-lane divided (median island separation) roadways on adopted State route alignments servicing through and crosstown traffic, with no access to abutting property and no at-grade intersections. Freeways are under the jurisdiction of the State, outside the control of the City.

- Superarterial: Four- to six-lane divided (median island separation) roadways with a primary purpose of moving multiple modes of travel traffic to and from major traffic generators and among subregions. A select number of motor vehicle access points to adjacent properties or local streets between the major street intersections may be approved by the City. Access points are limited to right-turn entrance and exit vehicular movements, as well as select left-turn partial openings in medians from the Superarterials to surrounding properties or neighborhoods, limited to one location per half-mile. No left turns are allowed out of

local streets or properties.

- Arterial: Four- to six-lane divided (median island separation) roadways, with somewhat limited motor vehicle access to abutting properties, and with the primary purpose of moving traffic within and between neighborhoods and to and from freeways and expressways. In addition to major street intersections, appropriately designed and spaced local street intersections may allow left-turn movements to and from the arterial streets.

- Collector: Two- to four-lane undivided (opposing travel lanes generally not separated by a median island) roadways, with the primary function of connecting local streets and arterials and neighborhood traffic generators and providing access to abutting properties. Local street intersections and motor vehicle access points from abutting properties are allowed consistent with the City's engineering standards and accepted traffic engineering practices. Collectors typically have a center two-way left-turn lane.

- Local: Two- to three-lane roadways designed to provide direct access to properties, while discouraging excessive speeds and volumes of motor vehicle travel incompatible with neighborhoods being served through the implementation of multiple, well-connected routes and traffic calming measures. The alignments of future local streets are typically not specified by the General Plan Circulation Diagram, but existing local streets may be depicted for informational purposes. In specific circumstances local streets are designated where necessary to assure adequate access and implementation of Complete Neighborhoods with well-connected routes for motor vehicle, bicycle, and pedestrian travel.

Figure 6-5 shows the planned circulation network by road classification within the Plan Area. Roadways will be improved concurrent with new development.

Table 6-1 provides the number of lanes for major East/West and North/South streets in the Plan Area. Highlighted in dark gray are three major east/west roadways and one major north/south roadway that are planned to be widened with additional roadway lanes. For a visual depiction of the planned changes see Figure 6-6.

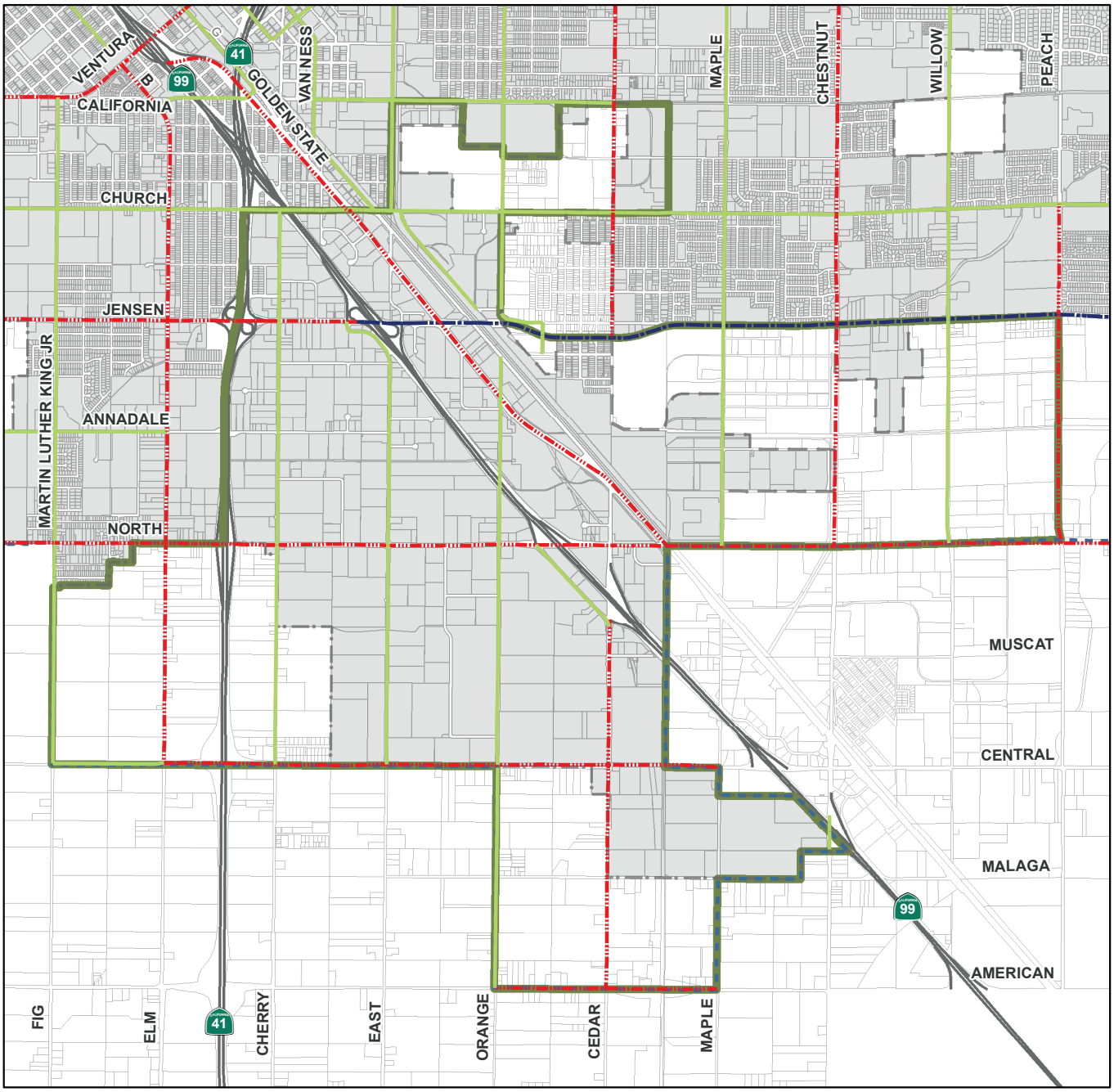


Figure 6-5: Major Street Circulation

Legend

Road Class

- Arterial
- Collector
- Superarterial
- Freeway
- Freeway Ramp

- Fresno Sphere of Influence
- City Limits
- SCSP Boundary

South Central Specific Plan

0 0.5 1 Miles

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

Table 6-1: Number of Lanes in the Plan Area

Major East/ West Streets	Segment	Existing Roadway Lanes	Planned Roadway Lanes
Church	Between SR 41 & Golden State	2	4
Church	Between Golden State Blvd & East	4	4
North	Between Clara and SR 41	2	2 lanes with center turn lane
North	Between SR 41 & Peach	4	4
Jensen	Between SR 41 & Orange	4	4
Jensen	Between Orange & Peach	4	6
Central	Between Fig & Orange	2	2
American	Between Orange & Maple	2	2
California	Between Bisceglia & Cedar	2	2
Major North/ South Streets	**Segment**	**Existing Roadway Lanes**	**Planned Roadway Lanes**
Fig	South of Almy, North of Central	2	2
Elm	Between North & Central	2	2
Cherry	Between Church & Central	2	2
East	Between Lorena & Central	2	2
Orange	Between Florence & Church	2	2
Orange	Between Church & Laurite	4	4
Orange	Between Laurite & American	2	2
Cedar	Between California & Church	4	4
Cedar	Between Golden State & American	2	2
Maple	Between Jensen & Edgar	4	4
Maple	Between Edgar & North	2	4
Chestnut	Between Jensen & North	4	4
Willow	Between Jensen & North	2	2
Peach	Between Jensen & North	2	2

Source: Fresno General Plan - Program Environmental Impact Report.

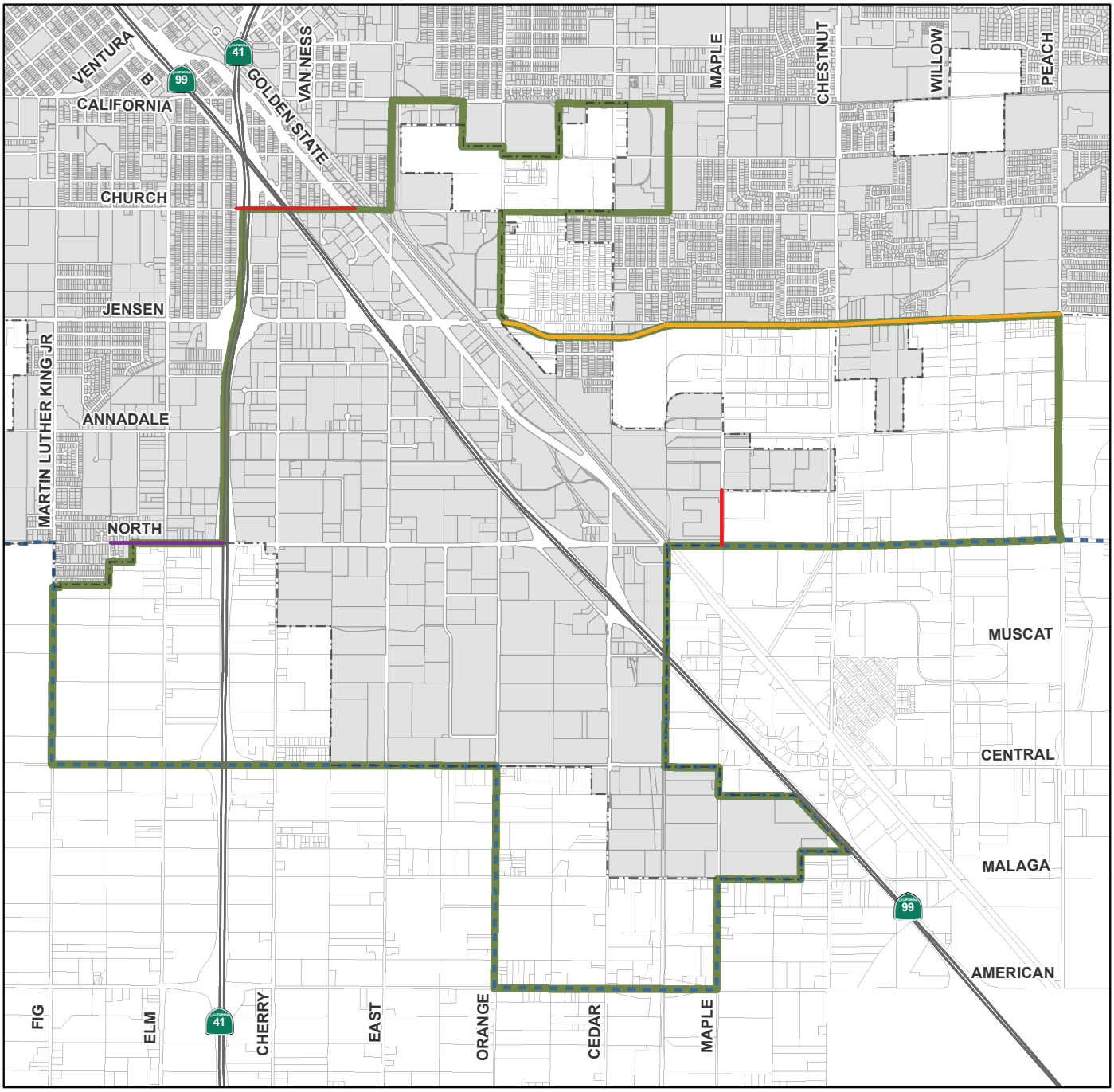


Figure 6-6: Planned Number of Roadway Lane Changes

Legend

NUMBER OF LANE CHANGES

- Existing 2 Lane Roadway Planned for 4 Lanes
- Existing 2 Lane Roadway Planned for 2 Lanes with a Center Turning Lane
- Existing 4 Lane Roadway Planned for 6 Lanes
- Fresno Sphere of Influence
- Fresno City Limits
- South Central Specific Plan (SCSP)

South Central Specific Plan

0 0.5 1 Miles

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

Traffic Calming

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

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

In September 2020, the City completed the citywide Systematic Local Roadway Safety Plan. In it, an analysis of transportation safety data was conducted, roadway improvements to reduce collision risk were identified, and a vision and goals for transportation safety were established. Based on an annualized collision severity score, the top 20 high risk corridors and intersections in Fresno were determined, and none were in the Plan Area. However, there were half mile segments and intersections in the Plan Area that scored high for vehicle crash severity. The Safety Plan also provides a summary of prioritized systematic treatments/proposed countermeasures that could be useful for improvements in the Plan Area. Of the measures provided, the following pertain to traffic calming and pedestrian safety:

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

Street Sweeping

The City provides residential and non-residential street sweeping within Fresno's city limits of the Plan Area. Residential areas are swept once every month and non-residential areas are swept once a week. As land in the SOI is annexed into the city limits service will be extended to those areas. Some areas looking to annex into the city, such as existing neighborhoods that were developed in the county, may require the installation of curb and gutter where they do not exist and repaving or resurfacing of existing streets to receive street sweeping service.

Highways

The Plan Area encompasses two major highways, State Routes (SR) 41 and 99, that provide regional access via Jensen, North, Central, and American Avenues. Caltrans proposes to reconstruct two of the existing access points to create full interchanges at American and North Avenues to bring them up to current Caltrans design standards (See Figure 6-7). All Caltrans alternatives would

reconstruct the existing overcrossings and construct on- and off-ramps to form complete full interchanges with sidewalks, curb and gutter, lighting and signalization, and a stormwater system. The existing interchange ramps at Cedar Avenue would be closed, moving the existing on- and off-ramps to North Avenue.

Construction for the American Avenue interchange is anticipated to be completed in May 2027 and the North Avenue interchange by December 2028. This project will improve traffic operations and safety at the interchanges and on intersecting and nearby local streets resulting in lower air emissions on the local road system and improved access for businesses in the Plan Area.

SR-99 and SR-41 also serve as gateways into the city for those traveling into Fresno from the south. The Highway 99 Beautification Master Plan (Master Plan) was completed by the Association for the Beautification of Highway 99 to address visual resource management, landscape development, highway maintenance, and intergovernmental relations inherent in the effort to beautify Highway 99 through Fresno County. The Master Plan recommends that entries be well-stated through signage, that positive views be maintained or enhanced, that negative views be screened, and landscape treatments be incorporated. Specifically, the Master Plan recommends the following improvements be made along SR-99 exits within the Plan Area:

- Jensen/SR-99
  - Wildflower and native grass seeding (non-irrigated groundcover)
  - Planting of trees and shrubs in traditional urban-type landscapes
- Cedar/SR-99
  - Add major accent landscape treatment to draw attention to significant features in the surrounding area
  - Screen negative views through landscape treatments and/or, where site conditions allow, through architectural elements such as fences and walls
  - Maintain or enhance positive views through landscape treatments and/or, where site conditions allow, through architectural elements such as fences and walls
  - Wildflower and native grass seeding (non-irrigated groundcover)
  - Planting of trees and shrubs in traditional urban-type landscapes
- Central/SR-99
  - Screen negative views through landscape treatments and/or, where site conditions allow, through architectural elements such as fences and walls
  - Maintain or enhance positive views through landscape treatments and/or, where site conditions allow, through architectural elements such as fences and walls
  - Wildflower and native grass seeding (non-irrigated groundcover)
  - Planting of trees and shrubs in both traditional urban-type landscapes and rural landscapes
- American/SR-99
  - Screen negative views through landscape treatments and/or, where site conditions allow, through architectural elements such as fences and walls
  - Maintain or enhance positive views through landscape treatments and/or, where site conditions allow, through

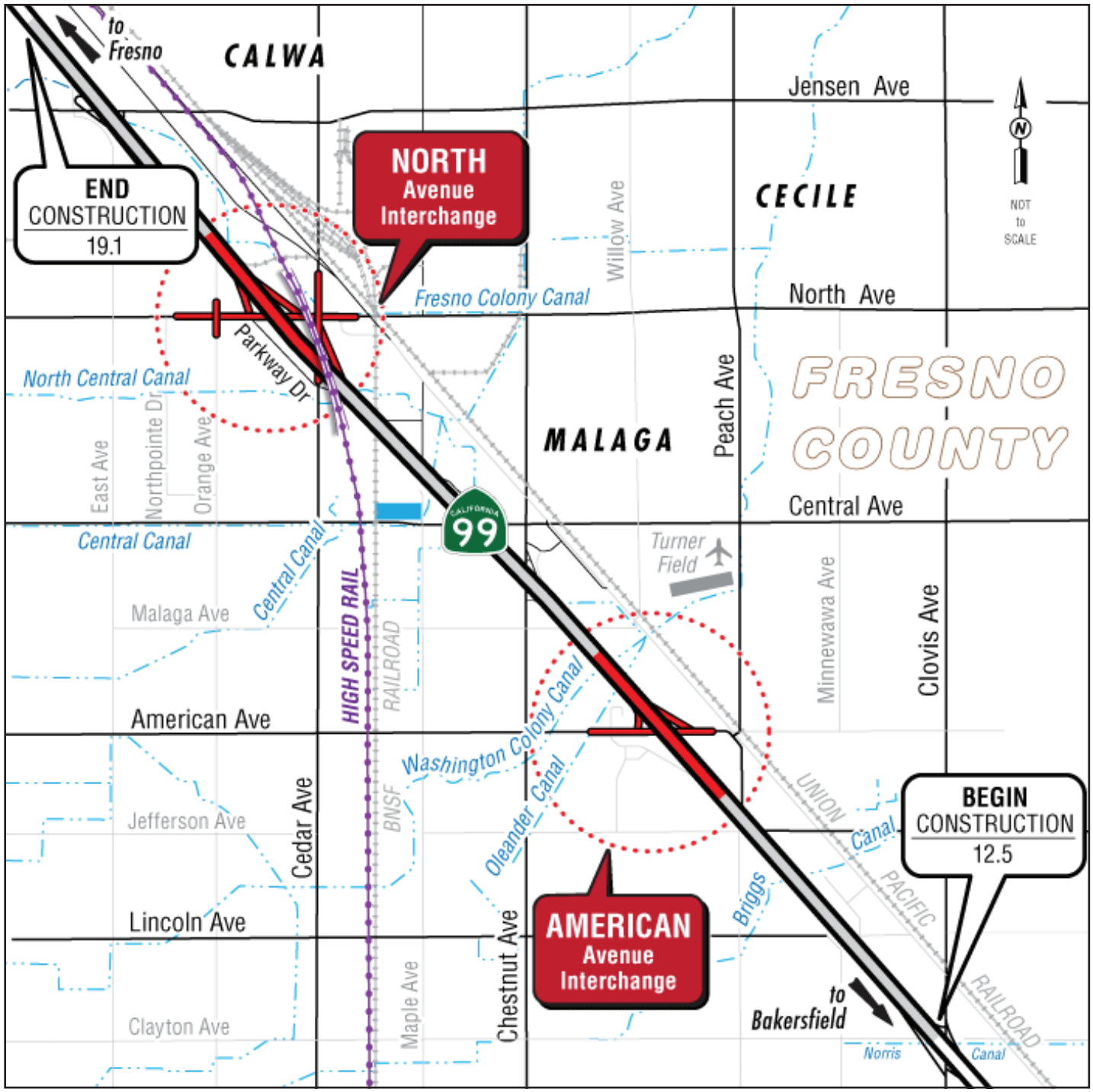


Figure 6-7: Caltrans Interchange Projects

architectural elements such as fences and walls

- Wildflower and native grass seeding (non-irrigated groundcover)
- Planting of trees and shrubs in both traditional urban-type landscapes and rural landscapes

Trucking

Routes

Trucking is the dominant mode of freight transportation in the San Joaquin Valley and plays an integral role in the distribution of goods and services for a myriad of commercial and industrial businesses. Having designated truck routes allows truck drivers to determine the most fuel-efficient routes to predict gas consumption, reduce wasteful idling, and ensure safe and timely arrival.

Residents living in homes located along truck routes in the Plan Area have expressed concern about the diesel exhaust and health impacts experienced from having trucks drive in front of their homes and Orange Center Elementary School, as well as alongside their neighborhoods.
On September 25, 2005, the City adopted the City of Fresno Designated Truck Routes Map showing the location of existing and planned truck routes throughout Fresno. See Figure 6-8. Some of the these planned truck routes are now existing. Truck routes are identified along freeways and major streets in the Plan Area. Caltrans also designates SR-99 as a National Network Route and SR-41 as a Terminal Access Route in the California Truck Network Maps.

In 2022, the City and SJVAPCD joined forces to undertake the South Central Fresno AB 617 Community Truck Reroute Study (Truck Reroute Study) and the University of California, Merced, conducted a concurrent Health Impact Assessment (HIA) for the same area. The Truck Reroute Study identified, analyzed, and evaluated potential strategies to address truck impacts including air pollution, noise, traffic crashes and congestion, active transportation conflicts, impacts to sensitive uses, and excess wear for local pavements. The Truck Reroute Study focused on analyzing existing and future planned truck routes as defined on the City of Fresno Designated Truck Route Map adopted September 2005.

The Truck Reroute Study provides a comprehensive toolkit and list of infrastructure and non-infrastructure strategies to address negative impacts of freight truck travel within South Central Fresno, as well as a new proposed truck route map. Additionally, the Study provides a draft prioritization framework for implementation of the recommended strategies within the study area based on project goals, funding availability, performance metrics, and criteria scoring. The Truck Reroute Study also established truck regulated areas around sensitive uses and proposes numerous transportation network improvements related to truck movement. Improvements include new crosswalks, traffic calming measures, traffic signalization improvements, roadway reconfiguration, and new truck regulated areas.

Recommended non-infrastructure strategies include education and outreach programming, truck fuel-type, emissions, and idling standards, zero-emission trucks, truck specific GPS administration, time-of-day restrictions, and enforcement. The HIA (1) assessed the extent to which air pollution impacts the risk of common health outcomes across the lifespan, (2) calculated the excess number of cases attributed to air pollution in the region, and (3)

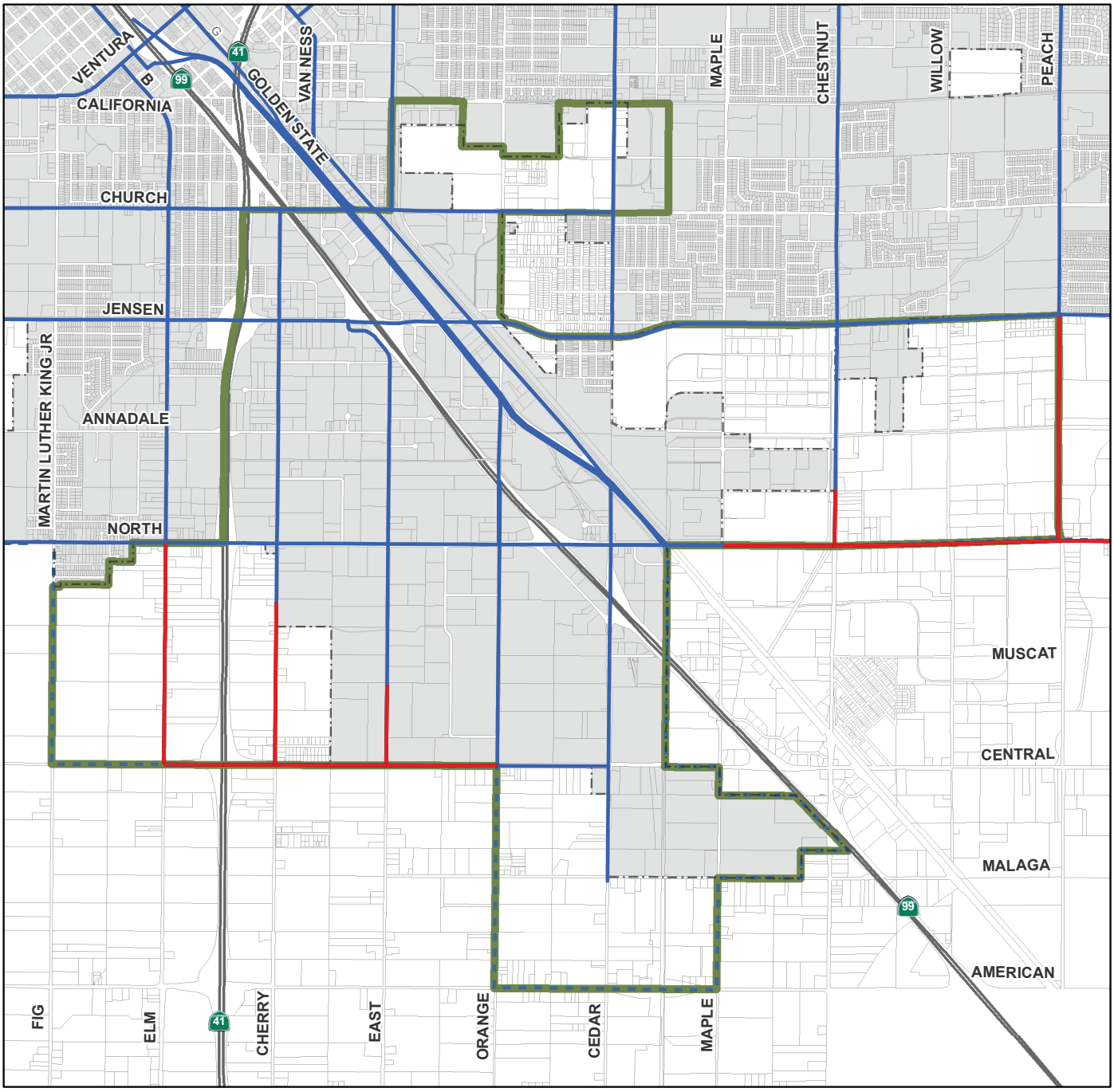


Figure 6-8: Designated Truck Routes (2005)

Legend

- EXISTING TRUCK ROUTE
- PLANNED TRUCK ROUTE
- Fresno Sphere of Influence
- Fresno City Limits
- SCSP Boundary

South Central Specific Plan

0 0.5 1 Miles

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

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

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

The Draft Truck Reroute Study and HIA were published for public review on May 10, 2024.

Parking

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

Idling

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

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

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

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

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

reduce vehicle emission exposure to sensitive populations at vehicle drop-off and pick-up locations.



Caltrans NO IDLING All Buses and Commercial Vehicles Sign

Chapter 5 of this Plan provides many development regulations to lessen the impact of trucking from new development in the Plan Area.

Rail

Two freight rail lines, the Burlington Northern and Santa Fe (BNSF) and the Union Pacific (UP), pass through the Plan Area and have spur lines within it extending to industrial properties. One freight rail line, San Joaquin Valley Railroad (SJVR) passes along the northern boundary of the Plan Area and has small spur lines into the Plan Area at Calwa. For passenger accommodations, Amtrak shares the BNSF rail line and operates intercity passenger rail services. California has more than 70 Amtrak Stations, one of which is in Downtown Fresno, just north of the Plan Area. There are no planned improvements to the existing railway network within the Plan Area, except as new development may need to extend an existing spur line or add a new one.

The California High-Speed Rail (HSR) Authority, however, has been making significant improvements to the planned HSR line through the Plan Area. Much of the HSR right of way has been cleared and construction is underway. In fall of 2018, work began on the Cedar Viaduct and was completed in 2023. The structures' signature span of double arches can be seen as drivers travel south along SR-99. The Cedar Viaduct spans nearly 3,700 feet and will carry high-speed trains over SR-99 and North and Cedar Avenues. The Muscat Avenue and Golden State Boulevard Viaducts are also completed.

The 119-mile HSR section from Merced to Bakersfield is anticipated to commence passenger service in 2030. There is a planned HSR stop in Downtown Fresno, just north of the Plan Area. Design of the HSR station has started and construction is anticipated to begin in 2026.

See Figure 6-9 for all rail lines in the Plan Area.



The Cedar Avenue viaduct of the California High-Speed Rail project crosses Highway 99 south of Fresno while still under construction on Friday, February 17, 2023. Craig Kohlruss Fresno Bee file

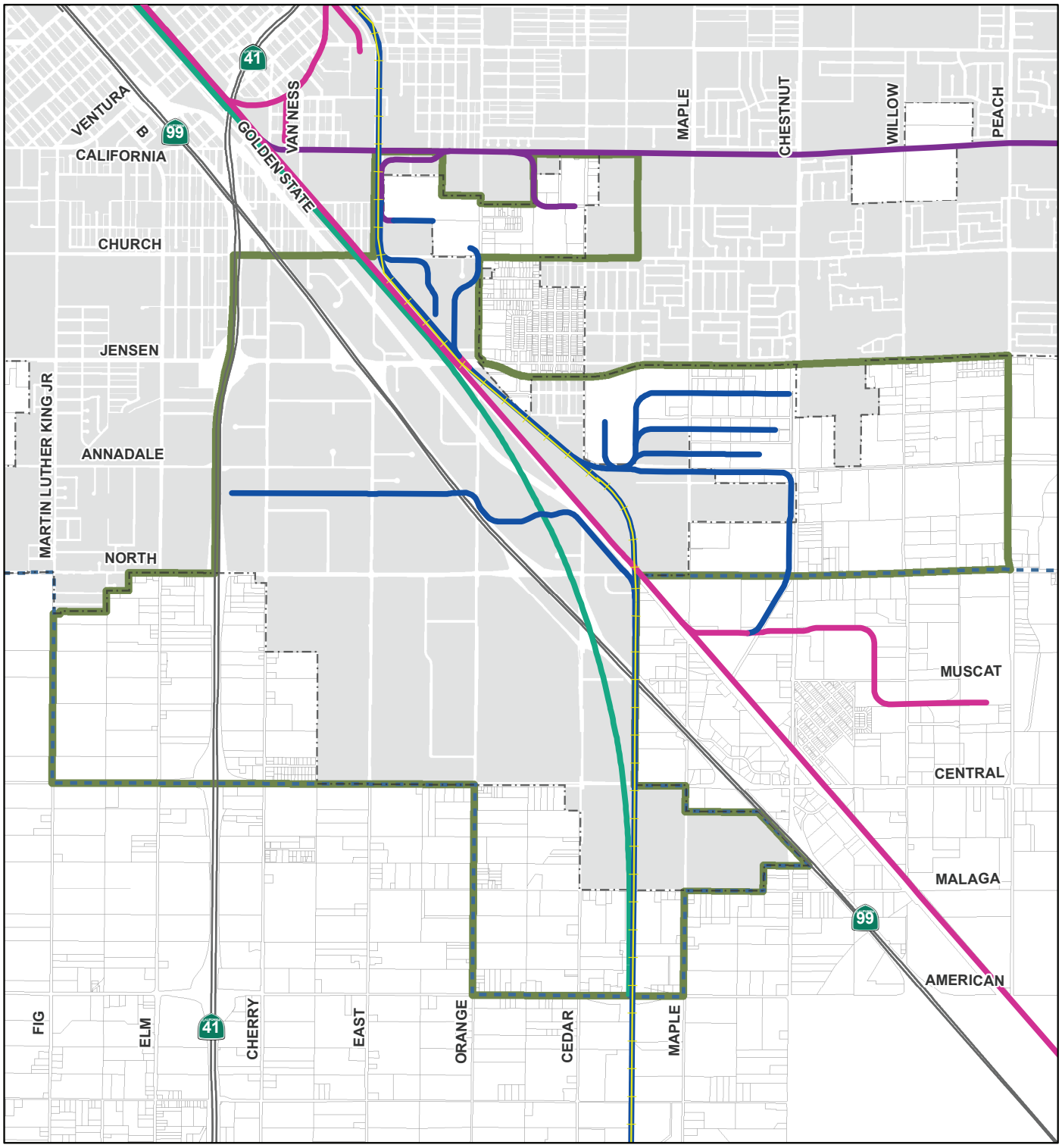


Figure 6-9: Railways

Legend

PROPOSED RAILWAY
- High Speed Rail (unofficial)

EXISTING RAILWAYS
- Amtrak

REGIONAL RAILROADS
- San Joaquin Valley Railroad (SJVR)
- Burlington Northern Santa Fe (BNSF)
- Union Pacific (UP)

- Fresno Sphere of Influence
- City Limits
- SCSP Boundary

South Central Specific Plan

0 0.5 1 Miles

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

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ORANGE CENTER
ELEMENTARY SCHOOL
GER PRIDE

Public Facilities & Infrastructure

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CHAPTER 7: PUBLIC FACILITIES & INFRASTRUCTURE

7.1 Introduction

This chapter describes the existing and planned public facilities and infrastructure in the Plan Area, including wet and dry utilities, solid waste, parks and open space, schools, religious institutions, police and fire, and communication. Planned improvements are referenced from the Fresno General Plan, Fresno Parks Master Plan, Urban Water Management Plan, South Central Specific Plan Water and Sewer Hydraulic Analysis (see Appendix E), Fresno Metropolitan Flood Control District (FMFCD) District Services Plan, and Fiber Master Plan. Utility providers currently serving existing needs have plans in place to serve future needs in accordance with the General Plan for the Plan Area.

Water and sewer services are provided by the City, with the exception of private groundwater users located in the county of Fresno surrounding the Fresno city limits, county of Fresno islands, and the Malaga Water District. Storm water drainage systems are constructed and maintained by FMFCD; irrigation water is supplied by the Fresno Irrigation District (FID); electricity and gas utilities are provided by Pacific Gas and Electric (PG&E); and telephone, fiber, and cable service are provided by AT&T/Comcast/ Xfinity.

7.2 Infrastructure - Wet Utilities

Water Supply

The original Fresno water system began operations in 1876 as a non-profit organization established by a group of public-minded citizens and improved to a water distribution system by the late 1880's. In 1926, the plant and distribution system were purchased by the California Water Service Company and in 1931, that company sold the water system to the City of Fresno, which operated as a municipal utility. It was first managed under an appointed water board and is currently a division of the Public Utilities Department.

Today, the City's water system consists of about 1,860 miles of distribution and transmission mains, 202 active municipal groundwater wells, three surface water treatment facilities (SWTFs), five water storage facilities with pump stations, and three booster pump facilities. The City conveys water to it's customer base consisting of single-family residential, commercial, public, and industrial development within its city limits and will eventually provide services out to the SOI boundary including all land to be voluntarily annexed over time in the future.

The City relies on groundwater from the North Kings Subbasin; surface water from the Friant-Kern Canal, a Central Valley Project (CVP), through a contract with the United States Bureau of Reclamation; surface water from the Kings River, through a contract with the FID; and recycled water from the City's wastewater treatment facilities. Water production in the City has consisted of 100% groundwater prior to the commissioning of the City's first SWTF in 2004. Since 2004, the City has invested in expanding its surface water treatment capabilities and now has three SWTFs. In 2020, the City for the first time in its history provided more treated surface water than groundwater to its customers.

The City was a founding member of the North Kings Groundwater Sustainability Agency (North Kings GSA), which was formed following passage of the Sustainable Groundwater Management Act (SGMA) of 2014. This legislation created a statutory framework for groundwater management in California that requires the management and use of groundwater in a manner that can be maintained during the planning and implementation horizon without causing undesirable results. SGMA requires governments and water agencies of "critically overdrafted" basins to reach sustainability by 2040. The Kings Subbasin was designated a critically overdrafted basin by the California Department of Water Resources and the North Kings GSA is working within the SGMA framework to reach groundwater sustainability.

Due to the City's investments in other supplies - surface water, recycled water, and conservation - groundwater levels beneath the City have already begun to recover from low levels experienced during the recent drought. The City plans to continue to use groundwater within a larger conjunctive use program that maximizes its existing surface water rights. The City plans to continue to supply the water needs for existing and new development in the Plan Area.

Wastewater (Sewer)

The City of Fresno is the Regional Sewer Agency for the Fresno-Clovis Metropolitan Area (FCMA). The City owns and maintains the wastewater collection system that serves the city and the other participating agencies: the County of Fresno, the majority of the City of Clovis, the Pinedale Public Utility District, and the Pinedale County Water District. The City of Fresno, Public Utilities Department, Wastewater Management Division (WMD) is responsible for the collection, conveyance, treatment, and reclamation of wastewater generated by the residential, commercial, and industrial sewer customers in the Fresno-Clovis Metropolitan Area.

Wastewater from homes and businesses in the Metropolitan Area travel through sanitary sewer pipes to the Fresno-Clovis Regional Wastewater Reclamation Facility (RWRF) located southwest of Fresno. The City also owns and operates the smaller North Fresno Wastewater Reclamation Facility (NFWRF) scalping plant. The collection system is comprised of approximately 1,600 miles of pipes ranging from 6" to 84" in diameter that convey over 60 million gallons of sanitary sewer per day to the RWRF, 23,000 manholes, 15 active lift stations, and associated force mains. Future growth in the Plan Area will need to tap into this efficient system to move wastewater from new development in the Plan Area to the RWRF.

Hydraulic Analysis for the Plan Area

To best understand how to plan for the future water and wastewater needs of the Plan Area, the City hired the Akel Engineering Group to prepare a hydraulic analysis. See Appendix E for the South Central Specific Plan Water and Sewer Hydraulic Analysis. This study assessed the impacts to the Plan Area water distribution and sewer collection systems due to the proposed land use amendments. Capacity deficiencies in the existing and future water and wastewater systems were identified utilizing the City's existing hydraulic model and information from the City's 2020 Urban Water Management Plan, 2010 Water System Master Plan, and 2015 Sewer System Master Plan. Changes in sewer and water demand were derived from acreages by land use classifications for the Specific Plan in Table 4-4.

The analysis concluded that water and sewer services in the Plan Area must be enhanced to support the buildout of the Plan Area and maintain the target level of service. It is important to note that the analysis is based on full build out of the Plan Area which could occur beyond the planning horizon of 2040. Since it's impossible to know what part of the Plan Area will build when, total build out was analyzed to determine the size and type of infrastructure needed incrementally as development occurs. See Figures 7-1 through 7.4.

Water Supply

The City proposes balancing anticipated groundwater use with sufficient recharge of imported surface water. The SSWTF currently treats approximately 54 mgd of surface water but has a maximum treatment capacity of 80 mgd. This maximum treatment capacity of 80 mgd was assumed for the SCSP Hydraulic Analysis. The increase in surface water treatment will partially supply the Plan Area due to a solid backbone of Regional/Grid Transmission mains, however a combination of existing and new supply wells may be required to service the Plan Area demands. Existing wells will first be utilized to make up the water supply balance, however new wells may be needed to maintain acceptable pressures to service the proposed development intensifications within the Plan Area boundaries.

The projected water demands for the Plan Area are estimated at 15.4 millions of gallons per day (mgd) for average day demands, 29.3 mgd for peak day demands, and 44.7 mgd for peak hour demands. These demands are less than what was assumed in the General Plan.

Wastewater Flows

The projected wastewater flows for the Plan Area are estimated at 11.6 mgd for average annual flows, 13.4 mgd for peak day dry weather flows, and 15.1 mgd for peak month wet weather flows. These demands are less than what was assumed in the General Plan.

Water and Wastewater System Infrastructure Needs

This section documents the hydraulic analysis results and infrastructure improvements needed to meet water and wastewater demands in the Plan Area. The recommended improvements are less than what is assumed in the General Plan. See Table 7-1.

Storm Water

The FMFCD is a special-act district, created by local voters in 1956, for the purpose of acquiring and constructing facilities for flood

Table 7-1: Specific Plan and General Plan Water and Wastewater System Improvement Needs Comparison

Specific Plan Water System	General Plan Water System	Specific Plan Wastewater System	General Plan Wastewater System
See Figure 7-1	**See Figure 7-2**	**See Figure 7-3**	**See Figure 7-4**
14.7 miles of new 16-inch transmission grid mains	14.7 miles of new 16-inch transmission grid mains	7.3 miles of new gravity mains	7.3 miles of new gravity mains
8 new wells, each with a firm capacity of 2,125 gallons per minute (gpm)	8 new wells, each with a firm capacity of 2,125 gallons per minute (gpm)	0.9 miles of upsized gravity mains	1.4 miles of upsized gravity mains
	1.9 miles of capacity improvements	5.4 mgd lift station capacity upgrade	7.2 mgd lift station capacity upgrade
	1.1 miles of fire flow improvements		

Source: South Central Specific Plan Water and Sewer Hydraulic Analysis, July 2022.

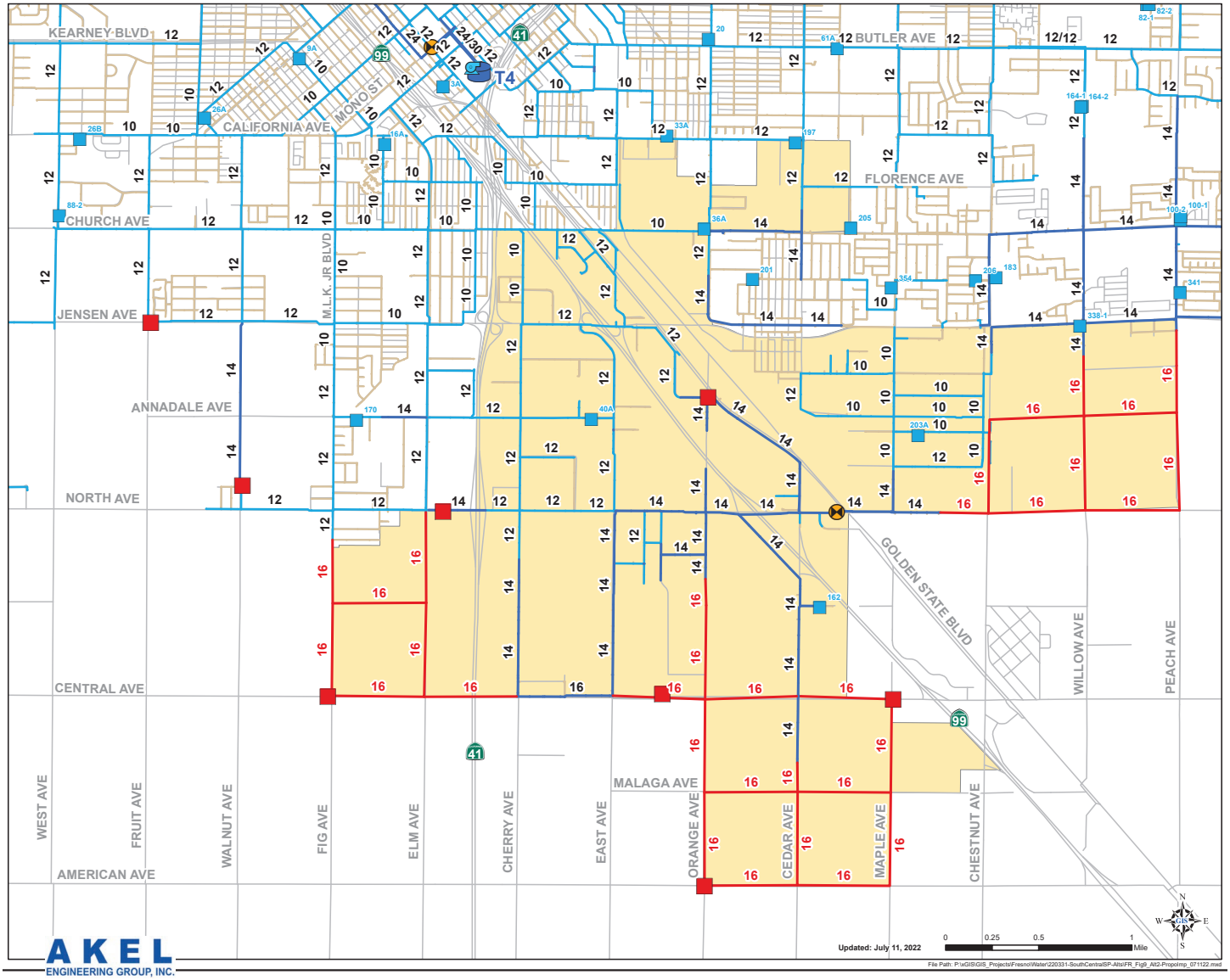


Figure 7-1: Specific Plan Water Distribution System Improvements

Legend

Future Water System
- Wells
- 16 New Pipeline

Existing Water System
- Tank
- Wells
- Booster Pumps
- PRVs

Pipes by Diameter
- 8 8" or Smaller
- 10 10" - 12"
- 14 14" and Larger

Other
- South Central Specific Plan
- Streets

Notes:
1. Evaluation assumed SESWTF at maximum capacity of 80 mgd.
2. Evaluation assumed proposed wells operate with design flow of 2,125 gpm.

PRELIMINARY

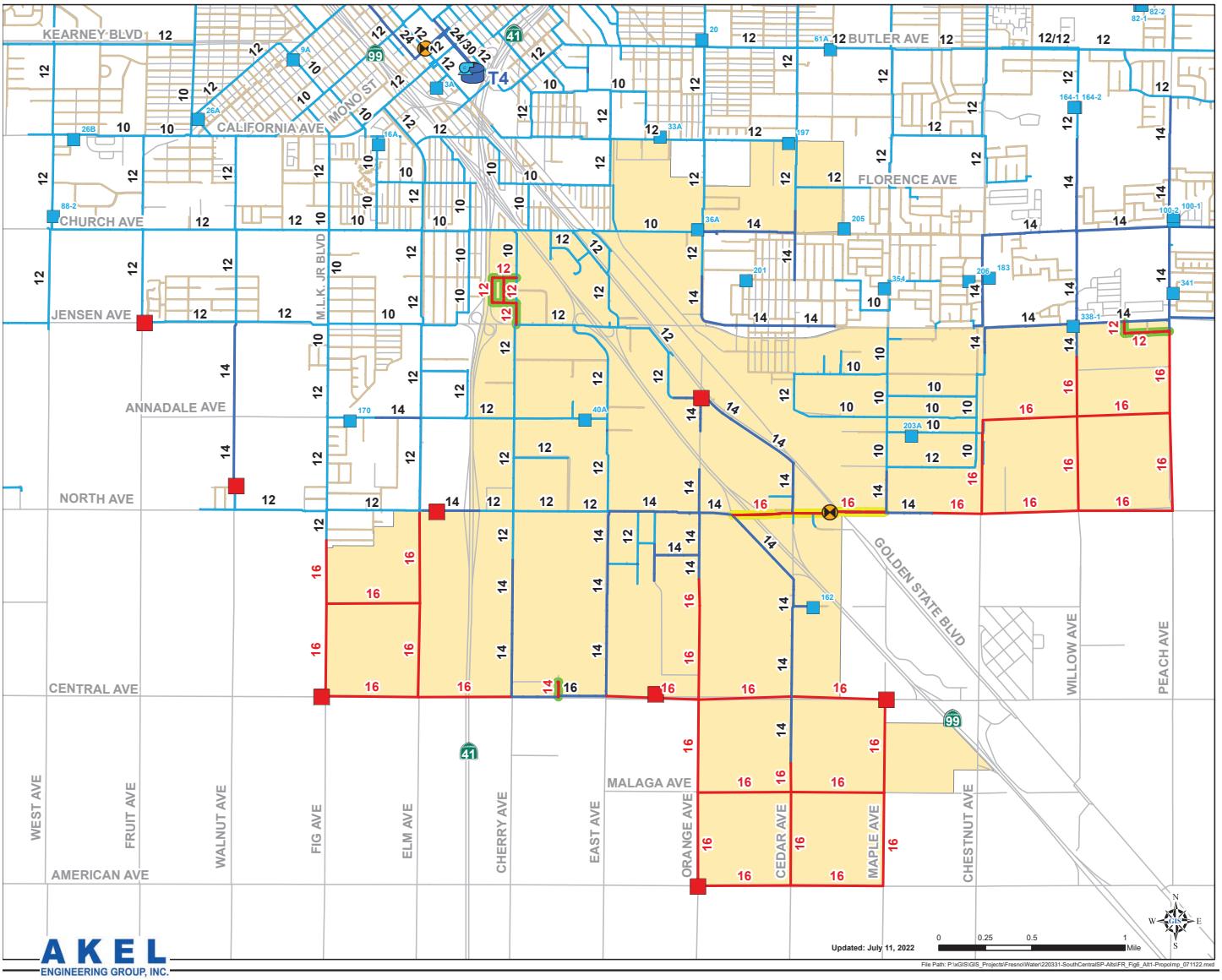


Figure 7-2: Adopted General Plan Water Distribution System Improvements

Legend

Future Water System

- Wells
- 16 — New Pipeline
- Capacity Improvement
- Fire Flow Improvement

Existing Water System

- Tank
- Wells
- Booster Pumps
- PRVs

Pipes by Diameter

- 8 — 8" or Smaller
- 10 — 10" - 12"
- 14 — 14" and Larger

Other

- South Central Specific Plan
- Streets

Notes:
1. Evaluation assumed SESWTF at maximum capacity of 80 mgd.
2. Evaluation assumed proposed wells operate with design flow of 2,125 gpm.

PRELIMINARY

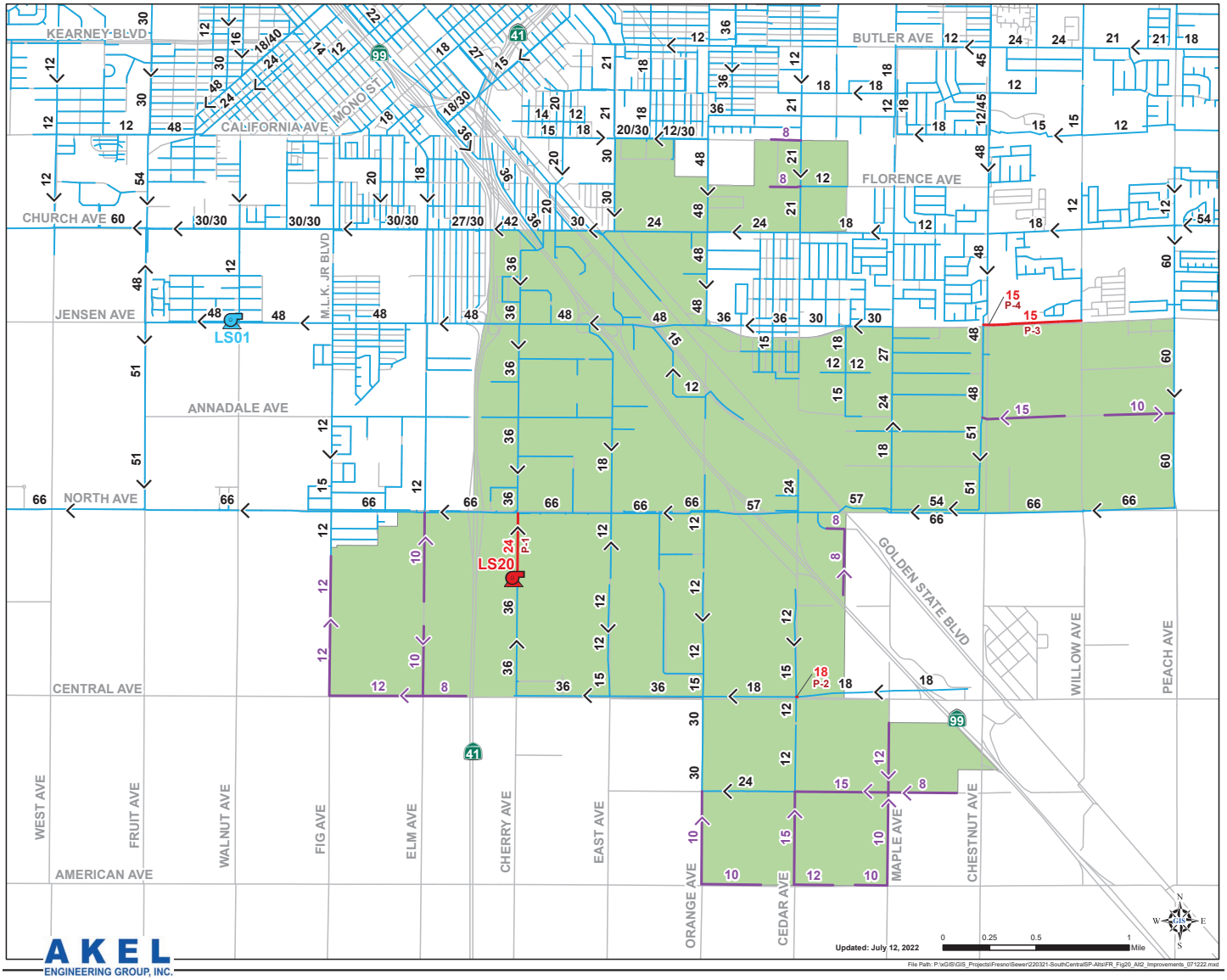


Figure 7-3: Specific Plan Sewer Collection System Improvements

Legend

Proposed Sewer Improvements
- 12 Pipes for Sewer Routing

Existing Sewer Improvements
- Lift Station
- 24 Pipes

Existing Sewer System
- Lift Stations
- 12 Pipes

Other
- South Central Specific Plan
- Streets

Notes:
Recommended LS-20 capacity = 5.4 mgd

PRELIMINARY

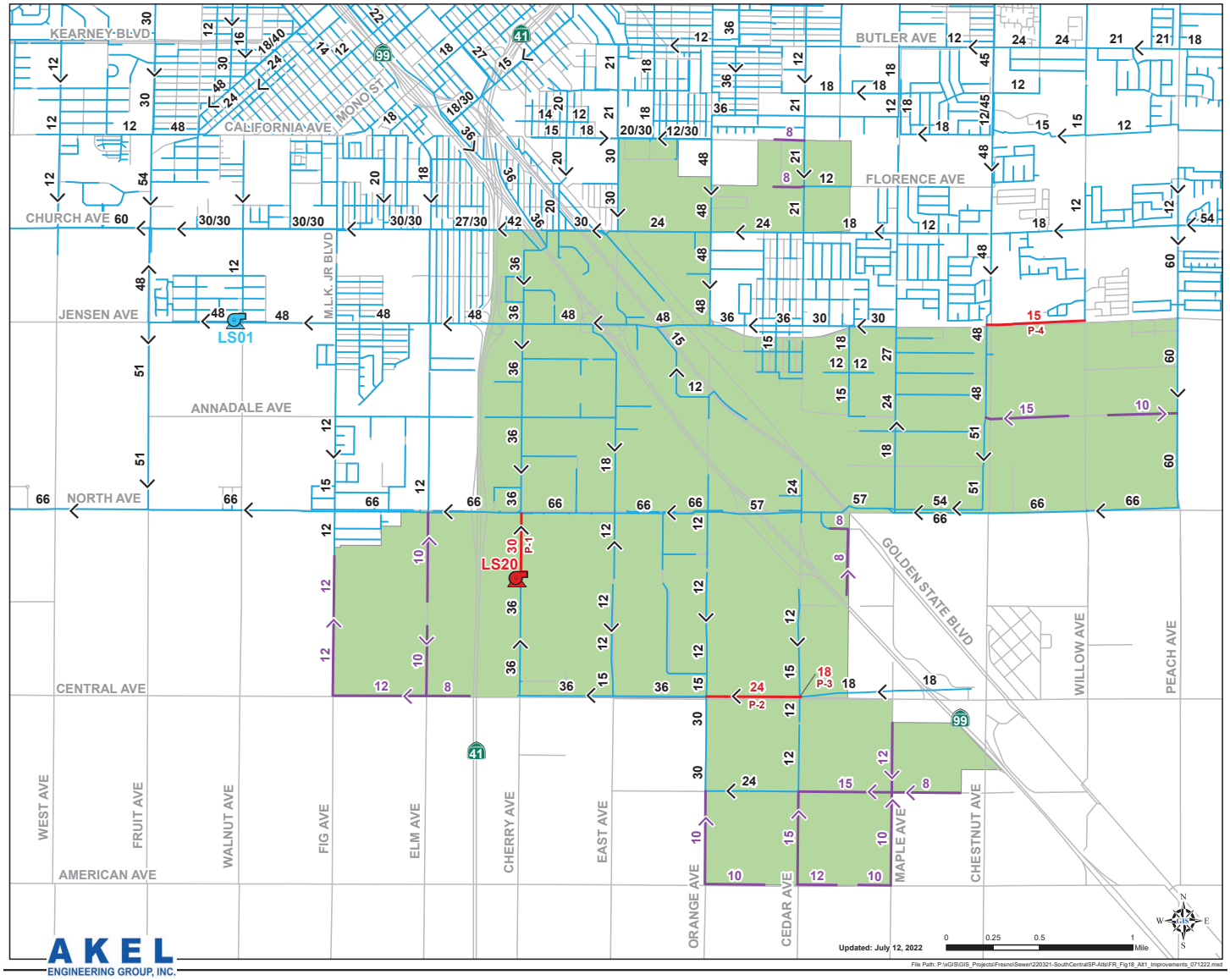


Figure 7-4: Adopted General Plan Sewer Collection System Improvements

Legend

Proposed Sewer Improvements
- 12 Pipes for Sewer Routing

Existing Sewer Improvements
- Lift Station
- 24 Pipes

Existing Sewer System
- Lift Stations
- 12 Pipes

Other
- South Central Specific Plan
- Streets

Notes:
Recommended LS-20 capacity = **7.2 mgd**

PRELIMINARY

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

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

The Plan Area has eleven existing FMFCD ponding basins. See Figure 7-5. These storm drainage facilities are documented in the Storm Drainage and Flood Control Master Plan (SDFCMP), which is developed and updated by FMFCD. The size and location of the ponding basins are determined by using the acreages of planned land use designations from the Fresno General Plan, adopted in December 2014.

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

Recycled Water

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

In 2009, the State of California adopted a Recycled Water Policy establishing a mandate to increase the use of recycled water by 200,000 acre-feet per year by 2020 and by an additional 300,000 acre-feet per year by 2030. In support of these goals, the City prepared a Recycled Water Master Plan (2010) that identifies potential recycled water use opportunities within the city limits and SOI. The expansion of the recycled water system

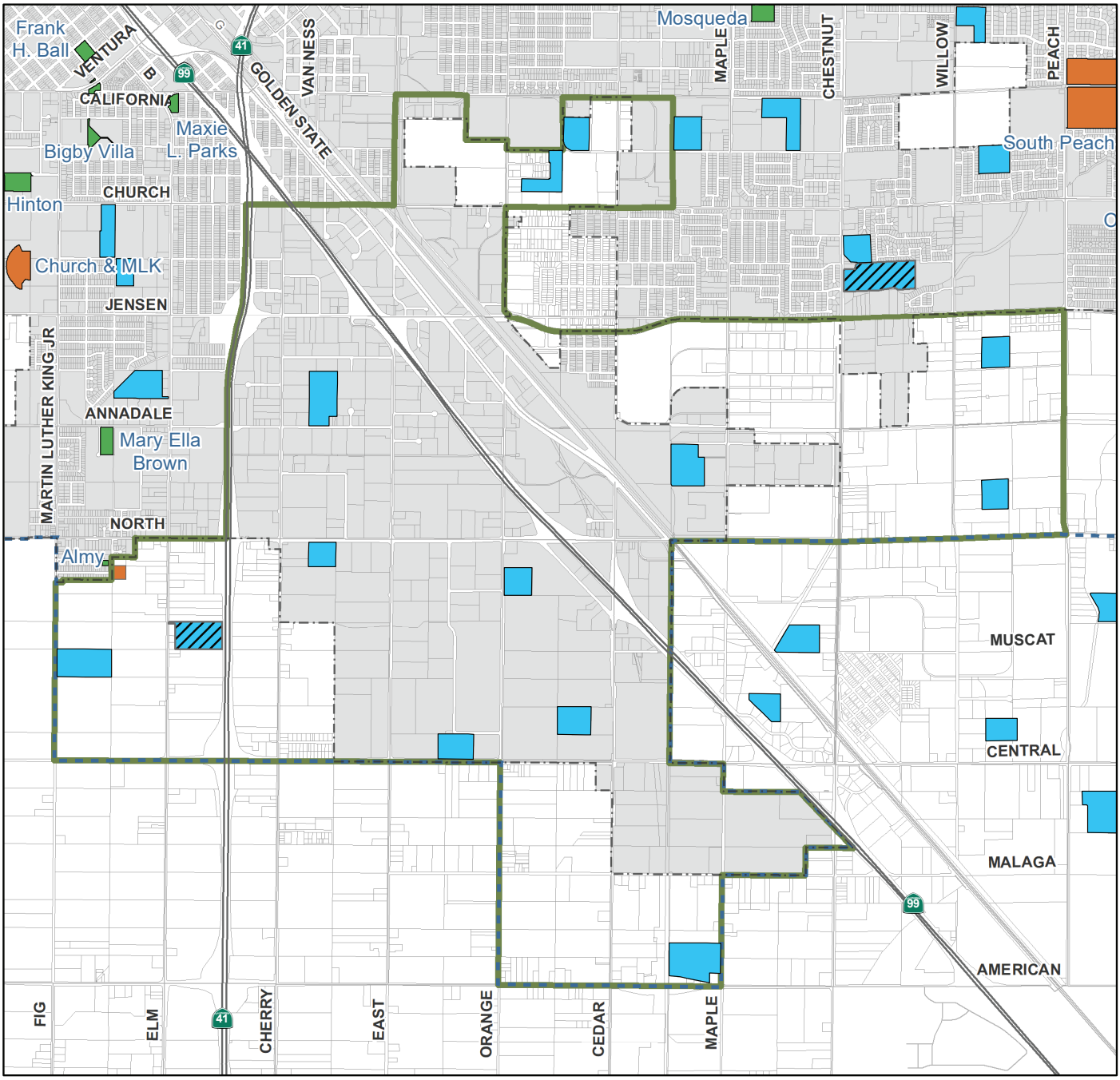


Figure 7-5: Existing and Planned Open Space

Legend

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

South Central Specific Plan

0 0.5 1 Miles

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

enables the City to offset potable water use, enhance the sustainability of the water supply, and lessen the burden on the wastewater treatment plant percolation ponds that are currently used for effluent discharge.

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

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

Irrigation

The FID was formed in 1920 as the successor to the privately owned Fresno Canal and Land Company. The District FID purchased all the rights and property of the company which included over 800 miles of canals and distribution works constructed between 1850 and 1880 and the extensive water rights on the Kings River. Their purpose since the beginning has been to focus on the delivery of surface water to customers in the agricultural, municipal, industrial, and environmental sectors of the Central Valley. The main headquarters for the FID is in the Plan Area (see the Regional and State Agencies section discussed earlier in Section 7.2 for more information).

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

The FID also has many canals within the Plan Area as shown in Figure 7-6. The facilities include: Braly No. 14, Washington Colony No. 15, Oleander N. Br. No. 17, Washington Colony N. Br. No. 20, Washington Colony S. Br. No. 22, Central No. 23, Fresno Colony No. 24, Viau No. 25, North Central No. 26, American Colony No. 27, Wilson No. 230, Storey No. 237, Benefield No. 239, and Wilder No. 289. Most, if not all, of these facilities precede City development and/or roads. The FID canals range from smaller diameter pipelines to large open canals. In most cases, the existing facilities will need to be upgraded to meet current urban standards or relocated by developers to accommodate new urban developments and provide for public safety which will require new pipelines and new exclusive easements.

The FID will impose the same conditions on

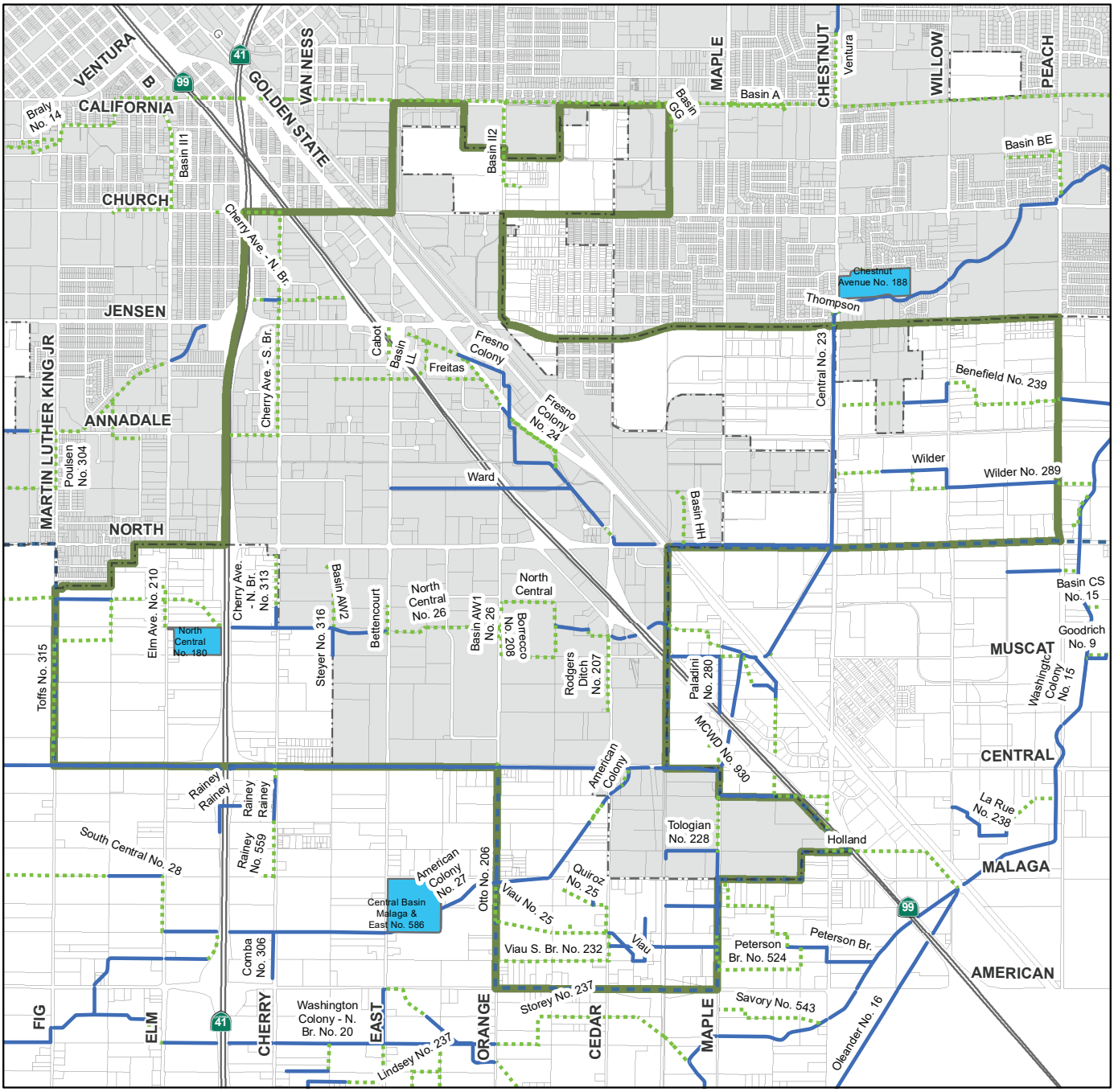


Figure 7-6: Fresno Irrigation District Canal Network

Legend

- Ponds
- Canal
- Pipeline
- Fresno Sphere of Influence
- SCSP Boundary
- Fresno City Limits

South Central Specific Plan

0 0.5 1 Miles

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

future projects in the Plan Area as it would with any other project located within the common boundary of the city of Fresno and the FID including, but not limited to, requirements from the FID specified exclusive easements, access points, and drive approaches at all road crossings. Additionally, the FID will require all impacted open channel drive banks, to be built out to the FID specified widths, heights, and overlaid with all-weather road. The FID will require that it review and approve all maps and plans adjacent to FID canals and easements.

The majority of the proposed Plan Area will impact existing pipelines and small open channel canals. The FID will require all small open channels and existing pipelines impacted by the project area development be upgraded to meet the FID's standards for urban, rural, and industrial areas. The majority of the FID's facilities within the Plan Area do not meet the FID's urban specifications, including road or highway crossings. The majority of the existing pipelines are monolithic cast-in-place concrete pipe, low head/thin wall PVC, and non-reinforced mortar jointed concrete pipeline. These pipelines were designed for a rural environment and must be replaced as development occurs. The large canals, Washington Colony No. 15 and Central Canal No. 23, will be too large to be contained within a pipeline. Development impacts to these canals will require designs that protect the canal's integrity for an urban setting including the need for access and full right-of-way widths for the FID's operations and maintenance needs.

7.3 Infrastructure - Dry Utilities

Gas and Electrical Systems

The Plan Area is currently serviced by Pacific Gas and Electric (PG&E). PG&E incorporated in California in 1905 and is one of the largest combined natural gas and electric energy companies in the United States. Based in Oakland, there are approximately 23,000 employees who carry out PG&E's primary business of transmission and delivery of energy. The company provides natural gas and electric services to approximately 16 million people throughout a 70,000 square mile service area in northern and central California.

In anticipation of development in the Plan Area, PG&E purchased a 5-acre vacant site on the east side of East Avenue just south of North Avenue for a future electric transmission/distribution substation facility (see Figure 7-7). Substations are critical junctions and switching points in the electric system, connecting the transmission system to the distribution system. Substations transform high voltage electricity to low voltage electricity allowing it to be distributed to customers - industrial, commercial, agricultural, and residential.

In the interim, upgrades at existing Malaga and California Substations (see Figure 7-8) can provide additional capacity to support new development and the transition of existing uses to near-zero emissions technology through electrification of trucks, on-site vehicles, and emission-generating equipment.

In the Plan Area, major gas lines run underground along East, Maple, and North Avenues with short segments along Annadale, Cherry, Jensen, and Central Avenues. As new development comes in, new gas distribution

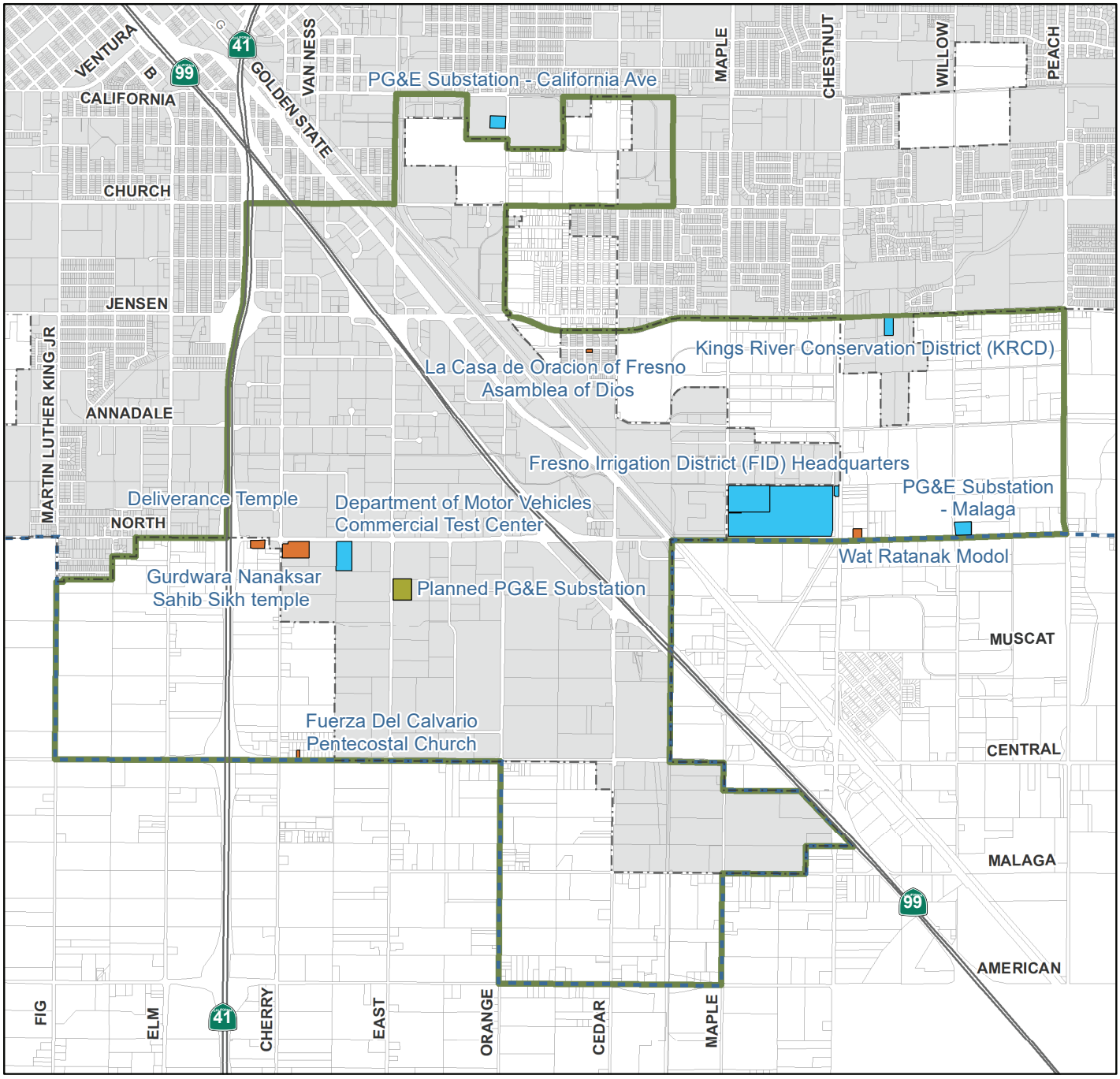


Figure 7-7: Religious Institutions and Other Public Facilities

Legend

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

South Central Specific Plan

0 0.5 1 Miles

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

lines will need to be added underground.

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

7.4 Solid Waste

Commercial and Industrial

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

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

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

Residential

The City of Fresno Department of Public Utilities (DPU) - Solid Waste Management Division is responsible for the collection of municipal solid waste, recyclables, green waste, and Operation Clean Up for approximately 121,000 residential customers. The Division also has oversight of litter collection and solid waste-related FresGO customer service responses within the Fresno city limits. These collection activities produce approximately 5,300 tons of material each week. Once a year, residents are allowed to place items too large for regular trash collection at the curb for pickup through Operation Clean Up.

The City provides residents with three 96-gallon bins as a basic level of service: one bin for trash (gray), one for recyclables (blue), and one for green waste (green). All bins are emptied on the same day by collection trucks. The Plan Area is divided into two service

zones. The majority is served on Fridays and the portion north of Golden State Blvd and east of Orange Ave is served on Thursdays. For residential customers with disabilities or medical conditions that prevent them from handling their bins, drivers will roll out bins and return them to their original location.

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

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

The City created the Beautify Fresno program in 2021 to improve the City of Fresno's "curb appeal" through the coordinated delivery of existing City resources to eliminate trash, graffiti, and blight, and by creating community-based cleanup and beautification projects. In FY 2023, the Beautify Fresno program hosted 118 cleanup and beautification events, with over 8,500 volunteers and 210 groups picking up more than 100,000 pounds of trash, removing graffiti, and planting hundreds of trees. Some of these events occurred in the Plan Area.

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

7.5 Public Facilities

Parks and Open Space

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

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

and two acres of regional, open space, and/or special parks. Three acres of planned park space is identified southwest of the Elm and North Avenues intersection. Future planning for the park will follow the guidance of the Parks Master Plan.

Schools

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

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

Figure 7-8 also shows the K-12 school district boundaries that intersect with the Plan Area. There is one elementary/middle school in the Plan Area. Orange Center Elementary School is located on the east side of Cherry Avenue, between Central and North Avenues. The school is comprised of kindergarten through eighth grade. For grades ninth through twelfth the students attend Washington Union High School. The population in the Plan Area is projected to increase very little, if at all, between 2022 and 2040, therefore there is no plan at this time for a new K-12 school in the Plan Area.

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

Religious Institution

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

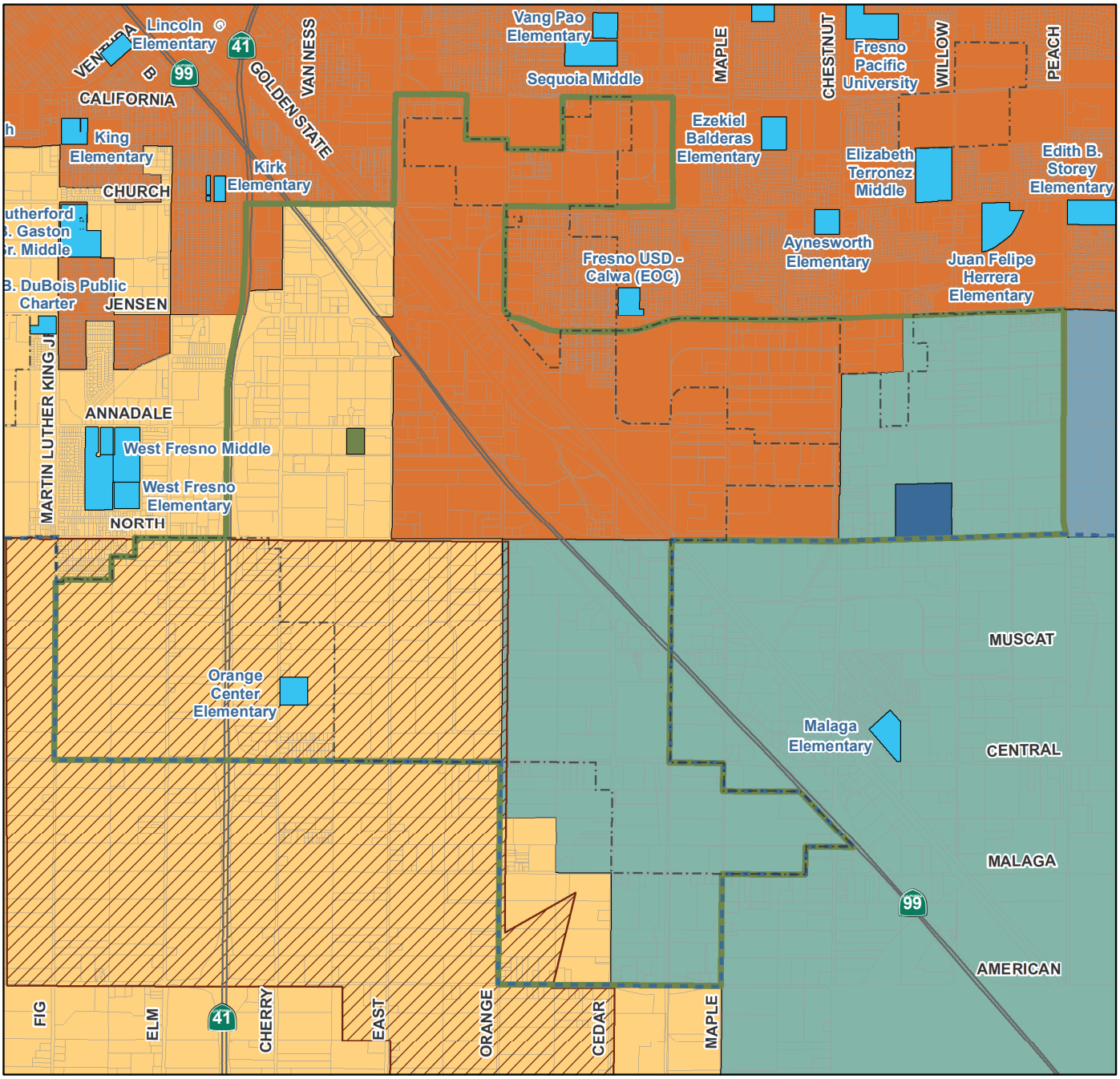


Figure 7-8: Existing Schools and School District Boundaries

Legend

SCHOOLS

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

UNIFIED SCHOOL DISTRICT BOUNDARIES

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

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

South Central Specific Plan

0 0.5 1 Miles

Regional and State Agencies

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

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

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

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

Law Enforcement

Within the Plan Area, three agencies provide police protection services: the City of Fresno Police Department, the Fresno County Sheriff's Office and the California Highway Patrol (CHP). See Figure 7-9 for service boundaries and office locations.

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

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

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

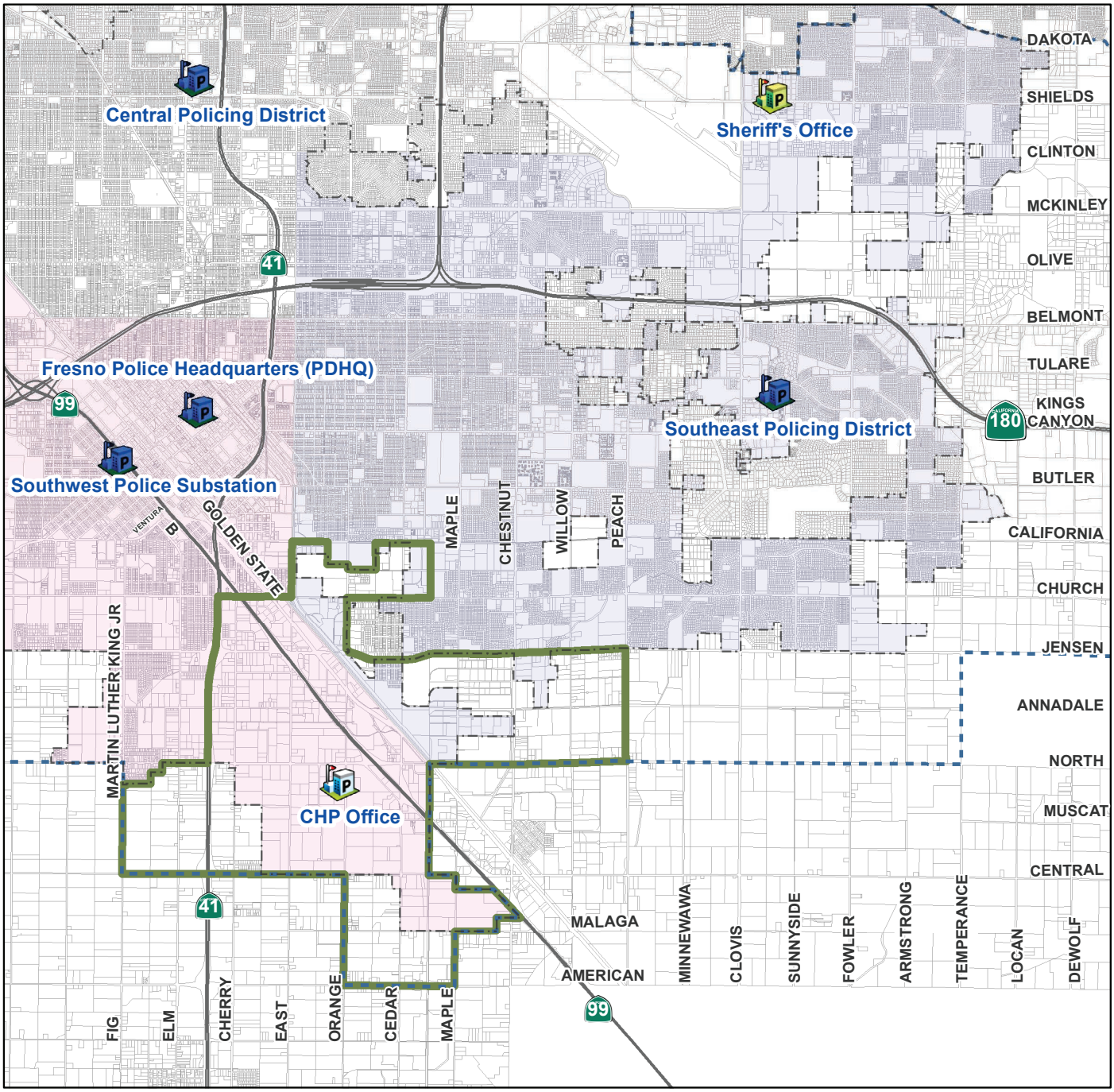


Figure 7-9: Law Enforcement

Legend

- Police Substations
- Sheriffs Office
- California Highway Patrol (CHP)

POLICING DISTRICT

- Southeast
- Southwest

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

South Central Specific Plan

0 0.5 1 Miles

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

The CHP is responsible for providing uniform traffic law enforcement throughout the State highway system. The CHP assists the City of Fresno by providing law enforcement within the city under Special Programs. There is a CHP Patrol Office in the Plan Area and it is located at 1380 E Fortune Avenue on the northwest corner of East Fortune and South Orange Avenues.

Fire Protection

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

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

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

The Fresno City Fire Department relies on several factors to determine the need for new fire facilities. In the Plan Area, the Fresno City Fire Department has planned to construct a new fire facility in the vicinity of North and Orange Avenues. As new development is constructed, fees will be collected to ensure the fire facility is built to serve the Plan Area.

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

7.6 Communications

Telecommunications

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

Intelligent Transportation System

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

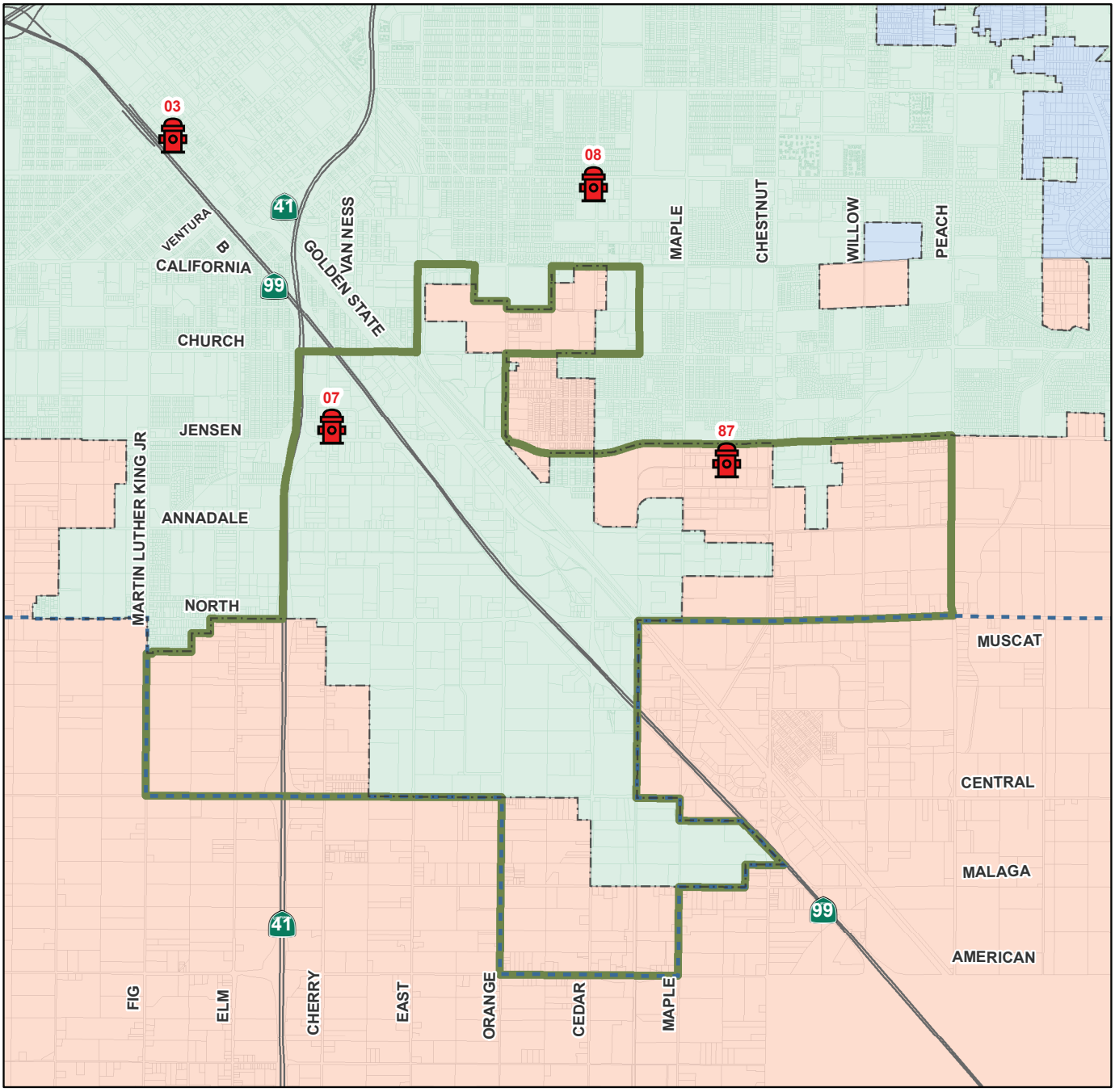


Figure 7-10: Fire Protection

Legend

Fire Stations

FIRE DISTRICT

- City of Fresno
- Fresno County Contract Area
- Fresno County Fire District

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

South Central Specific Plan

0 0.5 1 Miles

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

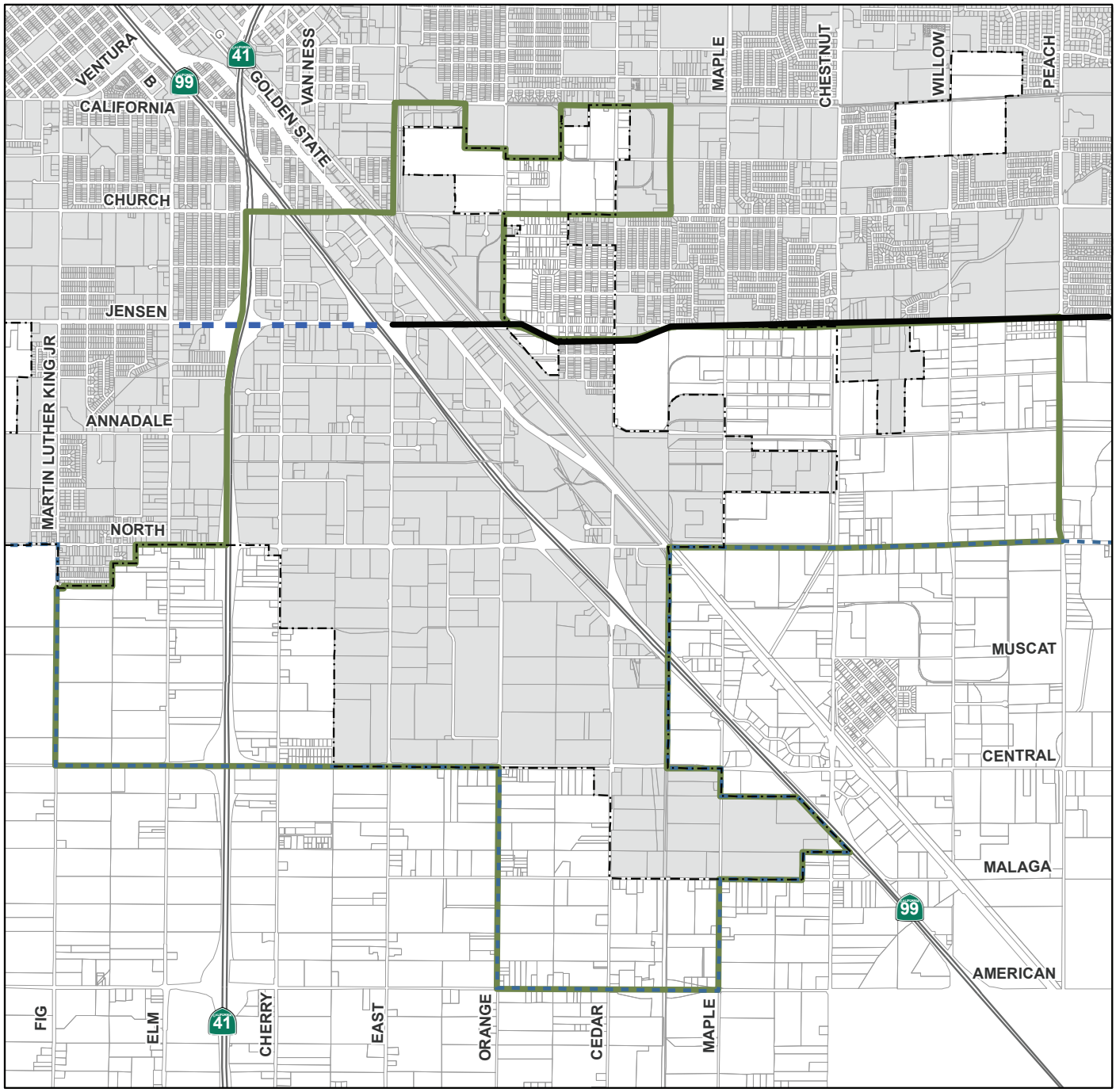


Figure 7-11: Existing and Planned Intelligent Transportation System (ITS)

Legend

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

South Central Specific Plan

0 0.5 1 Miles

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

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

Fiber Optic Broadband

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

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

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

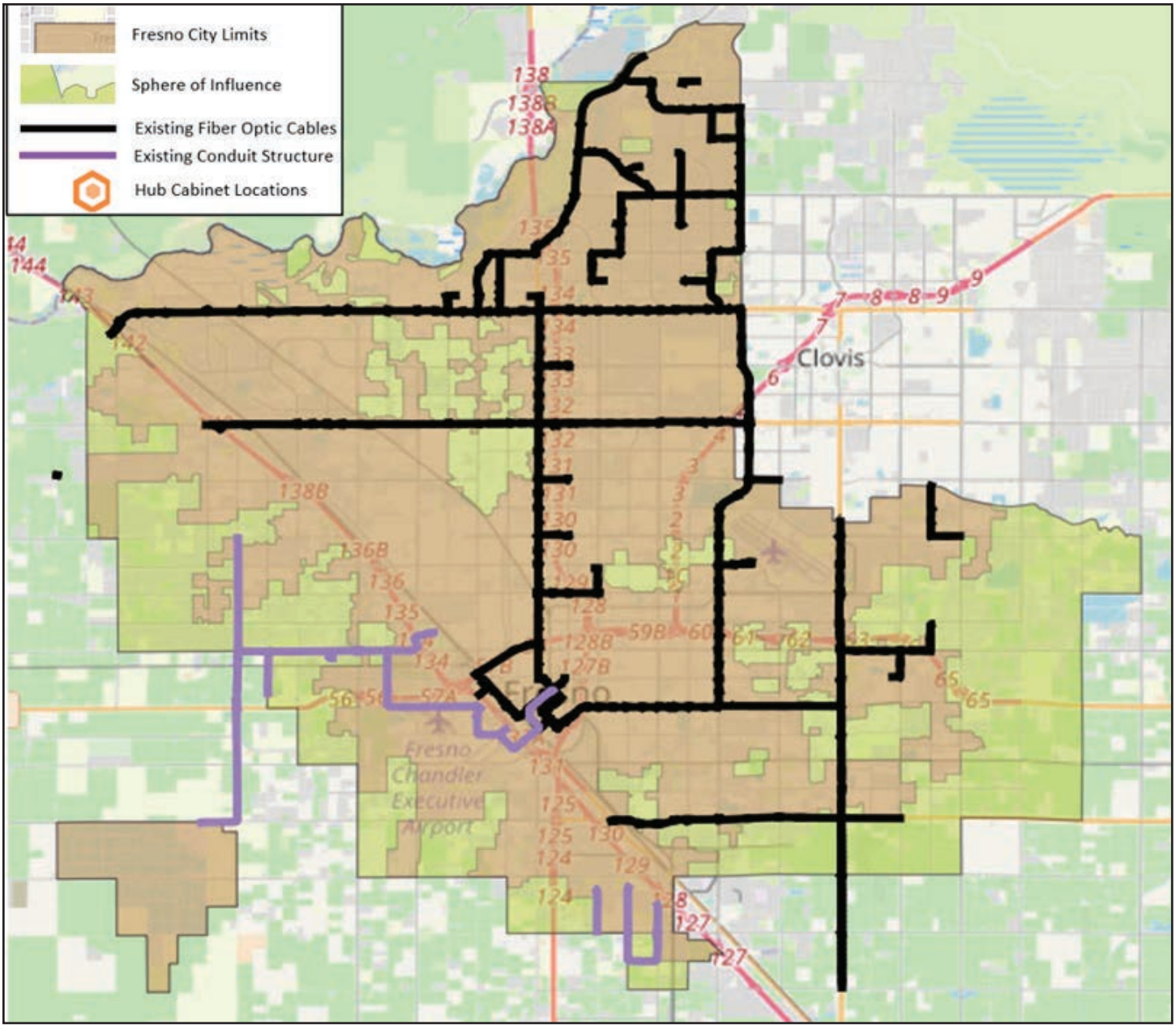
Fresno's Broadband Gaps

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

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

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

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



Source: City of Fresno Broadband Strategic Plan (2023)

Figure 7-12: City of Fresno Existing Fiber Optic Cable and Conduit

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

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

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

The Broadband Strategic Plan notes that Fresno residents lacking broadband access are not constrained by service availability, as the entirety of the city has access from either Comcast or AT&T or through a wireless provider. However, only 20% of the city has access to direct fiber optic broadband and multi-gigabit providers, and Federal and State resources reveal internet speed deficits in parts of Fresno and especially within the Plan Area. The National Technology and Information Administration mapping of areas in Fresno reveal large portions of the Plan Area that are below the Federal Communication Commission's minimum 25 Mbps download and 3 Mbps upload speeds. More critically, the California Broadband Map[10] shows the majority of the Plan Area does not meet the California minimum standard of 100 Mbps download and 100 Mbps upload speeds.

Middle-Mile Broadband

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

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

10 https://www.broadbandmap.ca.gov/

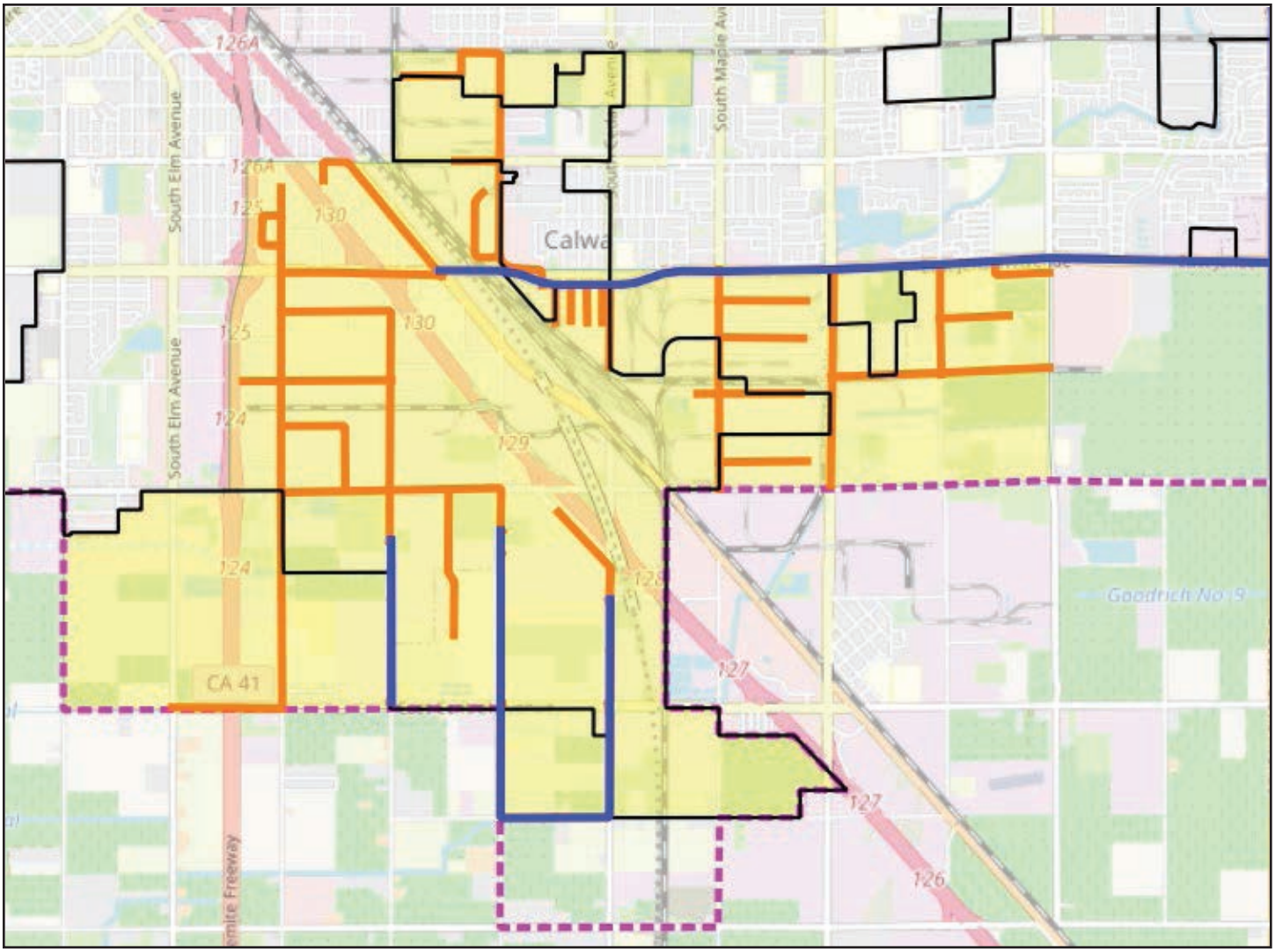


Figure 7-13: Proposed Fiber Optic Broadband

Source: City of Fresno

Legend

- Phase 3 - City of Fresno
- South Central new underground
- Fresno City Limits
- Sphere of Influence
- South Central Specific Plan

Digital Divide

The term Digital Divide describes how a population's lack of internet access often results in a widening disparity gap of opportunity and income within underserved communities when compared to a population with access. When addressing reaching equitable opportunities for Fresno residents, closing the gap between households requires more complexity than a simple one solution fits all approach. The Digital Divide often reflects a multitude of potential factors that cause multifaceted challenges. Up to this point, this section on fiber optic broadband has focused on the physical foundation of the network, the infrastructure, that can support a connective system which is just one of the many different barriers of digital accessibility.

Even in scenarios where public infrastructure facilitated an adequate network for digital access, the lack of Digital Literacy stands as an obstacle within members of the community. Digital Literacy is the knowledge and ability to use devices to access the Internet. The lack of Digital Literacy can deter households from engaging in the digital world - particularly senior and immigrant populations with fewer opportunities to use, learn, and develop digital skills. Digital Literacy is a skill set in need of constant development by users to not only know how to operate devices but also navigate through content, use digital tools, engage in effective communication, and protect oneself from threats online. The best means to improve this gap is to start with educating and developing the proper skillset within the communities most affected.

The Broadband Strategic Plan identified Fresno households reporting no internet access, including substantial socio-economic segments of the population (low income, seniors and people with disabilities), who lack digital literacy and financial ability. The cost of digital devices such as laptops, PCs, or tablets, as well as the monthly recurring fees, can be cost prohibitive for some households and result in a lack of internet access. Also, internet provider services are not equitable in price and quality. In a large-scale area, service providers may present a connection at a certain rate for the region and that rate may seem appropriate for the speed of service within the serviceable area. However, given the aforementioned obstacles to equitable infrastructural support in Fresno and the Plan Area, underserved communities who are paying for internet, may be paying the same rate for a slower speed of service.


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Implementation

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CHAPTER 8: IMPLEMENTATION

8.1 Introduction

This Plan is intended to serve as the primary regulatory guide for preserving and enhancing the 5,567-acre South Central Fresno Plan Area. It establishes the basic policies, land use pattern, standards for development, circulation network, infrastructure system, environmental measures, and implementation requirements for the future. Upon adoption by resolution, this Plan will amend the General Plan to provide consistency and any land within the city limits will be rezoned by ordinance to match the new planned land use designation. Within 60 days of the effective date of the Plan, a rezone to apply the SCSP Overlay Zone District to all parcels within the Plan Area and a text amendment reflecting the Plan as adopted will be brought for City Council consideration. The text amendment will include a new South Central Overlay Zone with development regulations. These regulations will govern all future private development actions in the Plan Area, including new construction, additions, and renovations to existing structures and/or new land uses proposed for existing facilities as described in Fresno Municipal Code Section 15-104. These regulations do not supersede regulations for legal non-conforming uses, structures, site features or lots, as described in Chapter 15, Article 4 of the Fresno Municipal Code.

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

8.2 California Environmental Quality Act

The environmental analysis for the Plan is contained in a separate document entitled, "Final Environmental Impact Report for the South Central Specific Plan." This Environmental Impact Report (EIR) includes an assessment of the potentially significant environmental impacts, measures for mitigating the impacts, and analysis of project alternatives. Upon certification of the Final

EIR by resolution, the mitigation measures identified in the Final EIR are adopted and incorporated into this Plan.

The Mitigation Monitoring and Reporting Program (MMRP) includes all mitigation measures adopted with respect to this Plan and explains how and by whom they will be implemented and enforced. The MMRP is included in the Final EIR and is incorporated by reference.

8.3 Implementing Policies

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

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

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

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

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

1. **Policy Implementation through Development Code Amendment**
2. **Policy Implementation that is Existing or Underway**
3. **Policy Implementation to Pursue after Adoption of the Plan**
4. **Policy Implementation through EIR Mitigation Measures**

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

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

1. Policy Implementation through Development Code Amendment

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

Trucks

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

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

T-3: Limit truck idling times.

Air Quality

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

Vehicle/Equipment and Operation Standards

AQ-4: Increase electric vehicle charging stations and alternative fuel stations.

AQ-5: Seek out funding sources to assist warehouses and industrial uses to transition to near-zero emissions technology.

AQ-8: Ensure loading docks and emission-generating equipment are located away from homes and schools.

AQ-9: Incentivize all construction equipment to follow the "Construction Clean Fleet" standards as identified by the San Joaquin Valley Air Pollution Control District under Rule 9510 Indirect Source Review (ISR).

Noise

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

Green Barriers/Tree Coverage/ Beautification

GB-1: Require buffers between new industrial development and existing neighborhoods.

GB-2: Require the installation of solid barriers or vegetative buffers between emissions sources and schools, daycares, medical offices, and homes.

GB-3: Require increased coverage of parking lots to avoid the "heat island effect".

GB-7: Establish landscaping and site design standards for new businesses and industry, especially next to existing neighborhoods.

Energy and Green Building

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

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

2. Policy Implementation that is Existing or Underway

Trucks

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

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

Public Transit

T-4: Expand bus area service and frequency.

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

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

Roadway Improvements

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

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

T-8: Consider traffic calming studies.

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

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

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

T-13: Improve and maintain sidewalks.

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

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

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

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

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

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

Vehicle/Equipment and Operation Standards

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

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

Light and Glare

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

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

Green Barriers/Tree Coverage/ Beautification

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

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

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

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

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

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

Energy and Green Building

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

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

Water

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

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

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

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

Solid Waste and Illegal Dumping

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

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

Economic Development

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

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

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

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

Internet Access and Computer Literacy

E-15: Increase public access to quality internet service.

E-16: Prioritize fiber connectivity in the Plan Area.

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

3. Policy Implementation to Pursue After Adoption of the Plan

Noise

N-1: Establish noise standards that are protective of residential and other noise-sensitive uses.

N-2: Identify noise-impacted areas in the plan area.

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

Water

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

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

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

Job Training and Employment

E-7: Promote job training programs such as Career Technical Education, adult education, internships, mentoring, and apprenticeships including local, state, and federally approved apprenticeship programs.

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

E-8: Connect businesses with training, education, and local community partners.

E-9: Connect residents to existing training programs and to jobs in their neighborhoods.

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

E-10: Locate a new job training center accessible to job seekers.

E-11: Collaborate with Fresno City College local education institutions to establish a job training program that can serve as a source of readily-employable persons for surrounding businesses.

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

Public Noticing

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

The City will evaluate advanced noticing strategies.

4. Policy Implementation through EIR Mitigation Measures

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

Trucks

T-3: Limit truck idling times.

Air Quality

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

Vehicle/Equipment and Operation Standards

AQ-4: Increase electric vehicle charging stations and alternative fuel stations.

AQ-7: Encourage commercial landscapers to use electric gardening equipment such as lawn mowers and leaf blowers.

AQ-8: Ensure loading docks and emission-generating equipment are located away from homes and schools.

AQ-9: Incentivize all construction equipment to follow the "Construction Clean Fleet" standards as identified by the San Joaquin Valley Air Pollution Control District under Rule 9510 Indirect Source Review (ISR).

Noise

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

Light and Glare

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

Green Barriers/Tree Coverage/ Beautification

GB-2: Install solid barriers or vegetative buffers between emissions sources and schools, daycares, medical offices, and homes.

GB-3: Increase coverage of parking lots to avoid the "heat island effect".

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

Energy and Green Building

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

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

8.4 Funding

Chapter's 6 and 7, layout the infrastructure needs for the Plan Area. The costs for these improvements have not been estimated. This could be done as part of the ongoing implementation of the Plan. This section identifies the funding and financing tools that are anticipated to be used for implementing the Plan. This list is not exhaustive, and new tools may be made available by the legislature. If a new or different funding or financing tool is available at the time of implementation, the most effective tool should be used.

Developer-Constructed/Funded Improvements

For public facilities and infrastructure on or adjacent to a site proposed for development

or new construction, the preferred method to pay for the improvements is for the developer to construct or pay for the improvement as a condition of approval.

In some cases, the development of one or more parcels in the Plan Area may require the construction of off-site infrastructure improvements, the size of which may be larger than what is needed to serve just the proposed development. In such cases, if the City does not have the funds available to pay, through one of the existing impact fee programs, for the additional infrastructure capacity, the property owner or developer may agree, through a development agreement, to pay for the full cost of the off-site infrastructure improvement and to be repaid as additional development occurs.

The development agreement would stipulate the terms of such repayment. If the cost of infrastructure improvements is to be repaid to a property owner, developer, or other entity that paid the upfront cost, the City may prohibit other development under the Plan until the project applicant has paid the required infrastructure cost repayment fee in accordance with the terms of the development agreement.

Development Impact Fees

Development projects will take on the financial responsibility of paying their fair share for public facilities and services through development impact fees (DIFs). DIFs are a one-time charge to new development imposed under the Mitigation Fee Act (California Government Code, Section 66000, et seq.). These fees are charged to new development to mitigate impacts resulting from the development activity and cannot be used to fund existing deficiencies. This means that new development can only pay for that part of the improvement cost for projects that benefit existing uses as well as new development and the City must find another funding source to cover the costs for the improvements that benefit the existing uses.

Impact fees must be adopted based on findings of reasonable relationships between the development paying the fee, the need for the fee, and the use of fee revenues. The City currently has DIFs for police, fire, parks, traffic signage, and streets impacts.

The City can allow for credits and reimbursements for capital projects funded by an impact fee that are constructed privately by developers and dedicated to the City. Depending on the specific implementation guidelines of the fee program, a development project could choose to dedicate land or make certain improvements and receive a credit against the impact fee due. A “credit” is the amount counted against the developer’s fee obligation. A “reimbursement” is the amount that exceeds the developer’s fee obligation.

Because each development pays only for its fair share of a public facility or infrastructure improvement, the City may not have the necessary funding to pay for improvements until other developments are approved and constructed. If the City has funds available, it can construct the improvements and get repaid over time. If the City does not have funds available, it might be the case that a community facilities district, which can bond against future revenue, would be a better funding mechanism than a DIF.

Community Benefits Fund

The City’s DIFs do not extend to impacts on sensitive uses. In the interim, awaiting the adoption and implementation of this Plan, the City of Fresno entered into an agreement outlining the immediate creation and implementation of a Community Benefits Fund (Policy CBD-1). In partnership with

several community stakeholders, the City prepared a Program Manual for the South Central Community Benefits Fund to identify the process to mitigate air quality, light spill, noise, and traffic impacts associated with new development. Within the manual, a pilot development site is identified and will be utilized as a case study for the City to evaluate the proposed implementation strategy. After final implementation, the City–in partnership with the community–will reevaluate the program and incorporate feedback received from participants.

Community facilities districts (CFDs) can fund the planning, design, purchase, construction, expansion, improvement, or rehabilitation of capital facilities, defined as having a useful life of five or more years. CFDs can also fund the provision of a variety of public services, such as public safety, parks and recreation, schools, library and cultural facilities, landscape maintenance and lighting, flood control, and site remediation.

Community Facility District

Community facilities districts (CFDs) can fund the planning, design, purchase, construction, expansion, improvement, or rehabilitation of capital facilities, defined as having a useful life of five or more years. CFDs can also fund the provision of a variety of public services, such as public safety, parks and recreation, schools, library and cultural facilities, landscape maintenance and lighting, flood control, and site remediation.

The Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 et seq.) authorizes the establishment of CFDs. CFDs levy a special tax. This tax may be applied to the value of each property, rather than assessed based on the level of special benefit received. However, because it is a special tax, a two-thirds majority vote is required to approve the levy of the special tax. If the district has twelve or more registered voters, the election polls voters, with each having an equal vote. If there are less than twelve registered voters, the election polls property owners, with each vote weighted by acreage owned within the district boundary. Properties within the district need not necessarily be contiguous. Finally, establishing a CFD requires only a general description of the facilities, services, and costs associated with the district, not the detailed engineer's report required for assessment districts.

CFDs may fund the construction of the following types of facilities:

- Local park, recreation, parkway, and open space facilities
- Elementary and secondary school sites and structures
- Libraries
- Childcare facilities
- Transmission/distribution facilities for water, natural gas, telephone, electrical energy, and cable television
- Flood, storm protection, and storm drainage facilities
- Other governmental facilities the legislative body creating the district is authorized by law to contribute revenue toward, construct, own, or operate
- Work to bring public or private buildings or real property into compliance with seismic safety standards and regulations

CFDs may also fund the following types of services:

- Police protection services
- Fire protection and suppression services and ambulance and paramedic services

- Recreation program services, library services, maintenance services for elementary and secondary school sites and structures, and the operation and maintenance of museums and cultural facilities
- Maintenance of parks, parkways, and open space
- Flood and storm protection services including, but not limited to, the operation and maintenance of storm drainage systems and sandstorm protection systems
- Removal or remedial action services for the cleanup of any hazardous substance released or threatened to be released into the environment

One key advantage of a CFD is that it can issue bonds, secured by the anticipated future tax revenue. This allows improvements to be constructed sooner, rather than later. They can also be beneficial to developers because they do not have to recoup the cost of the improvements from the sales price of each new house or building. In contrast, with DIFs, the developer borrows the cost of the DIFs and must reflect that cost in the sales price. Finally, unlike other types of bonds, it is the CFD and ultimately the property owners responsible for repaying the bonds. The City is not directly liable.

Enhanced Infrastructure Finance Districts

Legislation in 2015 enabled the formation of Enhanced Infrastructure Financing Districts (EIFDs). An EIFD diverts local property tax revenues (through tax-increment financing) to either pay directly for the construction of infrastructure and public facility improvements, or to issue bonds to finance those improvements. No public vote is re-quired to establish an EIFD, but a 55 percent voter approval is required to issue bonds. However, EIFDs cannot divert property tax increment revenues from schools and can only capture tax increment from taxing jurisdictions that agree to forego their incremental property tax revenue. In the case of Southwest Fresno, the City of Fresno would need to agree to forego the increase in property tax revenue that is generated by increase in property values in the EIFD.

EIFDs can fund:

- Roads, highways and bridges
- Parking facilities
- Transit stations
- Sewage and water facilities
- Flood control and drainage projects
- Solid waste disposal
- Parks and libraries
- Child care facilities
- Brownfield restoration
- Environmental mitigation
- Military base reuse projects
- Affordable housing
- Private industrial buildings
- Transit oriented development projects
- Projects carrying out sustainable community strategies

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Glossary

GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

less than one unit per acre and where the median household income is 80 percent or less than the statewide median household income.

Environmental Impact Report (EIR). A document used to evaluate the potential environmental impacts of a project, evaluate reasonable alternatives to the project, and identify mitigation measures necessary to minimize the impacts. The California Environmental Quality Act (CEQA) requires that the agency with primary responsibility over the approval of a project (the lead agency) evaluate the project's potential significant impacts in an Environmental Impact Report (EIR).

Farmland Classification. California Department of Conservation system for categorizing farmland with respect to its potential for agricultural productivity based on soil type and other physical characteristics.

Fresno Active Transportation Plan (ATP). The comprehensive guide outlining the vision for active transportation in the City of Fresno and a roadmap for achieving a complete, safe, and comfortable network of trails, sidewalks, and bikeways that serves all residents of Fresno.

Fresno Council of Governments Reverse Triangle Transportation Area Plan (RTTAP). A plan completed by the Fresno Council of Governments that identifies transportation infrastructure improvements and mobility service programs and strategies to ensure that future anticipated growth within the Reverse Triangle area will provide opportunities to improve connectivity, accessibility, and quality of life of the existing communities.

Fresno Council of Governments Regional Transportation Plan (RTP). Fresno COG's 2018 Regional Transportation Plan (RTP) charts the long-range vision of Regional Transportation through the year 2042. This RTP identifies existing and future transportation related needs, while considering all modes of travel, analyzing alternative solutions, and identifying what can be completed with anticipated available funding for the over 3,000 projects and multiple programs included within it.

Fresno General Plan (General Plan). Adopted December 18, 2014. An integrated and comprehensive long-range set of goals, objectives, policies, and implementation measures and diagrams for the general physical development of the City of Fresno and any land outside the City's boundaries which bears relation to the City's planning.

Overlay Zone. An overlay zone is a regulatory tool that applies an additional layer of standards to all base districts within a defined geographic area.

Fresno Parks Master Plan. Articulates the community-based vision for planning a complete and functional park and open space system in Fresno.

GOALS AND RELATED TERMS:

Goal. A goal is a general direction-setter. It is an ideal future end related to the public health, safety or general welfare. A goal is a general expression of community values and, therefore, may be abstract in nature and is generally not quantifiable or time-dependent.

Objective. An objective is a specified end, condition, or state that is an intermediate step toward attaining a goal. It should be achievable, and preferably measurable.

Policy. A policy is a specific statement that guides decision-making and indicates a commitment of the local legislative body to a particular course of action to accomplish goals and objectives.

Implementation. Actions, procedures, programs, or techniques that carry out policies.

Implementation Measure. An implementation measure is an action, procedure, program or technique that carries out general plan policy.

High-Speed Rail and High-Speed Train. Rail services with top speeds of 110 MPH to 150 MPH or higher, as defined by the U.S. Department of Transportation. See also California-High Speed Rail.

Highway. A public roadway that is publicly maintained and open to the public for purposes of vehicular travel to connect cities and towns.

Infill Opportunity Zone (IOZ). General or specifically defined geographic areas for which policies and implementation measures are established to promote development or planned land uses. Includes many of Fresno's established neighborhoods, which are in need of both large, catalytic reinvestment projects and small-scale strategic interventions.

Infrastructure. Permanent utility installations, including roads, water supply lines, sewage collection pipes, and power and communications lines.

Sensitive Uses. Refers to the land use categories where sensitive receptors live or spend a significant amount of time including residences, schools, religious institutions playgrounds, child-care centers, hospitals, retirement homes, and convalescent homes. Sensitive receptors are persons or land users that are most sensitive to negative effects of air pollutants. Persons who are sensitive receptors include children, the elderly, the acutely ill, and the chronically ill.

Sphere of Influence (SOI). A planning boundary that designates the probable future city limits and service area.

Specific Plan. Refers to a plan that provides detailed design and implementation tools for a specific portion of the area covered by a general plan. A Specific Plan may include all regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any general plan element(s).

State. Non-capitalized state refers to the geographical area or the people of state of California. Capitalized State refers to the state government which is also referred to as the State of California.

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

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

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

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

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

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

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

Zoning Code and Zoning Regulations. See Development Code.

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

Near-Zero-Emission Vehicle. A vehicle that utilizes zero-emission technologies, enables technologies that provide a pathway to zero-emissions operations, or incorporates other technologies that significantly reduce criteria pollutants, toxic air contaminants, and greenhouse gas emissions, as defined by the state board in consultation with the State Energy Resources Conservation and Development Commission consistent with meeting the state's mid- and long-term air quality standards and climate goals. California Code, Health and Safety Code - HSC Section 44258

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

Appendices

APPENDICES

For additional information on South Central Specific Plan, please refer to the following appendices. To access these appendices, please visit the respective links or scan the QR codes provided.

Appendix A - Market Study

Appendix A includes a nonresidential real estate market analysis to support planning efforts for the Plan. The Analysis presented herein evaluates existing and historical socioeconomic conditions and nonresidential market trends, and estimates market support for nonresidential land uses in the Plan Area through the study horizon of 2040.

SCAN ME!

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

Appendix B - Community Outreach Summaries

Appendix B provides summaries of the seven community workshops described in Chapter 2. Each summary includes information about the purpose of the workshop, publicity efforts, and a summary of the feedback received.

SCAN ME!

https://www.fresno.gov/wp-content/uploads/2024/05/Public-Draft_SCSP_Appendix-B_Resolution-2019-235.pdf

Appendix C - City Council Resolution

Appendix C contains City Council Resolution 2019-235

SCAN ME!

https://www.fresno.gov/wp-content/uploads/2024/05/Public-Draft_SCSP_Appendix-C_Community-Workshop-Summaries.pdf

Appendix D - Alternatives

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



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

Appendix E - Hydraulic Analysis

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



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


SC
SP